Mayor Gregory N. Thompson
Commissioner Brenda K. Butters
Commissioner Scott M. Schoon

CITY COMMISSION MEETING
Winfield, Kansas

DATE: Monday, September 21, 2026
TIME: 5:30 p.m.
PLACE: Civic Center – Civic Room – 400 E 9th

AGENDA

CALL TO ORDER.....Brenda K. Butters, Presiding Officer

ROLL CALL.....Deputy City Clerk, Carina Anderson

MINUTES OF PRECEDING MEETING.....Tuesday, September 08, 2026

PROCLAMATION
-Proclaiming the week of October 4th through October 10th, 2026 as Public Power Week

BUSINESS FROM THE FLOOR
-Citizens to be heard

NEW BUSINESS
Ordinances & Resolutions

Bill No. 2693 – An Ordinance – Adopting The Winfield Comprehensive Development Plan for 2020-2040 as the official plan and resource document for the future development of the City of Winfield.

Bill No. 2694 – A Resolution – Adopting a Winfield Master Plan for Parks as the official plan and resource document for the parks and trails system of the City of Winfield.

Bill No. 2695 – A Resolution – Authorizing and directing the Mayor and Clerk of the City of Winfield, Kansas, to execute a contract for engineering services at Andes Estates subdivision in Winfield, Kansas between the City of Winfield, Kansas and Smith & Oaks, Arkansas City, Kansas and ASM Engineering Consultants, Andover, Kansas.

Bill No. 2696 – A Resolution – Authorizing and directing the City Manager and Clerk of the City of Winfield, Kansas, to execute a Lease agreement by and between the City of Winfield, Kansas and Capper Foundation for office space at Meyer Hall.

OTHER BUSINESS
- Consider Police Vehicle Purchase

ADJOURNMENT
-Next Commission work session 4:00 Thursday, October 1, 2026.
-Next regular meeting 5:30 p.m. Monday, October 05, 2026.

CITY COMMISSION MEETING MINUTES
Winfield, Kansas
September 8, 2026

The Board of City Commissioners met in regular session, Tuesday, September 08, 2026 at 5:30 p.m. in the Civic Center – Civic Room – 400 E 9th; Mayor Gregory N. Thompson presiding. Commissioners Brenda K. Butters and Scott M. Schoon were also present. Also in attendance were Taggart Wall, City Manager; and Tania Richardson, City Clerk. Other staff member present was Patrick Steward, Director of Public Improvements.

City Clerk Richardson called roll and noted all Commissioners present.

Commissioner Butters moved that the minutes of the August 17, 2026 meeting be approved. Commissioner Schoon seconded the motion. With all Commissioners voting aye, motion carried.

PUBLIC HEARING
Mayor Thompson opened a public hearing to consider public comments on the levy of property tax exceeding the Revenue Neutral Rate for the 2027 Budget Year. With no one present to speak, Mayor Thompson closed the public hearing.

Bill No. 2687 – A Resolution – To levy a property tax rate exceeding the Revenue Neutral Rate. Upon motion by Commissioner Butters, seconded by Commissioner Schoon, all Commissioners voting aye, Bill No. 2687 was adopted and numbered Resolution No. 8026. Mayor Thompson called for a Roll Call Vote of the Commissioners to levy a property tax rate exceeding the Revenue Neutral Rate. Mayor Thompson voted yes, Commissioner Butters voted yes, Commissioner Schoon voted yes.

PUBLIC HEARING
Mayor Thompson opened a public hearing to consider public comments on the proposed 2027 Annual Budget.
-Linn Stiles, 1202 Millington, asked about the 2021 storm surcharge and any preventative measures the City has taken. City Manager Wall explained the history of the surcharge and the steps the City has taken to help prevent a repeat of that situation.
-Gary Brewer, 417 E 10th Ave, asked about the 2019 one cent sales tax. City Manager Wall explained that the one cent sales tax was a 25-year tax, and there are improvements planned for those proceeds.

With no further comments, Mayor Thompson closed the public hearing.

Bill No. 2688 – An Ordinance – Relating to and providing an amount of ad valorem tax to be levied as provided for under K.S.A. 79-1801 et seq. for the purpose of raising revenue for the General Fund, Bond & Interest Fund, Library Fund, Special Liability Fund, and the Industrial Development Fund. City Manager Wall explains this Ordinance relates to the ad valorem tax for the 2027 Budget. Upon motion by Commissioner Schoon, seconded by Commissioner Butters, all Commissioners voting aye, Bill No. 2688 was adopted and numbered Ordinance No. 4251.

Bill No. 2689 – An Ordinance – Adopting an annual budget of the City of Winfield, Kansas, for the year ending December 31, 2027, and providing for expenditures not to exceed amounts stated herein. City Manager Wall explains this Ordinance adopts the annual budget for 2027 and sets the expenditure authority of the City. Upon motion by Commissioner Butters, seconded by Commissioner Schoon, all Commissioners voting aye, Bill No. 2689 was adopted and numbered Ordinance No. 4252.

BUSINESS FROM THE FLOOR

-None

NEW BUSINESS

Bill No. 2690 – An Ordinance – Accepting and authorizing the final plat of the Andes Estates Subdivision, in the Northeast quarter of Section 33, Township 32 South, Range 4 East of the 6th P.M., Winfield, Cowley County, Kansas. Director of Public Improvements Steward explains this Ordinance will approve the final plat of the Andes Estates Subdivision. Upon motion by Commissioner Butters, seconded by Commissioner Schoon all Commissioners voting aye, Bill No. 2690 was adopted and numbered Ordinance No. 4253.

Bill No. 2691 – A Resolution – Authorizing and directing the Mayor and Clerk of the City of Winfield, Kansas, to execute a Development Agreement by and between the City of Winfield, Kansas, a municipal corporation duly organized under the laws of the State of Kansas, (the "City"), and Tommy Andes, "Developer", related to housing development. City Manager Wall explains this will be a development of fourteen duplexes. Upon motion by Commissioner Butters, seconded by Commissioner Schoon, all Commissioners voting aye, Bill No. 2691 was adopted and numbered Resolution No. 8126.

Bill No. 2692 – A Resolution – Authorizing the execution of the Project Programming Request and Commitment of City Funds for the 2029 CCLIP Surface Preservation Project. Director of Public Improvements Steward explains this project will be for mill and overlay of 9th Ave. (US-160) from the West City limits to Grand Street and Main St. (US-77) from Manning St. to 6th Ave. Upon motion by Commissioner Butters, seconded by Commissioner Schoon, all Commissioners voting aye, Bill No. 2692 was adopted and numbered Resolution No. 8226.

OTHER BUSINESS

-Consider approving a Temporary Alcohol License for Walnut Valley Festival, at the Cowley County Fairgrounds. (September 17-19, 2026). City Clerk Richardson presented an application for Walnut Valley Festival Temporary Liquor license. Commissioner Schoon moved to approve the application submitted by Walnut Valley Festival for a Temporary Liquor license. Commissioner Butters seconded the motion. With all Commissioners voting aye, the motion carried.

-Consider approving two Temporary Alcohol Licenses for Patton's Pickin' Parlor at 417 W. 14th Ave. (September 11-13 and September 14th, 2026). City Clerk Richardson presented two applications for Patton's Pickin' Parlor Temporary Liquor licenses. Commissioner Butters moved to approve the applications submitted by Patton's Pickin' Parlor for two Temporary Liquor licenses. Commissioner Schoon seconded the motion. With all Commissioners voting aye, the motion carried.

ADJOURNMENT

Upon motion by Commissioner Butters, seconded by Commissioner Schoon, all Commissioners voting aye, the meeting adjourned at 6:04 p.m.

Signed and sealed this 14th day of September 2026.

_____
Tania Richardson, City Clerk

Signed and approved this 21st day of September 2026.

_____
Brenda K. Butters, Presiding Officer

PROCLAMATION RECOGNIZING PUBLIC POWER WEEK, OCTOBER 4th – 10th,

A WEEK-LONG CELEBRATION OF WINFIELD'S ELECTRIC UTILITY YEAR-ROUND SERVICE

TO THE CITY OF WINFIELD, KANSAS

WHEREAS, we, the citizens of Winfield, Kansas, place high value on local choice over community services and therefore have chosen to operate a community-owned, not-for-profit electric utility and, as customers and owners of our electric utility, have a direct say in utility operations and policies;

WHEREAS, Winfield's Electric Utility provides our homes, businesses, schools, and social services and local government agencies with reliable, efficient, and safe electricity employing sound business practices designed to ensure the best possible service at not-for-profit rates;

WHEREAS, Winfield's Electric Utility is a valuable community asset that contributes to the well-being of local citizens through energy efficiency, customer service, environmental protection, economic development, and safety awareness;

WHEREAS, Winfield's Electric Utility is a dependable and trustworthy institution whose local operation provides many consumer protections and continues to make our community a better place to live and work, and contributes to protecting the global environment;

NOW, THEREFORE BE IT RESOLVED: that Winfield's Electric Utility will continue to work to bring low-cost, safe, reliable electricity to community homes and businesses just as it has for many years to serve all the citizens of Winfield, Kansas; and

BE IT FURTHER RESOLVED: that the week of October 4th – 10th be designated Public Power Week to recognize Winfield's Electric Utility for its contributions to the community and to educate customer-owners, policy makers, and employees on the benefits of public power;

BE IT FURTHER RESOLVED: that our community joins hands with more than 2,000 other public power systems in the United States in this celebration of public power, which put our residents, businesses, and the community before profits.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Winfield, Kansas, to be affixed this 21st day of September 2026.

SEAL OF THE CITY OF WINFIELD COWLEY COUNTY KANSAS SEAL

ATTEST:

Tania Richardson, City Clerk

Brenda K. Butters, Presiding Officer

Request for Commission Action

Date: September 17th, 2026

Requestor: Taggart Wall

Action Requested: Consider Adoption of the 2020-2040 Comprehensive Plan, Amended 2026

Analysis: The proposed 2026 update retains the 2020 Comprehensive Plan's three guiding principles - quality of life, community health, and economic and environmental sustainability - and updates primarily the goals appendix as well as the Existing Land Use Map and the Future Land Use Map. The revised appendix carries forward unfinished work, removes goals completed or otherwise resolved since adoption, and adds priorities supported by the 2025 planning process. The result is a more current implementation agenda, not a change in the Plan's overall direction.

Major changes to the goals

Topic	2020 plan	2026 update
Framework	Eight goal categories; 20-year horizon.	Ten categories; Policies and Regulations separated, and Sidewalks and Signals added. Long-term horizon adjusted to the remaining 10-15 years.
Land use and economy	Annexation, land bank, extraterritorial jurisdiction, site plan review, and buried utilities.	Adds annexation cost-benefit review, Strother Field site certification, business retention and expansion, ongoing marketing, and alternative-housing and poultry regulation review.
Downtown	Sign-post work, street-tree transition, and evaluation of the sidewalk electrical circuit.	Adds streetscape feasibility, absentee-owner and facade enforcement, parking maintenance, pedestrian signals, landscaping, meter removal, and ongoing circuit maintenance.

Request for Commission Action

Topic	2020 plan	2026 update
Transportation	Pavement maintenance, complete streets, southwest bypass, a back-in parking demonstration, park parking, and railroad access.	Retains core items; adds Simpson Avenue design, LED streetlights, crosswalk signals, parking-partnership review, public transportation support, and a dedicated sidewalk program.
Housing	Grant pursuit, developer recruitment, neighborhood revitalization incentives, infill, and new apartments.	Adds incentive education, affordable senior housing, a new subdivision, City infrastructure cost-share, and regulatory support for alternative housing.
Utilities and drainage	Stormwater plan; water, sewer, electric, gas, renewable-energy, and recycling programs.	Shifts stormwater planning to annual reporting; adds utility-expansion analysis, wastewater-plant study, electric reliability and redundancy work, line-burial planning, solar/microgrid concepts, and natural-gas redundancy.
Facilities	New public-safety facilities and related reuse studies, City Hall improvements, fleet/apparatus replacement, operations and cemetery projects.	Focuses on City Hall facility rehabilitation, facility systems, a market pavilion, park and recreation improvements in the Park and Recreation Plan, cemetery maintenance options, neighborhood storm-shelter need, and continued institutional coordination.

The update expressly states that it carries forward 2020 goals that have not yet been completed. Accordingly, the omission of a 2020 goal generally signals completion or another disposition; omission alone should not be treated as a formal closeout record.

Survey comparison

The two surveys (2019 and 2025) point in the same general direction, but the 2025 results show lower intensity on several capital and enforcement questions. The 2019 questionnaire had 935 responses, compared with 302 in 2025; the 2025 respondents were

also older on average. Results should therefore be read as community input rather than a statistically representative trend survey.

Measure	2019	2025	Change
Invest more resources in new housing	72%	56%	-16 points
Encourage owners and landlords to maintain property	96%	88%	-8 points
Invest in demolition of dilapidated property	93%	73%	-20 points
Increase downtown absentee-owner and facade enforcement	98%	86%	-12 points
Pursue southwest highway bypass	83%	59%	-24 points
Street paving and maintenance rated inadequate	53%	44%	Improved 9 points
Stormwater drainage rated inadequate	32%	40%	Worsened 8 points
Recycling service rated inadequate	10%	50%	Worsened 40 points
Support same or greater economic-development investment	94%	75%	-19 points

How the 2025 input appears in the updated goals

- Housing and property condition remain strong priorities. The update adds housing diversity, senior affordability, a new subdivision, infrastructure cost-sharing, demolition, and continued code enforcement.
- Transportation remains important, but support for the bypass is less decisive than in 2019. The update retains the bypass as a mid-term goal while adding nearer-term Simpson Avenue, crosswalk, signal, sidewalk, ADA, lighting, and transit actions.
-

Request for Commission Action

- Infrastructure concerns sharpened. Street paving remains one of the weakest-rated facilities, stormwater dissatisfaction increased, and recycling dissatisfaction rose substantially (although this is related to market changes that forced the move away from curbside recycling). The goals retain pavement maintenance, annual stormwater review, green infrastructure, and recycling options, while adding utility reliability and capacity projects.
- Downtown stewardship and economic development retain majority support. The update converts those concerns into specific enforcement, streetscape, site-certification, business-retention, and marketing actions.
- The 2025 survey introduced a new regulatory issue: 57% supported loosening poultry restrictions either outright or with restrictions. The update responds with a goal to review regulations rather than predetermining the outcome.

The proposed update is a practical mid-course correction. It preserves the adopted policy foundation, recognizes substantial successful implementation since 2020 by removing completed or resolved items, and directs attention to the remaining 15-year horizon. The 2025 survey generally supports the revised agenda, particularly housing and property conditions, infrastructure maintenance, downtown stewardship, and economic development. Housing and parks remain a clear priority in this plan as well as the Master Parks, Trails and Recreation Plan.

Fiscal Impact:

Attachments: Amended Plan

— Winfield —

Comprehensive Development Plan 2020-2040,

Amended 2026



Winfield
Comprehensive Development Plan 2020–2040, Amended 2026

originally adopted on November 9, 2020 by the
Winfield City Planning Commission

originally approved on December 7, 2020 by the
Winfield Governing Body

Originally Effective on December 11, 2020

AMENDED IN 2026
with the addition of Appendix 2 (updated Goals), and updated Land Use maps;
2026 Amended Plan adopted by the Winfield City Planning Commission on _____, 2026;
2026 Amended Plan approved by the Winfield Governing Body on _____, 2026

2026 Amended Plan Effective on _____, 2026

technical assistance by

FOSTER DESIGN
Associates LLC
landscape architecture & planning

and
Winfield City Staff

OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN APPROVAL

This document, entitled
Winfield Comprehensive Development Plan 2020-2040
is an official Plan of the City of Winfield, Kansas, for the Planning Period 2020–2040.
The Planning Area comprises the City of Winfield plus a certain surrounding area
in Cowley County, Kansas, which is all within 3 miles of the City.

In accordance with K.S.A. 12-747, an officially advertised public hearing was held on November 9, 2020,
and this document was adopted by Resolution Number 2020-08 of the Winfield City Planning Commission
on November 9, 2020.

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

ATTEST

/s/_____ /s/_____

William Tuttle
Chairperson, Winfield City Planning Commission

Patrick Steward (City staff)
Secretary, Winfield City Planning Commission

APPROVED by the Winfield Governing Body on December 7, 2020 by Ordinance Number 4144,
which was published on December 11, 2020, in the *The Cowley CourierTraveler*.

ATTEST

/s/_____ /s/_____

Ronald Hutto, Mayor

Brenda Peters, City Clerk

OFFICIAL AMENDED COMPREHENSIVE DEVELOPMENT PLAN APPROVAL

This document, entitled
Winfield Comprehensive Development Plan 2020-2040, Amended 2026
was amended to include the addition of
Appendix 2 — Tables of Goals, 2026 Update, and Land Use maps updated in 2026.

In accordance with K.S.A. 12-747, an officially advertised public hearing was held on _____, 2026, and the amendment was adopted by Resolution Number _____ of the Winfield City Planning Commission on _____, 2026.

A certified copy of the *Comprehensive Development Plan 2020-2040, Amended 2026*, together with a copy of the adoption Resolution and a summary of the hearing, were then submitted to the Winfield Governing Body.

/s/_____
_____??
Chairperson, Winfield City Planning Commission

ATTEST
/s/_____
Patrick Steward, Director of Public Improvements & Engineering
Secretary, Winfield City Planning Commission

APPROVED by the Winfield Governing Body on _____, 2026 by Ordinance Number _____, which was published on _____, 2026, in the *The Cowley CourierTraveler.*

/s/_____
Gregory N. Thompson, Mayor

ATTEST
/s/_____
Tania Richardson, City Clerk

Acknowledgments

This Comprehensive Plan was prepared under the supervision and with the aid of the Winfield City Planning Commission and City staff, with help from a Steering Committee of citizen volunteers, and with technical assistance by planning consultant Foster Design Associates LLC of Wichita.

WINFIELD CITY PLANNING COMMISSION

Willie Tuttle, Chairperson
Rick Cowlishaw, Vice-Chairperson
Patrick Steward, Secretary (City Staff)

David Brazil
Brenda Butters
Jeanie Campbell
Taylor Dory
Robert Gottlob
Thomas McNeish
Mona Mozingo
Tom Pettey
Don Williams

Tiffany Parsons, Recording Secretary
William E. Muret, City Attorney

WINFIELD PARK BOARD

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John Boyle
Claire Graham
Joyce McArtor
Larry Schuster
Dan Tapia
Max Thompson
Kelly Wall
Ron Hutto, Mayor (*ex-officio*)

City Liaison: Gary Mangus, Assistant to the City Manager

WINFIELD GOVERNING BODY

Ron Hutto, Mayor
Phil Jarvis
Greg Thompson

WINFIELD CITY STAFF

Taggart Wall, City Manager
Patrick Steward, Community Development Director
Brenda Peters, City Clerk

PLANNING CONSULTANTS

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Foster Design Associates LLC
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Acknowledgments

COMPREHENSIVE PLAN STEERING COMMITTEE

Gary Brewer — Retired Executive; Community Member
Gail Burden — Small Business Owner Optometrist; Winfield City Band
Rick Cowlishaw — Planning Commission Member
Julie Graham — Small Business Owner- Photography
Bob Hartley — Retired Community Member
Anne Jarrett — Former City Finance; Small Business Owner CPA; Rural Utility Customer
Chris Jarvis — Small Business Owner- Home on the Range Firearms
Dawn Pleas — Vice President for Retention and Student Success Southwestern College
Bart Redford — CEO/Owner Walnut Valley Festival
Nathan Reed — USD 465 Superintendent
Becky Reid — K State Research Extension
Kaydee Riggs Johnson — Vice President Marketing Southwestern College; Small Business Owner-Brewery
Crystal Rowley — Special Education Teacher
Scott Schoon — Retired Rec Director; Aquatic Center Director
Aline Sivongxay — Lao Community Member
Anthony Stonerock — Chamber Board President; Young Professional

COVID-19 PANDEMIC

The 2020 COVID-19 pandemic began about halfway through this planning process, preventing completion of the originally intended sequence of Steering Committee and public input meetings.

Fortunately, the Community Questionnaire had already been finished, along with the early meetings that provide the most essential guidance on community interests and concerns.

During the pandemic, feedback on the draft Plan was achieved through email reviews.

At the time this Plan was written, the long-term economic impacts of the pandemic could not be reliably predicted. Nevertheless, the goals expressed in this Plan are valid, and should be pursued—when they reasonably can be, with whatever resources are then available.

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Section 1 — Planning the Future

CHAPTER 1. Planning — Process, Parameters, & Principles
CHAPTER 2. Winfield's Planning Goals
CHAPTER 3. Land Use Plan

CHAPTER 1. **Planning — Process, Parameters, & Principles**

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

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

To figure out what the community's goals really are, the process of producing this Plan engaged Winfield's citizens and neighbors, and asked them to think deeply about the community as a whole, and to consider what they want Winfield to become in the generations ahead.

This document is the result of a year-long process of asking questions and finding answers, in order to define a set of aspiring yet realistic goals for Winfield. It also provides a foundation of background data, including an overview of City facilities and systems. It offers a review of regulatory tools and other resources available to support the Plan's implementation. But the core of this Plan, its heart and soul, is the ***community goals***.

These goals incorporate fundamental planning principles, express Winfield's community values, and provide both current and future City leaders with a vision of Winfield's future that should inform and help shape their policy-making decisions.

Planning Process

Winfield's previous *City of Winfield, Kansas Comprehensive Plan* was completed in 1993 by Burns & McDonnell. This document has become outdated, but is still an excellent historical reference. City leaders began working to create an updated comprehensive plan in 2019.

To produce this current *Winfield Comprehensive Development Plan*, **public meetings** were held, which provided a forum for members of the community to express their ideas and comment on the proposed plan. A **Steering Committee** of community stakeholders provided input throughout the planning process, and the **Planning Commission** and the **City Commission** held discussions of planning goals. City staff also met with three **USD 465 youth focus groups**, discussing issues with students from Winfield's elementary, middle and high schools.

In addition, a **Community Questionnaire** was distributed to people in the Winfield area, both inside and outside the city limits. It was available in hardcopies and on the web, and was mailed to every electric utility customer within three miles of the city limits. The Questionnaire document was 15 pages long, and included 67 questions, many of them open-ended—so filling it out required a substantial commitment of time and effort. Nevertheless, a **total of 935 questionnaires were completed and returned**—a testimony to the level of citizen involvement in this community.

The table below shows some of the characteristics of the people who responded to the Community Questionnaire.

Characteristic	*Respondents*	
Male	*295*	*31.6%*
Female	*591*	*63.2%*
Prefer not to say	*15*	*1.6%*
No answer	*34*	*3.6%*
Inside City	*799*	*85.5%*
Outside City	*121*	*12.9%*
No answer	*15*	*1.6%*
Under 19 years old	*3*	*0.3%*
19 to 29 years old	*99*	*10.6%*
30 to 45 years old	*273*	*29.2%*
46 to 65 years old	*296*	*31.7%*
66 to 80 years old	*192*	*20.5%*
Over 80 years old	*55*	*5.9%*
No answer	*17*	*1.8%*
Total returned	***935***	***100%***

Periodically in this document, references will be made to some of the results of the Community Questionnaire. Note that, although a total of 935 questionnaires were returned, not every person answered every single question—so sometimes the total responses for a specific question don't add up to 935.

The complete tabulated results of the Questionnaire are available to the public on the City website, and from the office of the City Clerk at Winfield City Hall.

Plan Adoption & Approval

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

When this Plan is adopted and approved, it will become the official comprehensive development plan for Winfield, Kansas, and its Planning Area, for the Planning Period from 2020 through 2040. It will replace in its entirety the City's previous 1993 *City of Winfield, Kansas Comprehensive Plan*.

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

Plan Parameters

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

Planning Period The Planning Period for this Plan is the twenty-year time span from its adoption in late 2020 through 2040. For this type of plan, twenty years is typically the practical limit for useful forecasting of local needs and resources.

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

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

Like the City itself, the Winfield Planning Area is in two parts—one encompassing the City proper, and one encompassing Winfield City Lake. All of the Planning Area is in Cowley County, Kansas.

The main Planning Area extends a maximum of 9.5 miles east-to-west and 10.5 miles north-to-south, and covers a total area of approximately 83.5 square miles. The Lake Planning Area extends a maximum of 6 miles east-to-west and 3.5 miles north-to-south, and covers a total area of approximately 16.6 square miles. Together, they cover 100.1 square miles.

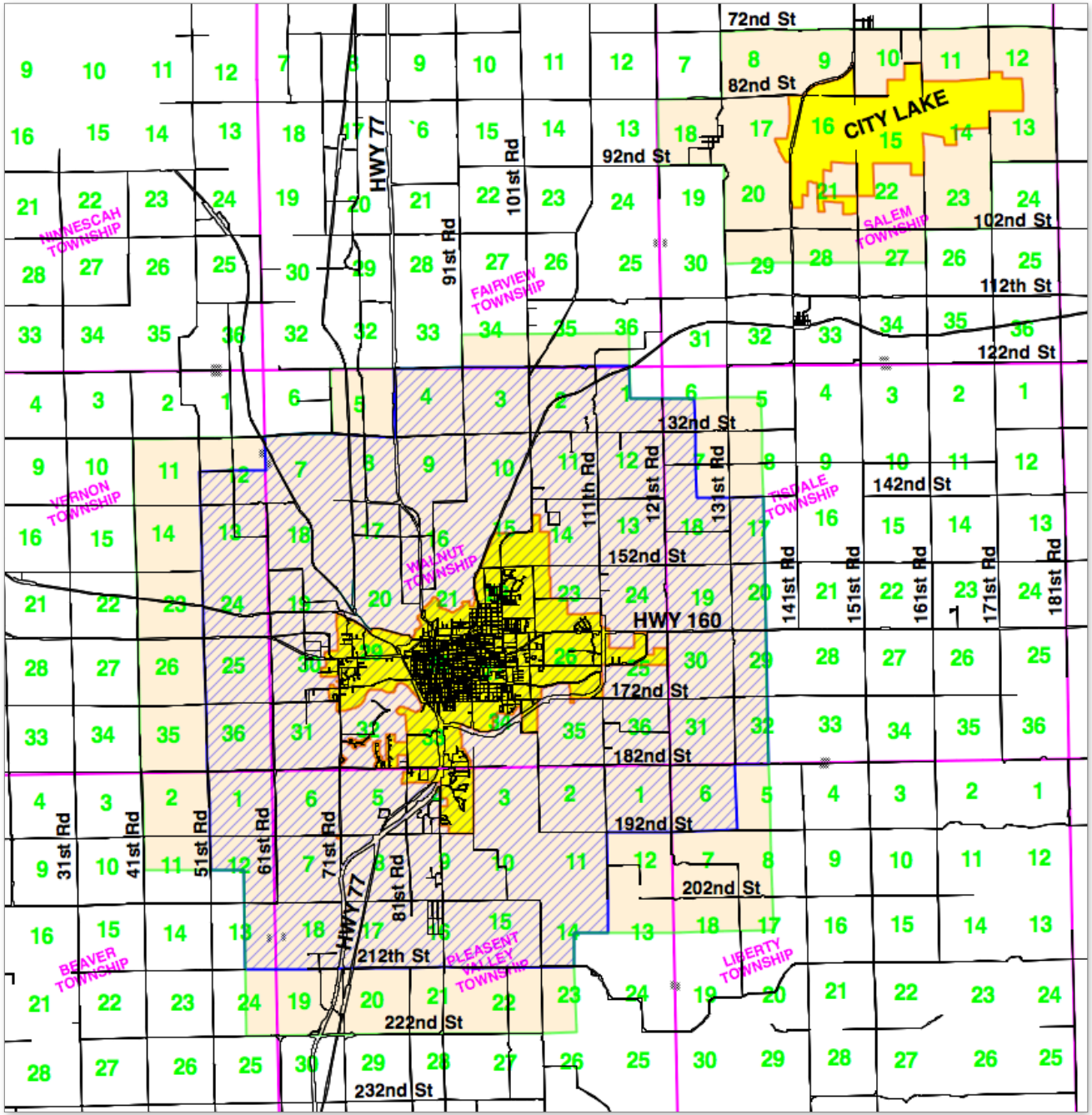
As defined for this Plan, the Winfield Planning Area is composed of:

Winfield City Area

- In Fairview Township (Township 31 South / Range 4 East)
  - South halves of Sections 34 and 35
  - Southwest quarter of Section 36
- In Vernon Township (T32S, R3E)
  - Sections 11-14, 23-26, and 35-36
- In Walnut Township (T32S, R4E)
  - South half and northwest quarter of Section 1
  - Sections 2-5 and 7-36
- In Tisdale Township (T32S, R5E)
  - Southwest quarter of Section 5
  - South half of Section 6
  - West halves of Sections 8, 17, 20, 29 and 32
  - Sections 7, 18-19, and 30-31
- In Beaver Township (T33S, R3E)
  - Sections 1-2
  - North half of Section 11
  - North half and southeast quarter of Section 12
  - East halves of Sections 13 and 24
- In Pleasant Valley Township (T33S, R4E)
  - Sections 1-12 and 15-22
  - North half of Section 13
  - North half and southwest quarter of Section 14
  - West half of Section 23
- In Liberty Township (T33S, R5E)
  - Sections 6-7
  - West halves of Sections 5 and 8
  - Northwest quarter of Section 17
  - North half of Section 18

Winfield City Lake Area

- In Salem Township (T31S, R5E)
  - Sections 8-18 and 20-23
  - North half of Sections 27-29



Winfield Planning Area & Extraterritorial Jurisdiction for Subdivision Regulations

- *The area within **Winfield's city limits** is shown in bright yellow.*
- *The **Planning Area** is shown in orange.*
- *The City's **extraterritorial jurisdiction for Subdivision Regulations** is shown with blue diagonal lines.*

  An extraterritorial jurisdiction must not extend beyond the Planning Area.
- ***Townships** are outlined in pink. A township typically contains 36 sections; each section is nominally one square mile in area.*
- ***Section** numbers are shown in green.*

Planning Principles

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

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

Quality of Life

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

Definitions of the term "quality of life" vary by perspective, incorporate a wide variety of factors, and tend to run to many pages in length when people get serious about trying to nail down the concept. Yet even without an academically precise definition, most people readily recognize the importance of the idea, and have a strong opinion about whether their personal quality of life is good or not.

Factors that play a role in quality of life may include housing, neighborhood, schools, physical and mental health, family life, safety and security, the built environment, education, leisure time, recreational options, culture, values, social belonging, spirituality, employment, job satisfaction, and financial security—among others. In short, "quality of life" is a highly subjective way of describing the overall happiness and well-being of a person or a community.

Although "quality of life" includes economic factors, it should not be confused with "standard of living", a term which refers strictly to income levels, and how well that income serves to acquire the goods and services viewed as necessary by the individual or community whose income is being evaluated.

The fact that quality of life is subjective and difficult to measure makes it no less important. Planning decisions affect housing, the local economy, transportation, safety, parks, health, and many other factors, which in turn profoundly affect the community's long-term quality of life.

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



Improvements to the City's already-high quality of life will be fundamental to successfully attracting new businesses and new residents to the community. Maintaining and enhancing Winfield's quality of life should be a primary focus of the community's planning goals. **Investments in quality of life should be regarded as investments in Winfield's future.**

Community Health

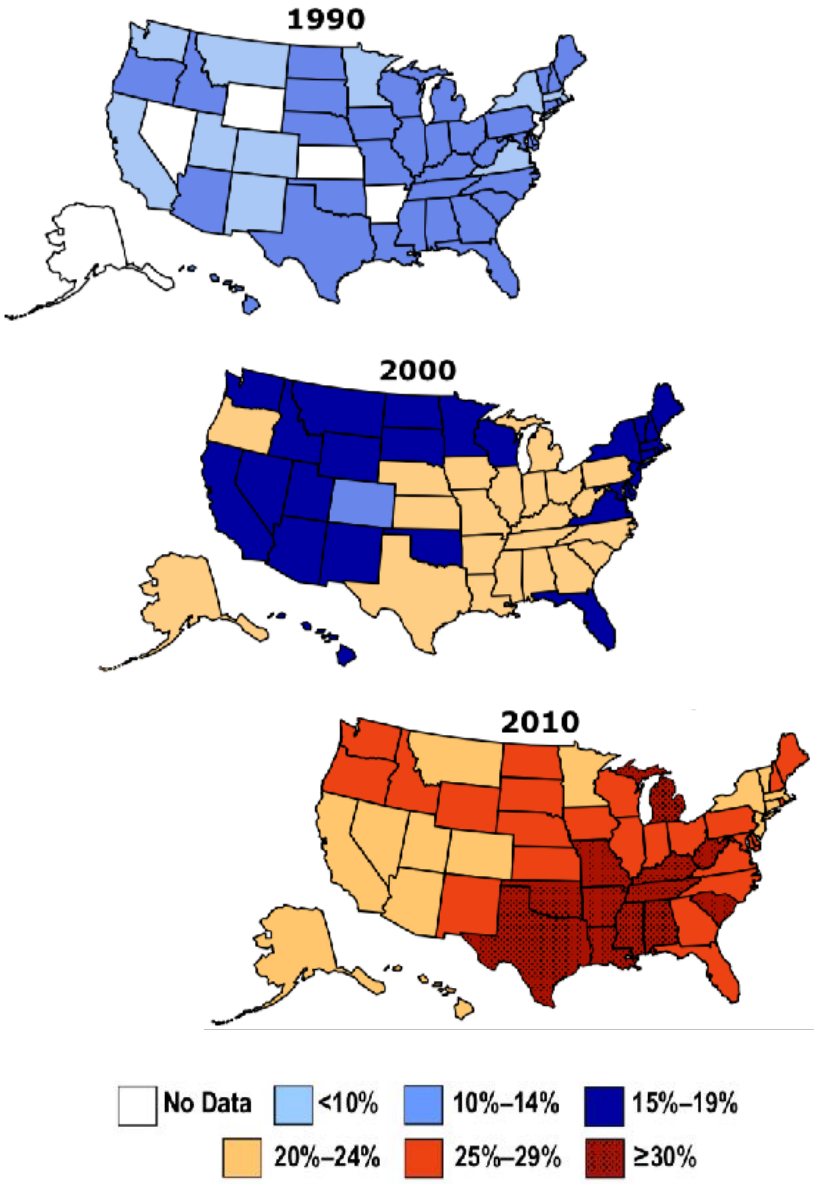
One of the most important factors in quality of life is health. Public planning policies and decisions impact both personal and community health.

Planning has always affected public health, and public health issues have driven planning advances. For instance, historically, the design of cities was powerfully influenced by the need to develop systems of fresh water supply and sewage disposal, in order to fight disease epidemics. And one of the original functions of urban parks, such as New York City's Central Park, was to give poor and middle-class city dwellers a place to escape the heat—which, before the advent of air conditioning, killed thousands of people in the city every summer.

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

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

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



CDC Obesity maps showing trend of population percentage with BMI of 30 or above

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

Planning policies and decisions shape our neighborhoods and our community, and should always be made with an eye toward crafting **places that encourage physical activity, nurture social connections, and promote good health**. Aim to increase opportunities for residents to engage in healthy lifestyle options. Possibilities include:

- **Active Transportation** — Encourage active transportation options such as walking and biking, by supporting a community-wide network of well-maintained sidewalks, and bicycle paths, lanes, and routes.
- **Complete Streets** — Incorporate street design elements that support safe and comfortable travel by users of all ages and abilities, including pedestrian amenities such as shade, benches, curb extensions, and crosswalk medians.
- **Mixed Land Use** — Support residential neighborhoods that are close to and connected with workplaces, schools, retail, parks, and other destinations. Mixed land use is significantly associated with increased physical activity.
- **Vibrant Downtown** — Cultivate a vibrant downtown, with shared on-street public parking, good lighting, bike racks, public art, street trees, and creative signage. Strive for a balance of workplaces, restaurants, services and retail that creates synergy, to both support the local economy and enrich local social connections.
- **Public Spaces** — Develop a variety of public gathering spaces flexible enough to support community events and celebrations, which strengthen community ties.
- **Connected Neighborhoods** — Make sure new developments are designed to maximize connectivity and walkability, and pursue options to connect existing neighborhoods. In general, encourage traditional gridiron street networks, and discourage disconnected and car-dependent cul-de-sac development.
- **Parks & Recreation** — Support a diverse system of parks and greenspaces, that increase access to nature, and offer on-demand opportunities for exercise. Consider including linear parks that incorporate paths, and special-use parks such as dog parks or outdoor exercise zones, that encourage frequent use and enhance social connections. At playgrounds, include shade, drinking fountains, and even waterspray elements to encourage activity even on hot days.

Resources

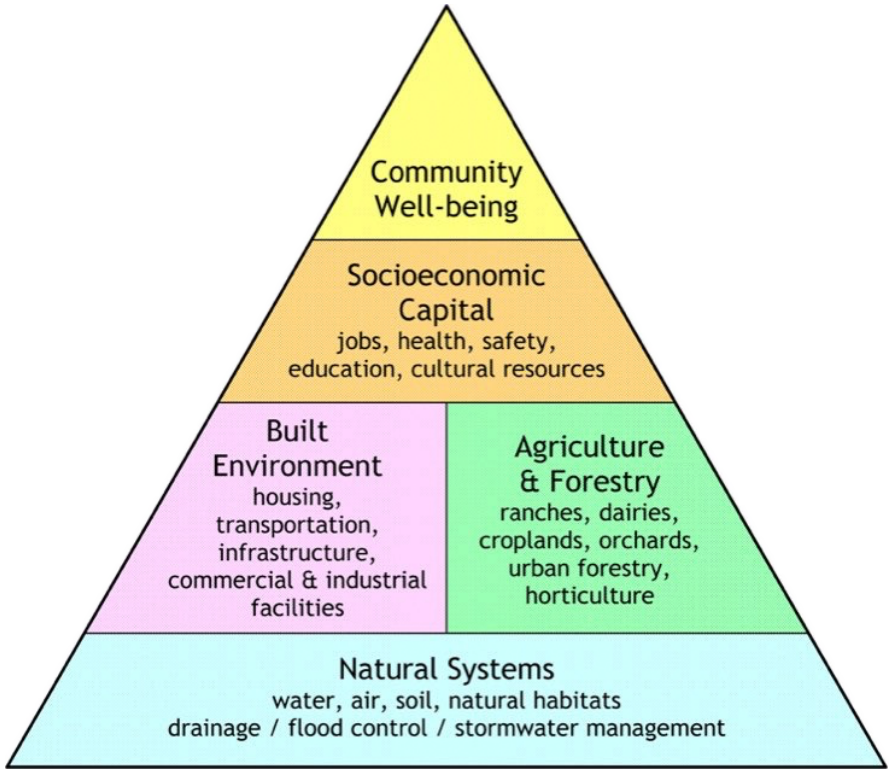
- Urban Land Institute — *Building Healthy Places Toolkit*
- *Healthy Places By Design*
- National Association of County and City Health Officials — *Healthy Community Design*
- American Public Health Association — *Healthy Community Design*





Sustainability

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



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

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

- Securing an ample and reliable source of clean **water** is a major environmental challenge for most cities in the American west, but earlier Winfield leaders attended to that problem with the development of Winfield City Lake.
- **Flooding** has also been a crucial environmental issue for Winfield since its founding. While the existing levee system has done an excellent job of protecting the city, the system must continue to be maintained, and may at some point within the 20-year planning period need to be expanded to cope with changing conditions and ongoing development.

  Many streets in Winfield have curbs and gutters in very poor condition, which compromises the entire **stormwater drainage system**.

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

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

- **Housing** is now the single greatest planning challenge facing Winfield. If the City is to continue to grow and thrive, steps must be taken both to preserve and improve its older homes, and to develop new high-quality homes in a variety of types and neighborhoods, suitable for a variety of lifestyles.
- New technologies are opening up alternative **transportation** solutions for smaller cities that simply don't have the population to support a traditional public transportation system at a scale that can be responsive to today's 24/7 transportation needs. Be open to opportunities to develop alternative methods of providing transit to residents who don't own cars—a percentage of people which is likely to increase over time.
- A high-quality **education system** is essential in order to produce graduates who are civically and ethically responsible adults, and capable of economic success. Schools provide students with the foundation to pursue technical skills and professional expertise necessary in the information economy, as well as fostering the flexibility and entrepreneurial attitude they will need to cope with a lifetime of rapid economic change.
- Continue to support Winfield's excellent **health care system**, and its thriving **arts and culture** scene. Both are major contributors to the community's high quality of life, helping to attract and retain residents, as well as bringing outside dollars into the community's economy.

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

Winfield is fortunate to have a long history of **economic diversity**, with a foundation in agriculture and oil, and a good balance of manufacturing and commercial enterprises. Economic sustainability also depends on having a reliable **utilities infrastructure** which is capable of supporting both business expansion and residential growth for additional employees.

- Continued cooperation between the City and County in the pursuit of local **economic development** will be instrumental in sustaining the area's economic success. Coordinate efforts with the Winfield Area Chamber of Commerce and Cowley First (the Cowley County Economic Development Department).
- Much of Winfield's municipal **utilities infrastructure** is in good condition, including its Water Treatment Plant and Power Plant. However, the Wastewater Treatment Plant will likely need either upgrades or substantial improvements within the 20-year Planning Period. Both the water distribution system and the sewage collection system are aging, and a program of gradual replacement of the pipes will need to begin soon.

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

Demographic Trends

Population data will be addressed in detail in Chapter 6, but a few broad trends should be understood from the outset, since they have significant impacts on a host of planning decisions. Over the course of this Plan's twenty-year Planning Period, expect the population of the community to become **older**, **more urban**, to live in **smaller households** or **multi-generation households**, and to have continually **rising expectations for community amenities**.

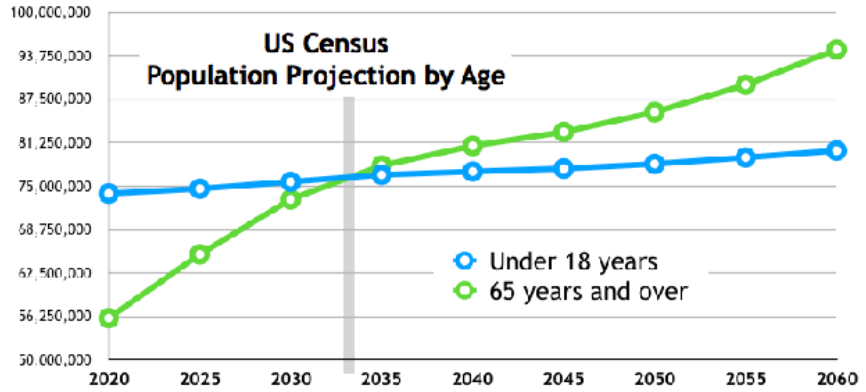
Family and household sizes continue to trend smaller. A growing majority of households, both nationally and in Winfield, have only one or two people. Young adults often postpone marriage and child-bearing. More and more people choose to remain single their whole lives. Many find themselves single after divorce.

The exception to the shift toward smaller households is the increasing number of multi-generation family households. Common historically, the percentage of such households in the U.S. started to decline in the 1950s, bottomed out in the 1980s, and has since—driven by both social trends and economic pressure—continued to rise.

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

The trend toward urban lifestyles applies to all age groups. More and more people want to live in walkable neighborhoods, close to restaurants, shops and entertainment amenities.

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



Sometime before 2035, Census population projections expect the number of seniors in the United States to surpass the number of children.









CHAPTER 2. **Winfield's Planning Goals**

This chapter provides an overview of Winfield's **most important comprehensive planning goal—housing**. It also includes the public response to several **specific goals that were proposed in the Community Questionnaire**.

Many other more detailed planning goals are incorporated throughout this Plan, located within the text near the background information which supports them, and highlighted in yellow.

As an aid to the City leaders and municipal staff who will be primarily responsible for seeing that these goals are implemented, all the goals that are discussed in detail throughout the rest of this document are also shown in **consolidated tables of categorized and prioritized planning goals**, available in Appendix 1.

Planning goals must take into account the physical, social, economic and governmental needs of a community. Goals which are reasonable and well grounded, yet also purposeful and ambitious, can help **frame policies and focus decision-making**.

Meaningful goals will help Winfield hone its unique identity, which in turn will distinguish it from other communities, and enhance its ability to compete for residents, resources, and economic development.

Goals for the Winfield Planning Area were generated primarily by Steering Committee members, City staff, and Planning Commission members; from responses to the Community Questionnaire; and from community input during public meetings.

Goal 1: Housing

During this planning process, the need to improve and expand Winfield's **housing was identified as the single most important goal** for the community over the next twenty years. Winfield's lack of sufficient housing for a variety of residential markets has become the primary limiting factor on the community's continued economic growth.

Detailed background information on Winfield's housing is available in **Chapter 7**, but the central issue is that Winfield's existing housing stock is aging, and the number of new housing starts in the city has been trending downward for decades.

There is simply not enough quality housing in Winfield, in various categories, to meet pent-up demand. It is a problem that has been getting progressively worse for several decades, and private development has not solved it.

Until a wider variety of high-quality housing is readily available, businesses that might have located in Winfield will move instead to places with sufficient housing for their employees. Professionals who might have brought their talents to Winfield will go to cities where they can find a house that meets their needs.

Two-thirds of all the people employed in Winfield live elsewhere. Many of those commuters might choose to live, and pay taxes, in Winfield—if only they could find suitable housing.

To support its economic future, Winfield needs to invest both in preserving and improving its heritage housing, and in developing various types of new housing—including low-maintenance and accessible patio homes and apartments, as well as suburban family homes.

RENOVATE

The older homes in Winfield's walkable urban neighborhoods are an essential element of the community's character—and character is a valued and marketable commodity.

Nationally, a number of demographic and social trends are resulting in more and more people choosing to live in smaller homes in urban neighborhoods, as opposed to suburban developments. However, since most home-buyers prefer a move-in-ready home, that trend applies most powerfully to older houses that have been renovated to be sound and reliable, and redesigned to serve modern lifestyles.

Renovations often involve structural repairs to foundations; chimney repairs; new roofs; energy-efficient windows, doors and insulation; upgraded plumbing, electrical and HVAC systems; and stylish fixtures, finishes and lighting. Even buyers looking for a smaller home in an older neighborhood usually still want a modern interior, with an open floor plan, large kitchen, master suite, spa-like bathrooms, and direct access to space for outdoor living.

Whether this sort of massive renovation can be accomplished profitably depends on the local financial balance between remodeling costs and the potential market value of a renovated home—and market value depends at least in part on how many other high-quality renovated homes are in the immediate neighborhood.

Often, **government or nonprofits or a partnership of both must jump-start the process of neighborhood improvement.** By renovating enough homes in a specific district, home values can be increased enough to make flipping profitable for private developers. Once that happens, the process is self-sustaining.

HOUSING DIVERSITY

Winfield has a backlog of demand for housing in general, but also has unmet demand for certain specific housing types—including houses for small households, multi-master homes for extended families, low-maintenance homes such as patio homes and townhouses, accessible homes, and high-quality contemporary suburban homes.

For decades, Census data showed a trend of **fewer and fewer persons living in the average American household**. Many factors contributed, from high divorce rates to a growing percentage of individuals who simply choose to live alone. This trend seems to have bottomed out recently, at an average American household size of 2.6 people. Extended families have begun to live together again. More elders are living with adult children, and more young adults are living with their parents well into adulthood. Also, more people are defraying high housing costs by living with housemates, or leasing accessory dwelling units.

Now, there is **more demand nationwide for smaller and leaner housing options.** This can include new-build structures, such as small houses, duplexes, townhomes, apartments, condominiums, and modular housing. In addition, many of the older one- or two-bedroom homes that were common in neighborhoods constructed in the first half of the 20th century can be retrofitted into ideally sized homes for today's smaller households.

There is also **more demand for housing designed to accommodate extended families or renters.** Options might include houses and apartments with multiple master suites, or tiny homes and accessory dwelling units in the back yards of single-household homes.

As the population ages, **low maintenance and accessible homes**, designed to allow for aging in place, are only going to become more marketable. And in Winfield, there is an unmet need for additional suburban development, particularly of **townhomes, duplexes and mid-range family homes.**

MUNICIPAL ACTION

The decline of residential development in Winfield has been going on for decades. If private development was going to solve the problem, it would have already. Cowley County's housing efforts are largely focussed on federal programs aimed at supporting rural housing and low-income housing. Therefore, to get the process of housing development in Winfield moving, it is clear that **City government will need to take the lead**.

This does *not* mean that City government should take on full financial responsibility for housing development. Instead, community leaders will need to agree to commit resources to City staff, who in turn will become the catalyst for the process.

The City must become proactive on housing—initiating contact with nonprofit foundations, actively seeking grants, and recruiting private developers to participate in a cooperative and coordinated effort to make Winfield's housing market hot enough to become self-sustaining.

Responses to the 2019 Community Questionnaire indicate that there is **strong public support for local government action** to improve heritage housing *and* develop new housing in Winfield.

- **91%** of respondents think the City should increase efforts to encourage preservation of **older houses** in Winfield.
- **72%** of respondents think the City should invest more resources to encourage development of **new housing**.

There are innumerable options to encourage housing development in Winfield. Consider the following possibilities:

CITY GOALS FOR HOUSING

- Dedicate either a City staff member or a consultant to the pursuit of housing **grants**.
- Pursue relationships with **nonprofits** willing to partner with the City on housing, particularly any dedicated to renovating heritage housing.
- Establish a municipal **Land Bank**, which would provide a mechanism for the City to acquire and maintain vacant, abandoned, or foreclosed properties and convert them to productive use.

  Resources: The Center for Community Progress, including their publication Land Banks and Land Banking, 2nd Edition. Also see the Kansas Legislator Briefing Book 2019.
- Identify one neighborhood in which to **test a pilot program for residential revitalization of older houses**, aiming to increase property values enough to make additional renovations profitable for high quality flips.
- Provide **incentives for local contractors to renovate** older homes, preferably to sell rather than to rent. Options might include reduced dump fees for debris, reduced tap fees for utilities, or some sort of tax relief for houses being renovated.
- Use similar **incentives to encourage infill housing** on lots where houses have been demolished.
- **Actively market Winfield to developers of new housing**, particularly those doing **accessible, low maintenance townhomes or patio homes** suitable for empty nesters and retirees.
- Seek to develop **new high-quality apartments** in Winfield, with the amenities (especially high-speed internet) to attract and retain young adults after they graduate.
- Actively market Winfield's quality of life, cultural amenities, and local medical resources to **developers of large-scale retirement communities**, which are often religious nonprofit foundations. Such communities typically require at least a quarter-section of land, and include a nursing home, assisted living and independent living apartments, and single-household homes, as well as on-site amenities such as a cafe, theater, chapel, hair salon, fitness center with pool, and walking paths.

Student Goals

Input from local young people on community goals came primarily from City staff discussions with three **USD 465 youth focus groups**, with students from Winfield's elementary, middle and high schools.

The **Elementary School** focus group valued walkability and environmental responsibility. They expressed a desire for sidewalks, a zoo, a trampoline park, more restaurants, more trees, and a ban on plastic bags.

The **Middle School** focus group valued things to do with friends and community pride. They wanted more youth activities, more bike trails and paved walking paths, a trampoline park, a bowling alley, a movie theater, more restaurant choices, and a cleaner community with less litter.

The **High School** focus group valued community pride, activities and services, and both social and environmental responsibility. They wanted to see dilapidated properties cleaned up, more activities, more sidewalks and paved paths, a skating rink, a dry cleaner, a bowling alley, and a homeless shelter. They are passionate about recycling, and want to reduce litter and ban plastic bags.

Community Questionnaire Goals

The 2019 Community Questionnaire asked area residents to think about Winfield's long-term future. A number of questions, some broad and some specific, generated answers intended to help City leaders understand the characteristics of the community that are most valued, and the vision of Winfield's future that its people cherish.

Choosing Winfield

Ultimately, the way this Plan is implemented will influence the choices people make as they decide whether to move here or not, to stay in Winfield or leave, to establish a business in this city or somewhere else. **Understanding why people choose Winfield** is the first essential step in leading the community to a successful future.

MOVING TO WINFIELD

The table below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents who had moved to the community within the previous ten years were asked what their major reasons were for moving to the Winfield area.

Reasons for Moving to Winfield		
Not Applicable — I have lived here longer than 10 years	482	43%
To be close to relatives and friends	139	**22%**
To be close to work	112	**18%**
For the quality of life	95	**15%**
To live in a smaller city	72	**11%**
For an economical place to live	62	**10%**
For the good schools	41	**7%**
To retire	39	**6%**
For the good housing	28	**4%**
To live in a larger city	20	**3%**
To attend college	20	**3%**

Of those respondents who had moved to Winfield within the previous decade, **the most important reason why people chose to move to Winfield was being close to relatives and friends** (22%), followed by the wish to **be close to work** (18%), and the community's **quality of life** (15%). These results reinforce the need to make planning decisions that enhance Winfield's social connections and quality of life.

The table below shows the responses received when Winfield area residents were asked where they had lived previously. This information may help focus the City's marketing efforts when seeking new residents.

Previous Residence		
Not Applicable — I have lived here all my life	234	25%
Elsewhere in Kansas	326	**35%**
Outside Kansas	254	**28%**
Elsewhere in Cowley County	108	**12%**
Total Responses	***922***	***100%***

STAYING IN WINFIELD

When Winfield area residents were asked how long they had lived in or near Winfield, 61% of the respondents said they had been here for more than twenty years. People who live in Winfield do tend to stay, which is good, but these results also indicate a need to attract more newcomers to the community, if Winfield is to grow.

Length of Residence		
More than 20 years	568	**61%**
10 to 20 years	156	**17%**
Less than 5 years	107	**12%**
5 to 10 years	96	**10%**
Total Responses	***927***	***100%***

LEAVING WINFIELD

The table below shows the responses received when residents who were planning to leave the Winfield area were asked what their reasons were for leaving.

Reasons for Leaving Winfield		
Not Applicable — I am not planning to leave	570	59%
Job change	119	**31%**
Personal reasons	87	**22%**
Retirement	64	**16%**
Need lower-cost housing	52	**13%**
Need better-quality or different kind of housing	24	**6%**
My children are graduating	23	**6%**
Health reasons	14	**4%**
I am graduating	6	**2%**

Most respondents (59%) were not planning on leaving Winfield. Of those planning to leave, the most important reasons mentioned were a job change (31%), personal reasons (22%), or retirement (16%). Almost 1 in 5 of those planning to leave were doing so because they needed a type or quality of housing that they were not finding in Winfield.

Many people come to Winfield because of a job, or because it's the kind of place they want to find or make a career. Once here, the quality of life makes people tend to stay, and they create networks of friends and family that then attract even more people to the city.

Economic vitality is definitely a major factor in a community's success, but it is important to remember that in today's highly mobile society, a job alone is generally not enough to keep someone in a community where their social needs are not met.

Downtown

During the last half of the 20th century, suburban living was widely regarded as *the* American dream. Many of our cities became "doughnut cities"—sprawling suburbs circling a center with nothing left in it.

The suburban lifestyle is still suitable and attractive for many people. But in the 21st century, more and more Americans are opting again for urban living. Whether in big cities or small, they seek a vibrant downtown, with strong pedestrian connections to nearby residential neighborhoods.

Downtown Winfield, which has never stopped functioning as the economic and social heart of the community, is perfectly positioned to be the core of exactly the sort of walkable live-work-play district that is now highly desirable for everyone from young professionals to down-sizing baby boomers.

The 2019 Community Questionnaire asked a number of questions related to the future of downtown Winfield.

RENOVATE & ENFORCE

- *In order to **encourage renovation of downtown buildings**, should the City revise building codes and development regulations to be more flexible?*

  Of those with an opinion, **91%** answered "**Yes**".

- *Should the City increase efforts to contact absentee downtown landowners, to **more actively enforce regulations** regarding vacant buildings and the aesthetics of building facades?*

  Of those with an opinion, **98%** answered "**Yes**".

These are extraordinarily strong levels of public support, for more flexible building codes that encourage renovation, and for more active enforcement of regulations that are intended to maintain the quality of downtown buildings.

NOSTALGIC CHARACTER

- *What is your vision for the overall character of downtown Winfield in 20 years—cutting edge or nostalgia?*

  Of those with an opinion, **79%** answered "**Nostalgia**".

People in Winfield value their historic buildings, and generally prefer to maintain downtown's traditional character.

ACTIVATING THE SIDEWALKS

- *As long as sufficient space for pedestrian traffic was kept clear, would you like downtown business owners to have the option to put small **tables and chairs on the sidewalk** in front of their business during business hours, for customers to use?*

  Of those with an opinion, **85%** answered "**Yes**".

- *As long as sufficient space for pedestrian traffic was kept clear, would you like downtown business owners to have the option to **display merchandise on the sidewalk** in front of their business?*

  Of those with an opinion, **77%** answered "**Yes**".

Such sidewalk activities help activate a downtown, and there is very strong public support for both possibilities.

- *Riding bicycles is not safe on Main Street or 9th Avenue, which are both state highways. Should Winfield regulations allow bicyclists to ride on downtown sidewalks instead?*

  Of those with an opinion, **64%** answered "**No**".
  The primary reason was concern over pedestrian safety.

While it is important to provide cyclists with access to downtown businesses and amenities, this is clearly not a preferred tactic for achieving that goal.

Quality of Life

The 2019 Community Questionnaire asked about a variety of issues related to quality of life in Winfield.

The table below shows the responses received when Winfield area residents were asked which of the listed items currently contributes to their quality of life in Winfield.

Contributes to your quality of life		
Parks and recreational opportunities	660	13.0%
Walkable neighborhoods	590	11.6%
Nearby Farmer's Markets, Flea Markets, or Swap Meets	539	10.6%
A vital and attractive downtown	531	10.5%
Community celebrations	464	9.2%
School activities & events	464	9.2%
Opportunities to pursue a healthy and fit lifestyle	458	9.0%
Participation in local groups / activities (Church, Rotary, Seniors' Group, Band, etc.…)	451	8.9%
Winfield Community Theatre, SWC Theatre, etc.	253	5.0%
Arts & Humanities Council programs	244	4.8%
Cowley County Historical Museum	208	4.1%
South Kansas Symphony, Winfield Municipal Band, etc.	203	4.0%

Parks and recreational opportunities, walkable neighborhoods, nearby markets and swap meets, and a vital and attractive downtown contributed the most to respondents' quality of life.

CELEBRATIONS & SPECIAL EVENTS

The following table shows the responses received when Winfield residents were asked what local celebrations or special events they or members of their household had attended within the last five years.

Local celebrations / special events		
Isle of Lights	882	24.1%
Cowley County Fair	770	21.0%
Art in the Park	601	16.4%
Walnut Valley Festival	471	12.9%
Independence Day Celebration	401	11.0%
Island Park Concert Series	393	10.7%
Uncork the Music Concert Series	144	3.9%

Bearing in mind that the *Uncork the Music Concert Series* is a fairly new concert-and-wine-tasting event, with a more limited potential audience than other listed celebrations, these results indicate a notably high level of community participation in *all* of the local celebrations and special events.

CHAIN STORE OR LOCAL?

- *Over the next 20 years, would you rather see Winfield have more **big box and chain stores and restaurants**, or more **locally owned** businesses and restaurants?*

  Of those with an opinion, **72% preferred locally owned** businesses and restaurants over big box or chain stores.

This indicates strong public recognition of and support for the value of Winfield's distinctive character, and the small local businesses that contribute to its individuality.

FOOD TRUCKS

- *In Winfield, **food trucks** are currently allowed only on commercially zoned private property. They are prohibited in street rights-of-way and in public parking areas. These regulations are an attempt to create equitable opportunities in Winfield for both brick and mortar restaurants, and food truck vendors. Should regulations and fees for food trucks be less restrictive, more restrictive, or kept the same?*

  One out of 5 respondents did not venture an opinion on this topic. Of those with an opinion, a fairly marginal 52% preferred less restrictive regulations on food trucks, while 42% wanted regulations kept the same. Only 6% favored more restrictions on food trucks.

The results appear to indicate that most people want food trucks to thrive in Winfield, but also expect City regulations to continue to maintain a fair balance between food trucks and restaurants. The City passed a new Food Truck Ordinance in 2020 to achieve this outcome.

MARQUEE PERFORMING ARTS CENTER

- *Do you think there should be continued investment in renovating the downtown **Marquee Performing Arts Center** (the former Fox Theatre), as a multi-purpose facility that provides entertainment, education, and cultural events for the community?*

  Of those with an opinion, only 7% answered "No". **Of the 93% who answered "Yes", 66% preferred** that the investment should come from a combination of **both public and private sources**, while 24% thought the Performing Arts Center should be entirely supported by private funding. Only 3% thought it should be entirely supported by public funding.

SENIOR PROGRAMS

- *Do you think there are sufficient senior citizen programs and activities in Winfield?*

  42% of those who responded had no opinion—likely people who don't need or use such services, and so don't pay attention to the issue. Of those with an opinion, **60%** answered "**Yes**".

CHILD CARE

- *Do you think there is sufficient quality child care available in Winfield to meet local needs, including care for infants and toddlers?*

  51% of those who responded had no opinion—likely people without young children, who simply don't pay attention to the issue. Of those with an opinion, **67%** answered "**No**".

By a margin of more than 2 to 1, respondents felt that there is not sufficient quality child care available in Winfield to meet local needs.

- *Considering the impact that child care availability has on the local economy, would you support public investment in additional child care services in Winfield?*

  30% of those who responded had no opinion. Of those with an opinion, **72%** answered "**Yes**".

Even many of those who had no opinion on the sufficiency of child care in Winfield, likely because they don't personally need or use such services, still think it is important enough to support the idea of public investment in child care services.

CHAPTER 3. **Land Use Plan**

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

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

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

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

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

MAPS

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

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

An analysis of how land use patterns intersect with existing zoning districts can help to inform any potential adjustments that may be needed to zoning district boundaries in the City's Zoning Regulations.

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

Existing Land Use

Existing land use in the Winfield Planning Area was originally evaluated late in 2019. Both the Existing Land Use Map and the Future Land Use Map were updated in August of 2026.

Land uses were determined using an examination of aerial photos and street views, coordinated with a review of the use designations available from Cowley County Appraiser's records, and then double-checked against the City's utility meter rate codes.

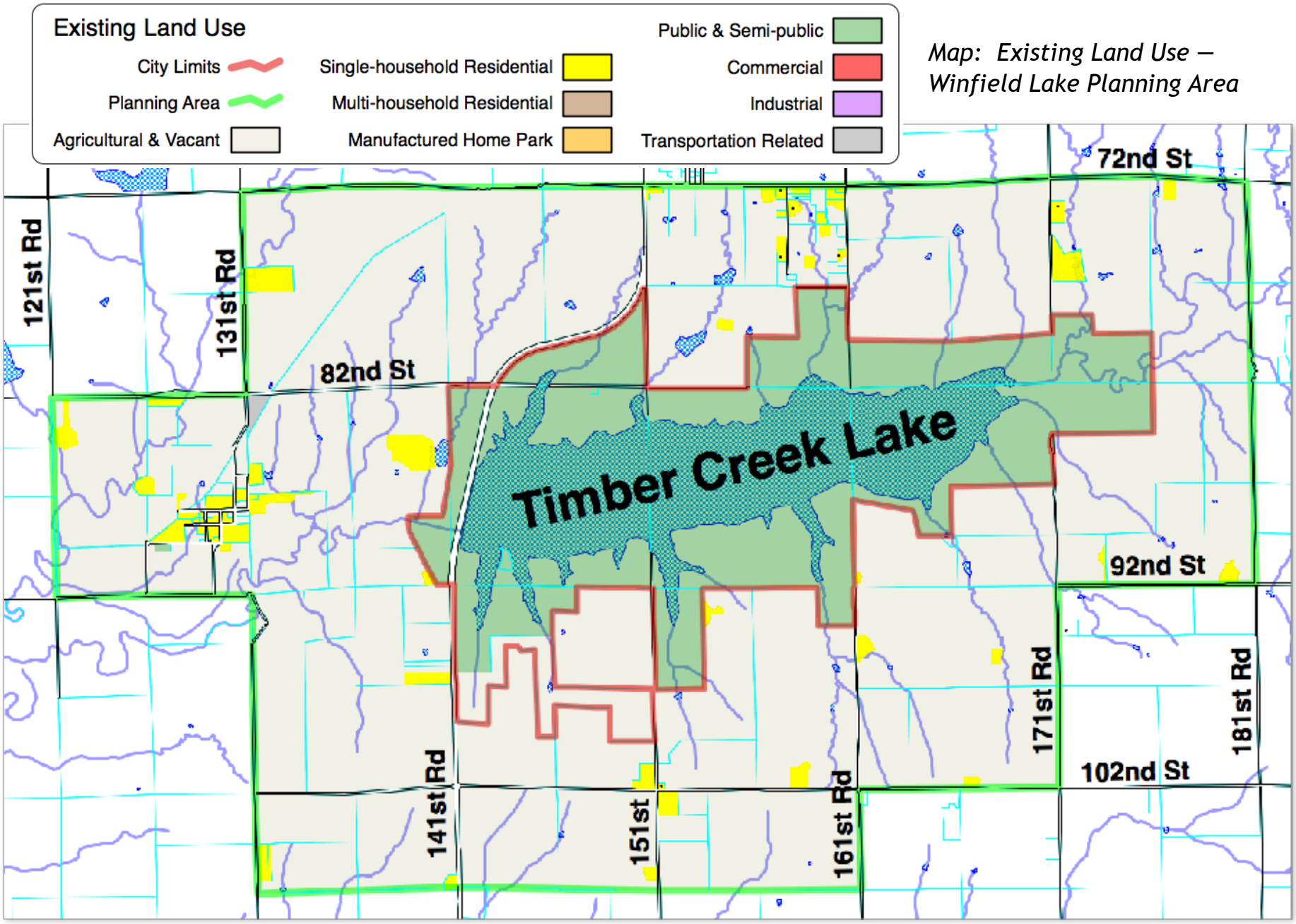
Each parcel of land was classified by its current type of use, according to the following land use definitions:

- **Agricultural and Vacant / Rural** — Land outside the City limits, used for agricultural purposes, such as growing crops or raising livestock, or retained as natural open space and not built upon.
- **Agricultural and Vacant / Urban** — Land within the City limits which is not built upon, such as vacant lots, natural open space, and urban land used for agricultural purposes.
- **Single-family Residential** — Land devoted to residences occupied by one household, including land owned by homeowners associations. Individual manufactured/mobile homes were identified separately from site-built housing units,
- **Multiple-family Residential** — Land devoted to multiple occupancy dwellings containing two or more individual residential units, such as duplexes or apartment buildings.
- **Manufactured Home Park** — Land under single ownership, on which are two or more manufactured or mobile homes in which people reside. (Land used for an individual mobile home or manufactured home was counted as single-household residential land use, not as part of a mobile home *park*.)
- **Public and Semi-public** — Land devoted to City, County or State buildings, parks, schools, airports, and other governmental activities, including special uses regulated by government, such as utilities, cemeteries and nursing homes. Also includes institutional uses of land for public purposes, such as churches, social or service clubs, lodge halls, and nonprofit organizations.
- **Commercial** — Land and buildings where merchandising, service oriented, or professional activities are conducted.
- **Industrial** — Land and buildings used for manufacturing or heavy construction purposes, or their associated storage. Includes salvage yards.
- **Transportation** — Public land used for transportation right-of-way or other transportation related purposes. Includes streets, alleys, highways and railroads; does not include parking lots.

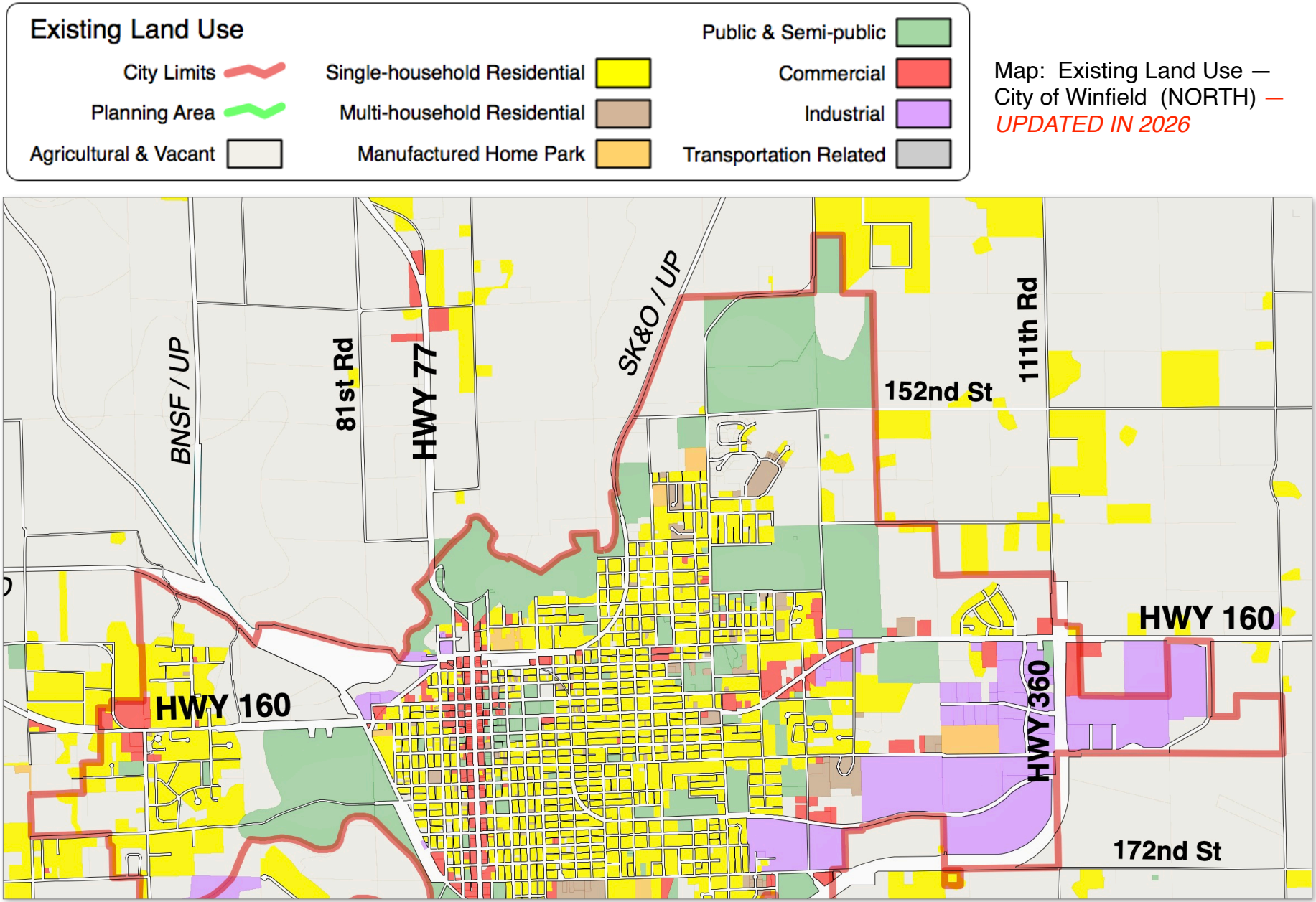
MIXED USE

"Mixed use" describes land with multiple uses on a single parcel, typically residential along with another use such as office, retail, public, or entertainment. It often occurs in downtown areas where multi-story buildings allow residential uses on upper floors, and commercial uses on the street level.

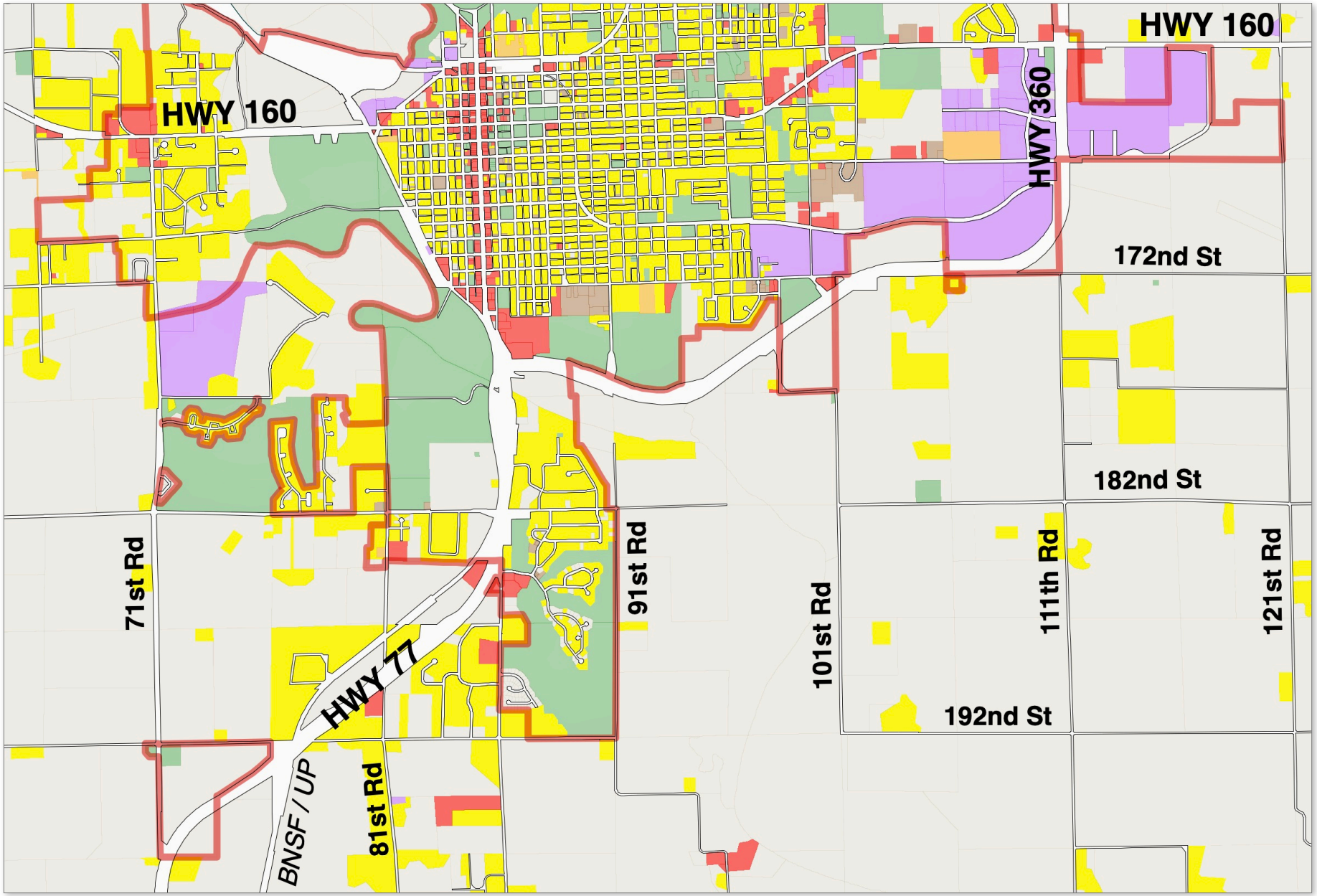
Though not listed or mapped as a separate category for this analysis, mixed land use was historically common, and is now being recognized again as advantageous. During the course of this Planning Period, mixed land use in Winfield should be expected and encouraged to grow, especially downtown, in Baden Square, and in the University area. Cultural changes across the nation mean more and more people want to live and work in walkable neighborhoods, and mixed land uses are the key to achieving them.



Map: Existing Land Use — Winfield Lake Planning Area



Map: Existing Land Use — City of Winfield (NORTH) — *UPDATED IN 2026*



Map: Existing Land Use — City of Winfield (SOUTH) — UPDATED IN 2026

Existing Land Use inside the City of Winfield — 2019									
	Winfield EXCLUDING the Winfield Lake Area			Winfield Lake Area			City of Winfield (total)		
Land Use	Total acres	% of developed area	% of total area	Total acres	% of developed area	% of total area	Total acres	% of developed area	% of total area
Residential (total)	1,464.5	32.9%	26.5%	0.0	0.0%	0.0%	1,464.5	21.2%	18.0%
Single-household	*1,331.4*	*29.9%*	*24.1%*	*0.0*	*0.0%*	*0.0%*	*1,331.4*	*19.3%*	*16.4%*
Multi-household	*87.9*	*2.0%*	*1.6%*	*0.0*	*0.0%*	*0.0%*	*87.9*	*1.3%*	*1.1%*
Manufactured Home Park	*45.2*	*1.0%*	*0.8%*	*0.0*	*0.0%*	*0.0%*	*45.2*	*0.7%*	*0.6%*
Public & Semi-public	1,346.0	30.2%	24.3%	2,424.6	98.9%	93.9%	*3,770.6*	54.6%	46.5%
Commercial	206.8	4.6%	3.7%	0.0	0.0%	0.0%	*206.8*	3.0%	2.5%
Industrial	451.5	10.1%	8.2%	0.0	0.0%	0.0%	*451.5*	6.5%	5.6%
Transportation ROW	984.2	22.1%	17.8%	28.2	1.1%	1.1%	*1,012.4*	14.7%	12.5%
Total Developed Area	**4,449.8**	**100.1%**	**80.4%**	**2,452.7**	**100.0%**	**95.0%**	***6,902.5***	**100.0%**	**85.0%**
+ Agricultural & Vacant	1,081.4	—	**19.5%**	129.9	—	**5.0%**	*1,211.3*	—	**14.9%**
= Total Area	**5,534.5**	—	**100.0%**	**2,582.6**	—	**100.0%**	***8,117.1***	—	**100.0%**

GENERAL CITY PATTERN — EXISTING

The City of Winfield, including the large island annexation around the City Lake, incorporates 8,117 acres, or 12.68 square miles. Nearly a third of that land (32%) is in the portion of the City that includes and protects Winfield City Lake. The table above shows land use percentages for the City as a whole, and also shows the Lake annexation and the rest of the City separately.

Since 94% of the Lake area is in public use, including it in the analysis of land use proportions would skew the results.
The following discussion of existing land use patterns is focused on the main part of the City, *excluding* the Lake area.

There are 5,534 acres of land (8.65 square miles) within the main part of Winfield's city limits. Most of the City is contiguous, with just four small island annexations. The city limits extend from a quarter-mile south of 142nd Street on the north to just south of 192nd Street on the south, and from 121st Road on the east to a quarter-mile west of 71st Road on the west.

Developed land represents 80% of the City's area and totals about 4,450 acres. The balance of land in the City, which is vacant or still in agricultural use, is categorized as **undeveloped** (1,081 acres or 20% of all the land in the City). Most of the undeveloped land is in large parcels near the City's perimeter, or in vacant lots in newer residential developments. About 85 vacant lots are scattered through the City's core residential areas. Only a handful of commercial or industrial properties are vacant.

Existing land use patterns within the city limits are generally cohesive.

- **Residential** neighborhoods, composed mostly of single-household houses, form the bulk of the City's core. Multi-household housing, ranging from duplexes to large apartment complexes, is dispersed throughout the City and typically integrated into single-household residential neighborhoods. There are a handful of smaller manufactured home parks in Winfield, and six large ones, generally located near the edges of the City.
- **Public and semi-public** land use tends to be concentrated either downtown for uses such as the Post Office or County Courthouse, or on the edges of the City for uses requiring large amounts of land, such as the Wastewater Treatment Plant. Parks are often located in floodplain areas not suitable for other uses. Semi-public uses, such as churches, tend to be widely distributed across the City.
- **Commercial** uses are primarily downtown, along Main Street/Highway 77 from Island Park south to Highway 360. Smaller commercial concentrations are also located on the western edge of the City, near the intersection of 9th Avenue and Country Club Road; in the southeast corner of the City, along Wheat Road, in the vicinity of 19th Avenue and the railroad; and on the east end of town, along Highway 160, from approximately Mound Street east to the city limits.
- **Industrial** land uses inside the City are mostly concentrated in the east end of town, near Highway 360. (An additional concentration of industrial uses is located outside the city limits, at Strother Field Industrial Park.)

RESIDENTIAL — EXISTING

Residential land use covers 1,465 acres within the city limits, accounting for 33% of developed land. It is the single largest category of land use in Winfield, edging out public uses.

Of the 1,465 acres in residential use, 91% is used for single-household homes, 6% is used for multi-household homes, and 3% is used for manufactured home parks.

Single-household Housing In Winfield, residential neighborhoods composed primarily of single-household houses range from historic century homes near the downtown core, to subdivisions constructed during the early 2000s near the edge of town. Every decade between is represented with houses built somewhere in the City. Unfortunately, only a handful of homes have been constructed in Winfield since the 2006 mortgage crisis—a 14-year gap in housing construction which is having a major impact on the local economy.



Winfield residential neighborhoods





Multi-household Housing Much of Winfield's multi-household residential development is concentrated either downtown, or on the northeast side of town near Southwestern College, or in senior living centers such as Canterbury Village, Walnut Towers apartments, and Cumbernauld Village.



neighborhood duplex



downtown 12-unit apartment



Walnut Towers senior apartments

Manufactured Home Parks There are small manufactured home parks scattered in various places around the City, but the six major parks are located as follows: on the west side of College at Tweed Street, southeast of Michigan Street and North Avenue, east of Millington between 4th and 5th, southwest of 9th and Lowrey, north of 12th and a bit west of Highway 360, and south of 19th and east of Broadway.



typical manufactured home parks in Winfield



PUBLIC AND SEMI-PUBLIC — EXISTING

Public and semi-public land use represents 30% of the developed area within the main city limits. It is the City's second-largest category of land use, after residential. This may seem like an excessive amount of public land, but most of it is accounted for by the high number of institutional uses in the City, and by the large amount of floodplain land which is best suited to public uses such as parks.

Public and semi-public land use in Winfield is devoted to uses like schools, the County Courthouse, the hospital, churches, and cemeteries. Large institutional uses include Southwestern College, Winfield Veterans Home, and Winfield Correctional Facility. City government uses include the Power Plant, Water Treatment Plant, Wastewater Treatment Plant, Baden Square, Winfield Fairgrounds and the entire park system, as well as a variety of smaller municipal facilities such as the Police Department, Fire Department, Library and City Hall.



typical public & semi-public land uses in Winfield

COMMERCIAL — EXISTING

Winfield has 207 acres of land in commercial use within the city limits, which comprise 5% of the developed area, and 4% of the total land use in the City. It is the smallest category of land use in Winfield.

Most commercial land uses in Winfield are concentrated in the downtown area and along Main Street from Island Park at the north end down to Highway 360 on the south. Another concentration is on the east end of town, along Highway 160, roughly from College Street east to the city limits line.

Smaller commercial clusters occur on the west side, in the area of 9th Avenue and Country Club Road, and southeast, at Wheat Road north of Highway 360. A few commercial parcels are scattered in other locations, but for the most part, Winfield's commercial activity is well-concentrated.



commercial land uses in downtown Winfield



highway commercial land uses in Winfield

INDUSTRIAL — EXISTING

Winfield has 452 acres of land devoted to industrial uses within the city limits, which is 10% of the developed area. It is the second-smallest category of land use in Winfield, after commercial.

Industrial land uses inside the City limits are mostly in the east end of town, in an area south of Highway 160 and within a mile east or west of highway 360. Anchored by what were initially Rubbermaid manufacturing plants, the area now hosts facilities for everything from steel fabrication to medical supplies.

Another smaller industrial area is located near the intersection of Highway 160 and Harris Road. In the northwest part of the City, a few industrial uses are located along the River, including the Valley Cooperative grain elevators.

typical industrial land uses in Winfield



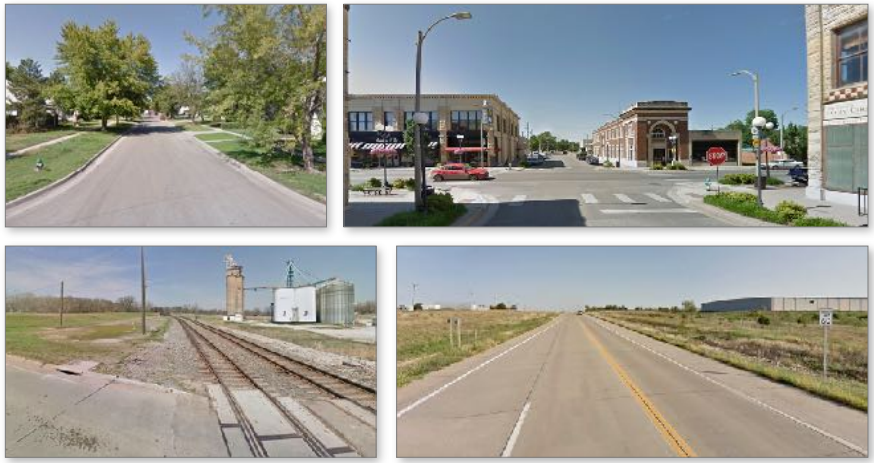






TRANSPORTATION RIGHTS-OF-WAY — EXISTING

Within the main part of the City, 984 acres are incorporated in platted rights-of-way for streets, alleys and railroads. This land use comprises 22% of the developed area, and 18% of the City's total area. Transportation is Winfield's third-largest category of land use.



typical transportation land uses in Winfield

LAND USE OUTSIDE THE CITY LIMITS — EXISTING

The Planning Area around the main part of the City encompasses 53,433 acres, or 83.5 square miles. Excluding the 5,534 acres (8.7 square miles) which are inside the city limits in that portion of the Planning Area, the balance of the main Planning Area comprises 47,899 acres or 74.8 square miles.

The table on the following page shows land use percentages for the Planning Area *excluding* land inside the city limits. The table shows percentages for the City as a whole, and also shows the Planning Area around the Lake annexation and the Planning Area for the rest of the City separately.

In the main Winfield Planning Area outside of the City, **agriculture** is the predominant land use, utilizing 88% of the land.

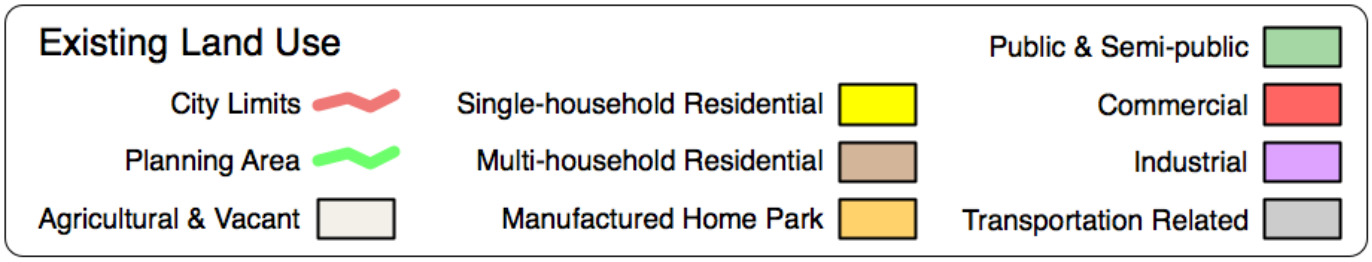
Of the *developed* land in the main Planning Area, not vacant or in use for agricultural production, more than half (51%) is in **single-household residential** use. **Transportation rights-of-way** account for 28%, and 14% is in **public/semi-public** use, mostly at Strother Air Field and the Winfield Country Club. Rural land in **industrial** use (5%) is mostly at Strother Industrial Park, a concrete ready mix plant on the west side, and an auto salvage yard on east Highway 160. Only 2% of the main Planning Area's developed land is in **commercial** use.

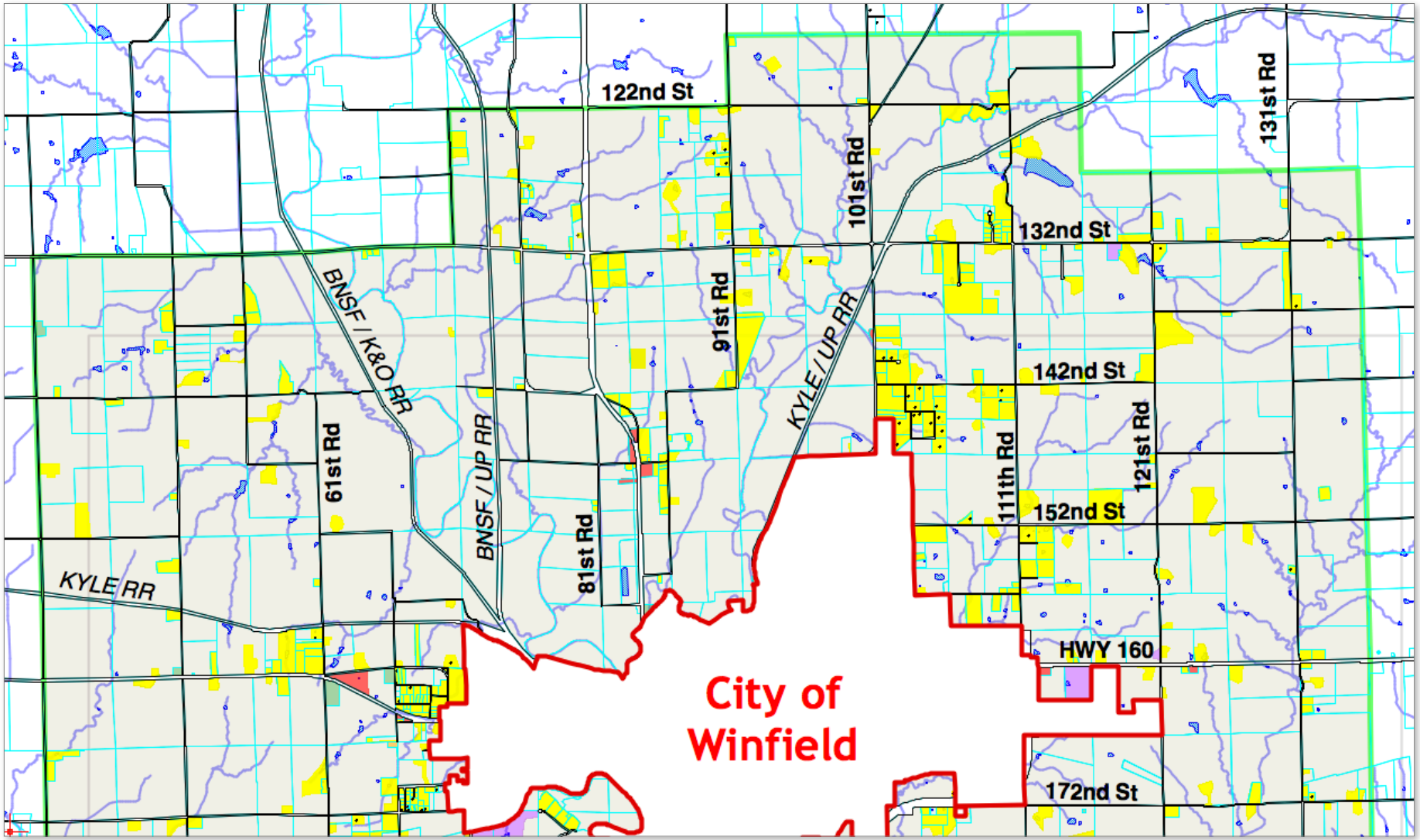
Strother Field Industrial Park has been an EPA Superfund site since 1986. Two inactive landfills there were once used for disposal of industrial solvents, which contaminated local groundwater. An on-going remediation program is gradually cleaning up the groundwater, but the EPA still limits certain land uses at the site. For instance, residential uses are prohibited, and deed restrictions prevent construction of new wells for water intended for human consumption.

GOAL

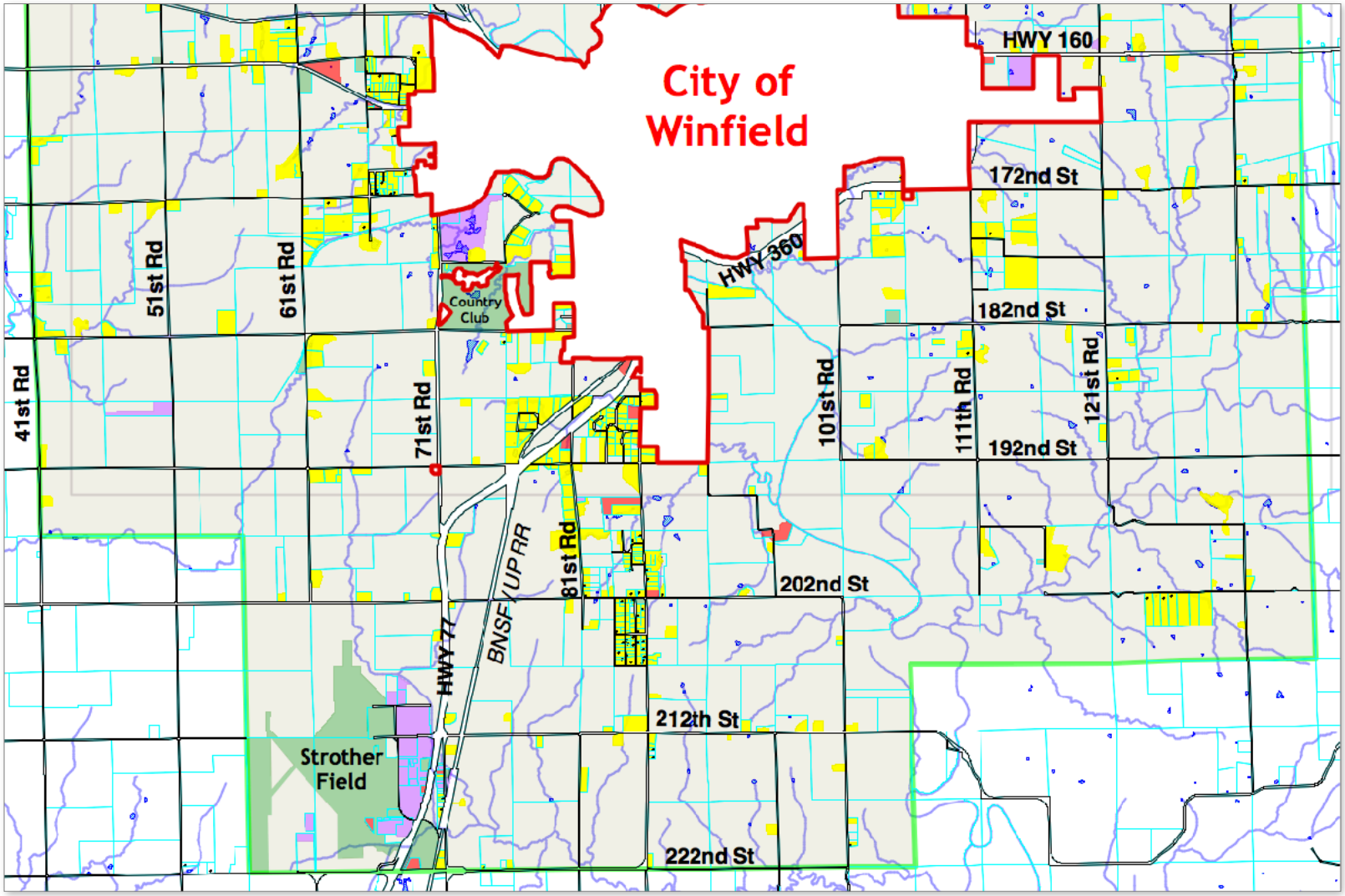
- Developed land outside of the City that is adjacent to or quite near the city limits may be appropriate to consider for annexation within the Planning Period.

Existing Land Use in the Winfield Planning Area but outside the City — 2019									
	MAIN Winfield Planning Area			WINFIELD LAKE Planning Area			Winfield Planning Area (total)		
Land Use	Total acres	% of Planning Area outside of city limits	% of Developed Area	Total acres	% of Planning Area outside of city limits	% of Developed Area	Total acres	% of Planning Area outside of city limits	% of Developed Area
Single-household Residential	2,968.4	6.2%	51.0%	243.0	3.0%	55.8%	3,211.4	5.7%	51.3%
Public & Semi-public	811.3	1.7%	13.9%	1.9	0.02%	0.4%	*813.2*	1.5%	13.0%
Commercial	95.4	0.2%	1.6%	0.0	0.0%	0.0%	*95.4*	0.2%	1.5%
Industrial	300.8	0.6%	5.2%	0.0	0.0%	0.0%	*300.8*	0.5%	4.8%
Transportation ROW	1,644.2	3.4%	28.3%	190.9	2.4%	43.8%	*1,835.0*	3.3%	29.3%
Agricultural & Vacant	42,078.6	87.8%	—	7,595.2	94.6%	—	*49,673.8*	88.8%	—
Total Planning Area	**53,432.9**	—	—	**10,613.6**	—	—	***64,046.5***	—	—
minus area within city limits	5,534.5	—	—	2,582.6	—	—	*8,117.0*	—	—
= Total Planning Area outside of city limits	**47,898.5**	**100.0%**	—	**8,031.0**	**100.0%**	—	***55,929.5***	**100.0%**	—





Map: Existing Land Use — Winfield Planning Area (NORTH) — 2019



Map: Existing Land Use — Winfield Planning Area (SOUTH) — 2019

Future Land Use

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

However, flexibility is also essential in the implementation of a future land use plan, and it is expected that the Planning Commission may occasionally need to make minor adjustments. When a particular area is about to be developed, policy decisions should remain in keeping with the overall future land use concepts expressed in the Future Land Use Maps, but must also respond to current data.

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

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

In general, it is considered desirable for **residential** land use patterns within a city to be separated from commercial or industrial uses. The exception to this guideline is in mixed-use neighborhoods, especially where multi-story buildings can support commercial uses on the street level and residential uses on upper floors. In mixed-use neighborhoods, the proximity of residences to commercial and public areas promotes walkability.

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

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

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

DIRECTION OF GROWTH

Winfield's founders located the original City in a curve of the Walnut River, just south of Timber Creek. Access to fresh water and rich floodplain soils have given Winfield many advantages over the years, but there are undeniable disadvantages to the City's site, as well.

Floodways and floodplains prevent development to Winfield's north, northwest, and southeast. The large industrial area in east Winfield discourages residential development in that direction. Large institutional uses such as Southwestern College, the Correctional Facility and the Veterans Hospital lie to the City's northeast, and relatively little residential development has occurred in that direction.

However, there is ample land to Winfield's **west and south** which is not in floodplains, and which is potentially suitable for development. The City has already leapfrogged the River and its floodplains to begin expanding to the west and south, typically with suburban style residential developments.

Residential developments to the west have quick access to downtown via Highway 160. Developments to the southwest provide easy access to jobs at Strother Field Industrial Park or in Arkansas City via Highway 77.

GENERAL CITY PATTERN — FUTURE

Usually, it is wise for a city to maintain a compact and contiguous development pattern. Compact development maximizes the efficiency and minimizes the cost of providing public services, from utilities to police patrols. Sometimes, though, circumstances make it necessary for a City to stretch its boundaries in a specific direction.

In Winfield's case, the **planned southwest bypass makes proactive expansion to the west and south advisable**. It is especially important that the City have the ability **to guide development in the vicinity of the two proposed interchanges**.

Although construction of the bypass has been indefinitely delayed by a combination of state budget problems and the Covid 19 pandemic, it is likely to be built sometime during the 20-year Planning Period.

Given the combination of the future bypass and existing floodplain constraints, Winfield should **focus on encouraging development in the area between the existing city limits and the proposed interchanges.**

RESIDENTIAL — FUTURE

The most important goal identified for Winfield during this planning process is the need to improve and expand housing options, since housing is the primary limiting factor constraining the City's growth.

In addition to preserving and improving the heritage housing in its older, walkable neighborhoods, there is an unmet demand for new suburban-style housing of various types, including low-maintenance and accessible patio homes and apartments. Both demographics and economics are driving up the demand for high quality urban housing options—including economical units for young adults and accessible units for seniors.

The following rough calculations show the scale of Winfield's 20-year housing needs. These estimates do *not* account for the replacement housing units that will be needed in order to compensate for existing houses lost to, for instance, fire or demolition.

- If the City's 2010 Census population of 12,301 grew by a modest **3% per decade**, Winfield would have 13,442 people by the end of the Planning Period in 2040, for a net gain of about 1,141 individuals. Taking the additional population, and dividing that number by the *2013-2017 American Community Survey* average household size of 3.03 people per household, Winfield might expect to have **about 377 additional households by 2040**, which would require an average increase of **about 19 housing units per year** for the twenty-year Planning Period.
- A similar calculation for a **5% per decade** rate of population growth would result in **about 640 additional households by 2040**, requiring an average increase of **about 32 housing units per year** for the twenty-year Planning Period.

Winfield has a number of vacant infill lots in scattered locations in its core residential neighborhoods. Though small by suburban standards, these lots are suitable for single-household homes with modern amenities and traditional character. New high-quality turn-key homes in established walkable neighborhoods are very marketable.

There are also a number of undeveloped lots still available in suburban residential developments on Winfield's peripheries, with streets and utilities already in place. Larger residential lots can accommodate not only single-household homes, but also smaller types of multi-household housing, such as duplexes, triplexes and fourplexes, so long as parking requirements are handled sensitively.

Any new residential subdivision development should be located close to existing city limits, to allow efficient connections to existing streets and utilities, and should be platted to provide future road access to adjacent open land. Annexation of any new residential development should occur as part of the agreement to provide municipal utilities.

Multi-household Housing Winfield has a variety of multi-household options available, including low-income apartments. However, there are limited higher-end rental housing options in Winfield. **Accessible patio homes or townhomes** appeal to people who are interested in a low-maintenance lifestyle, but not yet ready for a retirement community, such as empty-nesters or those who travel a great deal for work or pleasure. **Lofts in mixed-use neighborhoods** also appeal to this market, as well as to young professionals.

MIXED USE — FUTURE

The future land use plan for **downtown** is more a matter of preserving and enhancing Winfield's existing downtown, rather than making any substantial changes to land use patterns there. The major difference would be an increase in mixed use development, working toward the creation of **walkable live-work-play neighborhoods** in the urban core.

This might include development of upper-level residences in multi-story downtown buildings, as well as development of more multi-household housing options in existing residential areas adjacent to downtown.

Also continue to make planning choices that enhance walkable mixed use neighborhoods in the vicinities of **Baden Square** and **Southwestern University**.

PUBLIC & SEMI-PUBLIC — FUTURE

The City currently owns enough land to allow for necessary expansion or relocation of municipal support facilities. As new residential development occurs, additional **park land** may be needed, particularly for sports fields. Any new approved plats for subdivision development may also provide for parkland, as appropriate.

Flood-prone Properties Certain properties in floodplains are not suitable for development, but were developed in the past, and are now prone to repeated flooding damage. When and if any of these properties become available for sale, the City should at least consider acquiring them. Public ownership can help reduce the costs of future flood damage. Such properties can be used instead for stormwater management or park expansion areas.

COMMERCIAL — FUTURE

Continue to enhance Winfield's two primary commercial areas—the offices, banks, stores, and restaurants of the **downtown retail district**, and the **Highway 160 commercial area** on the east side of town. Ideally, businesses in each area should serve different commercial needs, complementing each other, rather than unduly competing.

When the two new southwest bypass interchanges are constructed—one at Highway 77 south of town and one at Highway 160 west of town—the immediate area around each set of ramps can be expected to develop with **interchange-oriented commercial development**, creating two more commercial nodes in Winfield.

Downtown is the heart of Winfield, and the commercial areas on Highway 160 and at the bypass interchanges will function as **gateways to the city**. It is important to Winfield's image to **keep all of its commercial district streetscapes attractive.**

INDUSTRIAL — FUTURE

Winfield has an established high-quality industrial zone on the east side of the City. Currently, it is nearly at capacity, with only a few pad-ready sites still available for future development. There is ample developable land available to the east and south, which should allow contiguous expansion of the existing industrial area as needed.

TRANSPORTATION RIGHTS-OF-WAY — FUTURE

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

LAND USE OUTSIDE THE CITY — FUTURE

Portions of the Planning Area near Winfield have already been developed for residential use. Consider annexation of any residential parcels making use of City utilities.

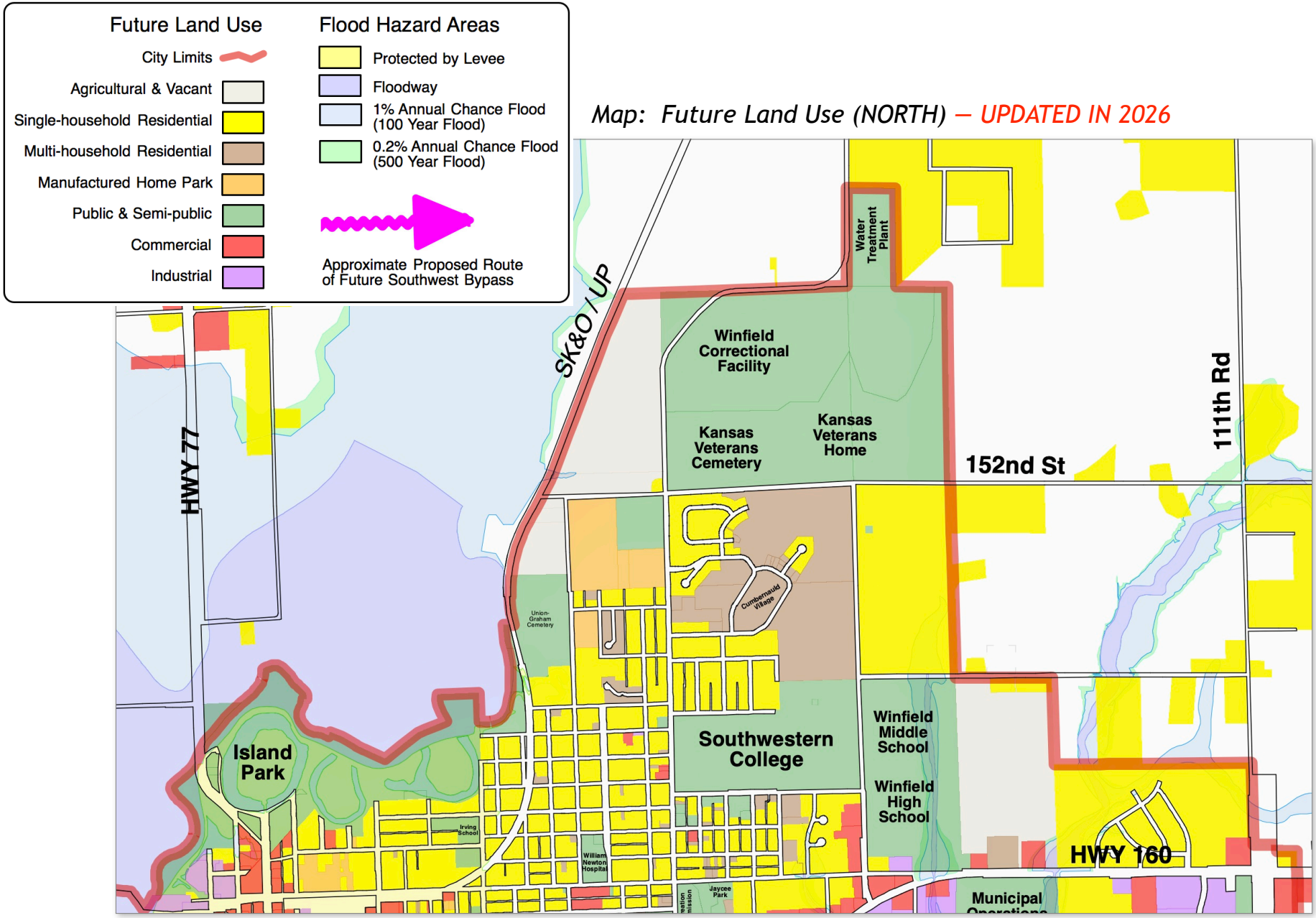
If demand for **large-lot residential housing** occurs in the Planning Area, **discourage scattered lots** and instead **establish platted rural subdivisions**. Such subdivisions should have good road access, and be located to avoid floodplains and areas of poor drainage.

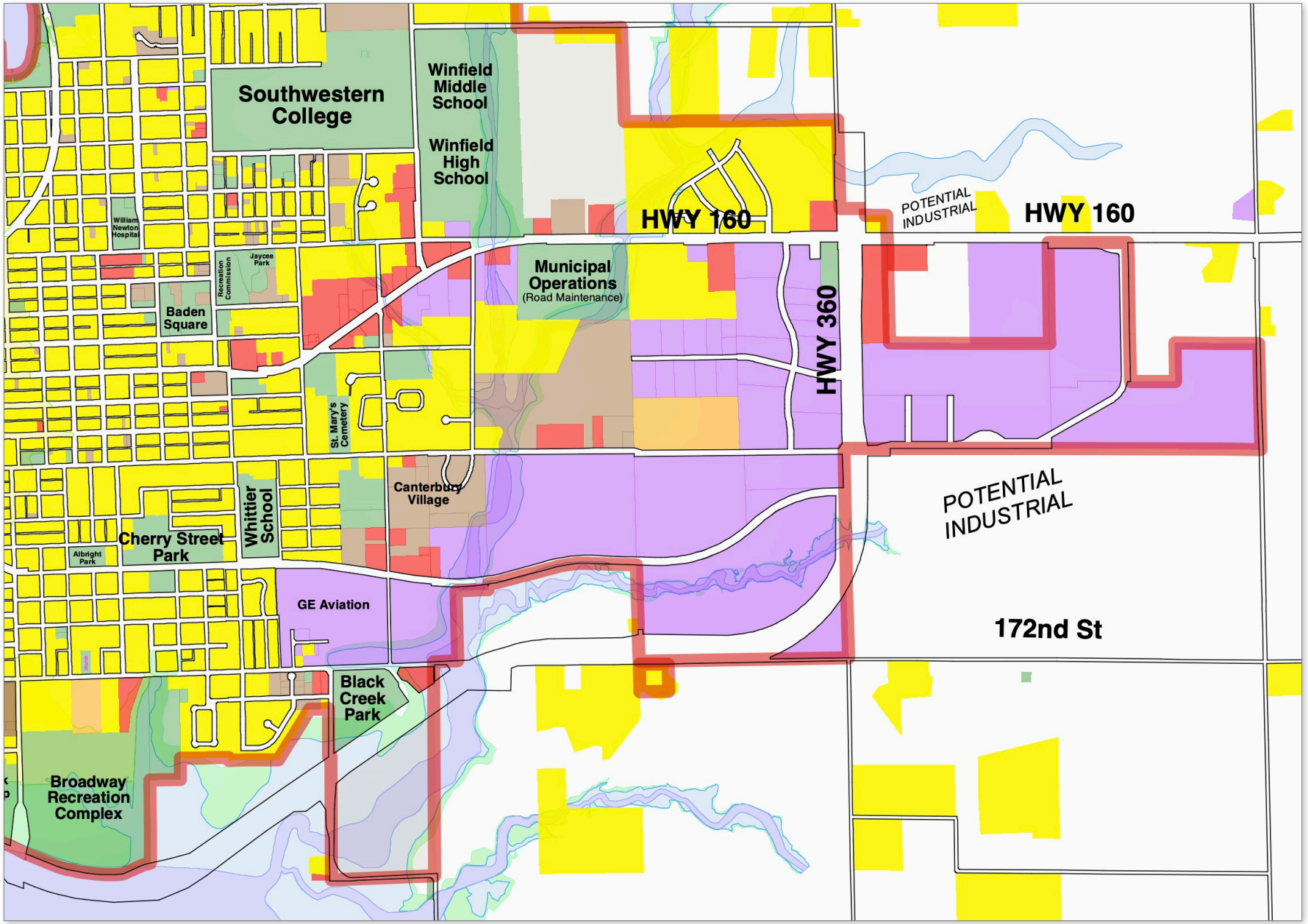
With the exception of growth areas already discussed (toward the future southwest bypass), the Planning Area outside the City should continue to be used mainly for **agriculture**, which should be viewed as the highest and best use for such rich soils.

FUTURE LAND USE GOALS

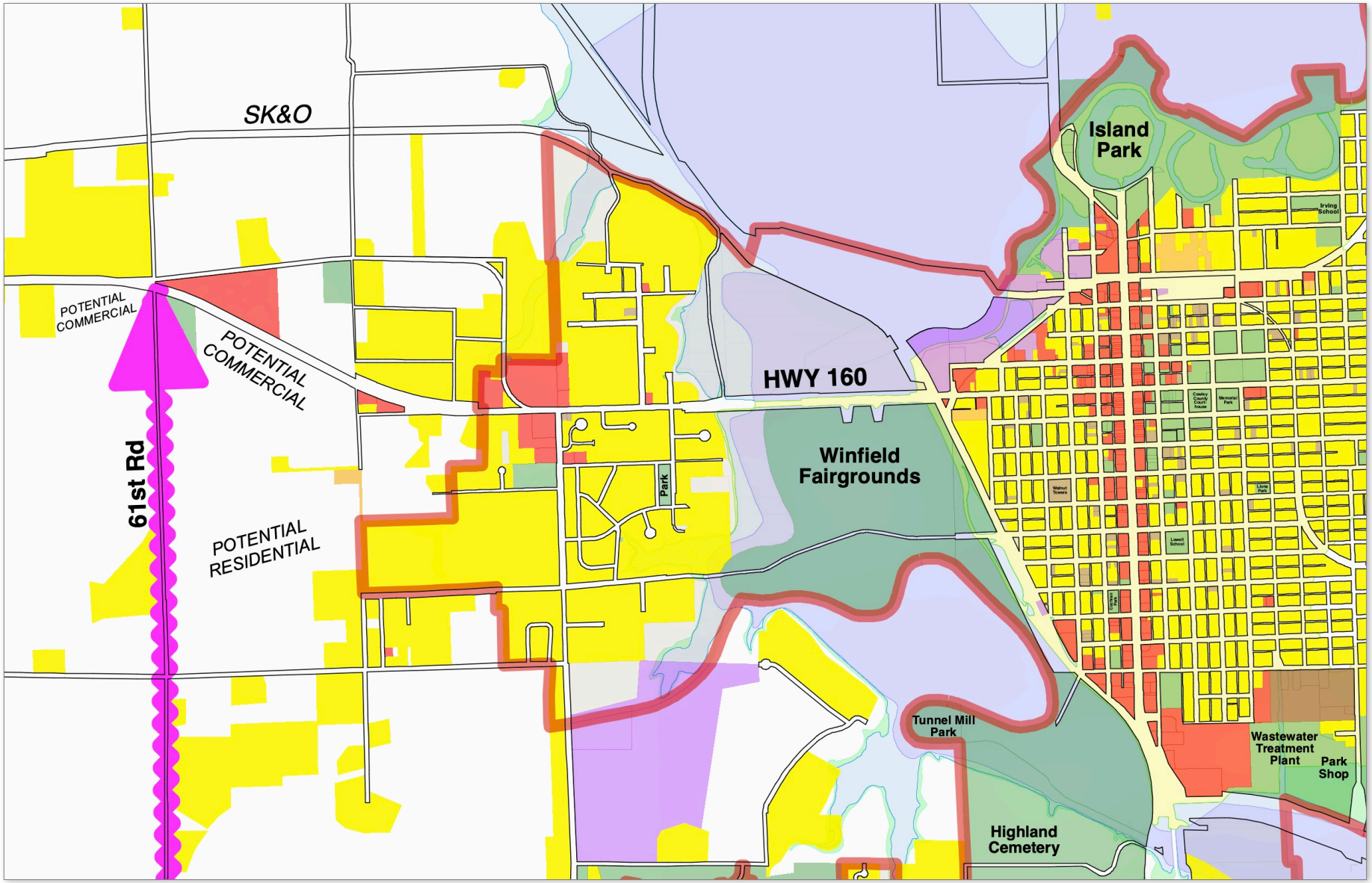
- **Focus on development and annexations to the west and south**, toward the planned southwest bypass. The City should have the ability **to guide development in the vicinity of the two proposed bypass interchanges** *before* they are constructed.
- Preserve and improve the **heritage housing** in Winfield's older, walkable neighborhoods. Focus on **updating smaller homes** for one- or two-person households. Include economical units for young adults and accessible units for seniors.
- Pursue development of **new suburban-style housing of various types**, including low-maintenance and accessible patio homes and apartments.
- As opportunities occur, consider City acquisition of flood-prone properties, to reduce the municipal costs of future flood damage.
- Expand Winfield's industrial capacity in advance of demand.
- Encourage **platted rural subdivisions, as opposed to** scattered large-lot residential development.

Map: Future Land Use (NORTH) — UPDATED IN 2026

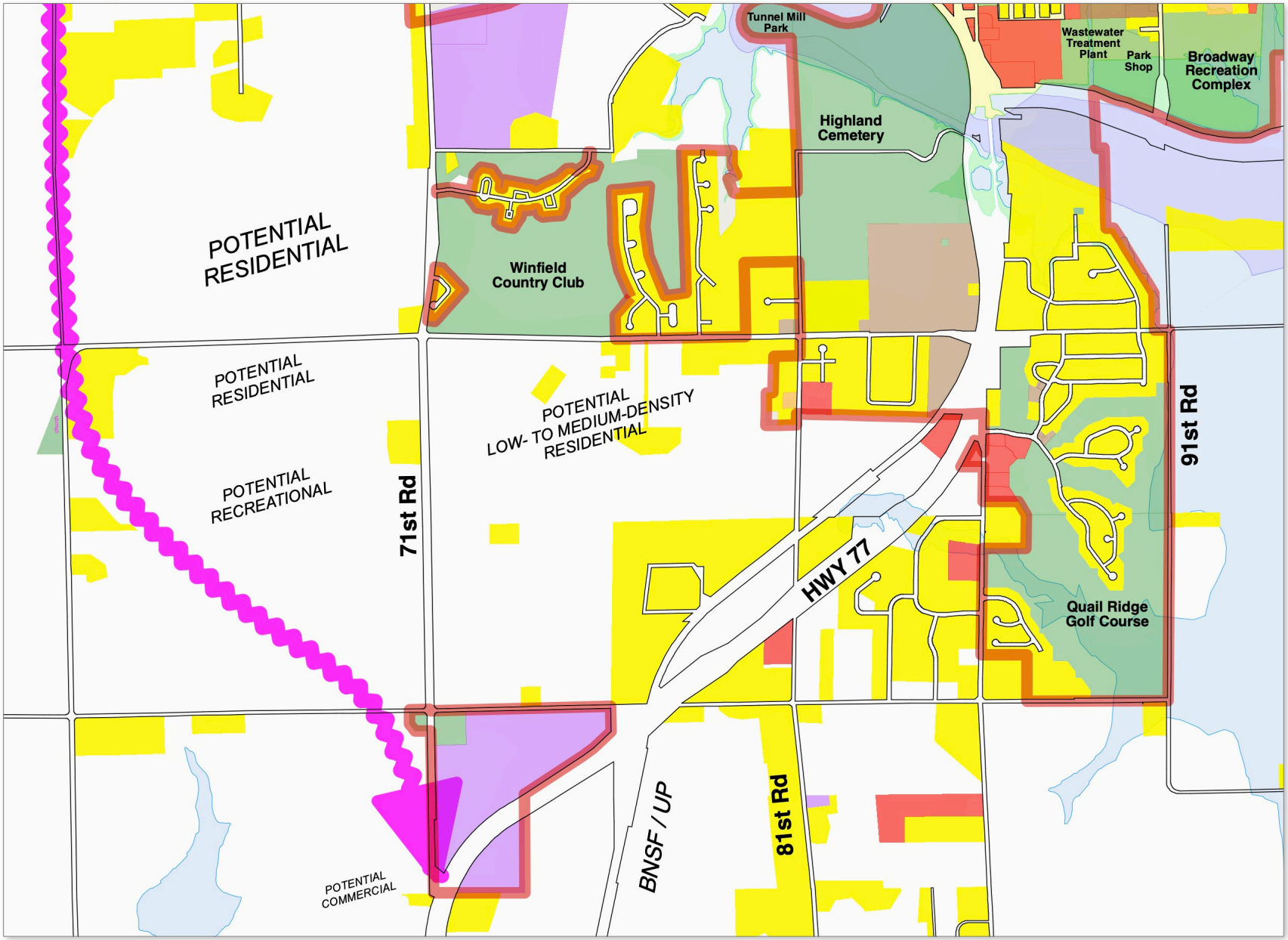




Map: Future Land Use (EAST) — UPDATED IN 2026



Map: Future Land Use (WEST) — UPDATED IN 2026



Map: Future Land Use (SOUTH) — UPDATED IN 2026

Section 2 — Community Background Data

CHAPTER 4. History
CHAPTER 5. Environment
CHAPTER 6. Demographics
CHAPTER 7. Housing
CHAPTER 8. Economy

CHAPTER 4. History

Planning decisions often extend their effects for many decades. Understanding a community's history, including past planning choices both good and bad, is an important factor in making well-informed planning decisions that can shape a positive future for Winfield.

Winfield's Historical Development

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

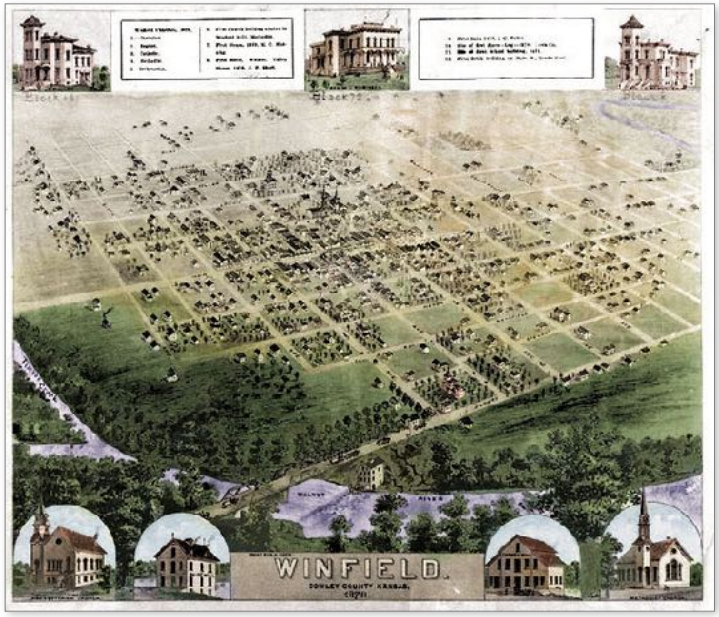
In March of 1867, Hunter County was officially organized by the Kansas Legislature, and reserved for the Osage Indians. In 1870, the county's name was changed to Cowley County, and it was officially opened for settlement.

Winfield was founded by E.C. Manning of the Winfield Town Site Company, who purchased the land from Osage Chief Chetopah in January 1870. Manning chose the site in the Walnut River Valley "for its general beauty, pure water, abundant wildlife and fertile river bottom soil". The City was named after Reverend Winfield Scott, who promised to build a town church in exchange for naming rights. He did, and the First Baptist Church is still in operation today.

Beginning in 1871, the first school in Winfield took place in a room downstairs from the newspaper office. The first Winfield public school building was completed in 1872. Today, Winfield USD 465 enrolls over 2000 K-12 students.

The **City of Winfield was officially incorporated in 1873**, when the community's growth prompted the first City Council to "satisfy pressing needs that ranged from regulating destitute itinerants, sanitation and fire protection to plain old lawlessness".

A lengthy and bitter competition took place between the towns of Winfield and Cresswell (now known as Arkansas City), as they fought to become the **County seat**. In 1873, after two special elections and numerous petitions to the state government, Winfield was declared the winner. A County Courthouse was immediately constructed in downtown Winfield.



Winfield 1878

Railroads In the autumn of 1879, the first railroad tracks reached Winfield. Built by the Florence, El Dorado, and Walnut Valley Railroad Company, the line was leased and operated by the Atchison, Topeka and Santa Fe Railway. The Southern Kansas and Western Railroad reached Winfield from the east in February of 1880. By 1887, a total of five railroads converged in Winfield, assuring the City's growth and prosperity.

Southwestern College In 1885, Winfield won the bid for construction of a new Methodist college, to be called Southwest Kansas Conference College (simplified in 1909 to Southwestern College). The City pledged 40 acres of land and $40,000 towards construction, plus $2,000 a year for ten years. Cowley County also issued $100,000 in bonds to have a new rail line built to Winfield, to help serve the campus.

Construction of the $60,000 four-story main college building began in the fall of 1885, and classes began in the fall of 1886.

Today, Southwestern College is a private four-year institution, still affiliated with the United Methodist Church. It serves nearly 2,000 students on campus, at outreach centers in Wichita and Oklahoma City, and online. The College continues to be a major local employer and an important institutional presence in Winfield, bringing cultural resources and diversity to the community.

State Hospital The 1881 Kansas Constitution stated that the care, treatment, and education of the handicapped was a public responsibility. Accordingly, the *Kansas State Asylum for Idiotic and Imbecile Youth* was established. Originally located in Lawrence, it was moved to its permanent home in Winfield in 1887. Later known as the ***Winfield State Hospital and Training Center***, the Hospital was a dominant local employer for the next 117 years, until it closed in 1998.

Part of the facility is now the **Kansas Veterans Home**, a 142-bed nursing home managed by the Kansas Commission on Veterans' Affairs Office. Another part is now operated by the Kansas Department of Corrections as the **Winfield Correctional Facility**, which houses up to 556 prisoners.

St. John's College was a two-year college in Winfield, affiliated with the Lutheran Church, which operated from 1893 until 1986. The bulk of the campus is now owned by the City of Winfield. Called Baden Square, the facilities are used for a variety of civic functions.





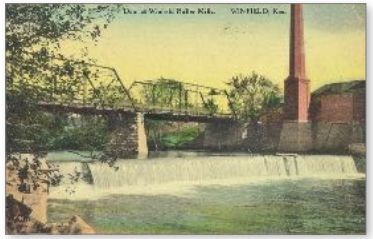


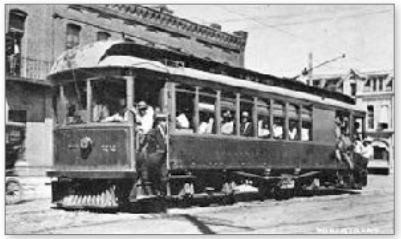














The **Winfield Public Carnegie Library** was built in 1912. **William Newton Hospital** opened in 1927. In the 1970s, a new **Cowley County Courthouse** was built, and a new **Winfield High School** was completed.

Business & Industry By 1900, Winfield's population had grown to 5,554 and the City had become the **business hub** of the area. In addition to its railroads, Winfield had flour mills, stores, elevators, newspapers, banks, churches, schools, and a variety of small manufacturing plants.

In 1916, Gott Manufacturing was established, originally producing metal water coolers, and eventually becoming a major producer of insulated water jugs. Purchased by Rubbermaid in 1986, the facility continues to produce a variety of products. Starting in 2011, the company (now Newell Rubbermaid) invested $26.6 million in its Winfield facility, adding a 500,000-square-foot distribution center next to its factory. As of early 2017, Newell Rubbermaid employed 1,054 people in Winfield.

In the1920s, **oil and natural gas** production and the discovery of **helium** near Dexter helped Winfield to prosper. In 1925, oil production peaked in Cowley County at more than 7 million barrels.

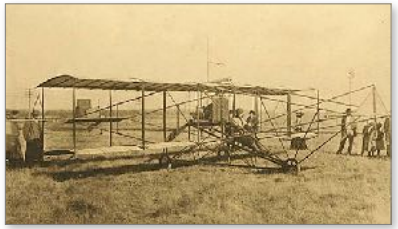
Strother Field In 1942, Winfield and Arkansas City began development of a shared municipal airport, located about halfway between the two cities. Shortly thereafter, it was acquired by the U.S. military, which completed construction and established a military pilot training base called Strother Field. At its peak there were about 3,400 Air Force personnel and 400 civilian employees at Strother. The base remained in operation until the end of World War II.

In 1953, Strother Field reverted to the control of Winfield and Arkansas City, and became a shared municipal airport and industrial park for both cities.

GE Aviation, an aircraft-engine division of General Electric, began operations in Winfield in 1947, and established a factory at Strother Field in 1951. The plant originally produced military jet engines for Wichita's aircraft manufacturing industry, then transitioned to overhauling jet engine parts and accessories. By the 1960s, the factory had grown to 125,000 square feet, and was servicing engines for business jets. As of 2017, GE Aviation employed about 750 people.

In 1957, a Crayola crayon-manufacturing plant was opened in Winfield, which operated until 1997.









In 1967, **Cessna Aircraft Company** opening a factory at Strother Field, initially producing the Cessna 150, and later the Cessna 172. When the market for light aircraft crashed during the 1980s recession, about 700 Cessna employees at Strother Field were laid off, and Cessna closed the factory in the early 1980s. In 1985, much of the Cessna facility was purchased by GE.

In 2010, a major international **oil pipeline** was extended north to south through Cowley County. The state legislature granted the Keystone-Cushing Pipeline a ten-year exemption from property taxes, a decision which was opposed by the six Kansas counties through which the pipeline passed.

Flooding Winfield's location in the Walnut River valley has resulted in numerous floods over the City's history. Severe flooding occurred in 1904, 1923, 1928, 1944, 1998 and 2019. Municipal efforts to control high water began in 1924 with construction of the Lincoln Street dike, which was then extended from Mill Street to the South Santa Fe Bridge in 1936. After that dike was overtopped by the 1944 flood, it was raised an additional three feet in height, and further extended from Lincoln Street to Harter Street. Opened in 1997, a small part of the K-360 highway bypass around the southeast quadrant of the city also functions as a protective levee. A tail levee was constructed parallel to K-360 in 1999, which provides flood protection for the Bliss Street Drainage area.

Winfield City Lake Flooding of agricultural lands in the Timber Creek watershed was also an ongoing problem. A system of 35 flood retarding dams on Timber Creek and its tributaries included construction of the dam that created Winfield City Lake. Completed in 1970, the Timber Creek Dam is owned by the City of Winfield. It is an earthen flood control dam, 91 feet high and 5,800 feet long, with a maximum capacity is 65,300 acre-feet of water. It drains an area of 64.2 square miles.

Located about ten miles northeast of downtown Winfield, Winfield City Lake is the primary water supply for over 60% of Cowley County, including the cities of Winfield, Burden and Dexter. Secondarily, it is also a major regional recreational asset. The **Timber Creek Watershed District** was established to help protect the Lake's water quality.

Arts & Culture Winfield has always been known for its cultural assets. As early as 1878, Manning's Opera House opened. By 1888, the elegant Grand Opera House was built on Main Street and operated until it was converted into the Regent Movie Theater in the 1920s. Island Park hosted Chautauqua events for many years, from 1887 to 1924.





The **Winfield Municipal Band**, founded in 1895, is still thriving today. The **South Kansas Symphony** is based at Southwestern College, which also has a concert band, a jazz band and several choral groups. **Winfield Community Theatre**, founded in 1967, puts on four productions each year. The **Winfield Arts and Humanities Council** supports the visual arts with classes, artists in residence, and regular shows.

Each September since 1972, the Winfield Fairground has played host to bluegrass, folk and Celtic music fans at the **Walnut Valley Festival**. The Festival originated as a small event at Southwestern College in 1967, and now attracts more than 10,000 visitors to Winfield annually.

Art in the Park takes place each October in Winfield. Since 1977, when it began as a tiny show in Memorial Park, it has evolved into a large, juried festival with over 100 artists, attracting up to 6,000 visitors.

City of Winfield Winfield has a City Manager form of government. Three City Commissioners are elected at large, one of whom serves as Mayor on a rotating basis. The City of Winfield operates one of the largest municipal electric and gas utilities in the state, as well as water, sewer and refuse services.

Winfield today has charm, historic character, and small-town ambience, combined with a progressive attitude and a globally linked economy.

Historic Preservation

Winfield has a remarkable inventory of historical public and commercial buildings in the downtown area, particularly along Main Street, along 9th Avenue, and on the Baden Square campus. The City also has a large number of lovely old homes, ranging from stately mansions to charming bungalows. Such structures help give Winfield character and a sense of place.

Sixteen structures in the Winfield area are listed on both the National Register of Historic Places and the Kansas State Register of Historic Places. They include two bank buildings, a commercial building, a church, a school, the Carnegie Library, three college buildings on the Baden Square campus, and four houses, as well as two bridges and a World War II era wind indicator at Strother Field.

A number of other structures in and near Winfield are listed as potentially eligible for listing on the National or State Register. For more information, see the *Kansas Historic Resources Inventory* database, at https://khri.kansasgis.org.

If the State Historic Preservation Officer finds that a project would encroach upon, damage or destroy any State or National historic site or its environs, the project may not proceed, unless the local governing body determines "that there is no feasible and prudent alternative to the proposal and that the program includes all possible planning to minimize harm" to the historic site.

Winfield Structures Listed on the National Register of Historic Places

Cowley County National Bank Building
820-822 Main Street

Now called the Kaufman Building, this two and a half story limestone building was designed by architect W.A. Ritchie in the Second Empire mode.



Winfield National Bank Building (1923)
901 Main Street

Winfield National Bank built a two-story brick building at the southwest corner of Ninth and Main in 1879, then replaced it in 1923 with this Classical Revival-style building. Designed by the American Fixture Company, the building has a smooth stone exterior and a symmetrical facade, with Beaux Arts detailing. It features the temple front typical of the style, with a parapet over a recessed entrance framed by pilasters.





Pettit Cleaners Building (1880)
114 East 8th Avenue

Originally used as a carriage works, this building has been adapted numerous times over the decades to meet new commercial requirements. In 1947, Winfield architect William N. Caton was hired by owner Earl Pettit to design the Streamlined Moderne facade seen on the building today.



Grace Methodist Episcopal Church (1917)
320 College Street

Built in 1917 after the original wooden church burned, this three-story brick building with limestone accents was designed in the Collegiate Gothic style. It has a remarkable collection of stained glass windows in the American Gothic Revival style.



Bryant School (1880)
1011 Mansfield Street

Used as a school from 1880 until 1964, this building is now owned and operated by the Cowley County Historical Society Museum.





Winfield Public Carnegie Library
1001 Millington St.

Before industrialist Andrew Carnegie established the Carnegie Foundation, many communities in the United States had no library, and those that existed were typically circulating libraries, available only to those who could afford to pay a subscription fee. The system we take for granted today, of publicly supported libraries free to all users, is largely a result of Andrew Carnegie's vision and generosity. Between 1886 and 1921, in the United States alone, funds from the Carnegie Foundation helped build 1,681 city libraries, as well as 108 college libraries.

At the time, public libraries were a relatively new building type, and many early Carnegie libraries were expensive Beaux Arts buildings with impressive facades and extremely inefficient floor plans. Then in 1910 the Carnegie Foundation began providing the first widely circulated guidelines for public library design—*Notes on Library Buildings*. These guidelines established many of the standard design elements still regularly used in libraries today.

Winfield won a $15,000 grant from the Carnegie Corporation Library Building Program in 1902, but did not build the one story red brick building with limestone details until 1912—a delay which undoubtedly affected the design of the Library for the better.

Winfield's Carnegie Library building is still in use today, though not as a library. It currently houses several businesses, including a dance school.



Baden Hall (1893-1894)
619 College Street

Designed by architect Charles F. May, Baden Hall was the only building on the campus of St. John's Lutheran College for twenty years, originally serving as classroom and dormitory space, then later as administrative offices. A three-story masonry structure built in the Richardsonian Romanesque style, the building's facade is dominated by a four-story bell tower framing the front entrance. The City of Winfield acquired the building after the college closed in 1986, and it has now been converted to low-income apartments.




Mundinger Hall (1950 & 1953, in 2 phases)
1315 East 6th Avenue

Originally the Girls Dormitory for St. John's Lutheran College, Mundinger Hall was designed by Wichita architects Overend & Boucher in the Collegiate Gothic style, with handcrafted stone masonry. Originally intended to have symmetrical wings on either side, the west wing was added in 1953, but funding constraints prevented the east wing from ever being built. Now owned by the City of Winfield, the building has been converted into apartments.



Rehwinkel Hall (1916)
1415 East 6th Avenue

Originally called West Dormitory, this Classical Revival limestone building was the third building constructed on the St. John's Lutheran College campus, after Baden Hall and a gymnasium that no longer exists. Now owned by the City of Winfield, the building has been converted to low-income apartments for the elderly and handicapped.



W.H. Coffin House (1892)
421 East 11th Avenue

This Queen Anne style Victorian home was designed by architect Emanuel Klauser.



W.P. Hackney House (1886)
417 East Tenth Street

Built in 1880 for Reverend N.L. Rigby, this home was acquired and expanded in 1885 by prominent Kansas lawyer and politician William Patrick Hackney, who added two story porches, dormered windows, ornate roof ornaments, and artistic porches to the impressive Vernacular style stone structure. It is located just south of Memorial Park, commanding lovely views.



Wilmer House (1917)
1310 East 9th Avenue

Built for local physician Dr. F. M. Wilmer, this Craftsman-style house has triangular brackets along the roofline, large square columns on the porch, wide overhanging eaves, and interior built-ins typical of the Craftsman style. It is a three-story side-gabled frame house with clapboard siding and shingle details.



Magnolia Ranch (1883)
11 miles southeast of Winfield in rural Cowley County

Built in 1883 at a cost of $30,000, this 23-room ranch house was the home of Civil War veteran and wealthy bachelor Colonel Arthur H. Greene. Named for the many magnolia trees planted on the site, it is an early Renaissance style building, constructed of stone quarried about two miles northwest of the ranch.



Two bridges were nominated to the Register under the thematic resources category of "Masonry Arch Bridges of Kansas".

East Badger Creek Culvert (1905-1906)
182nd Road, east of 131st, in rural Cowley County

Built in 1905-1906, this one-lane native limestone span is about 29 feet long and 20 feet wide. It embodies the type, period and method of construction of a rural masonry arch bridge of Kansas.



Silver Creek Bridge (1908-1909)
southeast of Winfield in rural Cowley County

Designed by architect Walter Sharp, this limestone veneer, earth loaded bridge is 140 feet long and 18 feet wide, and has two arches—one round and one oval.



Strother Field Tetrahedron Wind Indicator (1942)
22215 Tupper Street

Still in its original location at Strother, this structure alerted pilots to wind direction as they came in to land. About 27 feet long, it has an exterior of galvanized tin, with lights along the edges. It is one of only five World War II era tetrahedron wind indicators still known to exist at former Kansas airfields.



CHAPTER 5. Environment

Natural resources, physical features, and the location of regional destinations all influence land use patterns within a community. Both natural and man-made features may positively support particular land uses, or they may restrict development possibilities and limit the directions available for urban growth.

Development policies should be established which maximize the advantages and minimize the disadvantages of a planning area's location and physical characteristics. Such policies are essential to guide urban development in a way that is both economically efficient and esthetically pleasing.

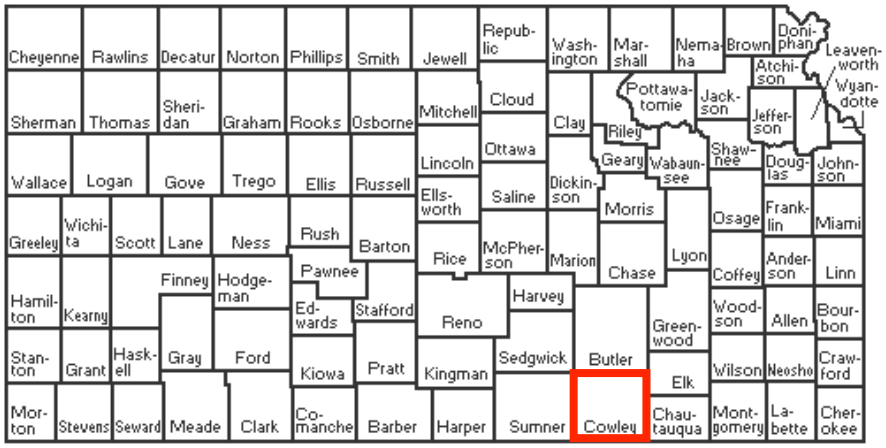
In this chapter, a general picture is presented of the Winfield Planning Area's location and physical features, and their implications for the future development of various land uses. Geographic location, climate, soil types, topography and drainage, flood hazard areas, water resources, community woodlands, and major constructed features will be discussed.

Location

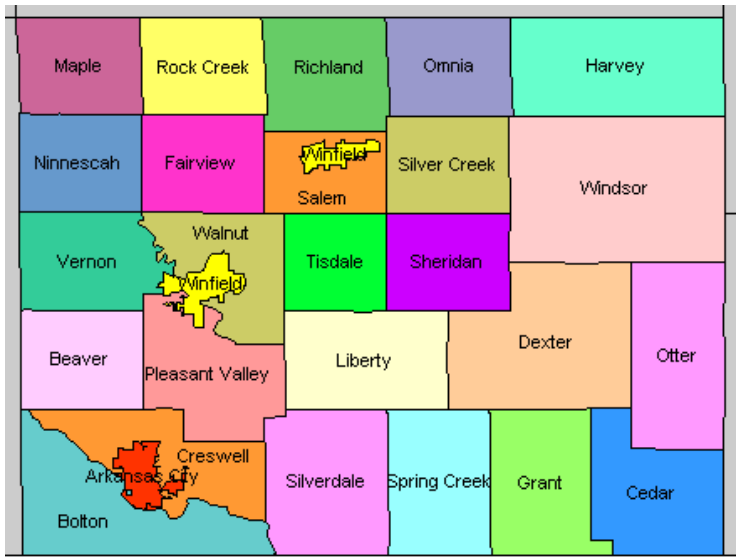
Cowley County is in south-central Kansas. It is about a third of the way west from the eastern border of the state, and adjacent to the Oklahoma state line.

Both parts of the **City of Winfield** are in the northwest quarter of Cowley County. The main part of the City is in Walnut, Vernon, and Pleasant Valley Townships, and Winfield City Lake is in Salem Township. Winfield is located on the Walnut River, which flows roughly northwest-to-southeast through the western portion of the main part of the City.

The **Winfield Planning Area** includes parts of Fairview, Vernon, Walnut, Tisdale, Beaver, Pleasant Valley, Liberty and Salem Townships.



Location of Cowley County in Kansas



Townships in Cowley County

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

The following cities are within an hour's drive of Winfield. Population numbers are from US Census 2018 estimates, and distances are by road.

- Wellington — population 7,748, west 24 miles
- Arkansas City — population 11,793, south 14 miles
- El Dorado — pop. 12,935, north-northeast 49 miles
- Andover — population 13,278, north 42 miles
- Ponca City — population 24,033, south 41 miles
- Derby — population 24,721, northwest 31 miles
- Wichita — population 389,255, northwest 42 miles



Geographic Location of Winfield

Climate

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

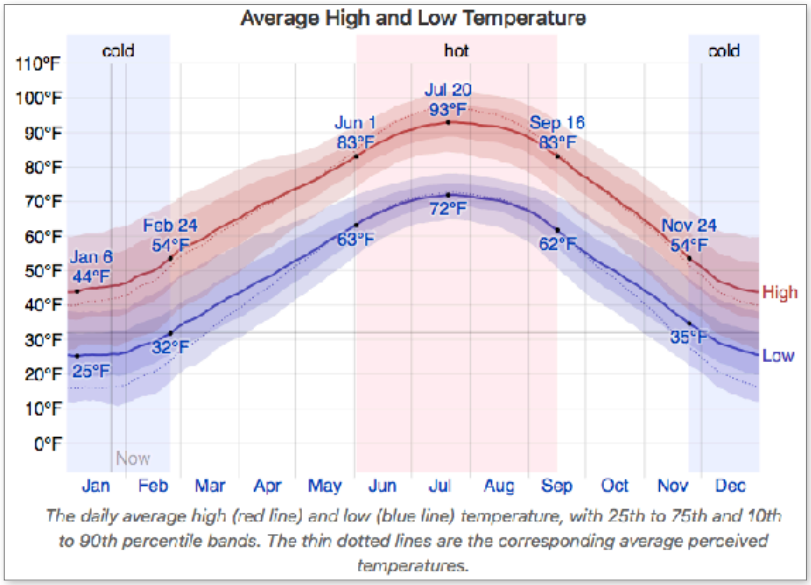
While Winfield's climate is notably variable, it is generally beneficial. Its long growing season offers temperatures and sunshine conducive to agricultural production. Total precipitation is adequate for the principal crops (wheat, milo, corn, soybeans, sunflowers, cotton, alfalfa, brome hay, sudan grass, and prairie hay), though in some years its timing and distribution can cause problems. High winds or hail may occasionally damage crops or structures, sometimes catastrophically.

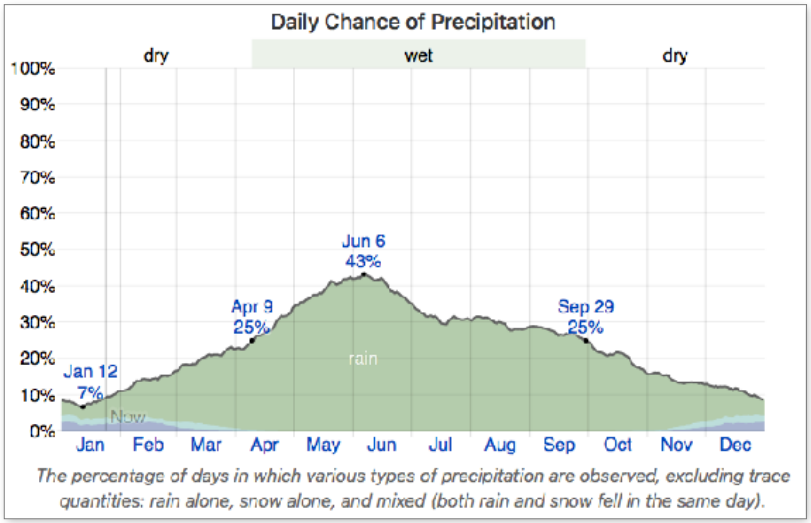
The typically mild winters mean that various outdoor recreational activities can be sustained almost all year round. Only during the coldest weeks of the year is construction restricted, or construction methods constrained. However, recurring abrupt temperature swings, and frequent, often daily, freeze–thaw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

Winfield's summers are typically hot, humid, and sunny, while winters are cold, dry, windy, and occasionally overcast. Fahrenheit temperatures over the course of a year typically range between 25 and 93 degrees, rarely falling below 11 or rising above 102.

Climate data specific to Winfield is available from a number of online sources, including:

- *USClimateData.com*
- *WeatherSpark.com*
- *WeatherBase.com*





Charts from Weatherspark.com

Soils

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

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

Using the *Web Soil Survey (WSS)*

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

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

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

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

Soils in the vicinity of Winfield are typically loams—primarily silt loams or silty clay loams. Slopes mostly range between level and 7%, but a few areas may slope as much as 30%. In general, soils in the Winfield Planning Area are well suited to both agriculture and development.

Topography & Drainage

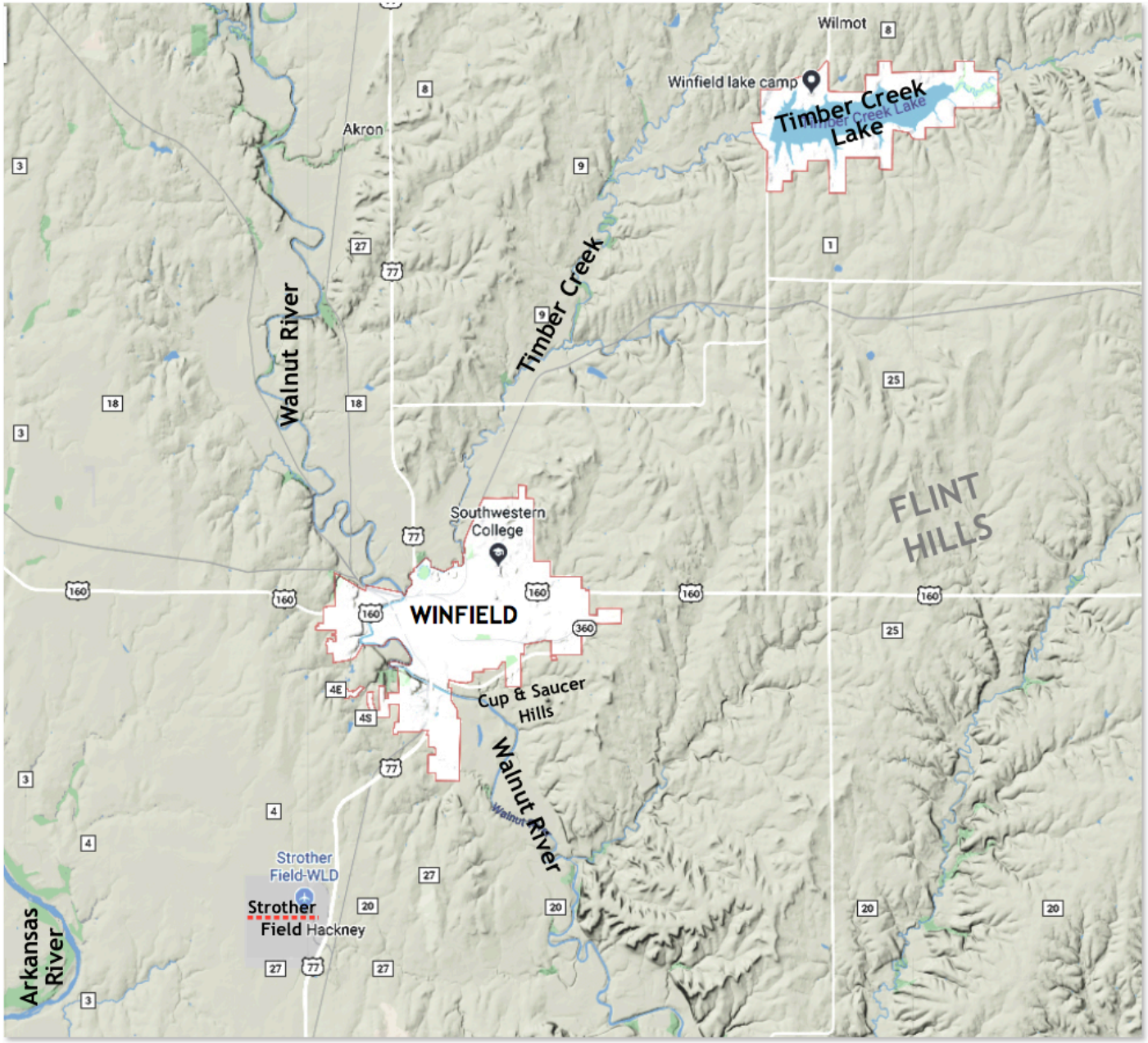
The topography of local landforms, and the drainage patterns which result, have a significant impact on potential land uses. The location and design of some facilities—such as cell towers, water towers, sewage treatment plants, stormwater management structures, and wind turbines—are strongly influenced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

Winfield is located in the western edge of the Flint Hills, east of the broad Arkansas River valley. Overall, the Winfield Planning Area slopes broadly from northwest to southeast.

Landforms around the area have been shaped by the flow of water. **Timber Creek** flows west-southwest through Winfield City Lake, then heads roughly southwest until it flows into the Walnut River about a quarter mile southwest of Island Park. The meandering **Walnut River** runs generally north to south, from El Dorado Lake, through Winfield, to where it flows into the Arkansas River just southeast of Arkansas City.

Most of Winfield's developed area is on low ground, southeast of the confluence of Timber Creek and the Walnut River. There is a bluff west of the Walnut River, and there are several ridges in the area northeast of 9th & College Avenues, occupied by Winfield Correctional Center and Southwestern College.

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



Topography in the Winfield Area

Floodplains

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

In the United States, the Federal Emergency Management Agency (FEMA) is responsible for mapping floodplains. The **Flood Insurance Rate Maps** produced and updated by FEMA classify floodplains into various Special Flood Hazard Areas, based on degree of risk. The three broadest categories of floodplain designation are floodway, 1% annual chance floodplain, and moderate flood hazard areas.

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

Floodplain information shown on the Comprehensive Plan maps was provided by Cowley County GIS, and is based on the following Flood Insurance Rate Maps (FIRM) from the Federal Emergency Management Agency (FEMA), all of them effective on October 19, 2010:

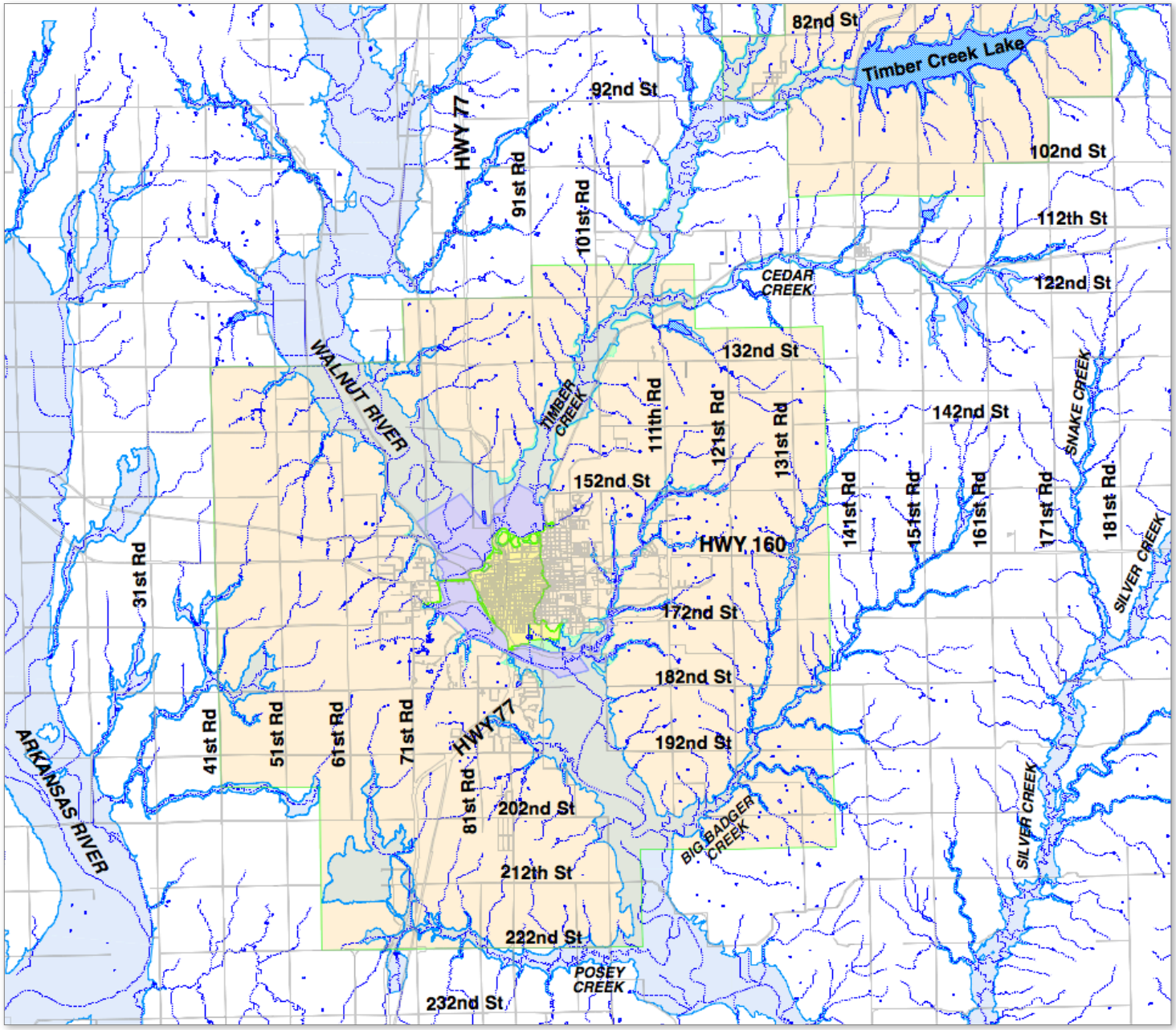
Urban area maps:

- 20035C0**213**D
- 20035C0**214**D
- 20035C0**332**D
- 20035C0**334**D
- 20035C0**351**D
- 20035C0**352**D
- 20035C0**353**D

Rural area maps:

- 20035C0**200**D
- 20035C0**225**D
- 20035C0**250**D
- 20035C0**350**D
- 20035C0**375**D

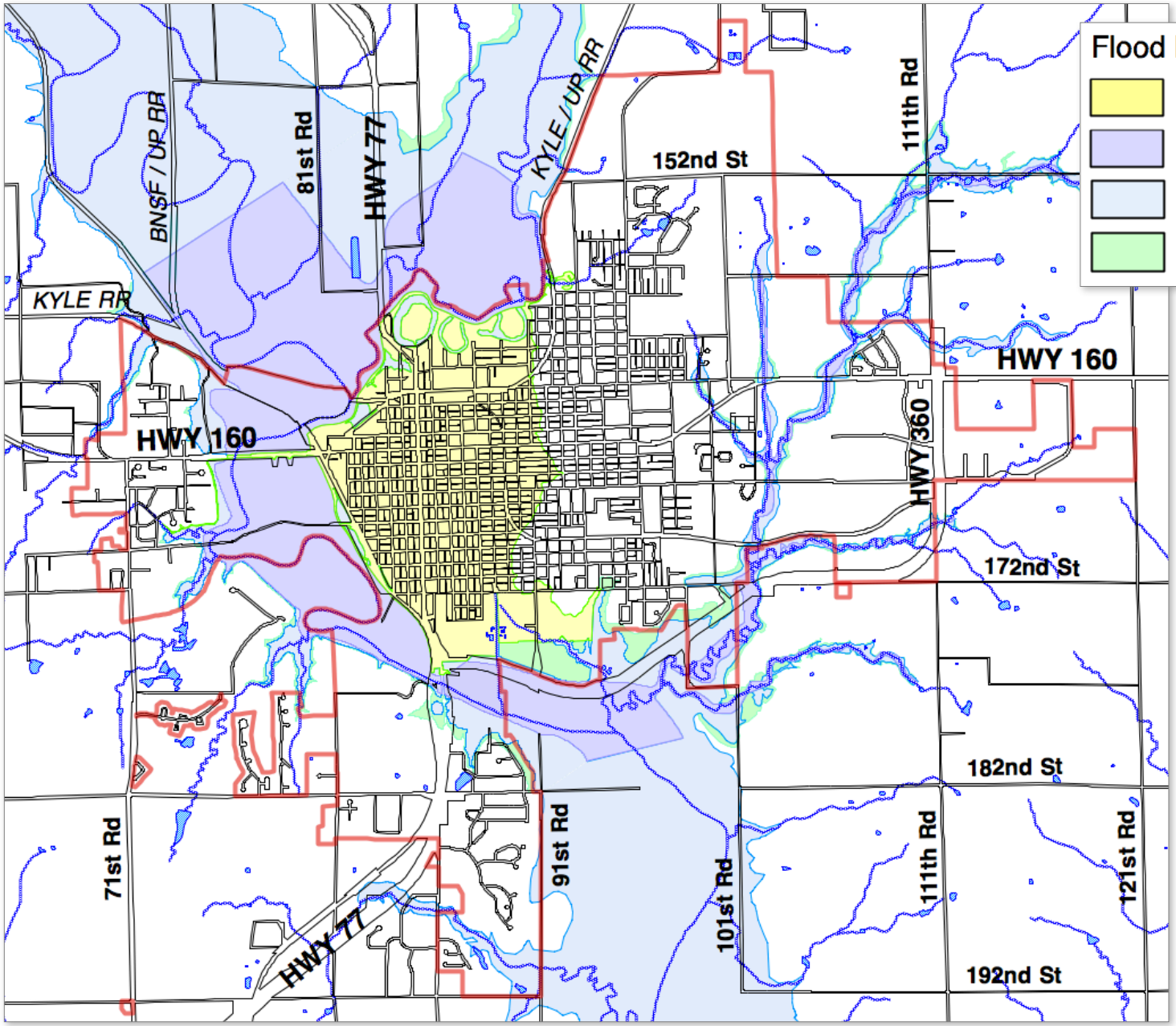
More information is available from the FEMA Flood Map Service Center.



Planning Area Floodplain Map

The Federal Emergency Management Agency surveys floodplains in more detail in urban areas, but in rural areas, only 1% Annual Chance Floodplains are demarcated.

On this map, the Winfield Planning Area is shown in pale orange, and 1% Annual Chance Floodplains are shown in light blue.



Urban Area Floodplain Map

With the exception of the Winfield Fairgrounds, which is in the Walnut River floodway, virtually all of the developed land in Winfield is either protected by levees, or not in floodplain.

There is ample land which is not in floodplains, both within and adjacent to Winfield, sufficient in area to meet the City's potential development needs over the next twenty years.

Flood Insurance

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

One of the inadvertent side-effects of this law was to facilitate construction in floodplains, increasing the number and value of structures at risk. Over the ensuing decades, numerous major floods across the nation resulted in extraordinarily high costs to federal taxpayers.

Various revisions of the NFIP resulted, in attempts to bring insurance rates into alignment with actual risk, and to more strongly discourage people from building in floodplains. These revisions included the Flood Insurance Protection Act of 1973, the Flood Insurance Reform Act of 2004, the Biggert-Waters Flood Insurance Reform Act of 2012, the Consolidated Appropriations Act of 2014, and the Homeowner Flood Insurance Affordability Act of 2014.

Participation in the National Flood Insurance Program is required by various federal grant programs, and is required in order to be eligible for mortgages backed by federal guarantees, such as VA and FHA loans.

The City of Winfield participates in the NFIP. Floodplain requirements for the City, and for certain areas outside the city limits but within the Planning Area, are administered by the City Engineer, who acts as Winfield's Floodplain Administrator. Winfield's current Floodplain Management Regulations are in Article 19 of the City's 2017 Zoning Regulations.

Cowley County has participated in the NFIP since 1992. The Board of County Commissioners adopted updated Floodplain Management Regulations in 2013. Floodplain requirements for unincorporated areas of Cowley County which are outside a city's extraterritorial jurisdiction are administered by the County's Floodplain Administrator.

Water Resources

An adequate long-range supply of fresh water is an essential foundation for any community's future development. A city must have access to a water source which is sufficient in quantity and quality to support both its current and anticipated needs, and must also have legal access through water rights to utilize that source.

Many communities in the American west are struggling to secure adequate water supplies, but good planning decisions in earlier years have put Winfield in an exceptional position. Winfield City Lake, created by damming Timber Creek, is the source of water for the City water system, which also serves much of the County. It is a supply which should be ample for the community's needs for the 20-year Planning Period and beyond.

Located as it is on the Walnut River, the Winfield area also has abundant and good quality groundwater available.

Woodlands

Woodlands reduce soil erosion, help prevent flooding, improve air and water quality, and serve as wildlife habitat.

Rural Woodlands

In the Winfield Planning Area, rural woodlands are located primarily along waterways and in shelter belts. **Riparian forests** along the banks of streams are a crucial element in protecting surface water and helping to recharge the aquifer. **Shelter belts** are an essential safeguard for farming on the prairie, yet throughout Kansas they are showing a decline in vigor due to the advanced average age of the trees.

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

Urban Forest

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

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

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

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

Planning for Trees

Many trees in Winfield's parks and along the City's public streets are reaching the end of their life spans, and safety considerations will require the removal of many of them during the 20-year span of this Plan. Planting replacement trees will improve the City's esthetic quality and enhance the character of the community's public greenspaces.

Tree City USA Established and managed by the Arbor Day Foundation, this program provides a framework for community forestry management. It requires a city to maintain a tree board or department, have a community tree ordinance, budget at least $2 per capita annually on urban forestry, and celebrate Arbor Day. Winfield has participated in the program since 1981. More information on the Tree City USA program is available at www.arborday.org.

The City of Winfield has had a **Tree Board** since 1973, which helps provide the leadership and long-term focus necessary to sustain a healthy urban forest. The nine-member Board was established by a City ordinance, which describes the terms of office and responsibilities of members. A Tree Board typically advises the governing body on tree related issues, prepares a City Tree Plan, initiates tree planting and maintenance projects, and works to educate the public on the benefits of trees.

Consider implementing a comprehensive **City Tree Plan**, for ongoing care and replacement of trees on public properties. The first step would be to conduct a baseline study of the City's existing trees, establishing their species, size, and condition. Also identify locations where new trees are needed, and establish a list of tree species and varieties suitable for Winfield's climate.

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

Major Constructed Features

Large physical features constructed by people also influence development patterns. For example, transportation routes typically stimulate development, particularly at major intersections. Other facilities, such as wastewater treatment plants or large utilities installations, provide services essential to attract residents to a community, yet may repel residential development in their immediate vicinity.

Winfield's development is influenced primarily by **railroad and highway routes**, which will be covered in more detail in the Transportation chapter, and by the **levee system** that protects all of downtown and a large portion of the rest of the City's developed area from flooding.

Winfield's major utilities infrastructure is located appropriately in public, commercial, or industrial areas. The **Water Treatment Plant** is on high ground at the north edge of town, adjacent to the Winfield Correctional Facility. The **Wastewater Treatment Plant** is on low ground at the south end of town, adjacent to the Walmart/ Dillons commercial area. One **Power Plant** is on West 14th Avenue south of the Fairgrounds, and the other is on East 12th Avenue, adjacent to the large industrial facilities in the southeast part of town.

Strother Airport and its associated industrial area are far enough south of the city that neither its flight operations nor its industry have any significant impact on development in the main part of Winfield.

Winfield Dam and **Winfield City Lake** The most obvious man-made physical feature within the city limits is the 1.5 square mile Winfield City Lake. Annexation of the lake and enough land around it to protect its water quality accounts for nearly a third of the area of the City of Winfield. Continued protection of this critical resource is an essential and ongoing planning goal.

CHAPTER 6. **Demographics**

Understanding the physical, social and economic characteristics of people in Winfield helps community leaders develop policies to effectively meet residents' needs. Such an analysis also provides a foundation for estimating the size and characteristics of the city's potential future population, which is a necessary step for predicting Winfield's planning, infrastructure and development needs over the next two decades.

Census Data

Demographic data in this Comprehensive Plan is from the *2010 Census* and the *2013-2017 American Community Survey 5-Year Estimates* (ACS). The U.S. Census is taken only once every ten years, and though the Census will be taken in 2020, the data will not be available until more than a year later—too late to be available for this Plan. The ACS is also administered by the Census Bureau, and provides updates in the years between censuses.

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

Population information is available in more detail from the U.S. Census Bureau Explore Census Data website, where typing in the name of a place brings up an overview of available data for that location, with links to the complete data tables. More detailed Kansas information, including historical demographic data, is available from the University of Kansas Institute for Policy & Social Research.

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

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

> **Separate living quarters** are those in which the occupants do not live and eat with other persons in the structure, and which have direct access to their unit from the outside of the building or via a common hall—as opposed to **group quarters** such as college dormitories, skilled nursing facilities, or correctional facilities.

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

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

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

Population Trends

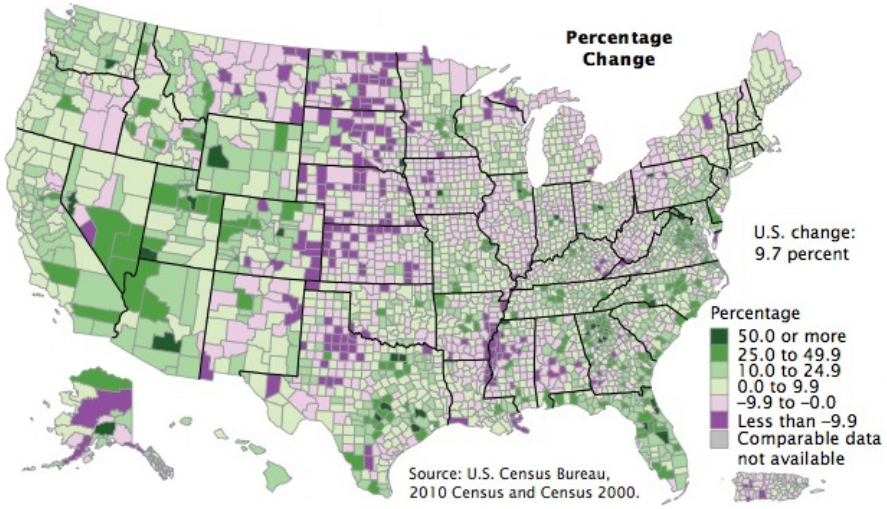
After the American population boom in the post-World War II era, rates of growth became more stable during the fifty years from 1960 to 2010. As detailed in the following table, the population of the United States has been growing by an average of about 11.5% per decade for the last fifty years, while Kansas has been growing by only about 5.6%. During that same time frame, Cowley County's population has been *decreasing* by an average of 0.7% per decade. Such a small rate of decrease is actually better than many rural counties in America's heartland are managing to do.

	U.S.		Kansas		Cowley County	
	Population	% Change	Population	% Change	Population	% Change
1950	151,325,798		1,905,299		36,905	
1960	179,323,175	18.5%	2,178,611	14.3%	37,861	2.6%
1970	203,211,926	13.3%	2,246,578	3.1%	35,012	-7.5%
1980	226,545,805	11.5%	2,363,679	5.2%	36,824	5.2%
1990	248,709,873	9.8%	2,477,574	4.8%	36,915	0.2%
2000	281,421,906	13.2%	2,688,418	8.5%	36,291	-1.7%
2010	308,745,538	9.7%	2,853,118	6.1%	36,311	0.1%
AVG		11.5%		5.6%		-0.7%

National Population Trends

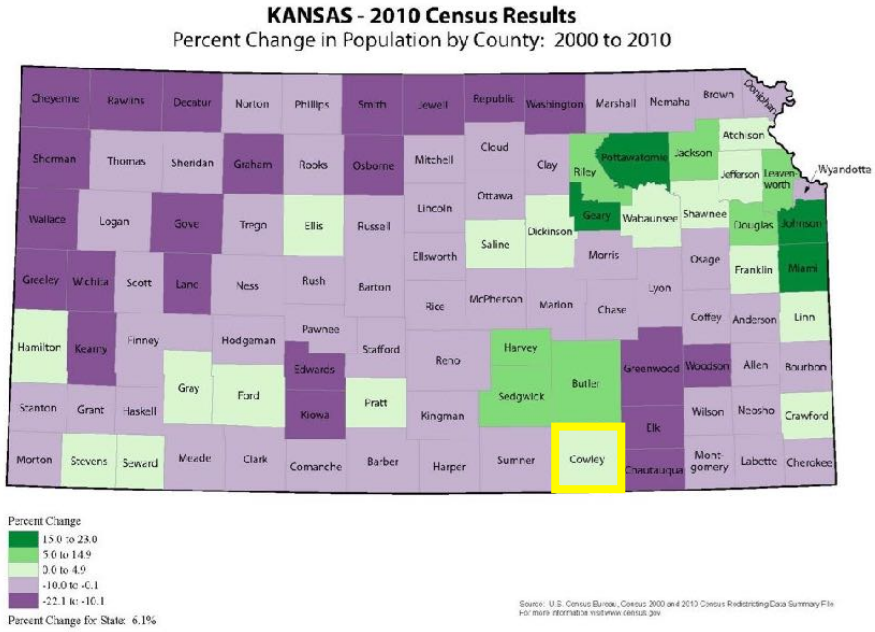
Recent national population trends show people moving from rural areas to cities, and from the northeastern and central parts of the nation to the south and west. The Great Plains in particular are losing population to other parts of the country.

The following map shows the percentage of population change between 2000 and 2010, for each county in the country. Green shades indicate growth; purple shades indicate population loss; the darker the color, the more intense the change. Dark purple indicates counties which lost at least 10% of their population in one decade.



Kansas Population Trends

A similar map for the state of Kansas shows that most population growth in the last decade has taken place around Wichita, and in the northeastern part of the state—around Kansas City, Topeka, and the university towns of Lawrence and Manhattan. Between 2000 and 2010, Cowley County's population increased, but only by one tenth of one percent (0.1%). Still, that puts Cowley County well ahead of most counties in Kansas.

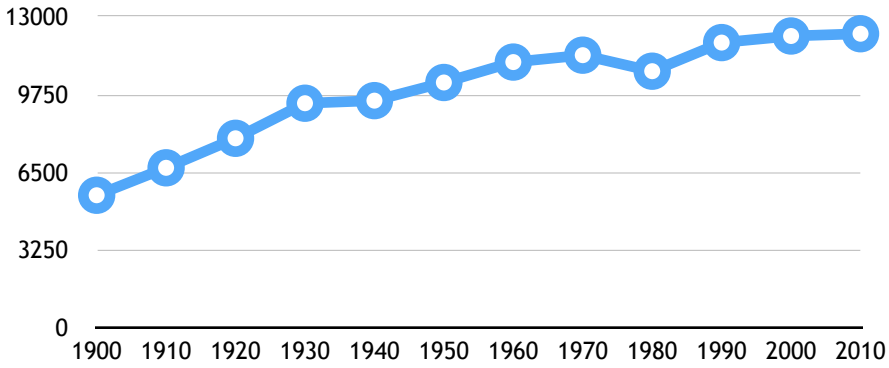


Population Change 2000-2010	number of counties	percentage of 105 counties in Kansas
Gain — 15.0% to 23.0%	4	3.8%
Gain — 5.0% to 14.9%	7	6.7%
Gain — 0.0% to 4.9%	17	16.2%
Loss — 10.0% to 0.1%	55	52.4%
Loss — 22.1% to 10.1%	22	21.0%

Winfield's Population History

Winfield					
Census	Population	% Change	Census	Population	% Change
1900	5,554	—	1960	11,117	8.3%
1910	6,700	20.6%	1970	11,405	2.6%
1920	7,933	18.4%	1980	10,736	-5.9%
1930	9,398	18.5%	1990	11,931	11.1%
1940	9,506	1.1%	2000	12,206	2.3%
1950	10,264	8.0%	2010	12,301	0.8%

Since the first Census data was collected in 1900, the census population for the City of Winfield has ranged from a low of 5,554 in 1900, to a high of 12,301 in 2010. The City's population shows a generally upward trend, except for a population plateau in the Great Depression of the 1930s, and a population loss of 5.9% in the 1970s. After a large 11.1% increase in the 1980s, the City's rate of population increase has declined, and between 2000 and 2010 was just 0.8%.



According to the *2013-2017 American Community Survey 5-Year Estimates*, Winfield's population was 12,180 people.

Future Population

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

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

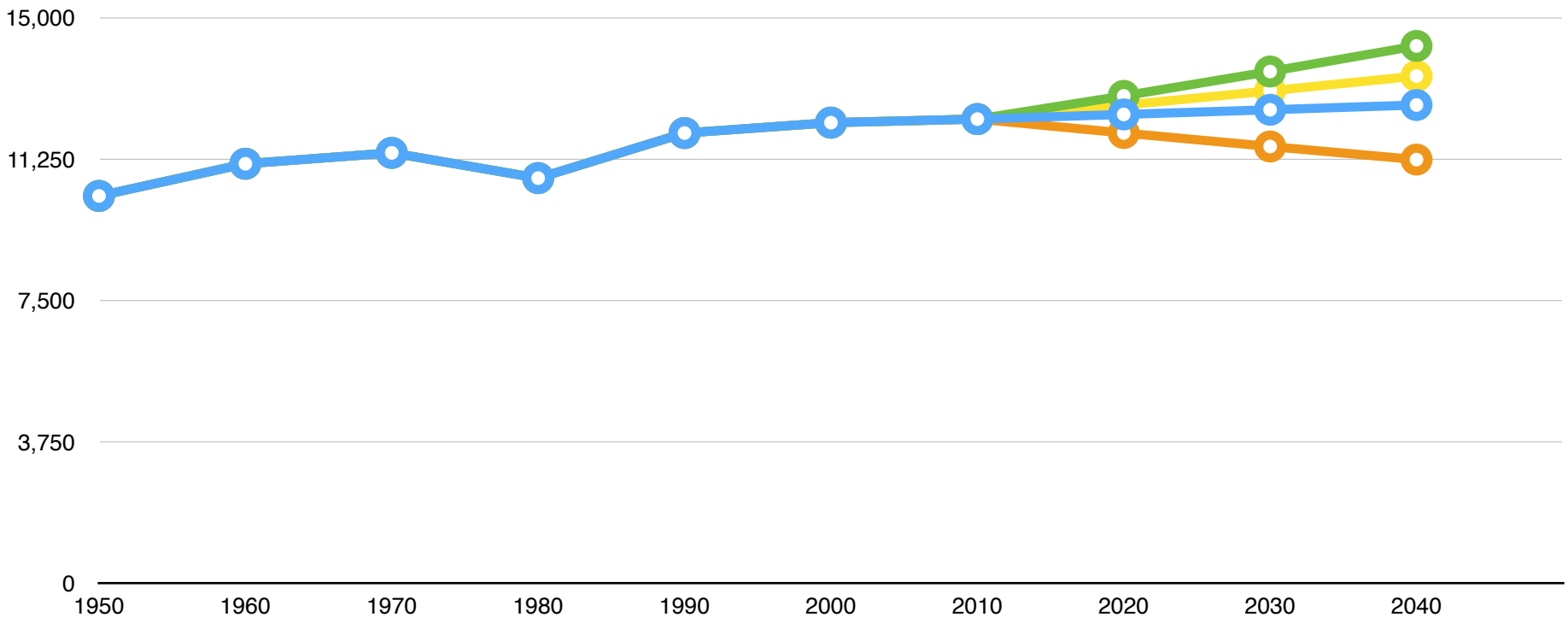
Over this Plan's 20-year period, City leaders will work toward a **goal of increasing Winfield's population**. Given that the long-term trend for this region of Kansas is population *decrease*, this is a challenging but reasonable goal.

According to the 2010 Census, Winfield's population in July of that year was 12,301—the City's largest population ever. In the six decades since the 1950 census, Winfield has gained an average of 3.2% in population per decade.

Winfield		
Census	**Population**	**% Change**
1900	5,554	—
1910	6,700	20.6%
1920	7,933	18.4%
1930	9,398	18.5%
1940	9,506	1.1%
1950	10,264	8.0%
1960	11,117	8.3%
1970	11,405	2.6%
1980	10,736	-5.9%
1990	11,931	11.1%
2000	12,206	2.3%
2010	12,301	0.8%
Average per decade		*3.2%*

The following table and the graph on the following page show what Winfield's 2040 population would be under various potential rates of population change—a loss of 3% per decade, or gains of 1%, 3% or 5% per decade.

Future Population at Various Rates of Change				
Census	**-3%**	**+1%**	**+3%**	**+5%**
2010	**12,301**	**12,301**	**12,301**	**12,301**
2020	11,932	12,424	12,670	12,916
2030	11,574	12,548	13,050	13,562
2040	11,227	12,674	13,442	14,240



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

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

Population Data — U.S. Census Bureau

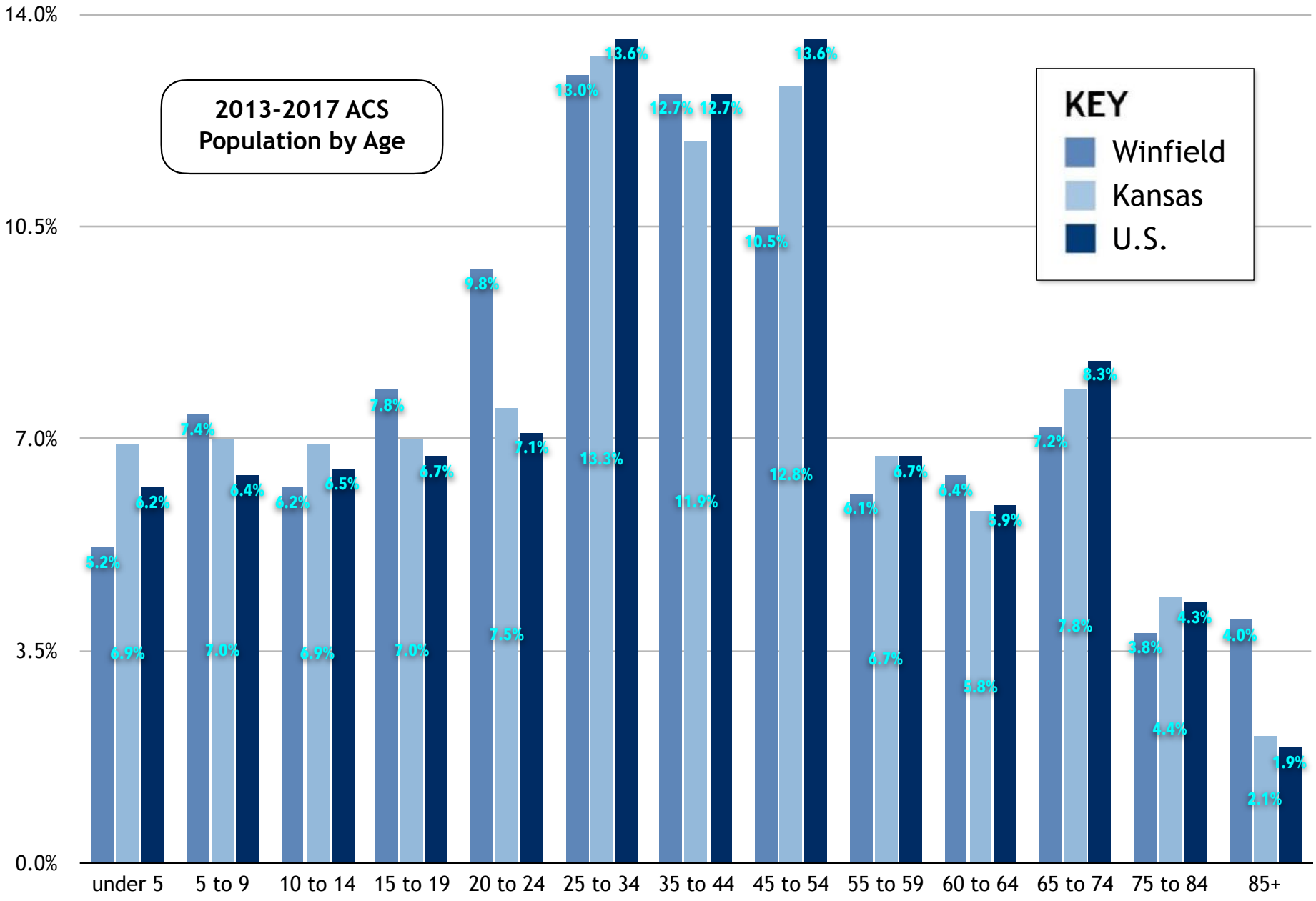
This section includes information on Winfield's demographics and social characteristics. Data is from the *2013-2017 American Community Survey 5-Year Estimates*.

The adjacent table contains information which is useful primarily when viewed in comparison to the same data from other geographic areas. For instance, Winfield has unusually high percentages of both males and veterans, which may be influenced by the presence of the Veterans Home and the Correctional Facility. Winfield is racially diverse by Kansas standards, but has a relatively low percentage of Hispanics. The support provided by a variety of medical and retirement facilities may account for the high percentage of disabled people. Compared to the state and the nation, Winfield's average **household** size is notably larger, and its average **family** size is notably smaller.

- **Citizenship** Out of a total population of 12,180 people in Winfield, 95.8% were born in the U.S., and 0.5% were born either in U.S. territories or to American parents abroad. Of the 450 foreign-born residents in Winfield, 211 are naturalized U.S. citizens, and 239 are not U.S. citizens.
- **Disability** Of the total civilian non-institutionalized population in Winfield (11,207 individuals), 1,846 people (16.5%) have a disability. Of those 1,846 disabled people, 157 (8.5%) are under 18 years of age, 1,020 (55.3%) are between 18 and 64 years in age, and 669 (36.2%) are 65 years of age or older.

	City of Winfield	Cowley County	Kansas	U.S.
% Male	52.6%	50.3%	49.8%	49.2%
% Female	47.4%	49.7%	50.2%	50.8%
Median Age (in years)	35.3	38.2	36.2	37.7
Average Household	3.03	2.45	2.53	2.64
Average Family Size	2.50	2.98	3.12	3.24
Households with 1 or more people **under 18**	34.4%	31.6%	32.3%	32.0%
Households with 1 or more people **65 years**	27.2%	30.4%	25.8%	27.4%
% Veterans (now	10.4%	9.3%	8.9%	8.0%
% White	84.2%	88.2%	88.2%	76.0%
% Hispanic or Latino	8.1%	10.6%	11.3%	17.3%
% Foreign Born	3.7%	3.5%	6.9%	13.2%
% Disabled (civilian, non-	16.5%	16.1%	12.5%	12.5%

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


2013-2017 ACS
Population by Age
KEY
Winfield
Kansas
U.S.
14.0%
10.5%
7.0%
3.5%
0.0%
under 5
5 to 9
10 to 14
15 to 19
20 to 24
25 to 34
35 to 44
45 to 54
55 to 59
60 to 64
65 to 74
75 to 84
85+
5.2%
6.9%
6.2%
7.4%
7.0%
6.4%
6.2%
6.9%
6.5%
7.8%
7.0%
6.7%
9.8%
7.5%
7.1%
13.0%
13.3%
13.6%
12.7%
11.9%
12.7%
10.5%
12.8%
13.6%
6.1%
6.7%
6.7%
6.4%
5.8%
5.9%
7.2%
7.8%
8.3%
3.8%
4.4%
4.3%
4.0%
2.1%
1.9%

Winfield's population is generally well balanced among age cohorts. The numbers of preschool children and 45-to 54-year-olds are lower than state and national percentages. The percentages for 15-to-24-year-olds are high, likely because of Winfield's college population. The numbers of those over 85 years old are more than double the national average, probably due to the community's high-quality retirement facilities.

Households & Families in Winfield		
Family Households	**2,763**	**64.6%**
Married couple	*2029*	*47.5%*
Male householder with no spouse present, with family	*255*	*6.0%*
Female householder with no spouse present, with family	*479*	*11.2%*
Non-Family Households	**1,511**	**35.4%**
Householder living alone (under 65 years)	*625*	*14.6%*
Householder living alone (65 years and over)	*574*	*13.4%*
Other non-family households	*312*	*7.3%*
TOTAL HOUSEHOLDS	**4,274**	

- **Children / Seniors** Out of 4,274 households in Winfield, 1,470 (**34.4%**) had children under 18 years of age in the household, and 1,162 (**27.2%**) had individuals 65 years of age or older in the household.
- **Single-parent Families** Out of 1,267 family households where adults are living with their own children under 18 years of age, 498 families (39.3%) were single householders with no spouse present.
- **Never Married** Of people in Winfield 15 years old or older, **30.9% have never married**. The proportion of Americans who have never married has been increasing across all age categories in recent decades.
- **Living Arrangements** In Winfield, 8,679 individuals live in family households, 2,023 individuals live in non-family households, and 1,478 people live in group quarters. (Group quarters include college dormitories, nursing homes, and correctional facilities.
- **Single-person Households** Out of 4,274 households in Winfield, 1,199 (28.1%) are single-person households—14.7% with a householder under 65 years of age, and 13.4% with a householder 65 years of age or older.

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

Winfield Educational Attainment (25 years old and over)		
Less than 9th grade	297	3.8%
9th to 12th grade, no diploma	508	6.6%
High school graduate (including equivalency)	2,547	32.9%
Some college, no degree	1,989	25.7%
Associate's degree	752	9.7%
Bachelor's degree	1,074	13.9%
Graduate or professional degree	582	7.5%
Total	**7,749**	**100.0%**

- Of people in Winfield 25 years old or older, 89.6% had a high school degree or higher, compared to 90.5% in Kansas, and 87.3% nationally.
- Of people in Winfield 25 years old or older, **21.4**% had a bachelor's degree or higher, compared to 32.3% in Kansas, and 30.9% nationally.

CHAPTER 7. Housing

The variety and quality of housing options available in Winfield have a powerful impact on the community's quality of life, and on whether or not homeowners choose to move to or remain in the City.

In the main part of the City (excluding the part around the Lake), residential land use covers more acreage (33%) than any other category of Winfield's developed urban land, and is the second largest category of land use (after agriculture) in the Planning Area.

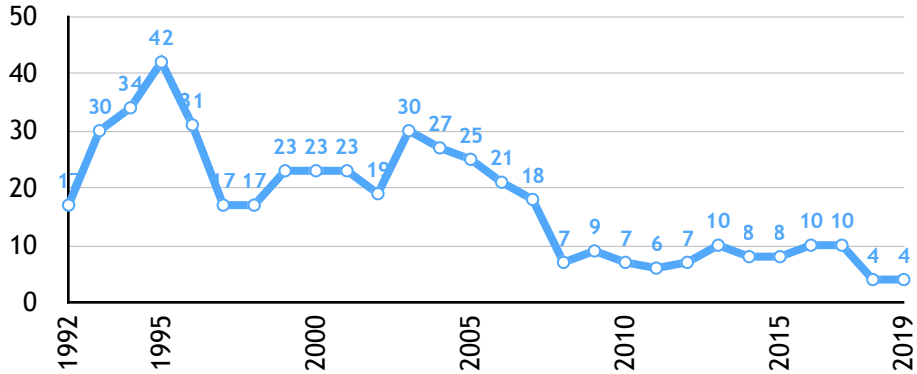
Residential properties are a major source for the City's tax revenues, but the economic importance of housing is not confined to the tax structure. A healthy housing market benefits many businesses—including construction, real estate, insurance, banking, building materials, design, and many retailers. As a result of the multiplier effect, the exchange of money for these services and supplies enhances the area's total economic environment. **A sufficient, diverse, and high-quality housing supply also increases the opportunity to attract new businesses and their employees.**

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

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

Housing was identified as an important issue for Winfield in both the 1975 and 1993 Comprehensive Plans. Since then, it has become an ever more significant factor, as the existing housing stock has continued to age, and the number of new housing starts has continued to decline.

Building Permits Issued per Year in Winfield for Single-Family Houses



In 2014, a ***Comprehensive Housing Study*** was prepared for Cowley First by community planning and research firm Hanna:Keelan Associates, P.C. of Lincoln, Nebraska. It estimated 5-year housing needs for Cowley County as a whole, and for certain cities in the County, including Winfield. A list of housing goals and action steps was provided, and although the Study's ambitious goals for 2019 were not met, it is still an excellent source of strategies for improving the availability of a variety of housing types in Winfield.

Housing information in this chapter comes from the U.S. Census Bureau, and from the results of the *Winfield Community Questionnaire* which was conducted as part of this Comprehensive Plan.

Housing Data — U.S. Census Bureau

This section gives an overall picture of the housing situation in the City of Winfield, based primarily on Information from the *2013-2017 American Community Survey 5-Year Estimates*. Housing information from the 2010 Census is also included; though very limited, it is the official data on the few points of information which were counted.

Housing information is available in more detail from the U.S. Census Bureau Explore Census Data website, where typing in the name of a place brings up an overview of available data for that location, with links to the complete data tables. More detailed Kansas information is available from the University of Kansas Institute for Policy & Social Research.

Census Definitions

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

The Census does not include buildings such as dormitories, nursing homes, hospitals or correctional facilities in their count of housing units; such buildings are defined as "Group Quarters", and are counted separately.

Group Quarters: A place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization which provides housing and/or services for the residents. Group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, and correctional facilities.

HOUSING DATA FROM THE *AMERICAN COMMUNITY SURVEY*

The 2010 Census did not collect detailed housing information, which was instead acquired through the Census Bureau's *American Community Survey* (ACS). The ACS, which has replaced the Census long form, provides more detailed and more current information. However, since the ACS is based on a smaller sample size, if at any point there is a discrepancy between the two sources, information from the Census is regarded as the official data.

Data in this section is from the *2013-2017 American Community Survey 5-Year Estimates*.

- **Occupancy** Out of 5,035 housing units in Winfield, 4,274 (84.9%) were occupied and 761 (15.1%) were vacant. Of the 4,274 occupied units, 2,523 (59.0%) were owner-occupied, and 1,751 (41.0%) were renter-occupied.

Persons per Household	All Occupied Housing Units (5,035)	Owner-occupied Housing Units (2,523)	Renter-occupied Housing Units (1,751)
1-person	28.1%	24.5%	33.2%
2-person	33.3%	41.1%	22.2%
3-person	15.1%	14.0%	16.7%
4 or more-	23.5%	20.5%	27.9%

- **Household Size** The average household size of owner-occupied units was 2.48 persons. The average household size of renter-occupied units was 2.54 persons.

Planning for Smaller Households Over a quarter of Winfield's occupied housing units contain single-person households, and another third contain just two people. **Plan to provide a wide array of housing options for these smaller households**, since together they occupy **61.4% of the housing units** in Winfield.

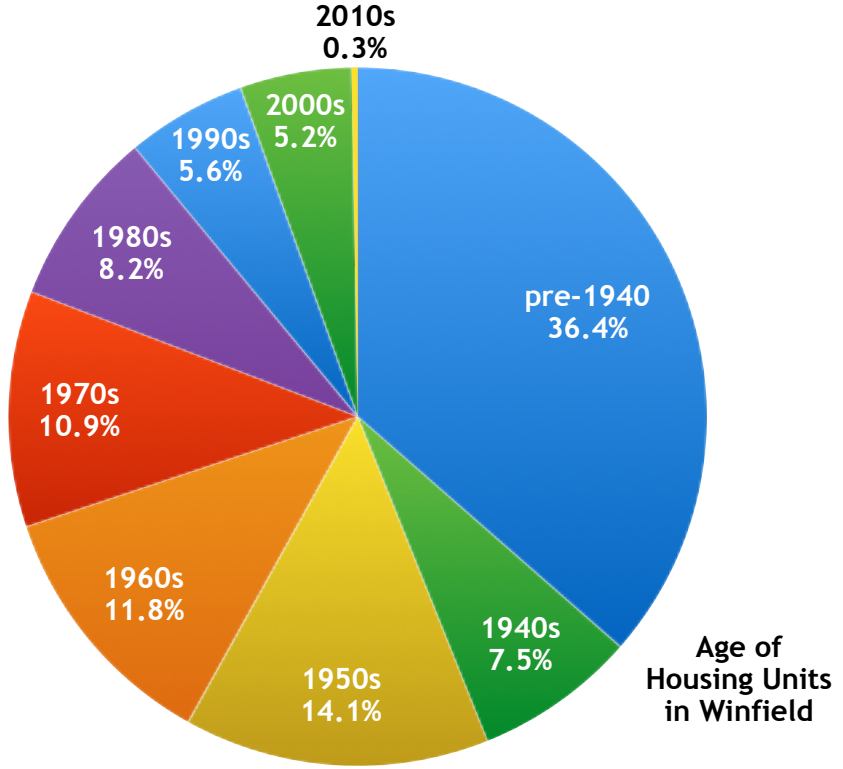
Housing Types	Number	Percentage
Single, detached	3,895	77.4%
Single, attached	64	1.3%
2 units (duplex)	132	2.6%
3 or 4 units	186	3.7%
5 to 9 units	113	2.2%
10 to 19 units	27	0.5%
20 or more units	330	6.6%
Mobile Home	288	5.7%
TOTAL HOUSING UNITS	**5,035**	**100.0%**

Housing Types Winfield has a wide array of housing types, but over three quarters of its housing units are single-household detached homes.

Age of Housing Units			
Year Built	**Age Range (in 2019)**	**Number**	**Percentage**
Built 1939 or earlier	≥80 years old	1,835	36.4%
Built in 1940s	70 to 79 years old	377	7.5%
Built in 1950s	60 to 69 years old	712	14.1%
Built in 1960s	50 to 59 years old	595	11.8%
Built in 1970s	40 to 49 years old	550	10.9%
Built in 1980s	30 to 39 years old	412	8.2%
Built in 1990s	20 to 29 years old	280	5.6%
Built in 2000s	10 to 19 years old	260	5.2%
Built 2010 or later	≤10 years old	14	0.3%
TOTAL HOUSING UNITS		**5,035**	**100.0%**

Age of Housing Units 70% of Winfield's houses are more than 50 years old, and over a third of are more than 80 years old. When they are well maintained, older homes can help give a community continuity and character, but if they are allowed to fall into disrepair, they can become a source of blight.

Levels of residential construction in Winfield began to decline in the 1980s, a decline exacerbated when the housing bubble of the early 2000s burst in 2006, and residential construction nationwide screeched to a virtual halt. While most communities recovered from the housing bust during the ensuing decade, Winfield did not. Very few housing starts occurred in Winfield in the 2010s.



Year Householder Moved into Housing Unit		
Moved in	**number**	**percent**
1979 or earlier	321	7.5%
1980 to 1989	289	6.8%
1990 to 1999	663	15.5%
2000 to 2009	963	22.5%
2010 or later	2,038	47.7%
TOTALS	***4,274***	***100%***

Years of Occupancy Of Winfield's 5,035 occupied housing units, nearly half have residents who moved in within the last ten years. About 14% of Winfield's occupied housing units have residents who have lived there for more than thirty years.

Bedrooms per Housing Unit	number	percent
0	75	1.5%
1	584	11.6%
2	1,326	26.3%
3	2,010	39.9%
4	744	14.8%
5 or more	296	5.9%
TOTALS	***5,035***	***100%***

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

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

Value of Owner-occupied Housing Units	Number	Percentage
Less than $50,000	485	19.2%
$50,000 to $99,999	984	39.0%
$100,000 to $149,999	538	21.3%
$150,000 to $199,999	298	11.8%
$200,000 to $299,999	183	7.3%
$300,000 to $499,999	35	1.4%
TOTAL OWNER-OCCUPIED HOUSING UNITS	**2,523**	**100.0%**

- **Median Value** The median value of owner-occupied housing units in Winfield was $88,100.

Value Just over 60% of Winfield's owner-occupied housing units are between $50,000 and $150,000 in value.

Selected Monthly Owner Costs — Housing Units WITH a Mortgage		
	number	percent
Less than $500	37	2.6%
$500 to $999	637	44.4%
$1000 to $1499	518	36.1%
$1500 to $1999	183	12.8%
$2000 to $2499	49	3.4%
$2500 to $2999	0	0.0%
$3000 or more	11	0.8%
TOTALS	***1,435***	***100%***

Selected Monthly Owner Costs — Housing Units WITHOUT a Mortgage		
	number	percent
Less than $250	180	16.5%
$250 to $399	272	25.0%
$400 to $599	314	28.9%
$600 to $799	212	19.5%
$800 to $999	104	9.6%
$1000 or more	6	0.6%
TOTALS	***1,088***	***100%***

Housing Costs The cost of owning a house varies significantly between those paying a mortgage, and those who do not have a mortgage to pay. Of those with a mortgage, the majority (80.5%) paid between $500 and $1499 per month in owner costs. Of those without a mortgage, almost 54% paid between $250 and $599 per month in owner costs.

- **Mortgages** Out of the 2,523 owner-occupied housing units in Winfield, 1,435 (56.9%) had a mortgage, and 1,088 (43.1%) did not.
- **Monthly Cost** The median monthly owner cost for housing units with a mortgage was $1,029, and for housing units without a mortgage was $451.

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

Selected Monthly Owner Costs as a Percentage of				
Percentage of Income	Housing Units WITH a Mortgage		Housing Units WITHOUT a Mortgage	
	number	percent	number	percent
less than 10%	—	—	420	38.6%
10 to 14.9%	—	—	277	25.5%
15 to 19.9%	—	—	106	9.7%
less than 20%	920	**64.1%**	—	—
20% to 24.9%	160	11.1%	82	7.5%
25% to 29.9%	129	9.0%	44	4.0%
30% to 34.9%	33	2.3%	34	3.1%
35% or more	193	13.4%	125	11.5%
TOTALS	***1,435***	***100%***	***1,088***	***100%***

Gross Rent in Occupied Units	Number	Percentage
Less than $500	313	18.8%
$500 to $999	1045	62.6%
$1000 to $1499	217	13.0%
$1500 to $1999	75	4.5%
$2000 to $2499	10	0.6%
$2500 to $2999	9	0.5%
TOTAL OCCUPIED RENTAL UNITS	**1,669**	**100.0%**

Rental Rates Of Winfield's 1,751 occupied rental units, 1,669 (95.3%) had tenants who paid rent, and 82 units (4.7%) were occupied by people who paid no rent.

- **Median Rent** The median rental rate of Winfield's occupied rental units being paid rent was $691 per month.

Gross Rent as a Percentage of Household Income		
Percentage of Income	Households	
	number	percent
less than 15%	328	20.5%
15% to 19.9%	143	8.9%
20% to 24.9%	149	9.3%
25% to 29.9%	246	15.4%
30% to 34.9%	187	11.7%
35% or more	549	34.3%
TOTALS	***1,602***	***100%***
not computed *(no rent paid or no income)*	149	39%

Rental Costs as a Percent of Income 39% of renters in Winfield paid less than 25% of their household income per month in housing costs. More than a third (34.3%) of Winfield tenants are paying more than 35% of their income on rent; they are likely people with a very low household income, such as students or elderly people on a fixed income.

HOUSING DATA FROM THE 2010 CENSUS

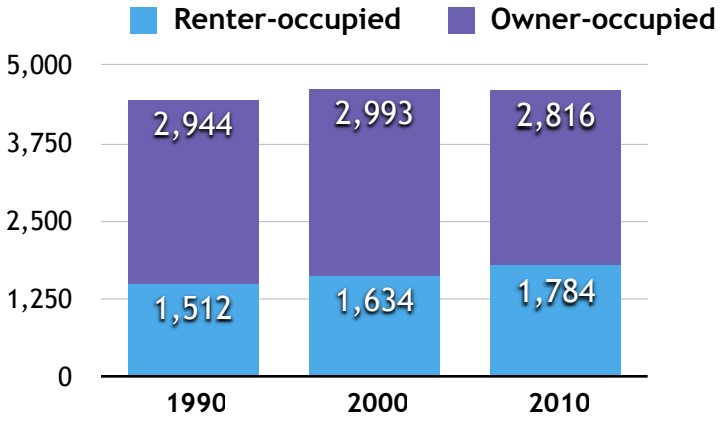
The data on housing that was collected by the 2010 Census is very limited, but it takes precedence over the more extensive and detailed data collected from the *2013-2017 American Community Survey 5-Year Estimates*.

Where the information under this heading disagrees with that previously described in this chapter, **the following numbers are considered to be the official data**.

- Of the 5,217 **total housing units** in Winfield, 4,600 (88,2%) were **occupied**, and 617 (11.8%) were **vacant**.
- Of the 4,600 **occupied housing units** in Winfield, 2,816 (61.2%) were **owner-occupied**, and 1,784 (38.8%) were **renter-occupied**.
- Of the 4,600 households in Winfield, 2,848 (61.9%) were **family households**, and 1,752 (38.1%) were **non-family households** (including people living alone).
- The **average household size** in Winfield is **2.37** people per household.
- The **average family size** in Winfield is **2.98** people per family household.

WINFIELD RENTALS OVER TIME

US Census records show that, as time has passed, the percentage of renter-occupied housing units in Winfield has been growing—from **33.9%** in 1990, to **35.3%** in 2000, to **38.8%** in 2010.



However, rental percentage in and of itself is not necessarily a problem. Differences in lifestyle and in demographics may account for this change, as more young adults and more empty-nesters choose to rent rather than buy. Having a variety of good quality rental options available in Winfield is actually an advantage to the community.

Instead, the concern about rentals is focused on the percentage of single-household homes that are moving from resident-ownership to rental properties, particularly in older neighborhoods. Again, this is not automatically a problem—*if* the landlord maintains the property at least as well as a homeowner would. Unfortunately, this is often not the case.

In Winfield, stronger regulations and stronger enforcement are needed to prevent poorly maintained houses—both owner- and renter-occupied—from having a detrimental impact on entire neighborhoods.

The following table shows single-household detached homes as a percentage of all occupied housing units, and **renter-occupied single-household detached homes as a percentage of all occupied single-household detached homes**.

WINFIELD RENTAL UNITS OVER TIME

	Occupied Housing Units				
ACS	TOTAL	single-household detached		renter-occupied single-household detached	
2010	4,611	3,629	78.7%	820	**22.6%**
2011	4,601	3,681	80.0%	773	**21.0%**
2012	4,737	3,647	77.0%	805	**22.1%**
2013	4,557	3,550	77.9%	355	**10.0%**
2014	4,489	3,506	78.1%	797	**22.7%**
2015	4,458	3,522	79.0%	924	**26.2%**
2016	4,526	3,539	78.2%	1,051	**29.7%**
2017	4,274	3,361	78.6%	976	**29.0%**
2018	4,361	3,484	79.9%	1,092	**31.3%**

Between 2010 and 2018, the percentage of single-household detached houses in Winfield held relatively steady—ranging from 77% to 80%, with an average of 78.6% annually. In that same time frame, the **percentage of Winfield's single-household detached houses that were renter-occupied** went from 22.6% to 31.3%—an **increase of 8.7%** over 9 years.

Housing Data — Community Questionnaire

Housing Availability & Quality

The two tables below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked how they would rate the availability and the quality of various housing types in Winfield.

HOUSING AVAILABILITY	Ample		Adequate		Inadequate		Don't Know	
Low-income Housing	105	15.4%	272	39.9%	304	**44.6%**	234	25.6%
Middle-income Housing	72	9.3%	419	53.9%	287	**36.9%**	131	14.4%
High-income Housing	291	41.5%	369	52.6%	42	**6.0%**	208	22.9%
Downtown Lofts	28	5.8%	123	25.4%	334	**68.9%**	417	46.2%
Townhomes	25	5.1%	221	45.5%	240	**49.4%**	412	45.9%
Patio Homes	32	6.9%	228	49.2%	203	**43.8%**	431	48.2%
Apartments	69	10.2%	314	46.4%	294	**43.4%**	225	24.9%
Newer Single-household Houses *(built 1970 or after)*	102	14.6%	432	61.6%	167	**23.8%**	203	22.5%
Manufactured / Mobile Homes	106	19.9%	319	60.0%	107	**20.1%**	365	40.7%
Older Single-household Houses *(built before 1970)*	219	29.8%	466	63.4%	50	**6.8%**	172	19.0%

HOUSING QUALITY	High		Average		Low		Don't Know	
Low-income Housing	47	6.7%	267	38.1%	386	**55.1%**	207	22.8%
Middle-income Housing	51	6.7%	475	62.3%	236	**31.0%**	141	15.6%
High-income Housing	250	36.5%	401	58.5%	34	**5.0%**	216	24.0%
Downtown Lofts	22	5.7%	164	42.4%	201	**51.9%**	506	56.7%
Manufactured / Mobile Homes	29	5.4%	246	45.7%	263	**48.9%**	361	40.2%
Apartments	39	6.3%	325	52.3%	258	**41.5%**	280	31.0%
Older Single-household Houses *(built before 1970)*	63	8.9%	439	62.0%	206	**29.1%**	194	21.5%
Townhomes	45	10.8%	250	60.1%	121	**29.1%**	479	53.5%
Patio Homes	58	13.7%	258	61.0%	107	**25.3%**	472	52.7%
Newer Single-household Houses *(built 1970 or after)*	103	15.1%	501	73.4%	79	**11.6%**	212	23.7%

The table below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked how they would rate the availability of quality retirement-appropriate housing in Winfield, in various categories.

RETIREMENT-APPROPRIATE HOUSING	Ample		Adequate		Inadequate		Don't Know	
Low-income Housing	44	8.5%	182	35.3%	289	**56.1%**	386	42.8%
Middle-income Housing	34	6.5%	253	48.5%	235	**45.0%**	376	41.9%
High-income Housing	105	22.1%	265	55.8%	105	**22.1%**	422	47.0%
Houses	44	8.8%	257	51.2%	201	**40.0%**	390	43.7%
Apartments	42	8.6%	212	43.3%	236	**48.2%**	402	45.1%
Single-household Houses	45	9.0%	257	51.6%	196	**39.4%**	390	43.9%

The following table shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked: "In recent years, there has been little private investment in housing in Winfield. Should the City invest more resources to **encourage development of new housing**?"

City Investment in New Housing?					
Yes		No		I Don't Know	
514	72%	195	28%	194	21%

The following table shows the responses received when Winfield area residents were asked: "Should the City increase efforts to encourage preservation of older houses in Winfield, in order to maintain the character of older residential neighborhoods?"

Encourage Preservation of Older Houses?					
Yes		No		I Don't Know	
753	91%	75	9%	86	9%

The following table shows the responses received when Winfield area residents were asked: "Should the City increase efforts to encourage homeowners, including landlords, to maintain their property, in order to maintain the quality of residential neighborhoods?"

Encourage Owners to Maintain Their Property?					
Yes		No		I Don't Know	
848	96%	38	4%	36	4%

The following table shows the responses received when Winfield area residents were asked: "Should the City invest more resources toward demolition of abandoned or dilapidated properties?"

Demolish abandoned or dilapidated properties?					
Yes		No		I Don't Know	
758	93%	56	7%	105	11%

These responses indicate powerful public support for local government action to preserve historic housing, improve neighborhoods, and help to develop new housing in Winfield.

CHAPTER 8. Economy

In this chapter, information on local employers comes from the Cowley County Economic Development Department. Other socioeconomic information is from the U.S. Census Bureau, and from the results of the Winfield Community Questionnaire which was conducted as part of this Comprehensive Plan.

Major Local Employers

The adjacent table lists major employers in the Winfield area, in order of their approximate number of employees as of early 2020. Businesses shown in cells with a tan background are located at Strother Field.

In addition to the employers shown in the table, other Winfield area employers include Clock's Medical Supply, Coca-Cola Bottling, Ferguson Enterprises, Fluid Kinetics, Nelson Machine & Welding, Midwest Composites, Norton Enterprises, RobotZone/ServoCity, and Schwan's. Other Strother Field employers include Ark Valley Distributing and Greif, Inc.

Major employers both affect and are affected by a wide variety of planning decisions, especially regarding housing, and should be explicitly included in the discussion to develop this Plan's short-term and long-term community goals.

Major Employers in Winfield

Employer	Product or Service	Employ-ees
Newell Rubbermaid	plastic blowmolding	800
GE Aviation	aircraft engine maintenance	750
USD 465	education	625
William Newton Memorial Hospital	hospital & outpatient services	310
Silgan Dispensing Systems	plastics	276
Southwestern College-214	education	214
Winfield Correctional Facility	Department of Corrections	200
Western Industries	plastic blowmolding	195
City of Winfield	municipal government	170
Kansas Veterans Home	health & long-term care	167
Cowley County	county government	154
Galaxy Technologies	tool & die	153
Husky Liners, Inc.	cargo liners	150
S & Y Industries	Printed Circuit Boards	100
Twin Rivers Developmental Supports	developmental disabilities services	77
Webster Combustion	burners & steel fabrication	63
Columbia Elevator	manufactures elevators cabs	60
Morton Buildings	metal buildings	48
Vector Tooling Technologies	tool design & manufacturing	47

Economic Data — U.S. Census Bureau

The Census Bureau's *American Community Survey* (ACS) has replaced the Census long form. The ACS gathers data continuously, providing more current economic information than the decennial Census. Census data is available on the Explore Census Data website.

Census data in this section is from the *2013-2017 American Community Survey 5-Year Estimates.* Much of the Census data is **useful primarily when compared to the same data for other geographic areas**, typically the county, state and nation.

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

Annual Per Capita Income

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

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

Annual Per Capita Income	
United States	$31,177
Kansas	$29,600
Cowley County	$23,130
Winfield	**$20,876**

While the annual per capita income for the City of Winfield is lower than comparable figures for the county, state and nation, this figure is impacted by the relatively high proportion of low-income or non-earner adults in the City, including students, inmates at the Correctional Facility, and many of the people in skilled nursing facilities.

Median Earnings

	Median Earnings					
	Male Workers (full-time, year-round)		**Female Workers** (full-time, year-round)		**All Workers,** (full-time & part-time)	
	amount	% of US	amount	% of US	amount	% of US
United States	$50,859	—	$40,760	—	$32,141	—
Kansas	$48,614	95.6%	$37,387	91.7%	$31,401	97.7%
Cowley County	$45,044	88.6%	$33,289	81.7%	$26,806	83.4%
Winfield	**$43,220**	**85.0%**	**$32,065**	**78.7%**	**$25,170**	**78.3%**

Median earnings for **full-time year-round workers** are lower in Winfield than in the county, state, or nation.

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

The *2013-2017 ACS* data in the table above shows that nationally, the wage gap between men and women was **20%**—that is, full-time working women earned 80% of what full-time working men earned. In Kansas, the gap was worse at **23%**, while in Cowley County and in Winfield it was really unfavorable, at **26%**. A typical full-time working woman in Winfield earns less than three quarters of what a typical full-time working man earns.

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

Median Household Income

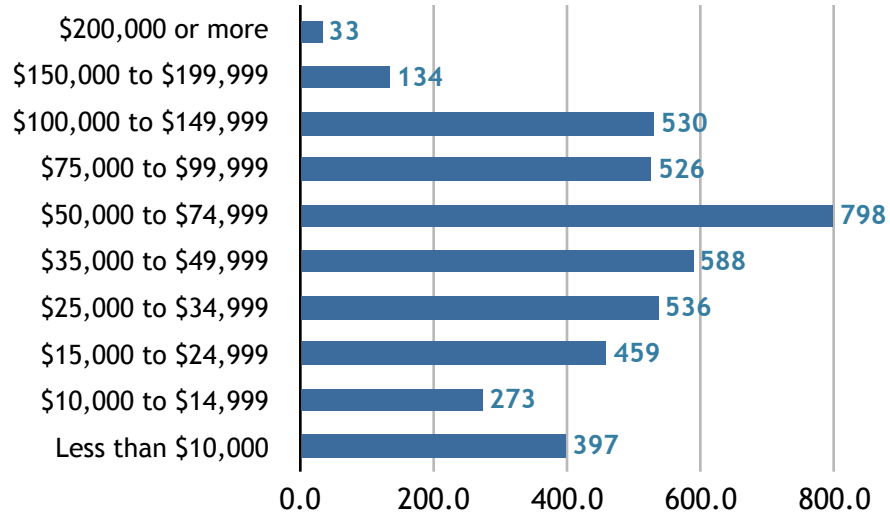
Non-family households include persons living alone, while family households often have more than one income earner. The figures shown for "all households" include both family and non-family households. These numbers do not include the incomes of anyone living in group quarters, such as dormitories, skilled nursing facilities, or correctional facilities.

	Median Household Income		
	Family	**Non-family**	**All Households**
United States	$70,850	$34,611	$57,652
Kansas	$70,711	$31,524	$55,477
Cowley County	$56,644	$26,222	$46,624
Winfield	**$62,083**	**$21,989**	**$46,371**

The median household income for **families** in Winfield is higher than that for Cowley County in general, but lower than that in the state or nation. Median income for Winfield's **non-family** households is notably lower than that for the county, state, and nation.

Annual Household Income & Benefits

In the *2013-2017 American Community Survey 5-Year Estimates*, out of 4,274 households in Winfield, annual household income and benefits were distributed as shown in the graph below. The bars indicate the number of households in each income range, with incomes shown in 2017 inflation-adjusted dollars.



Types of Employment

Out of a population of 12,180 persons, there were 9,679 people in the City of Winfield who were 16 years of age and older. Of those 16 and up, 5,276 were in the labor force (54.5%), including 5,017 (51.8%) who were employed civilians, 4 in the armed forces (0.04%), and 255 (2.6%) who were unemployed.

The following three tables show data from the *2013-2017 ACS* for Winfield's 5,017 employed civilians 16 years of age and older—by occupational category, by the class of worker, and by the industry in which they were employed.

Occupational Category	Persons	%
Management, business, science, and arts	1,228	24.5%
Service	1,210	24.1%
Production, transportation, and material moving	1,069	21.3%
Sales and office	996	19.9%
Natural resources, construction, and maintenance	514	10.2%

Class of Worker	Persons	%
Private wage, salary, and commission	3,758	74.9%
Government workers (working for federal, foreign, international, tribal, state or local government)	1,066	21.2%
Self-employed (in own not-incorporated business)	187	3.7%
Unpaid family workers	6	0.1%

Of the 5,017 employed civilians over 16 years of age in the City of Winfield, over a quarter (28.2%) were employed in education, heath care, and social assistance. Three-quarters (74.9%) were privately employed, but more than one in five (21.2%) of Winfield's employed civilians are government workers.

Industry in which Employed	Persons	%
Educational services, and health care and social assistance	1,413	28.2%
Manufacturing	1,067	21.3%
Retail trade	566	11.3%
Arts, entertainment, and recreation, and accommodation and food services	455	9.1%
Public administration	307	6.1%
Professional, scientific, and management, and administrative and waste management services	270	5.4%
Construction	213	4.2%
Other services, except public administration	188	3.7%
Transportation and warehousing, and utilities	149	3.0%
Finance and insurance, and real estate and rental and leasing	136	2.7%
Agriculture, forestry, fishing and hunting, and mining	121	2.4%
Wholesale trade	84	1.7%
Information	48	1.0%

Unemployment

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

Unemployment Rate *(2013-2017 ACS)*			
United States	6.6%	Cowley County	5.2%
Kansas	4.8%	**Winfield**	**4.8%**

The *2013-2017 American Community Survey 5-Year Estimates* Winfield's unemployment rate is lower than Cowley County's, and 1.8 points lower than the national average.

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

Employment	Winfield		Cowley County		Kansas	
	Persons	%	Persons	%	Persons	%
Population 16 years of age and over	9,679	100.0%	28,133	100.0%	2,264,633	100.0%
• Civilian labor force	5,272	54.5%	16,414	58.3%	1,491,054	65.8%
Employed / civilian	*5,017*	*51.8%*	*15,567*	*55.3%*	*1,420,045*	*62.7%*
Unemployed civilians	255	*2.6%*	*847*	*3.0%*	*71,009*	*3.1%*
• Military labor force	4	0.04%	13	0.05%	18,430	0.81%
• Not in labor force	4,403	45.5%	11,706	41.6%	755,149	33.3%

Out of the 9,679 people in the City of Winfield who were 16 years old or older, a total of **4,403 (45.5%) were not in the labor force**, compared to **36.7% nationally.** People in this category are typically retired, students, disabled, or full-time homemakers. Winfield has Southwestern College, lots of young families, the Correctional Facility, and various retirement facilities including the Kansas Veterans' Home—making it likely that students and retired people account for the bulk of the difference.

Poverty

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

The following table shows percentages of people whose income in the previous 12 months was below the federal poverty level, as well as rates of health insurance coverage for the civilian non-institutionalized population. Information is from the *2013-2017 American Community Survey 5-Year Estimates.*

	Poverty Rates		Health Insurance Coverage (% of civilian non-institutionalized population)	
	All Families	All People	With	Without
United States	10.5%	14.6%	89.5%	10.5%
Kansas	8.5%	12.8%	90.4%	9.6%
Cowley County	11.1%	16.0%	89.5%	10.5%
Winfield	**10.7%**	**17.8%**	**89.9%**	**10.1%**

Winfield's poverty level for **families** is slightly lower than the rate in Cowley County as a whole, and is nearly the same as the national average, but is more than two percent higher than the Kansas average. People living **outside a family** support structure typically endure higher rates of poverty than people living within a family, and in Winfield are nearly twice as likely to be poor.

About one in ten people in Winfield's non-institutionalized population have no **health insurance coverage**, a local rate which is slightly worse than the state's, but slightly better than the national average.

Under the 1946 ***National School Lunch Program***, children from households with incomes at or below 130% of the Federal poverty guidelines are eligible for free lunches, while those from households at or below 185% are eligible for reduced price lunches. **Nationwide, about three quarters of all children are eligible for either free or reduced-price lunches.**

During the 2017-2018 school year, 50.0% of students in Cowley County were eligible to enroll in the Free Lunch Program, and another 12.1% were eligible to enroll in the Reduced Price Lunch Program, for a total of **62.1% of Cowley County students**. During the same time frame, the eligibility rate for students in Kansas as a whole was just **46.4%**.

The following table shows the percentages, as of 2017, of families and individuals in Winfield whose income in the previous 12 months was below the poverty level.

% Below Poverty Level / by Age			
All Families	**10.7%**	**All People**	**17.8%**
With related children under 18	19.2%	Under 18 years	21.3%
With related children under 5	31.0%	18 to 64 years	18.8%
		Aged 65 years and over	7.8%

In Winfield, families with children under five years old, which includes single mothers, are by far the most likely to be living in poverty. People over age 65 are by far the least likely to be living in poverty.

Commuting

The 4,860 workers living in Winfield, 16 years old or older, commuted to work as shown in the following table. The **mean travel time to work** for them was **14.6 minutes**. The national average commute time was 26.4 minutes, in Kansas it was 19.2 minutes, and in Cowley County it was 18.0 minutes.

Commuting	Persons	%
Drove in car, truck or van—alone	1,086	80.6%
Other means	101	7.5%
Worked at home	73	5.4%
Drove in car, truck or van—carpooled	47	3.5%
Walked	41	3.0%
Public transportation (excluding taxicab)	0	0.0%

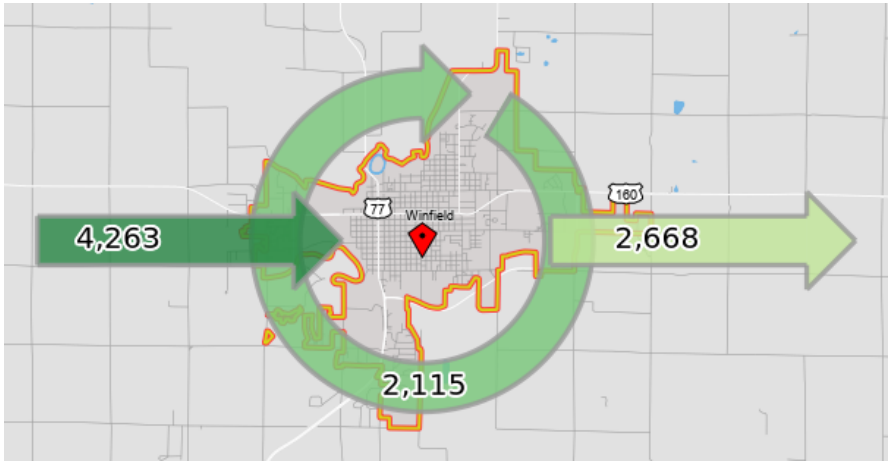
As is typical for rural Kansas communities, most people commute by vehicle, alone.

Inflow / Outflow Job Counts

(Based on 2017 data from the American Community Survey on primary jobs.)

Out of 6,378 people *employed* in Winfield, 4,263 (66.8%) commute into the City from elsewhere, and 2,115 people (33.2%) both live and work in Winfield.

Out of the 4,783 *employed* people *living* in Winfield, 2,668 (55.8%) commute out of the City to work elsewhere. This number includes those who work at Strother Field and its industrial park. According to Cowley County's data on area industries, approximately 1300 people work at Strother, but a significant number of them are undoubtedly from Arkansas City or other places.



Two-thirds of the people who work in Winfield live elsewhere and commute into the City, which indicates the importance of Winfield as a regional employment center. It is likely that some of those commuters might choose to live in Winfield, if good quality housing at a variety of price points was available.

Economic Data — Community Questionnaire

Location of Employment

The table below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked the location of their primary employment:

Location of Primary Employment		
Not Applicable — I am not employed outside the home	266	29%
Winfield	492	**76.0%**
Other	49	**7.6%**
Arkansas City	42	**6.5%**
Wichita	41	**6.3%**
Derby	9	**1.4%**
Wellington	6	**0.9%**
Unincorporated Area	6	**0.9%**
Mulvane	2	**0.3%**

The 29% of respondents that do not work outside the home may be retired, or may work from home. Of the respondents that do work outside the home, over three-quarters work in Winfield. The next largest category was "Other", which may indicate that respondents work in small cities in the vicinity of Winfield. Roughly equal percentages of Winfield area residents are employed in either Arkansas City (6.5%) or Wichita (6.3%).

The table below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked if the City should continue to invest in economic development, and if so, how much?

Invest in Economic Development?		
Yes, about the same amount	342	**49%**
Yes, even more	310	**45%**
Yes, but less	33	**5%**
No	11	**2%**
I don't know	219	**24%**

Local Bond Debt & Tax Levies

Statutory Debt Limitation

As of December 2019, the City had $23,325,000 in outstanding debt. Of this amount, $17,363,023 was exempt, in the form of water, sewer, storm sewer, and electrical improvements, under the state debt limitation statutes governed by K.S.A. 10-308. Using the City's 2020 estimated total tangible assessed valuation including that for motor vehicles of $71,994,982, the City is currently using 8.28% of its statutory 30% debt limitation.

This leaves $21,598,494 for future bonded indebtedness to carry out the growth policies of Winfield. As of mid-2020, about $4 million in bonds have been issued, and another $10 million are under consideration, to fund a new Public Safety Facility—still well within the City's limit.

Local Tax Levies

Property tax rates are expressed in mills, or tax dollars due per one thousand dollars of the assessed valuation of property. Assessed value is substantially lower than market value. Assessments are made and millage is levied in one year for tax payments due in the following year—so the 2019 levy describes taxes that will be due in 2020.

Tax levy information is available on the Cowley County Appraiser's Department website.

The following table shows the official 2019 ad valorem tax levies for the majority of property owners in the City of Winfield. Some Winfield residents may pay slightly different rates because they live in USD 462 as opposed to USD 465, or live in either Watershed District 38 (Timber Creek) or 60 (Middle Walnut).

2019 Levy	in mills
State of Kansas	1.500
Cowley County	46.985
Cowley College	20.281
Winfield USD 465	50.951
Recreation Commission	4.685
Subtotal	*124.402*
City of Winfield	—
General	37.025
Bond & Interest	8.178
Library	6.744
Special Liability Fund	2.200
Subtotal	*54.147*
Total 2019 Levy	***178.549***

Services Provided

The property tax levy to the **State** pays for educational and institutional building funds.

Cowley County taxes pay for county government and facilities, elections, courts, road and bridge maintenance, health and emergency services, senior citizen services, youth services, mental health services, economic development, noxious weed control, and the Extension Council, among other purposes.

Property tax levies also support the **public schools** and the **Recreation Commission**, as well as **Cowley College**.

City of Winfield property taxes pay for city government and facilities, municipal utilities, police, fire and EMS services, municipal courts, parks, disability services, economic development, building inspections and code enforcement.

The 2019 City of Winfield tax levy of 54.147 is slightly lower than the 2018 rate of 54.246. The total 2019 tax levy of 178.549 is slightly higher than the 2018 rate of 176.786, due to an increase in the County levy, primarily for road and bridge maintenance.

The 2019 assessed valuation of property in Winfield was $72,129,884. Applying the 2019 total mill levy of 178.549 would produce total property taxes of $12,878,719, to be paid from Winfield city property owners in 2020, to the State of Kansas, Cowley County, Cowley College, School District 465, the Winfield Recreation Commission, and the City of Winfield.

Tax Rate Compared to Other Cities

Cities in Cowley County	2019 Total Assessed Valuation	2019 City Levy in mills
Dexter	$758,465	97.243
Burden	$1,550,830	89.656
Arkansas City	$56,477,167	69.727
Atlanta	$659,146	60.628
Winfield	**$72,129,884**	**54.147**
Udall-Maple	$664,084	51.112
Udall-Ninnescah	$2,857,746	47.172
Geuda Springs	$48,222	30.168
Cambridge	$315,139	24.745
Parkerfield	$2,861,977	15.033

Of the nine cities in Cowley County, the City of Winfield had the highest Total Assessed Valuation, and only the fifth highest mill levy.

Nearby Comparable Cities	2019 Total Assessed Valuation	2019 City Levy in mills
Arkansas City *(Cowley County)*	$56,477,167	69.727
Wellington *(Sumner County)*	$44,777,840	59.117
Augusta *(Butler County)*	$61,234,324	56.308
Winfield *(Cowley County)*	**$72,129,884**	**54.147**
El Dorado *(Butler County)*	$92,877,403	53.045
Haysville *(Sedgwick County)*	$61,977,133	48.239
Derby *(Sedgwick County)*	$237,822,350	48.049
Mulvane *(Sumner County)*	$55,492,872	46.590
Andover *(Butler County)*	$159,843,017	42.311

Compared to eight other nearby cities of similar population, Winfield had the fourth-highest 2019 Total Assessed Valuation and the fourth highest 2019 city mill levy.

Throughout history, people have nearly always perceived their taxes as "too high". The question that should always be considered, however, is, "Too high compared to what?"

Compared to other cities in Cowley County, and to other nearby cities with similar populations, Winfield's City mill levy is comfortably in the middle—neither unreasonably high nor unsustainably low.

And as always, the amount of taxes paid should be judged against the value received. The City of Winfield has a long history of providing good value to its citizens.

Section 3 — Systems & Facilities

CHAPTER 9. Transportation Systems
CHAPTER 10. Utilities and Stormwater Management Systems
CHAPTER 11. Community Facilities & Services

CHAPTER 9. **Transportation Systems**

A good transportation system impacts other societal goals, including economic vitality, air quality, social equity, environmental resource preservation, and overall quality of life. A transportation plan is intended to create and maintain a transportation system that serves community facilities, responds to both existing and future land use patterns, and supports desired development.

A transportation system should include various modes of travel and transport, for both passengers and freight. Transport modes may include roads, railroads, air travel, public transit, bicycle and pedestrian paths, and sidewalks. Ideally, modes should interconnect, to allow someone to use multiple means of transport in a single trip.

When developing a transportation plan, consider a variety of potential transport modes, and select alternatives based on economic feasibility, energy efficiency, and low long-term maintenance costs.

Winfield's residents have reasonably convenient access to a variety of long-distance transportation options.

- Access to the **interstate highway system** is available via I-35; the nearest interchange is a 20-minute drive west on Highway 160.
- Access to **public air travel** is available at the Wichita Dwight D. Eisenhower National Airport, on the south side of Wichita, a 53-minute drive to the northwest from Winfield.
- Strother Field, just a 10-minute drive south of the City via Highway 77, provides excellent access to **private aviation** service.
- Access to **freight train service** is available in Winfield through BNSF Railway, the South Kansas & Oklahoma Railroad, Union Pacific and the Kansas & Oklahoma Railroad.
- **Passenger rail service** is available from Amtrak via the Newton Station, just north of Wichita, a one-and-a-quarter-hour drive away.

Highways & Streets

A 2010 study by MKEC Engineering Consultants, Inc. provided a block by block assessment of Winfield's 92 miles of streets. The study included a street inventory with information on pavement type, area and condition, as well as drainage and sidewalk characteristics. (See *Assessment & Maintenance Plan for Transportation Networks — City of Winfield, Kansas*.)

The study determined that Winfield had 79 miles of paved streets, and 13 miles of unpaved streets. Street pavement types included about 10 linear miles of concrete, 48 miles of asphalt with curbs, 15 miles of asphalt without curbs, and 6 miles of brick.

MKEC estimated that the cost of correcting all unmet street maintenance needs, as of 2010, would be $22.5 million. Several scenarios for a pavement maintenance program were presented.

In 2019, Winfield voters approved a sales tax, which will be in place for the next 25 years, to support street improvements.

Highway Connections

Winfield has good connections to the national road network. The City is located at the intersection of two federal highways—U.S. 77 and U.S. 160. A short stretch of state highway (K-360) acts as a bypass around the city's southeast quadrant.

- **U.S. Route 77** is a major north-south route, stretching from Omaha, Nebraska, to Brownsville, Texas. In Winfield, it is Main Street—a four-lane asphalt road with curbs and gutters. In the downtown area, it is flanked by on-street diagonal parking.

  On the north edge of the city, the Highway 77 bridge is the main way across Timber Creek. The Highway 77 bridge in the south end of town is the only way across the Walnut River going south from Winfield.

  US-77 has intermodal connections at Strother Field with both rail and air traffic.



***US Route 77** — Main Street in downtown Winfield*

- **U.S. Route 160** is a 1,465-mile-long east-west route, stretching from Tuba City, Arizona, to Poplar Bluff, Missouri. In Winfield, it is 9th Avenue—the primary east-west route through the city.

  In Winfield, US 160 is typically a two-lane concrete road with curbs and gutters, often flanked by on-street parallel parking. It passes by the Fairgrounds, and goes through both the heart of downtown and residential neighborhoods. The Highway 160 bridge is one of just two bridges supporting travel west from Winfield across the Walnut River (14th Avenue bridge is the other).



***US Route 160** — at 9th Avenue in Winfield*

- **K-360** is the highway bypass around the southeast quadrant of Winfield, connecting US 77 on the east side of town to US 77 on the south side, just north of the Walnut River. Established in 1997, this three-and-a-half mile state highway is a two-lane concrete road with wide shoulders, which also acts as a flood-control levee along a portion of its length.



***K-360** Winfield southeast bypass*

A Southwest Bypass

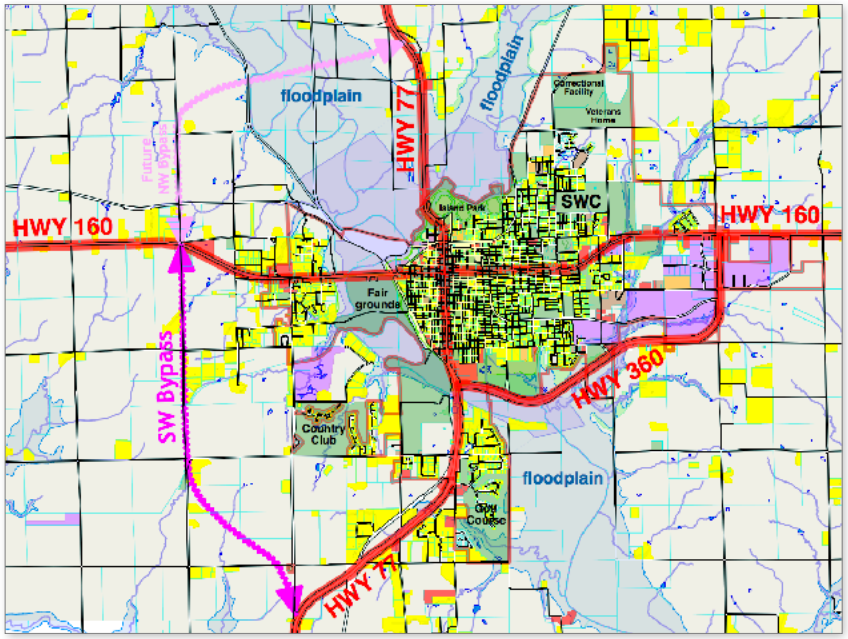
Currently, truck traffic serving Winfield's industrial areas and Strother Industrial Park often comes from and returns to Interstate 35 via Highway 160—and travels the length of downtown Winfield on Highway 77 / Main Street in the process. The high volume of truck traffic is a problem on multiple levels for downtown, causing noise and vibration, clogging other vehicle traffic, increasing air pollution, and generally reducing walkability and quality of life in the City's core.

The proposed solution is a Highway 77 bypass around the west side of Winfield, a possibility which was examined in the 2007 KDOT US-77 Corridor Management Plan. The first phase of the project would be the southwest portion of the bypass, connecting US-77 near Country Club Road south of town to US-160 west of town.

The Corridor Management Plan recommended that an alignment study be commissioned within 3 to 5 years, but state budget problems precluded that goal. **The exact alignment of the bypass has not yet been determined**, but as a practical matter, right-of-way would have to be acquired on land that has not yet been developed.

Not only would a southwest bypass divert a great deal of truck traffic from downtown Winfield, it would also open up **options for new development** southwest of the City, on land that is not in floodplain. New residential development is crucial to support Winfield's economic growth, and the direction of Winfield's future development lies to the west and south.

When asked whether they would like to see the City pursue development of a southwest highway bypass, **83%** of respondents to the **Community Questionnaire** answered "yes". Some concern was expressed that any reduction in traffic on Main Street would be detrimental to downtown retail businesses, but reducing truck traffic would enable downtown to become a more attractive and walkable retail destination, appealing to more customers.



The pink line indicates the location of a bypass around southwest Winfield, as shown in the US-77 Corridor Management Plan.

The City should continue to work with KDOT to **pursue development of a southwest bypass**, because it would offer a substantial opportunity to improve walkability in the downtown neighborhood, and because it would jumpstart the expansion of crucially needed residential development in Winfield.

Acquisition of right-of-way should take place as early in the process as possible, before random development in the area forecloses options to achieve the best possible alignment.

Annexation of land in the vicinity of the bypass right-of-way should follow as closely as possible after its alignment is determined, to give Winfield as much control as possible over the development that is bound to occur near the bypass, Municipal control is especially important at the two interchange locations, where the bypass will link to Highways 77 and 160.

Federal Functional Classifications

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

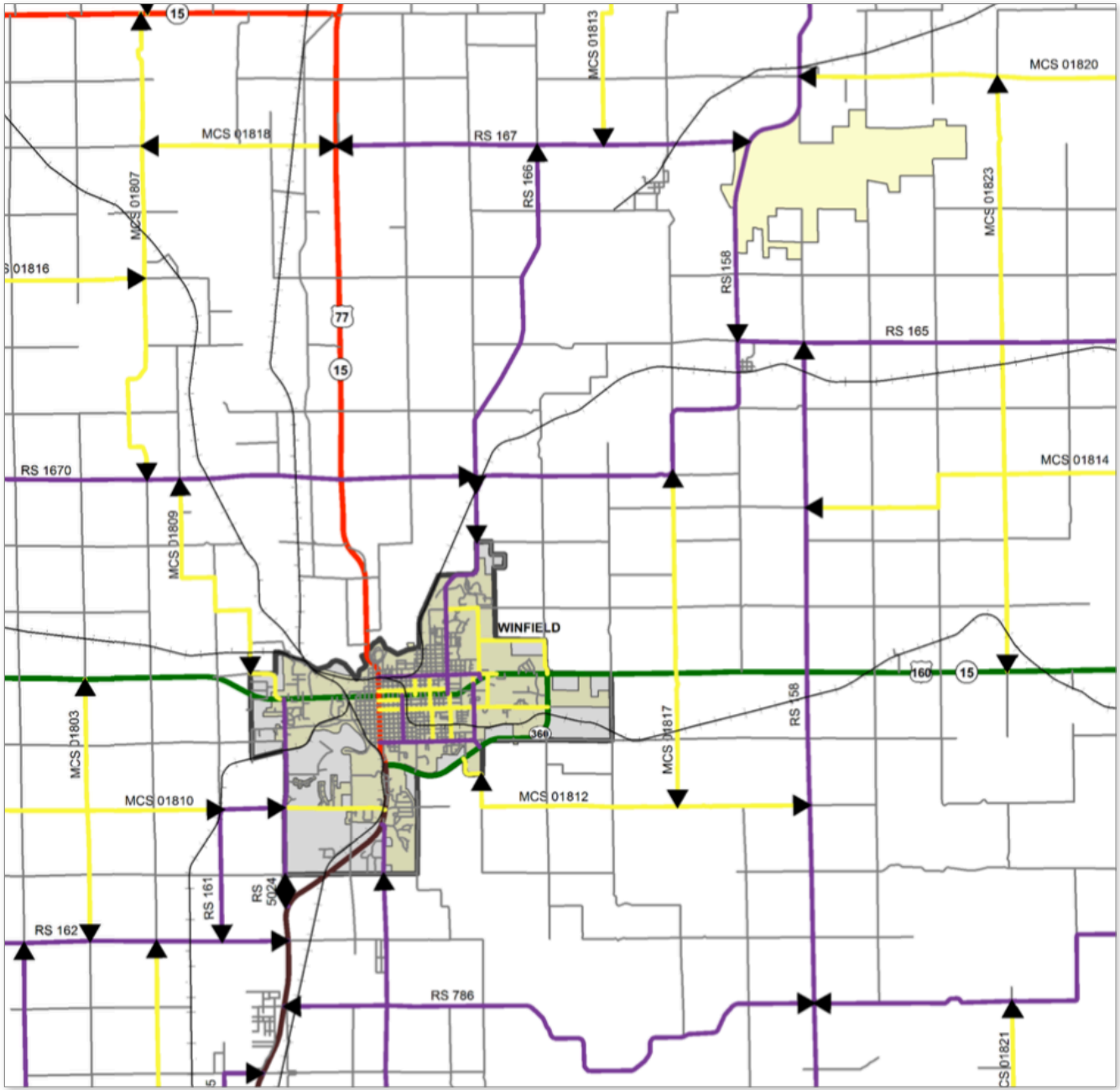
Federal street classifications affect funding for road improvements. A street must be in the approved federally classified roadway system before projects on that roadway can receive federal transportation funding.

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

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

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

Excerpts from the Cowley County 2015 Functional Classification Map follow, and show the Federal Highway Administration's 5- to 10-year future functional classifications for the Winfield area. Any street which is not classified in one of the functional street categories is considered a **local street**.

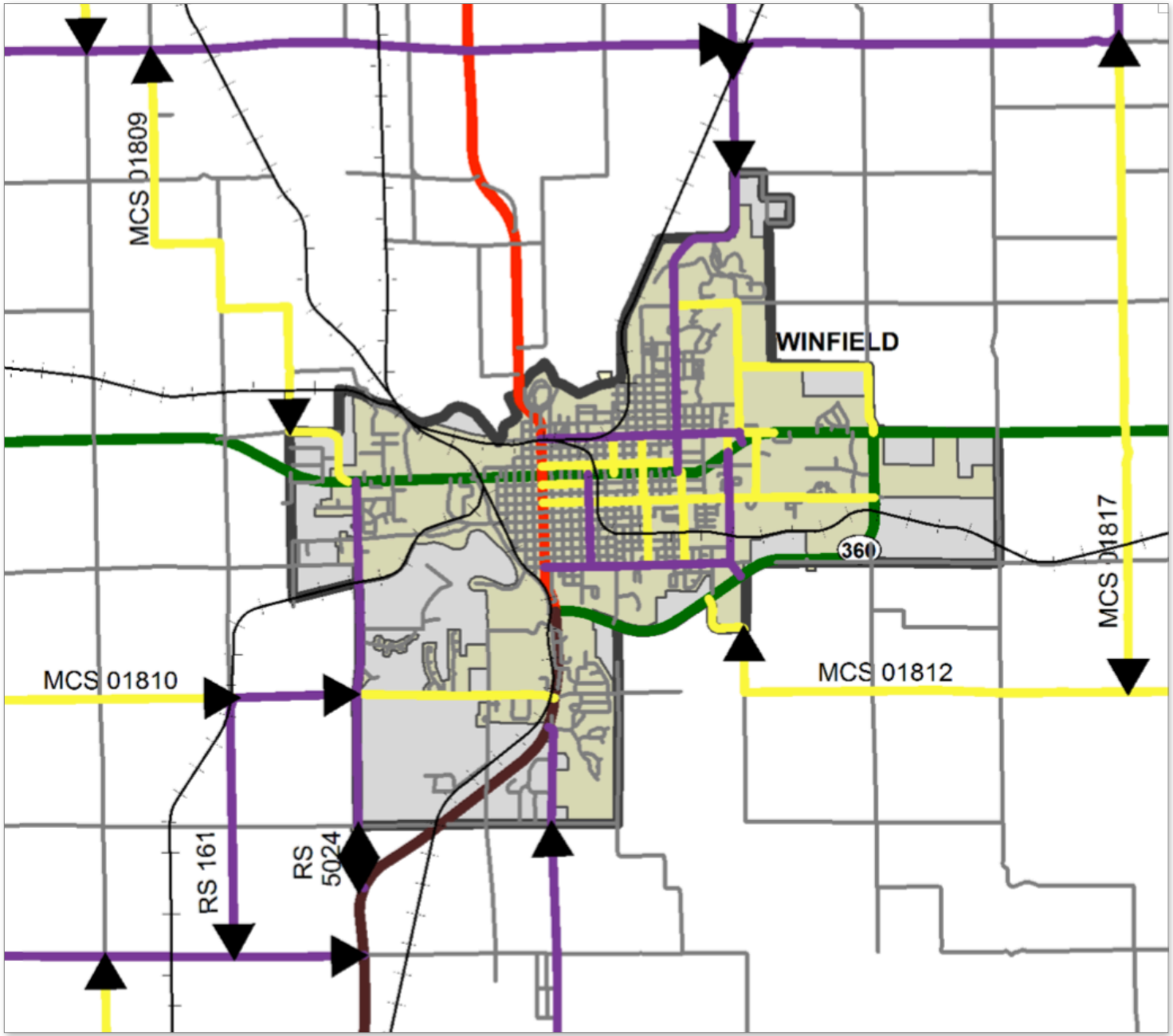


FEDERAL FUNCTIONAL ROADWAY CLASSIFICATIONS —

KEY:

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- City Limits
- Urban Boundaries

Excerpt from the Cowley County map, which is available on the KDOT website



FEDERAL FUNCTIONAL ROADWAY CLASSIFICATIONS — WINFIELD URBAN AREA

Street & Parking Design

Community transportation systems were once built to support pedestrians, bicyclists and public transit systems (trolleys, buses, and local trains), as well as cars and trucks. But starting in the 1950s, American streets were designed with an overriding goal of maximizing speed and traffic volume for cars and trucks.

It the 1990s, recognition finally began to dawn that we were losing something of great value, and that other modes of transportation, such as walking and biking, mattered. Since then, communities across the U.S. have been working to retrofit pedestrian and bicycling infrastructure back into rights-of-way that spent decades with cars as their sole focus.

Street design philosophy is now based on the idea of **complete streets**, which calls for street design that utilizes the public right of way to support safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, public transit users, and motorists.

Complete streets include sidewalks with curb ramps, and good crosswalks. Some streets may also have curb extensions, crosswalk medians for pedestrian refuge, bike lanes or bike routes, or countdown signals. Amenities might include shade and benches for pedestrians, and bike racks. Complete streets can also include on-street parking, and bus stops or bus lanes.

The combination of elements which are incorporated in any given complete street is always designed to fit a community's specific local needs.

For more information on complete streets, see:

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

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

> *"The role of streets*
> *is to build communities,*
> *not the other way around."*
>
> *Gary Toth*
> *Project for Public Spaces*

RIGHT-OF-WAY WIDTHS

Once adjacent land has been developed, it is extremely difficult and expensive to expand the width of a street right-of-way. So when new streets are platted, their rights-of-way should be required to have sufficient width to support not only immediate proposed uses, but also to allow for potential future changes—in adjacent land use, in utilities infrastructure requirements, and in modes of transportation.

Arterial streets usually have a right-of-way 80 to 120 feet wide, with roadways 24 to 48 feet wide. **Collector streets**, which connect neighborhoods to facilities such as schools, parks and shopping areas generally have a right-of-way 70 to 80 feet wide, or wider if they are intended to accommodate bike lanes.

Local streets typically have a right-of-way 60 to 64 feet wide, and often incorporate traffic-calming measures to reduce their use by through traffic.

For any street, the **minimum width and turning radius** is usually dictated by the needs of local fire-fighting vehicles.

GRIDIRON AND SUBDIVISION TYPE STREETS

Urban residential streets can usually be categorized as either gridiron or subdivision types. Each type of street has advantages and disadvantages which impact the character of the neighborhood, the efficiency of traffic patterns, the provision of utilities, and how people live.

Gridiron streets form a grid of 90-degree intersections, creating rectilinear blocks typically about 300 feet wide by 350 to 550 feet long, with **alleys** for utility and garage access. Gridiron streets are usually surfaced with concrete or asphalt, sometimes brick, and occasionally may be unpaved. Paved gridiron streets typically have curbs, gutters, and drainage structures, while unpaved gridiron streets usually have drainage ditches.

In a pattern established when the City was originally platted, the majority of streets within the city limits of Winfield are in this category. Winfield blocks in historic neighborhoods are generally about 300 feet square, with a central alley.

Lots associated with gridiron street neighborhoods are rectangular, and of uniform size. Houses are usually close to each other, and placed fairly close to the street; they commonly have large front porches. Gridiron streets often have sidewalks on both sides, and mature street trees.

Gridiron streets maximize both physical and social interconnectedness.



Typical gridiron street

Subdivision streets usually occur in neighborhoods platted in the 1950s or later. They typically incorporate a maze of curvilineal streets, T-intersections, and cul-de-sacs. Rather than alleys, they use a system of **easements** to allow utility access. Subdivision streets are generally surfaced with concrete or asphalt, and have curbs, gutters, and drainage structures.

In the City of Winfield, developments which utilize this type of street design are on the outskirts of the City, to the east, south and west. Though very popular for more than 50 years, neighborhoods with such streets are extremely car-dependent, and are now becoming less desirable as more and more Americans recognize the value of walkable neighborhoods.

Lots associated with typical subdivision street neighborhoods are large and often of varying sizes and shapes. Houses often have wide driveways connecting to multi-bay attached garages. Sidewalks are unusual.

Subdivision streets are intended to maximize privacy.



Typical subdivision street

In general, people without children in the household may be more inclined toward the walkability of gridiron street neighborhoods, while families with youngsters may be more inclined toward suburban living—though individual taste often trumps demographics.

As Winfield develops additional housing over the twenty-year span of this Plan, strive to provide a balance of both gridiron and subdivision street neighborhoods to meet changing demand.

Parking

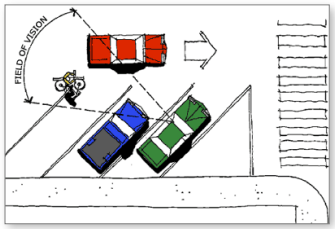
A vehicular circulation system must accommodate vehicles not only when they are traveling, but also when they are parked. Census data from the *American Community Survey* indicates that, for a population of 12,180 people, there are **currently at least 7,737 vehicles based in Winfield**—or roughly two vehicles for every three people.

- **Vehicles** Of the 4,361 occupied housing units in Winfield, 291 (6.7%) had no vehicles available; 1,435 (32.9%) had one vehicle available; 1,603 (36.8%) had two vehicles available; and 1,032 (23.7%) had three or more vehicles available.

Parking facilities are categorized as either on-street or off-street. **On-street parking** may be parallel, angle, back-in angle, or at right angles to the curb. It is generally adjacent to the sides of the street, but may under certain circumstances be in mid-street between traffic lanes. **Off-street parking** includes parking lots and public parking garages in business areas, as well as driveways, carports, and private garages in residential areas.

Back-in angle parking (also known as reverse diagonal parking) is still unfamiliar in many communities, but should be considered as an option in Winfield. It has proven safety benefits over traditional front-in angle (diagonal) parking, including better sight lines as drivers pull out into traffic, and more safety for children because open car doors direct them toward the sidewalk rather than out into the street.







(For more information, see Bike Walk Montana.org.)

Residential Parking In many older neighborhoods, streets were designed and are expected to support both traffic flow and shared on-street parking. Modern suburban developments often require off-street parking, and so devote less land to paved streets but more to driveways and garages. In both cases, there is usually adequate parking designed into residential neighborhoods to support normal residential needs.

Parking at Schools and Parks Particularly when they are located in or adjacent to residential neighborhoods, public facilities such as schools and parks need to provide adequate off-street parking for the large numbers of vehicles that often accumulate. Schools must be designed to provide adequate queuing space for both buses and parents' vehicles.

Commercial Parking It is important to have adequate parking to support local businesses, but it is also important not to *overbuild* parking facilities. Parking spaces and their associated aisles are surprisingly expensive to construct, they generate runoff which adds significant load to stormwater management systems (increasing their cost), and they absorb and reflect substantial amounts of radiant heat (raising air conditioning costs for adjacent buildings). Requiring every business to have its own dedicated parking spaces can exacerbate these costs, while shared public parking reduces them.

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

In Winfield's downtown retail district, most parking is on-street front-in diagonal parking. Many other streets accommodate on-street parallel parking, often on both sides of the street.

GOALS FOR STREETS & PARKING

- Continue to fund and implement a **pavement maintenance program** for Winfield's streets.
- Implement **complete streets** principles to make Winfield more walkable and bikeable, particularly downtown and in the vicinity of Baden Square, the Hospital, and the University.
- Revise City Subdivision Regulations to require a complete transportation plan, including pedestrian networks.
- Pursue development of a **southwest bypass**, including acquisition of a **right-of-way,** and **annexation** of land in its vicinity.
- At some appropriate location in Winfield, implement at least one demonstration project of on-street **back-in angle parking**, to introduce the concept to the community.
- Add **parking where needed, including ADA compliant spaces, at many of Winfield's parks**, as suggested in the Winfield Master Plan for Parks, Trails & Recreation 2020-2040.

Pedestrian & Bicycle Facilities

Walkability and bikeability are important assets for enhancing quality of life and improving community health. As a result, the sidewalks and paths that support walking and biking are often regarded primarily as a recreational resource—but they should also be considered an important element of the community's transportation system.

For children who are too young to drive, for people unable to drive, for people who can't afford to drive, and for those who simply prefer to avoid driving whenever they can—a sidewalk and pathway network offers an alternative way to safely get where they need or want to go.






Bicycle and pedestrian pathway systems are most successful as a viable transportation option when they **connect residential neighborhoods to community destinations**, including schools, parks, churches, and downtown businesses. Winfield has the size, compactness, and grid-type street layout that give it great potential as a very walkable and bikeable community.

For more detailed information on issues and community expectations regarding Winfield's sidewalks and pathways, see the "*Pathway Network & Goals*" chapter of the Winfield Master Plan for Parks, Trails & Recreation 2020-2040.

Community **goals for sidewalks and pathways** are listed in the Parks Plan. They should be annually reviewed by the Planning Commission, along with the goals for other community facilities which are included in this Comprehensive Plan.

SIDEWALKS

Before the 1950s, neighborhoods were designed to be walkable, if for no other reason than that children regularly walked to school. Subdivisions developed since then were often built with few or no sidewalks, in part because lot sizes were so large that sidewalks were prohibitively expensive, and in part because cul-de-sac street design makes pedestrian connections so difficult to achieve.

From the 1950s to the 1990s, America's love affair with the car led to a focus of resources on streets and parking. For over 40 years, sidewalks were largely ignored, with predictable results for their condition.

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

Sidewalk Policies Many of Winfield's existing sidewalks are in need of repair, and some rights-of-way do not have sidewalks at all. Municipal sidewalk policies should stipulate an ongoing program to properly maintain existing sidewalks, provide a means to retrofit new sidewalks into existing neighborhoods where they were never built, and address sidewalk construction in new development and remodeling projects.

Sidewalk Funding There is no national standard for how sidewalk repair and installation projects are paid for. While public streets and parking areas are regularly funded with tax dollars, sidewalk funding is a patchwork of solutions that varies from city to city.

In Winfield, there is strong public support for dedicating additional and consistent City funding to sidewalks, either through full municipal funding or by a cost split program between the City and adjacent landowners.

The 2010 MKEC Transportation Assessment Study provided an inventory of the City's sidewalks, and conducted a targeted inspection of 5.3 miles of sidewalk pavement and wheelchair ramps. Based on that sample, MKEC estimated that Winfield had about 67 miles of paved public sidewalk, and that about 125,000 linear feet of sidewalks and 2,200 curb ramps were in need of repair, at an estimated 2010 cost of more than $7 million.

BICYCLE FACILITIES

To provide a community-wide transportation system that functions effectively for cyclists, a variety of facility types must interconnect and work together—including bike lanes, bike routes, and mixed-use paths. Bike racks are also an indispensable part of a successful bicycle transportation system.

Over the course of this Plan, bicycle facilities may have to serve not just bicyclists, but people using other kinds of cycles such as tricycles, recumbent bikes, or electric bikes. In addition, a burgeoning variety of **micromobility devices**, such as electric scooters and electric skateboards, often utilize bike lanes, bike routes and mixed-use paths. Take **ongoing changes in transportation technology** into account, both when designing Winfield's bicycle facilities, and when developing policies for their operation.










Bike Lanes & Bike Routes

Winfield's bicycle facilities are currently very limited. There are no designated on-road bicycle lanes or routes in the Winfield Planning Area. Existing mixed-use paths are in several parks, in disconnected segments, and the City's streets are not designed to safely accommodate bicycle use. In order to create a bikeable network in Winfield, on-street bike lanes and perhaps some bike routes will be essential.

A **bike lane** is typically 5 feet wide, and located on a street or its shoulder, between a motor vehicle traffic lane and the gutter or road edge. A **bike route** is designated with signs and pavement markings, on a street specifically intended for simultaneous use by both motor vehicles and bicycles. Bike routes do not increase bicycle use or improve bike safety to the same degree as bike lanes, and should never be used in places where it is possible to install bike lanes instead.



Bike Lane



Bike Route



While every single street does not need to provide for every type of user, a community's street *system* should serve the needs of all its citizens. Even if the City chooses to make no immediate plans to implement a bicycle transportation network, make sure that planning decisions made now do not foreclose the possibility of its future development.

Bicycle Racks If a pathway network is to serve as an alternative transportation option for cyclists, it must include parking facilities for bicycles. Secure bicycle racks should be available at local destinations, particularly at schools, parks, the Library, downtown stores, and similar destinations.

Ideally, bike racks should be of similar or identical design throughout the City, expressing a theme unique to Winfield. For information on rack design and installation procedures, see the Winfield Master Plan for Parks, Trails & Recreation.

MIXED-USE PATHS

Mixed-use paths are intended for use only by pedestrians and bicyclists. With the exception of emergency or maintenance vehicles, or motorized wheel chairs, no motorized vehicles are permitted to use them.

Mixed-use paths are often located in street rights-of-way, but are completely separated from vehicle traffic lanes. They may also be constructed in abandoned railroad rights-of-way, drainage ways, on levees, or on public property such as parkland.

Currently, the only mixed-use paths in the City are recreational. Located in parks (Black Creek, Cherry Street, the Fairgrounds, Broadway Recreation Complex and Island Park), they are not connected to any other community destinations, and so do not function well as a transportation system.

At the time of the 2010 MKEC Transportation Assessment Study, there were only about 2.7 miles of relatively new concrete paths in the City, mostly in Island Park and in the Broadway Recreation Complex. The study made recommendations for a **hike/bike pathways network**, separate from the sidewalk system, linking destinations throughout Winfield. A diagrammatic map in the Winfield Master Plan for Parks, Trails & Recreation shows an updated version of a proposed pathways network.

Railroad Service

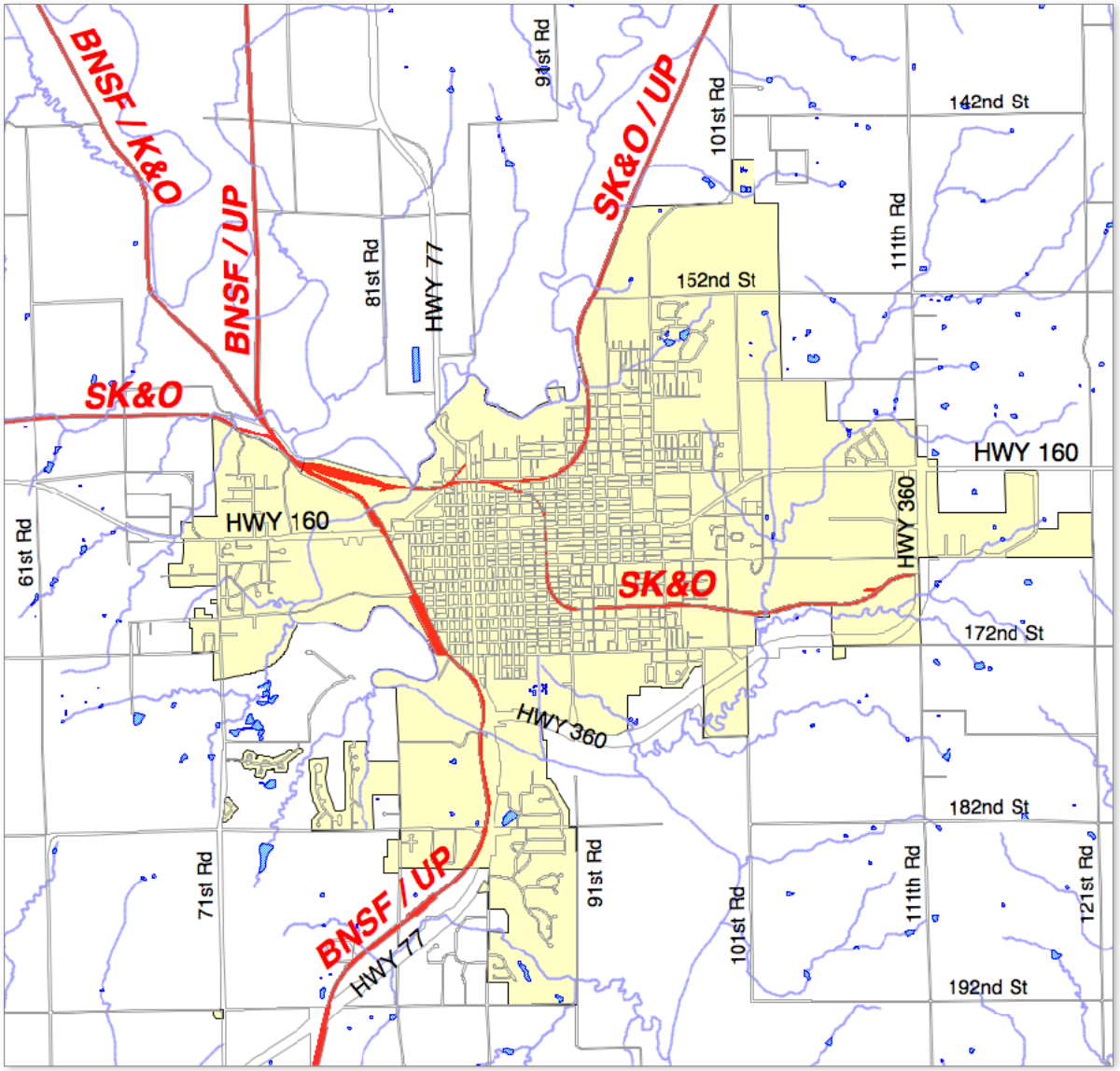
The nearest access to **passenger rail service** for Winfield is available at the AMTRAK station in Newton, north of Wichita, about an hour-and-a-quarter drive away.

However, Winfield has ample access to **freight rail service**. Railroad tracks from the northwest, north, south, northeast, and west converge in northwest Winfield at an unusually complex rail junction.

From Winfield, **BNSF Railway** tracks head **northwest** toward the Wichita rail network, **north** to El Dorado and points north, and **south** to Arkansas City and points south. The northwest tracks are also used by the **Kansas & Oklahoma Railroad (K&O)**, while the north-south line is shared with **Union Pacific (UP)** trains.

The **northeast-to-west** line is owned by the **South Kansas & Oklahoma Railroad (SK&O**). The west tracks dead end just short of Oxford, about eight miles west from the Winfield junction. The northeast tracks are also used by Union Pacific (UP), and link to Kansas City and other points east.

In addition, an **SK&O spur line** runs through Winfield from the northwest rail junction to the **southeast industrial area**, dead ending at Highway 360.



RAILROAD CROSSINGS

The Federal Railroad Administration Office of Safety Analysis (OSA) collects and publishes railroad crossing data, which is voluntarily reported by the railroads and the state. The data, which is regularly updated, includes the types of warning devices at each location where tracks intersect a street, the average vehicle count at each intersection, and the number of trains per day on each track.

According to 2019 SOA data, Winfield has a total of 38 railroad crossings inside the City, where tracks intersect streets or alleys. Twelve of the urban intersections are protected with automatic gates. Three have cross buck signs with flashing lights. Sixteen have cross buck signs without lights. At seven locations, where tracks cross alleys or street extensions, there are no warning signs at the crossings.

There are an additional 34 railroad crossings close to Winfield, but outside the city limits. Twelve such intersections are protected with automatic gates. One intersection, at 51st Road west of town, has cross buck signs with flashing lights. There are 19 other rural intersections in the Winfield area which are protected only by cross buck signs.



cross buck sign with flashing lights



railroad crossing with automatic gates, cross buck signs and lights

Trains per Day According to 2019 SOA data, the **northeast-to-west SK&O** line carries about **three** trains per day. The SK&O **spur line** through town typically carries just **one** train per day. The **BNSF** tracks are much more heavily utilized—the **northwest** line to Wichita carries about **eight** trains per day, while the main **north-south** line carries up to **twenty** trains per day.

Like many cities in Kansas, Winfield's early development depended on its proximity to the railroad, and access to rail freight service is still important to the local economy. Nevertheless, the shear number of railroad crossings in Winfield compromises safety and diminishes quality of life.

The north-south BNSF line is currently on the western periphery of the bulk of urban development. When a southwest bypass is eventually built around Winfield, however, it is likely to stimulate much more residential and commercial development to the west of the tracks. Any **plans for such a bypass should also consider solutions for the increased number of vehicle-train conflicts that will almost certainly result** as the community grows to encompass *both* sides of these busy tracks.

Information on railroads in Kansas, including the *2011 Kansas Statewide Rail Plan*, is available on the website of the Kansas Department of Transportation (KDOT), at www.ksdot.org; just click on the train icon.

RAILROAD SERVICE GOALS

- Retain railroad access to Winfield's industrial areas.

Air Travel Service

Airline Travel Winfield residents have good access to national and international air travel. The Wichita Dwight D. Eisenhower National Airport is less than an hour's drive away, on the south side of Wichita. It hosts seven airlines—Alaska Airlines, Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines, Southwest Airlines, and United Airlines.

Tulsa International Airport is about two hours and twenty minutes away from Winfield by car. With the exception of Alaska Airlines, it hosts the same airlines as the Wichita airport.

General Aviation Strother Field is located just six miles south of downtown, about halfway between Winfield and Arkansas City. Jointly owned by the two cities, it has been a shared municipal airport and industrial park since 1953. Strother Field is not supported by local tax dollars, but supports itself with fees and sale of services, including water service from its own system.



Strother Field and Industrial Park

This public airfield, on a 1,530-acre site, has two asphalt runways and a taxiway. Runway 35 is 5,506 feet long and 100 feet wide. Runway 31 is 3,137 long and 75 feet wide. Both runways are in good condition.

Strother Field has jet fuel available, as well as hangers and tie-downs for visiting aircraft. It offers air freight service, charter service, pilot instruction, aircraft rental, and aircraft sales.

As of 2018, about 17 aircraft were based at Strother Field. Aircraft operations averaged about 125 per week, with most activity from corporate aircraft operations and flight training. Strother Field also supports air ambulance flights and highway patrol operations, as well as aircraft involved in pipeline inspections, aerial photography, and United States Department of Agriculture operations.

Public Transit Service

There is no regularly scheduled City bus service or other public transit system in Winfield. However, two programs that serve the Winfield area offer on-call transportation. Both have vehicles with wheelchair lifts, to facilitate service for the disabled. Both are funded by Federal Transit Administration *Section 5311 Formula Grants for Rural Areas*.

The nonprofit **Cowley County Council on Aging**, headquartered in Winfield, offers on-demand transportation on weekdays during business hours. Fares are $2 per person per ride inside the City, and $5 per person per ride outside the City. The program has five vehicles, three with wheelchair lifts.



The nonprofit **Twin Rivers Developmental Supports, Inc.**, headquartered at Strother Field, also offers transportation services. Rides must be scheduled 24 hours in advance, but are available on both weekends and weekdays, in both daytime and evening hours. Fares are $2 per ride inside the City, and $4 per ride outside. The program has seven vehicles, six with wheelchair lifts.

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

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

CHAPTER 10. Utilities & Stormwater Management

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

The City of Winfield provides **water** supply and distribution, **sewage** collection and treatment, **electricity** supply and distribution, **natural gas** distribution, and **solid waste disposal** as municipal utilities.

Winfield's utilities operations and maintenance are self-supported, funded by both commercial and residential user fees. City staff administer billing services for municipal utilities, and also regularly update records and maps of the utilities systems, an essential task that supports good future planning decisions and efficient maintenance of municipal utilities systems.

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

Properties outside the city limits can receive City of Winfield utilities services without being annexed. However, the property owners must sign a **waiver of annexation** before service is provided, agreeing not to protest future annexation.

Space for a Utility Network Main utility lines (as opposed to individual customer service lines) are most often located within transportation rights-of-way, and are often built and maintained in conjunction with road installation or repair projects. It is essential to reserve enough space in such public corridors to accommodate future utilities. Without long-term planning, constricted utilities may limit growth, and their maintenance may become a financial burden on the community.

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

Communications Services

Publicly regulated private companies provide communications services in Winfield, including both hardwired and wireless phone service, cable TV service, and internet service. Such companies normally maintain continuing short and long-range facility planning programs. All of them maintain toll-free phone numbers and customer service websites for service contacts.

Of those respondents to the Community Questionnaire who had an opinion, 87% thought their **cell phone coverage** in the Winfield area was adequate, and 70% thought their **internet access** in Winfield was sufficient, in coverage, speed, and availability.

MUNICIPAL UTILITIES SYSTEMS GOALS

- Regularly review and update standards and procedures for installation and maintenance of utilities, to reflect changes in technology and in environmental expectations.

Water Supply & Distribution

Wholly owned and operated by the City of Winfield, the municipal water system supplies and distributes high-quality fresh water to residents of Winfield, as well as the cities of Burden and Oxford, five Rural Water Districts, and most of Cowley County. As of May 2019, the water distribution system served about 5,200 meters.

Water Department services include pumping fresh water, managing water treatment facilities, and maintaining the distribution system. The water system also supports all the City's **fire hydrants**, which are flushed and tested annually.

The Winfield Water Department routinely monitors and tests water quality according to state and federal requirements, in order to provide safe and dependable drinking water to the community. An annual water quality report is available on the City's website.

Water for the Winfield area is supplied from Winfield City Lake to the City's **Water Treatment Plant** at 15250 101st Road. The Plant, which was completely renovated in 2005, has the capacity to treat 5.5 million gallons of water per day, using solid contact units, conventional duel media filtration, and ozone and chlorine disinfection. The City typically spends $250,000 per year to keep the plant continually upgraded, and operating in peak condition.





Treated water is stored in a 1.5 million gallon ground storage tank located near the Treatment Plant, then pumped as needed to replenish the water in the one-million-gallon storage tower at Simpson Avenue and College Street. The height of the water tower provides the necessary pressure to distribute water via gravity flow throughout the City, through a network of mains and individual service lines which range from 1 to 16 inches in diameter.

Rural residents who are not connected to the Winfield water supply system either directly or through one of the Rural Water District systems must maintain private water wells, which are regulated by the 2006 Cowley County Sanitary Code.



water treatment equipment



water tower



Rural Water District water tower

WATER SUPPLY & DISTRIBUTION GOALS

- Replace **ozone equipment** at the Water Treatment Plant.
- Repaint the ground storage tank at the Water Treatment Plant, and refurbish/repaint the elevated storage tank.
- Consider adding a **second elevated water storage tank** at the Water Treatment Plant.
- Much of the water distribution system is aging, and the community could face an increasing number of water main breaks in coming years. Consider establishing a capital improvement line item to budget for replacing a certain percentage of outworn water lines each year.
- Update and improve the Water Treatment Plant.

Sewage Collection & Treatment

Winfield's sewage collection and treatment system consists of a network of sewage collection pipes, manholes, lift stations, and a Wastewater Treatment Plant. As of 2019, the system is providing service to approximately 4,600 customers.

A gravity flow sewer system conveys wastewater by gravity, through pipes installed with sufficient slope to keep the suspended solids moving through the system. Where local topography limits the option of gravity flow, lift stations must be employed to pump the sewage from the low point in the system up to another gravity line.

The City maintains a computerized map of the sewer system, which includes the gravity flow limits of the system. Lift stations are expensive to construct and maintain, so when possible, development within the system's existing gravity flow limits is preferable to development which requires a new lift station.

Rural residents outside the city limits can connect to the City's sewer system without being annexed first. However, a **waiver of annexation** (an agreement not to protest future annexation) must be signed before service is provided to customers outside the City.

Private residential sewage disposal systems in the Planning Area outside the City are regulated by the 2006 Cowley County Sanitary Code.

Collection System

There are over 70 miles of sanitary sewer lines in Winfield's wastewater collection system, as well as 14 lift stations, all of which are maintained by City staff.

Many of Winfield's neighborhoods have sewer lines that are worn out and deteriorating. Cracks allow tree roots to grow into the pipes, causing blockages. Waste may leak out and contaminate groundwater. Stormwater infiltration into the system also occurs, which increases the volume of influent the Wastewater Plant must treat, and therefore its operational costs.

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

Winfield is currently in the process of repairing and replacing its sewer system mainlines and manholes. To maintain high-quality service, and to keep long-term costs down, the City should continue the program until all its older sanitary sewer lines have been rehabilitated.

Wastewater Treatment Plant

Located on a 12-acre site at 2120 Andrews Street, east of the Walmart Supercenter, the Winfield Wastewater Treatment Plant was originally built in the 1930s. It was most recently upgraded in 1999, with a new solids processing building and related equipment, a new head works building with a bar screen and grit removal system, a new final clarifier, a blower building with aeration blowers, and a new ultraviolet disinfection building.

The Winfield Wastewater Treatment Plant utilizes a Modified Ludzack-Ettinger (MLE) process to treat sewage. This variation on an activated sludge process cycles wastewater through both aerobic and anaerobic treatment phases to remove more nitrates.





Winfield has a population of a little over 12,000 people, while the Wastewater Treatment Plant is designed to support a population equivalent (PE) of 20,000 people—which would seem to indicate ample capacity for growth.

However, the term "population equivalent" is used to describe the capacity of a wastewater treatment facility in terms of a fixed population, while taking into account transient populations that the system must also serve—such as the staff and students of a school system which brings a large number of additional people into the City every school day. Production of waste water by industrial activities may also reduce the population that can be supported by a treatment facility with a given PE.

Designed for a population equivalent of 20,000 people, the Wastewater Treatment Plant has a maximum design capacity of 4 million gallons per day. As of 2019, its average flow per day was 1.5 million gallons, well within design parameters.

Currently the plant treats about 600 million gallons of sewage each year, cleaning it to the point that treated effluent meets or exceeds strict permit requirements prescribed by the Kansas Department of Health and Environment and the federal Environmental Protection Agency.

As much as 125 million gallons a year of treated effluent is pumped to the city-owned Quail Ridge Golf Course to be used for irrigation, while the rest is discharged into the Walnut River.

The existing Facility's ability to meet the community's needs for the twenty-year duration of the Planning Period will depend on the amount of population growth that occurs in the City, on the number of additional properties outside the city limits that link to the municipal sewage system, on possible changes to USD 465's school population, on any industrial development that may occur, and on any changes to federal regulatory requirements.

Wastewater treatment in Winfield is funded by a sewer service fee collected from the users. These funds are used for the operation, maintenance, and project financing for the sewer system and the Wastewater Treatment Facility.

Rural Sewage Disposal Many properties in the Planning Area are beyond the reach of the municipal sanitary sewer system, and must deal with sewage disposal on their own sites, utilizing septic tanks, leach fields, and/or sewage lagoons. In the Planning Area outside the City, permits for on-site sanitation facilities are issued by the Cowley County Health Officer. The 2006 Cowley County Sanitary Code requires permits for all new construction or modification of on-site wastewater treatment systems. Systems must be located and designed to protect both surface water and groundwater from potential contamination.

WASTEWATER TREATMENT GOALS

- Continue the maintenance and upgrade program to replace or reline sewer pipes and rehabilitate manholes.
- Work to **mitigate stormwater infiltration** to the wastewater collection and treatment system.
- Continue the sewer cleaning program.

Electrical Generation & Distribution

The City of Winfield operates its own power generation and distribution system, which is tied into the national grid. The City's Tie Substation is connected to Evergy transmission lines, with two feeds coming from Evergy's Oak Substation, and one from their Timber Junction Substation.

In addition, Winfield is a member of the Kansas Power Pool, a group of 24 cities that cooperate to provide public power to their communities.

Electric energy in Winfield comes from both the City Power Plant and purchased power, in a balance that is adjusted daily in order to meet demand with the lowest cost energy available.

The City's electric utility provides power not only for residents of Winfield, but also for the Strother Field Industrial Park, the cities of Burden and Dexter, and for many rural customers in northern Cowley County. As of May 2019, Winfield's electric utility served about 7,500 meters.

Winfield's community-owned electric utility has been in operation since 1904, with the City Commission serving as its Board of Directors. Profits from the sale of electricity support other vital city services.

REDUCING CARBON EMISSIONS

Global warming and its associated extreme weather events and ecological disruptions are expected to be irreversibly catastrophic by the end of the century, unless humans drastically reduce their carbon emissions very soon.

When fossil fuels are burned, carbon dioxide is released into the air. It is a greenhouse gas, which traps heat in the planetary biosphere. Today, Earth's atmosphere contains 42% more carbon dioxide than it did before the industrial era—and the delicate balance of atmospheric gases that kept Earth's climate stable has been disrupted.
(For more information, see ClimateCentral.org.)

Utilizing renewable energy resources, instead of fossil fuels, substantially reduces the amount of carbon dioxide released. As a power producer and distributer, the City of Winfield will consider opportunities to make a difference that matters, by **transitioning as rapidly as possible from fossil fuels to renewable energy sources**, including wind and solar power, for its electrical system.

Fortunately, Kansas is very well positioned to make this feasible. In the 2010s, Kansas led the nation in expansion of renewable power generation, mostly because of the dramatic growth of wind energy facilities across the state. As the 8th sunniest state in the country, Kansas also has considerable, though currently undeveloped, solar power potential.

As of 2019, Kansas had nearly 3,200 wind turbines, with about 6,100 megawatts of generating capacity, providing over 41% of the electricity used in the state. Yet our wind potential has barely been tapped, and we are expected to rapidly become a major exporter of wind energy to other states.

For many young adults, reducing their carbon footprint is a very important life goal. Diversifying the City's energy production portfolio could be one more way to help engage and retain the community's youth.

Municipal Power Plant

Constructed in 1970, Winfield's municipal East Power Plant is located at 2801 East 12th Avenue on a 66.6-acre site. The 100 by 33 foot building contains a natural gas fired Combustion Engineering VU-60 boiler that produces steam for a General Electric turbine and generator. The turbine is a straight condensing single flow exhaust unit. The hydrogen cooled generator produces 26.5 megawatts of power.

The turbine and generator were completely overhauled in 2013. Other recent renovations include a control systems upgrade in 2001, rehabilitation of a cooling tower in 2002, and removal of obsolete oil tanks in 2012.



East Power Plant



East Power Plant site aerial

Solar Array As of 2018, three quarters of the Kansas Power Pool's aggregate energy resources were nonrenewable. In an effort to begin transitioning to a more renewable energy portfolio in the future, seven of KPP's 24 members agreed to install a solar voltaic project. Funded in part by KPP, the City of Winfield's solar array was completed in 2019.

Built just east of the existing Power Plant and engineered by Zeemac, LLC of Missouri, the new solar array produces only 25 kilowatts of electricity—about enough to power four houses. Nevertheless, it is an important first step into solar voltaic power generation for Winfield. It allows the City to begin evaluating the technology, while planning solar power's place in the future of Winfield's electricity production system.

Transmission & Distribution System

The City of Winfield owns and maintains a 69 kilovolt transmission loop system that interconnects with Evergy's transmission system. The City's transmission loop feeds five substations, which then distribute 12.5 kilovolt power throughout the City's 114-square mile service territory. Voltages provided to customers range from 120 volts up to 12,470 volts, depending on need.

The distribution system is well integrated—there is typically an alternate feed available to route power around an outage, and quickly restore service. Also, key lines are designed to have the capacity to carry additional load from adjacent circuits when necessary.

Winfield's electrical distribution system has a total of 29 miles of high-voltage transmission line, 295 miles of distribution line, and 13,373 power poles.

Maintenance standards are high. A SCADA (Supervisory Control And Data Acquisition) computer system gathers and analyzes real time data from Winfield's power transmission and distribution lines, allowing City staff to monitor and control the system 24 hours a day.

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

Approximately 90% of Winfield's distribution lines are overhead, and about 10% are underground. Currently, the City does not require new development in Winfield to have electrical lines underground. There are no plans to bury any existing overhead lines, nor is there any City incentive program to encourage property owners to have their supply lines buried.

ELECTRICAL SYSTEM GOALS

- Continue to pursue options to transition to renewable and renewable-supporting energy sources for the City's electrical power.
- Consider adopting a policy that encourages new development in Winfield to have utility lines buried underground.
- Establish a program to encourage property owners to have their individual service lines buried.

Natural Gas Distribution

The City of Winfield purchases natural gas from a variety of suppliers, which is delivered to the City through a major gas transmission pipeline at five different border stations. The municipal utility then distributes the natural gas to its customers through a network of almost 100 miles of pipeline.

Winfield's municipal natural gas utility is the largest publicly owned and operated natural gas distribution system in the state, serving over 5,000 customers. It supplies nearly a billion cubic feet of gas annually, including fuel for the City Power Plant during summer's peak electricity demand.

Many of the older gas lines in the city were bare steel, which is subject to rust and corrosion. In the early 1990s, the City implemented a program to replace those older lines with polyethylene pipe, a high grade plastic specifically designed for natural gas. As sections of the mainlines were replaced, City crews also replaced the associated customer service lines all the way to each house, at no cost to the customer. The distribution system also includes about 20 miles coated steel pipe that is catholically protected.

NATURAL GAS UTILITY GOAL

- Continue replacing steel gas pipes with polyethylene pipes.

Solid Waste Disposal

The City of Winfield provides an integrated refuse disposal, recycling, and yard waste management program for the community. This municipal service is an efficient and cost-effective system for removing solid waste and keeping Winfield clean.



Refuse Collection Residential refuse is collected once each week, mostly at street-side, but sometimes in alleys. Commercial refuse is collected as often as necessary, for fees that vary based on container size and collection frequency. If waste from industrial or manufacturing sites exceeds the City's equipment capabilities, it is collected and disposed of by third-party service providers.

Recycling The City of Winfield's recycling program used to pay for itself, with the market value of recycled materials just managing to cover the costs of the program. However, recent drastic reductions to the global market for recycled materials have made it necessary for the City to significantly revise the recycling services it can cost-effectively provide.

As of June 2020, weekly curbside pickup using City-issued carts was limited to only corrugated cardboard. In addition, on Friday and Saturday mornings the **Arkansas City/Winfield Recycling Center** at Strother Field allows drive-through drop-off of certain sorted recyclables, including plastics, steel, newspapers and other paper, paperboard, corrugated cardboard, and glass bottles.

Winfield's municipal **Compost Facility**, located at 320 Broad Street, is opened for limited hours from spring through fall. It accepts unbagged leaves and grass, and tree branches six inches or less in diameter. Non-commercial disposal of up to four tires per person is also allowed, a policy which helps to prevent illegal dumping of tires. The compost site does not accept lumber, construction debris or household trash.

Neighborhood Clean-Up Program On Saturday mornings from April through October the City of Winfield places a construction-size dumpster at either the Fairgrounds or the City Operations Center on East 9th Street; the location is announced on the City's website. The dumpster is available to residents free of charge for disposal of large house and yard clean-up items. Only oil, paint, batteries, refrigerators, and air conditioners are not accepted. This program is not only a welcome service for residents, it is also a very cost-effective strategy to reduce illegal dumping.

Municipal solid waste from Winfield is taken to the **Cowley County Landfill and Transfer Station**, located on 81st Road a couple of miles southeast of Strother Field. The Transfer Station also accepts household hazardous waste, construction demolition debris, and tires; fees are posted on the County website.

Solid waste collection services in the Planning Area outside the City are available from Waste Connections of Kansas, Inc.

SOLID WASTE DISPOSAL & RECYCLING GOAL

- Pursue appropriate municipal **recycling options**, as economic conditions change over the Planning Period.

Stormwater Management

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

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

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

Established in 1995, **Winfield's Stormwater Utility** builds, operates and maintains the municipal stormwater drainage system. The system reduces potential hazards to life and property by collecting and detaining stormwater runoff, and then releasing it in a controlled manner. Improvements to existing stormwater facilities and plans for new facilities are proposed in the City's five-year capital improvement plans.

CLEAN WATER ACT / NPDES PERMIT PROGRAM

Heavy metals, coliform bacteria and suspended solids from urban stormwater runoff all pose a significant threat to aquatic life and the usability of the nation's surface water resources. The **National Pollutant Discharge Elimination System (NPDES)** permit program, initiated under a 1987 amendment to the federal Clean Water Act, specifies limits on what can be discharged into surface waters in municipalities, and requires monitoring and reporting.

The NPDES program has helped to both improve the quality and control the quantity of stormwater discharge. Construction activities which will disturb one or more acres of ground must have authorization from the Kansas Department of Health and Environment (KDHE) to discharge stormwater runoff. Activities which disturb less than one acre may also have requirements, as determined by KDHE.

In Winfield, all contractors are required to complete and submit a *Stormwater Pollution Prevention Plan* form, to describe how their job site will comply with NPDES requirements. The form, which is available on the City website, must be submitted to the City Engineer's Office for review and approval before any digging or construction begins.

CHANGING STRATEGIES

Traditional stormwater management strategies divert stormwater away from developed areas, channeling it as quickly as possible into a natural drainage system such as a stream or river. In urban areas, runoff is typically guided by streetside curbs and gutters into underground storm sewers, while in rural areas runoff is usually transported by open roadside drainage ditches.

Green Infrastructure In recent years, stormwater management strategies have evolved to recognize the advantages of reducing runoff in the first place by reducing impervious surfaces, and increasing opportunities for precipitation to be absorbed as close to the point where it falls as possible. Utilizing green infrastructure techniques—from residential raingardens to urban bioswales to permeable parking lots—can often help **manage stormwater more effectively and less expensively than traditional methods**.

To learn more, see the Environmental Protection Agency's Green Infrastructure web page at http://water.epa.gov/infrastructure/greeninfrastructure.

STORMWATER MANAGEMENT GOALS

- Develop an overall **Stormwater Drainage Management Plan**, compliant with EPA rules. Incorporate a **map** of Winfield's drainage system; show directions of flow, and highlight areas with recurring drainage problems. Include a review of maintenance policies, and prioritize potential improvements to drainage infrastructure.
- Whenever substantial construction work is done on a Winfield street, **consider incorporating green infrastructure stormwater management strategies into the street design**. Not only would such a program help protect local waterways from the damage and pollution caused by street runoff, but it could reduce the need for expensive "gray infrastructure" drainage facilities.
- Incorporate a **zero runoff policy** in the City's new Subdivision Regulations. Require a proper **stormwater drainage plan for all new subdivision development**. Consider incorporating the concept of a **four-corner lot drainage plan**, which establishes the finished grade of the property corners of each lot in the subdivision at the time of platting to ensure drainage.

CHAPTER 11. **Community Facilities & Services**

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

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

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

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

Utilities and stormwater management facilities and services were addressed in the previous chapter, and parks and recreation services are discussed in detail in the 2020 *Winfield Master Plan for Parks, Trails & Recreation*. This chapter will cover other public facilities and services provided to the Winfield community, including:

- City Hall
- Police Department
- Fire/EMS Department
- Municipal Operations Center
- Parks Office & Shop
- Winfield Public Library
- Public Housing
- Cemeteries
- Health Care Facilities
- Schools
- Southwestern College

Each facility will be evaluated on **its ability to continue to serve through the Planning Period** to 2040. **Future needs** for public facilities in the Winfield Planning Area during the 20-year Planning Period will also be described.

City Hall

Winfield City Hall is located at 200 East 9th Avenue. The two-story brick building with limestone details was originally constructed in the 1920s.



The majority of parking for City Hall is provided by the paved public lot on the southwest corner of Millington Street and 8th Avenue, just northwest of City Hall. It has 53 parking spaces, including 3 ADA spaces. Four off-street parking spaces on the northeast corner of the site are typically used by staff. There is also a limited amount of on-street parking adjacent to City Hall, on both Millington Street and 9th Avenue.

City Hall houses the administrative functions of municipal government, providing facilities for City staff, including the following:

- The **Customer Service Office** takes care of utility service connections and disconnections, and processes over 85,000 utility bills each year. This includes reading more than 17,000 utility meters each month. They handle Municipal Court payments, and voter registration.They process liquor licenses, and licenses for electricians, plumbers, and arborists in the city. They handle the sale of dog tags, Lake permits, and garage sale permits, as well as the sale of spaces in City cemeteries.
- The **City Manager** is responsible for day-to-day management of the City in accordance with policies established by the City Commission, while meeting the requirements of State and federal laws, regulations and guidelines. The City Manager develops the City budget and capital improvements program, directs their administration, and makes long-term plans to meet the City's operational needs.
- The **Finance Department** provides financial management, oversight and reporting for the City, including accounting services and contract management. They prepare Winfield's Comprehensive Annual Financial Report, prepare and coordinate operations and capital improvement budgets, and invest City funds to achieve maximum returns.
- The **Purchasing Division** deals with suppliers, and manages City bidding and evaluation procedures for purchase of materials and services needed by the City. **T**he Purchasing division handles all procurement and contracting for the City, with the exception of public works contracts for City infrastructure, which are handled by the **Public Improvements Department**.
- The **Legal Department** includes the City Attorney's Office and the Municipal Court. The **City Attorney's Office** provides legal advice to the City Commission, City boards, and City Administration. They draft and review ordinances, contracts, and legal opinions, and represent the City in litigation. The **Municipal Court** has jurisdiction over certain offenses committed within the city limits of Winfield, including traffic and parking violations, misdemeanor criminal offenses, and all violations of City ordinances related to zoning and building codes.
- The **Planning Department** works on long-range planning, zoning issues and the subdivision of land.

- The **Management Information Systems Department** is responsible for development, operation, and maintenance of all City information technology systems, and related hardware and software. This Department includes **Geographic Information Systems (GIS)**, which creates and maintains maps that are essential for both short-term and long-term planning, and for City infrastructure management.
- The **Department of Public Improvements / Building and Construction Division** issues permits for buildings, demolition, mobile homes, signs, home occupations and swimming pools. It reviews plans for proposed construction to verify compliance with zoning codes, building and fire codes, and with the Americans with Disabilities Act. It inspects construction projects, and enforces structural, electrical, mechanical, and plumbing codes.
- The **Department of Public Improvements / Engineering Division** provides support on all municipal construction projects in the City, including streets, storm drainage, and utility extension and repair. Staff plans and designs some projects, or may act as the liaison between the City and consultant engineers, inspecting work and administering payments.
- The **Department of Public Improvements / Street Maintenance Division** performs regular maintenance on the City's 86 miles of asphalt, concrete, gravel, and brick streets—including sweeping streets, installing pavement markings, cleaning drainage ways, removing snow, cleaning up after storms, patching potholes, maintaining signs, and leveling gravel streets and alleys.

CITY HALL GOALS

- Incorporate access control to **improve security,** reconfiguring the facility as necessary.
- Update and remodel interior spaces, to increase flexibility of uses and improve the customer experience.

Police Department

Since 1963, the Winfield Police Department has operated out of a downtown building located just north of City Hall, at 812 Millington Avenue. Built in 1930, the 2-story building is constructed of concrete block with brick veneer, with a 3-bay attached garage behind.





The City is currently in the process of planning and building a **new Public Safety Center**, which will be designed to efficiently support modern police operations.

The Winfield Police Department has 25 full-time and 2 part-time staff members, providing police protection services to the City 24 hours a day, seven days a week.

Within the building, the Chief, the Captain and the Department Administrative Assistant each have an office, three offices are used by Patrol officers and supervisors, two offices by the Investigations supervisor and three Investigators, one by Animal Control, and one by the Data Entry Coordinator. Data Entry staff work in the front reception area.

The building has restrooms and a full kitchen. There is only one meeting room, and no designated training room. A small room and the basement are used for storage. There is one cell, suitable only for very limited temporary detentions; prisoners typically are held at Cowley County Jail.

Cowley County operates the **E911 dispatch system** for emergency calls.

Vehicles The Winfield Police Department uses Dodge Chargers for patrol vehicles, has a Chevrolet Tahoe for a K-9 vehicle, a Ford F-250 for Lake Patrol, and a Ram 2500 for Animal Control. Approximately three vehicles are replaced each year.

POLICE DEPARTMENT GOALS

- Complete design and construction of the new Public Safety Center.
- Evaluate the existing Police Department building for possible new uses after police operations move to the new facilities.
- Increase staff as necessary, as the community grows.
- Continue regularly replacing patrol vehicles and upgrading computers.

Fire/EMS Department

The **Winfield Fire / Emergency Medical Services Department** provides 24/7 fire protection and emergency medical services within the city of Winfield. In addition, the Fire Department serves a 236-square mile area outside the city limits, while EMS serves a 750 square mile. In 2019, personnel from Winfield's Fire/EMS Department responded to 2,251 calls within the city, and 634 calls from outside the city limits.

The **Winfield Fire Station** is located at 817 Fuller Street, on 9th Avenue two blocks east of City Hall. The south half of the building was completed in 1886, constructed of local limestone in the Classical Revival style. It originally had three stories and a tower, and housed all of Winfield's City offices, including the Police and Fire Departments. When the current City Hall building was completed in the mid-1920s, other staff relocated, and the older building was dedicated solely to Fire Department use.

The Fire Station was extensively remodeled in 1931. The third floor and tower on the original structure were removed, and the bay doors for fire equipment were moved from the south side to the east side. The brick north annex was added, doubling the number of vehicle bays. When the remodel was done, the 140 by 50 foot building covered its entire 7000 square foot lot.





The Fire/EMS Department currently occupies the whole building, with the exception of the second floor of the annex, which is used by the City Band. **Parking** for Fire/EMS Department staff is provided in the large parking lot to the west of the building, which is owned by Cowley County.

The **E911 dispatch system** for emergency calls is operated by Cowley County.

Apparatus The tables below show fire fighting and EMS apparatus in service in Winfield, as of January 2020. In general, the City's firefighting vehicles are expected to provide 10 to 15 years of use before being replaced. EMS vehicles are replaced after 180,000 miles of use.

Winfield Fire Department Apparatus *(as of January 2020)*

Year	Description	Tank Capacity (in gallons)	Pump Capacity (in GPM)
1989	Pickup 72	—	250
1993	Rescue 71	0	0
1995	Tanker 71	—	250
1999	Engine 72	—	1250
2001	Quint QT71	—	1500
2006	Aerial Platform 71	—	2000
2013	Pumper 71	—	240
2016	Pickup 74	400	250
2018	Engine 71	—	2000

EMS & Ambulance Vehicles *(as of January 2020)*

Year	Vehicle	Description
2005	Medic 77	Ford E450
2014	Medic 71	Chevrolet 4500 — Osage
2016	Medic 74	Dodge — Braun
2019	Medic 72	Ford 450 — Osage
2019	Medic 73	Ford 450 — Osage

Winfield has 29 full-time and part-time firefighters, and one volunteer firefighter. All of them are cross-trained as Emergency Medical Technicians or Paramedics.

ISO RATINGS

Fire department services nationwide are rated by the **National Insurance Services Office (ISO).** Ratings, which cover a wide variety of factors, are made on a scale of 1 to 10, with one being the highest rating. A City's ISO rating may impact fire insurance rates for local residents.

The latest ISO inspection for the Winfield Fire Department, in November of 2017, rated fire protection services in the City at 3, and rated services outside the city limits at 10. The ISO noted that improvements to the rural rating could be attained with more dispersed deployment of apparatus and personnel. They also recommended that GIS locators be installed on all firefighting vehicles.

FIRE/EMS DEPARTMENT GOALS

- Acquire and install GIS locators on all firefighting apparatus.
- Replace oldest fire fighting apparatus.
- Complete and implement current plans to build a new Winfield Fire/EMS Station. Include more apparatus storage space and more staff parking.
- Evaluate the existing Fire Department building for possible new uses after operations move to the new facilities.

Municipal Operations Center

The City of Winfield has consolidated its heavy equipment and materials storage on one 30.5-acre site at 2701 East 9th Avenue. The Municipal Operations & Fleet Services Center is on the south side of Highway 160, just east of Winfield High School. Black Crook Creek flows through the east side of the site.

The Operation Center houses administrative offices for all municipal utilities, as well as the City's Purchasing Department, Central Stores, the Streets Department, Fleet Services, and Sanitation/Recycling.

A large paved parking lot on the north side of the site, off Highway 160, provides public access to the main Operations Center building and the Service Center. A network of gravel roads provides access to all the buildings and storage areas on site. Additional paved staff parking is available at most of the buildings.



The main **Operations Center** building was constructed in 1967. The north portion is 35x172 feet in size, constructed of concrete block with brick veneer. It provides conditioned office space for municipal utilities staff. It is directly connected to a 9,760 square foot warehouse to the south, which in turn connects to a 9,600 square foot warehouse with loading docks to the east, and a 1,440 square foot warehouse to the west. All three warehouse spaces are constructed of concrete block, and have space heaters.

Built in 2003, the **Service Garage** is a single-story metal building, 72x140 feet in size, with seven service bays. It provides space for staff to maintain and repair City vehicles and heavy equipment.

A **Storage** building 10,640 square feet in size and an **Equipment Shed** 1,860 square foot in size were constructed in 2014. They are single-story metal buildings, with no heating or air conditioning.

A number of other outbuildings are distributed around the site, including a storage building for **Fire Department rescue equipment**, a **Dog Holding Shelter**, a storage building for **concrete forms**, and a **Transformer Processing Building**.

Approximately 17 acres of the site are fenced, providing a **secure outdoor storage yard** for vehicles and bulk materials.

MUNICIPAL OPERATIONS CENTER GOALS

- Replace the **HVAC system**.
- Replace the **roof**.
- Overlay the **parking lot**.

Parks Office & Shop

Winfield's parks and recreation services are discussed in detail in the 2020 *Winfield Master Plan for Parks, Trails & Recreation*. However, the Office and Shop facility which supports Parks Department staff is described here.

The **Parks Office and Shop** is east of the City Wastewater Treatment Plant, located on the same 41.4-acre parcel of land. The Parks facility is at 2205 Broadway Street, across the road and directly west of the Broadway Recreation Complex.



Constructed in 2000, the **Office** portion of the facility is a single-story building constructed of native stone, 2,200 square feet in size. The 7,800 square foot **Shop** building is to the west of and connected to the Office. The Shop is metal on a wood frame, and conditioned only with a space heater. Behind the Parks Office & Shop, there are secure fenced **outdoor storage yards** for bulk materials.





PARKS OFFICE & SHOP GOALS

- Construct an equipment shelter (a lean-to or similar enclosure) to provide weather protection.
- Connect the building to the City's fiber optic network.

Winfield Public Library

Winfield Public Library is located at 605 College Street, at the southeast corner of 6th and College. It occupies the northeast corner of the Baden Square campus, and has ample paved parking on its east and north sides.

The building was originally a college library, constructed in 1962. After the campus was acquired by the City, the mid-century modern structure was renovated in 1990 to serve as a public library. The 13,735 square foot Library building was remodeled further during the mid-2000s—to provide better work flow for staff, dedicated computer areas, improved young adult and children's facilities, a family restroom, an updated meeting room, and better finishes, lighting, acoustics, and windows throughout.



Founded in 1913, Winfield's Library is governed by a 7 member **Board of Trustees**, with duties defined by state statutes. Board members are appointed by the City Mayor, who is also an ex-officio Library Board member.

The Winfield Public Library offers a wide range of programs and services to its 19,220 registered users, and to the community at large. It checks out over 134,000 items per year.





As of 2018, the Library's collection included 57,633 books and 114,292 e-books, 114,292 CDs, and 5,061 DVDs. The Library maintained 64 electronic collections and 93 periodical subscriptions. The Library also participates in an Interlibrary Loan service that provides patrons with access to four million books, audiobooks, compact discs and DVD's in over 300 Kansas public, academic and school libraries.

The Library offers ten computers for public use, with software and internet access, as well as free wi-fi. For homebound Winfield resident, Library staff provide free at-home delivery of library materials.

During the COVID-19 pandemic, the Library closed to public use but continued to serve the community by providing books, DVDs, Summer Activity packets, crafts and other items via curbside pickup. Library Board meetings during the pandemic were video-conferenced.

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

Public Housing

Public housing programs in the U.S. are intended to provide decent housing for low-income residents, the elderly, and people with disabilities, at affordable rents that are based on household income. Housing programs are federally subsidized through the Department of Housing and Urban Development (HUD), and managed by local housing authorities.

Established in 1982, the **Winfield Housing Authority** is located at 1417 Pine Terrace. The Authority manages fifty City-owned public housing apartments, called Cedar Brook Apartments, which offer one-, two-, three-, and four-bedroom apartments to eligible renters. For more information, see http://winfieldhousing.com.



Winfield's **Cedar Brook Apartments** are located on two nearly adjacent sites in the northeast part of the City. There are a number of single-story brick buildings on each site; each building contains no more than four apartment units. Cedar Brook North at 420 North Park Place has 22 units on a 3.5-acre site, while the nearby Cedar Brook South has 28 units on a 2.9-acre site.

Cemeteries

There are four cemeteries in Winfield. Three of them—**Highland Cemetery, Union-Graham Cemetery,** and **St. Mary's Cemetery**—are owned and managed by the City of Winfield. The fourth is the **Kansas Veterans' Cemetery**, which is owned by the Kansas Commission on Veterans Affairs.

All four cemeteries are currently in active use. Highland Cemetery and the Veterans Cemetery both have ample room for expansion. Within the 20-year Planning Period, St. Mary's may reach capacity. All available plots at Union-Graham have been purchased, though not all have been used.

KANSAS VETERANS' CEMETERY AT WINFIELD

The Kansas Veterans' Cemetery at Winfield is located at 1208 North College Street, near the Kansas Veterans' Home. One of four state veterans' cemeteries in Kansas, it is reserved for veterans of the U.S. military, and their spouses and children. While it is not a municipal facility, its presence does impact the demand for other cemetery facilities in Winfield.

ST. MARY'S CEMETERY

Located at 1938 East 12th Avenue, this small 4.6-acre cemetery was originally established in 1883 by Holy Name Catholic Church. Ownership was transferred from the Wichita Catholic Diocese to the City of Winfield in 1941.

The Catholic Church no longer forbids cremation, though it does require that ashes be kept in a sacred place, and not scattered or kept at home. A columbarium, designed to hold cremation urns, will therefore likely be needed at St. Mary's Cemetery within five years.



St. Mary's Cemetery

UNION-GRAHAM CEMETERY

Located at 601 North Michigan Street, the 21.9 acre Union-Graham Cemetery started out as two separate cemeteries. Graham Cemetery was established in 1872 by the Winfield Cemetery Association, and Union Cemetery in 1898 by the Cowley Union Cemetery Association. Union-Graham Cemetery contains the graves of some of Winfield's earliest residents and founding families.

Since 1918, both cemeteries have been owned and operated by the City of Winfield. Burial records for the two cemeteries are still kept separately.



Union-Graham Cemetery

Though all available burial plots at Union-Graham are in use or reserved, columbaria will be needed during the course of the Planning Period. In addition, a maintenance shed on the site, which burned down in 2019, should be replaced.

HIGHLAND CEMETERY

Located south of the Fairgrounds at 702 Amos Becker Road, the 150-acre Highland Cemetery sits on a bluff overlooking the Walnut River. Originally established in 1875, the Cemetery has been owned and operated by the City of Winfield since 1918.

The Cemetery includes the 3,760 square-foot Highland Abbey Mausoleum building, constructed in 1913, with a narthex added in 1950. There are also two Columbaria for cremation urns, and a Remembrance Garden for scattering cremation ashes.



Highland Abbey Mausoleum



Highland Cemetery

In addition, Highland Cemetery has several outbuildings, including a 900 square foot Maintenance Building, a 600 square-foot shed, and a 550 square-foot shed, all built in 1995.

The Highland Cemetery parcel has nearly 66 acres of land currently in agricultural use, which will be available for future expansion at need.

An on-site office for use by Cemetery operations staff is needed. Additional columbaria may also be required at some point during the 20-year Planning Period.

Changing Practices

Dealing with death has always been an activity powerfully shaped by tradition. Nevertheless, attitudes and rituals surrounding the disposition of loved ones' bodies have been changing dramatically over the last 50 years. Planners who deal with cemeteries will need to adapt their physical facilities to meet these transforming expectations.

Changes have been driven by both social and economic factors—ranging from concerns over environmentally unsustainable funeral and burial practices, to prohibitive costs for funerals and burial plots, to the dispersion of American families across the country, to the trend toward mourning via social media.

Starting in the 1950s, many suburban communities were designed without cemeteries, and many older cemeteries are running out of space—a problem that will inevitably get worse as population increases. As burial space becomes more scarce, its cost will continue to rise.

Cremation In 1960, only 4% of Americans who died were cremated. In 2020, cremation is more common than burial, and by 2030, the cremation rate in America is expected to be 70%. That figure may well change, however, as interest in reducing carbon emissions inclines people to look for less fuel-intensive solutions.

One alternative to thermal cremation is **hydro-cremation**, or alkaline hydrolysis. It is a process that uses water, pressure, heat and an alkaline chemical solution to dissolve soft tissues, leaving only bone fragments to be processed into ash. It uses less energy and causes less air pollution than thermal cremation. Though not yet available from funeral service providers anywhere in the state, it has been legal in Kansas since 2011.

Scattering Ashes For various personal or religious reasons, some people who choose cremation may want their remains to be kept indefinitely in an **urn in a cemetery columbarium**. However, many people prefer to have their ashes scattered. Some cemeteries maintain a **memorial garden** specifically for this purpose.

Alternatively, people often scatter ashes at a place that was meaningful to the deceased—which could be almost anywhere, from a backyard garden to a favorite vacation spot. There is no public health risk involved in scattering ashes, and no Kansas law controls where human ashes may be scattered or stored. In the City of Winfield, ashes may be legally scattered only at a cemetery, or on private property with the owner's permission.

Green Burial is an option that is rapidly becoming more popular, especially for ecologically-minded people. Instead of striving to retard decomposition, this alternative method of interment allows the body to decompose naturally, returning to the earth. No toxic embalming chemicals or concrete vaults are used, and any caskets or shrouds are biodegradable. No headstones are installed, though GPS coordinates of each burial site are recorded, and available to loved ones who may wish to visit a specific burial location.

Green burial cemeteries are intended to remain as green space in perpetuity, reserved as a conservation site or wildlife preserve, and protected from development. Some traditional cemeteries are now dedicating a specific portion of their sites for green burials.

WINFIELD CEMETERIES GOALS

- Design and build a columbarium at St. Mary's Cemetery.
- Plan for additional columbaria at Highland Cemetery.
- Consider adding a columbaria at Union-Graham Cemetery.
- Consider designating a Green Burial area at Highland Cemetery.

Health Care Facilities

Medical facilities in Winfield, as in most communities, are not City-owned. They are nevertheless an important factor in long-term planning for City leaders. Good access to adequate health care is an important component of a community's quality of life. The availability of health care also has an economic impact, since it is often one of the site selection criteria used by business and industry.

William Newton Hospital provides the foundation for healthcare services for residents in the Winfield Planning Area. For over 30 years, the Hospital has worked to help the community maintain local control of healthcare, establishing formal networks with regional healthcare providers, recruiting physicians, and partnering with local industries to provide occupational health services.

In addition to physicians, Winfield is also well supplied with dentists, optometrists, chiropractors and pharmacists. Built in 2011, and just a 15-minute drive away in Arkansas City, is the 38-bed **South Central Kansas Medical Center** hospital. A wide variety of hospitals, clinics, and other medical services are also available in the Wichita metropolitan area, about an hour's drive away.

WILLIAM NEWTON HOSPITAL

Serving Winfield since 1927, William Newton Hospital (WNH) is categorized as a community general hospital. It is governed by a Board of Trustees, whose five members are appointed by the Winfield City Commission.

WNH is a locally managed nonprofit organization, which receives no tax support. Since 2006, WNH has been certified as a Critical Access Hospital, eligible for cost reimbursement from Medicare. Since 2005, the **William Newton Healthcare Foundation** has helped to provide additional financial support for the Hospital.



William Newton Hospital delivers inpatient and outpatient services, including radiology, orthopedics, surgery, obstetrics, pediatrics, cardiology, and oncology. WNH offers emergency care, home health care, diabetes education and counseling, sleep studies, and rehabilitation services. The Hospital has facilities for MRI and radiation treatments, a hyperbaric chamber for wound healing, a pharmacy, a pathology lab, a Family Birthing Center, and quarters for EMS personnel.

WNH opened the **Winfield Healthcare Center** in 1992, to provide office space for consulting staff physicians, as well as hospital outpatient services. In 2004, the three story, 30,000 square foot **Physicians Pavilion** was built next to the Healthcare Center, to provide state-of-the-art doctors' office facilities to help keep needed physicians in the Winfield area. Both facilities are located just across 5th Avenue from the Hospital.



William Newton Hospital



Winfield Healthcare Center



Physicians Pavilion

To improve healthcare access for rural residents in Chautauqua, Elk and Cowley counties, the Hospital operates five **rural health clinics**. **Health Professionals of Winfield**, located in the Physicians Pavilion, is an internal medicine and primary care practice for adults. **Cedar Vale Rural Health Clinic**, **Dexter Community Rural Health Clinic**, **Moline Community Rural Health Clinic** and **Tallgrass Rural Health Clinic** in Sedan are all family practice clinics.



Cedar Vale RHC



Dexter CRHC



Moline CRHC



Tallgrass RHC

All tax-exempt hospital facilities in the nation are required to conduct a **Community Health Needs Assessment** (CHNA) at least once every three years. The CHNA has to include input on community healthcare needs, from both public health experts and the community at large, as well as an implementation strategy to address those needs. The most recent (2018) report is available at Cowley County Health Needs Assessment Final Report.

William Newton Hospital is in the process of implementing a ten-year **Master Facility Plan**. The first step was a $1.5 million project project in 2016, which upgraded the Hospital's electrical, water, and air conditioning systems, as well as its parking lots. In 2020, the hospital completed construction on Phase 1, the expansion of the surgical department.

HEALTH CARE FACILITIES GOALS

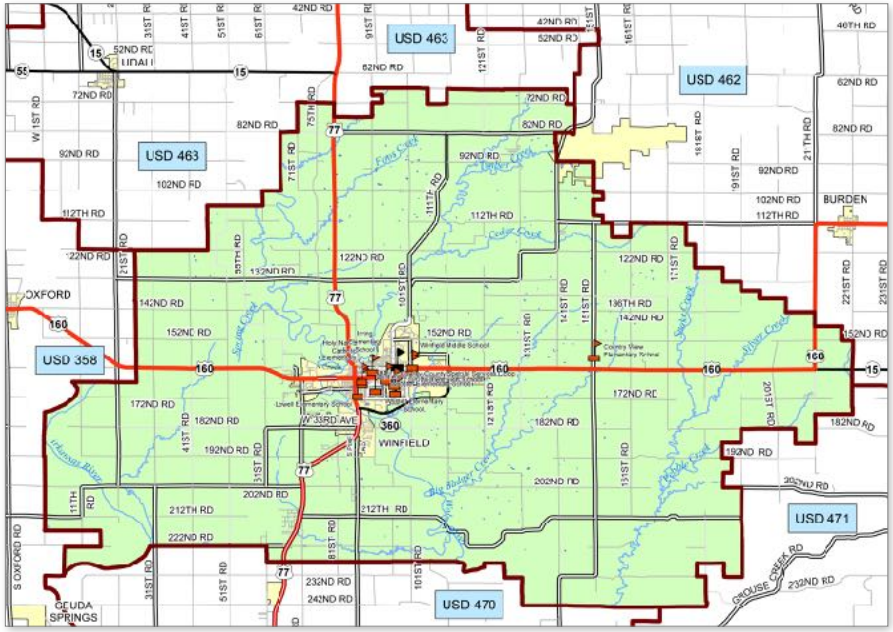
- Continue implementation of the William Newton Hospital **Master Facility Plan.**
- Continue to **recruit and retain family physicians.**

Schools

Schools are not City-owned, but their quality is a critical factor in securing any community's future.

Winfield Unified School District 465 serves a 260 square mile area in and around the city of Winfield. The majority of the District is in Cowley County, though some small parts of it extend into Sumner and Chautauqua Counties as well.

About four out of five of USD 465 students live inside the City of Winfield, while the remaining 20% are from the rural areas of the District. Student enrollment trends in USD 465 had been showing a small decline for about a decade, but starting in the 2018-2019 school year showed a slight upward trend for two years.



*Kansas Department of Transportation map of **Winfield USD 465**, as of June 2, 2015.*
(KDOT School District Maps are available at www.ksdot.org/bureaus/burtransplan/maps/SchoolDistrict.asp.

As of 2020, USD 465 had an enrollment of 2,193 full-time-equivalent (FTE) pupils. The total assessed valuation of property in the District was approximately $120 million, resulting in an assessed valuation per pupil of $3,638. The District's bonded indebtedness in 2020 was $6,885,000.

USD 465 provides bus transportation for all children that live at least two and a half miles from their school.

USD 465 has four elementary schools (Country View, Irving, Lowell, and Whittier), Winfield Middle School, and Winfield High School. With the exception of Country View Elementary, all District schools are located within the City of Winfield.

District teaching facilities also include an **Early Learning Center** pre-school at 509 East 8th Avenue, and the **Cowley County Special Services** building at 1317 Wheat Road, for cooperative special education services.

Other School District facilities include the **Winfield William Medley Administration Center** at 1407 Wheat Road, a **Bus Barn** at 407 Harter Street, and a **Maintenance Shop** at 2602 East 9th Avenue. The old Webster Elementary School **building at 900 East 12th Avenue**, built in 1939, is used as for storage.

The USD 465 Board of Education is currently developing a **new strategic master plan**, although the disruption caused by the COVID-19 pandemic has delayed the process.

Additional information regarding the Winfield School District is available at usd465.com.



- **Winfield Early Learning Center**, at 509 East 8th Avenue, was built in 1963, with additions constructed in 1986 and 1992. The single-story building is now 33,792 square feet in size, and has 25 classrooms, a gym, and a cafeteria.

  The School's drop-off zone is not adequate. There are 20 parking spaces for staff, which are not sufficient. Traffic flow is currently a problem, and will likely get worse after a proposed new City facility is built nearby.

  The Early Learning Center serves pre-Kindergarten students, with an average class size of 15. As of 2020, the School had 249 full time equivalent (FTE) students in two shifts. The facility was not designed for either the number of students or the age range currently housed at the Early Learning Center.

  The District has maintained an additional pre-school classroom at the Cumbernauld Village retirement community, in a cooperative program that involves grandparent volunteers. Due to the COVID-19 pandemic, that classroom was relocated to the Early Learning Center, at least for the 2020-2021 school year.

- **Country View Elementary School**, at 16300 151st Road, is the only USD 465 school located outside of Winfield, in a rural area east of the city. Built in 1986, with additions constructed in 2005, the single-story building is now 29,847 square feet in size, and has 15 classrooms, a gym/cafeteria, and a barn.

  The School's drop-off zone is adequate, as is parking, with 30 unpaved off-street parking spaces for staff.

  Country View serves Kindergarten through Grade 5 students, with an average class size of 20. As of 2020, the School had 129 full time equivalent (FTE) students. School capacity is 300 FTE students, so there is room to grow.

- **Irving Elementary School**, at 311 Harter Street, was built in 1963, with additions constructed in 1969. The single-story building is now 43,372 square feet in size, and has 25 classrooms, a gym, and a cafeteria.

  The School's drop-off zone is not adequate. There are only 10 on-street parking spaces for staff, which are not sufficient.

  Irving serves Kindergarten through Grade 5 students, with an average class size of 25. As of 2020, the School had 332 full time equivalent (FTE) students. School capacity is 450 FTE students, so there is room to grow.

- **Lowell Elementary School**, at 1404 Millington Street, was built in 1957, with additions constructed in 1963, 1969, and 2005. The single-story building is now 32,272 square feet in size, and has 25 classrooms, a gym, and a cafeteria.

  The School's drop-off zone is not adequate. There are only 5 on-street parking spaces for staff, which are not sufficient.

  Lowell serves Kindergarten through Grade 5 students, with an average class size of 25. As of 2020, the School had 245 full time equivalent (FTE) students. School capacity is 400 FTE students, so there is room to grow.

- **Whittier Elementary School**, at 1400 Mound Street, was built in 1954, with additions constructed in 1960, 1986, and 2006. The single-story building is now 32,272 square feet in size, and has 25 classrooms, a gym, a cafeteria, and a tennis center.

  The School's drop-off zone is not adequate. There are 50 parking spaces, all of them on-street except for the parking lot at the tennis center. Parking is insufficient.

  Whittier serves Kindergarten through Grade 5 students, with an average class size of 25. As of 2020, the School had 263 full time equivalent (FTE) students. School capacity is 400 FTE students, so there is room to grow.

- **Winfield Middle School**, at 130 Viking Boulevard, was built in 2006. The single-story building is 112,147 square feet in size, and has 50 classrooms, a gym, a cafeteria, and football/soccer practice fields.

  The School's drop-off zone is not adequate. There are 50 parking spaces for staff, which are sufficient.There is a traffic flow issue in the vicinity of the school.

  Winfield Middle School serves students in grades 9 through 12, with an average class size of 15. As of 2020, the School had 518 full time equivalent (FTE) students. School capacity is 600 FTE students, so the school is nearing capacity.

- **Winfield High School** is located at 300 Viking Boulevard, on the same campus as Winfield Middle School. It was built in 1974, with additions constructed in 1998 and 2006. The two-story building is 184,663 square feet in size, and has 65 classrooms, a gym, a cafeteria, a track, football practice fields, and a vocational/agricultural building.

  The School's drop-off zone is not adequate. There are 150 parking spaces for staff and students, which are sufficient.There is a traffic flow issue in the vicinity of the school.

  Lowell serves students in grades 9 through 12, with an average class size of 15. As of 2020, the School had 641 full time equivalent (FTE) students. School capacity is 750 FTE students, so the school is nearing capacity.

There are also two private religious schools in Winfield.

- **Trinity Lutheran School** is a state-accredited school that offers a preschool program, an all day kindergarten, and combined-grade classrooms for grades 1-2, 3-4, and 5-6. Yearly enrollment is typically about 60 students, with class sizes of 10 to 12 students.
- **Holy Name Catholic School** offers a preschool program, an all day kindergarten, and classes for students in grades 1 through 6.

CITY GOALS FOR SCHOOLS

- Coordinate upgrades to utilities infrastructure and stormwater management systems with school facility improvements.

Southwestern College

The presence of a thriving local college is a major predictor of long-term success for any small American city. Southwestern College (SWC) in Winfield has a powerfully positive effect on the community's economy, and even more on its quality of life. The College attracts young people and highly educated people to the City, and many of them stay.

Opened in 1885, Southwestern is a private college affiliated with the United Methodist Church. Its 82-acre main campus is located in northeast Winfield, and has 20 buildings, including on-campus housing for up to 485 students.

As of 2020, SWC has 245 staff members, including 45 faculty at the main campus. It has more than 700 full-time students, from 30 states and 18 foreign countries, who bring cultural diversity to Winfield. As of the autumn of 2019, SWC also serves nearly 800 online students. Between 2015 and 2019, SWC saw a 35% increase in the size of its student body.

SWC has a number of off-campus facilities, including the Southwestern College Learning Center at 120 West 12th Street, the 240-acre Moore Biological Field Station and Hege Field Laboratory on 131st Road, and the Professional Studies Office in Wichita. It also owns a number of residential properties in Winfield, some of which are rented to faculty, and some of which are adjacent to campus and have been secured for future development.

SWC has 458 paved and 163 unpaved off-street parking spaces on campus. Of those, 13 paved and 9 unpaved spaces are reserved for staff and delivery vehicles, and 8 paved spaces are reserved for visitors.





Planners should continue to maintain a cooperative relationship between the City and the College, working together to benefit both.

CITY GOALS FOR SOUTHWESTERN COLLEGE

- Coordinate upgrades to utilities infrastructure and stormwater management systems with College facility improvements.
- Consider closing Houston Road at Warren Avenue as a through street, to facilitate development of a new SWC Residence Hall at the southeast corner of Warren Avenue and Houston Road.
- Coordinate with SWC planners as they continue work on updating the Campus Master Plan, bringing municipal support to bear where appropriate.

Public Perceptions of City Facilities

The following tables show the results from the 2019 Community Questionnaire, when Winfield area residents were asked to rate the community's physical facilities, as well as community programs and services.

Facilities are arranged in order of the percentage of responses rating them "Excellent". Yellow cells indicate the three highest "Inadequate" scores.

For physical facilities, the Library, City Parks and the Hospital are clustered near the top of the ratings. For programs and services, Fire Protection, EMS services and the Library got the highest ratings.

The worst ratings for physical facilities went to street paving and maintenance (53%), stormwater drainage systems (32%), and street lighting (25%). It is not unusual for streets to receive such ratings, since they are something most residents interact with every day, which means more people are well aware of every single fault.

For programs and services, the worst ratings went to services at Winfield City Lake (28%). Medical and hospital services had the next worst ratings, though dissatisfaction there may well have much to do with economic and systemic factors beyond the control of local institutions.

How would you rate the following community physical facilities?

PHYSICAL FACILITIES	Excellent		Adequate		Inadequate		Don't Know	
Winfield Public Library	462	53%	393	45%	12	1%	54	6%
Broadway Recreation Complex	391	50%	356	46%	32	4%	141	15%
City Parks	366	41%	464	52%	67	7%	19	2%
William Newton Hospital	328	38%	467	54%	76	9%	42	5%
Winfield Aquatic Center	273	36%	449	60%	32	4%	164	18%
Compost Facility	228	32%	451	64%	25	4%	207	23%
Rec Center / Fitness Center	251	31%	490	60%	79	10%	99	11%
Baden Community Center	197	25%	501	64%	85	11%	136	15%
USD 465 facilities	190	25%	500	65%	82	11%	132	15%
Cowley County Historical Museum	169	24%	466	67%	58	8%	226	25%
City Hall	180	23%	564	71%	49	6%	124	14%
Arts & Humanities Facilities	158	22%	469	67%	77	11%	210	23%
Winfield City Lake	132	19%	432	62%	136	19%	217	24%
Traffic Signs and Signals	134	15%	617	68%	154	17%	14	2%
Stormwater Drainage System	101	13%	419	55%	246	32%	151	16%
Street Lighting	119	13%	555	61%	229	25%	14	2%
Street Paving and Maintenance	63	7%	352	40%	471	53%	27	3%

How would you rate the following community programs and services?								
COMMUNITY PROGRAMS & SERVICES	**Excellent**		**Adequate**		**Inadequate**		**Don't Know**	
Fire Protection — service	495	**57%**	351	41%	15	2%	58	6%
Winfield Public Library programs	462	**56%**	343	42%	20	2%	100	11%
EMS / Ambulance — service	475	**55%**	357	42%	25	3%	67	7%
Police Protection — service	424	**48%**	399	45%	63	7%	39	4%
Municipal Electric Power — service	398	**45%**	464	52%	25	3%	34	4%
Trash Disposal — service	385	**44%**	445	51%	37	4%	53	6%
Natural Gas — service	368	**44%**	464	55%	12	1%	76	8%
Recreation Commission programs (at Rec Center)	347	**44%**	390	49%	59	7%	126	14%
Compost Facility — service	324	**43%**	394	52%	35	5%	162	18%
Water & Sewer — service	368	**43%**	473	55%	20	2%	61	7%
Parks maintenance	381	**42%**	454	50%	67	7%	19	2%
Recycling program & service	334	**42%**	388	48%	80	10%	119	13%
William Newton Hospital — services	330	**38%**	424	49%	108	13%	60	7%
Arts & Humanities programs	256	**36%**	400	56%	58	8%	204	22%
Dental services	297	**34%**	488	57%	76	9%	67	7%
Programs at Winfield Aquatic Center	224	**33%**	412	60%	45	7%	237	26%
Cowley County Historical Museum programs	212	**33%**	364	56%	74	11%	272	30%
Medical services	291	**33%**	495	55%	109	12%	29	3%
City Hall services	196	**27%**	499	68%	38	5%	187	20%
USD 465 K-12 classes, programs & activities	193	**26%**	472	64%	74	10%	158	18%
Services at Winfield City Lake	99	**16%**	352	56%	176	28%	294	32%

Section 4 — Comprehensive Planning

CHAPTER 12. Regulatory Tools

CHAPTER 13. Resources

CHAPTER 14. Comprehensive Plan Implementation

CHAPTER 12. **Regulatory Tools**

A community's planning goals are implemented in a variety of ways, including the use of regulatory tools. The Planning Commission is directly involved with the development and administration of Zoning and Subdivision Regulations, can recommend other local codes, and makes recommendations to the City Commission on annexation decisions.

The following regulatory tools will be discussed in more detail in this chapter.

- **Zoning Regulations** protect property values by ensuring that residential, commercial and industrial land uses are located in compatible arrangements which prevent conflicts. They also regulate the intensity of development, in order to manage traffic congestion, and to keep development in balance with the availability of utilities and other essential infrastructure.

  Zoning regulations establish standards for building setbacks from property boundaries, for required parking spaces, and for maximum height and lot coverage for structures.
- **Subdivision Regulations** specify the standards and conditions under which a tract of land can be subdivided. They ensure that a new subdivision development will have lots and streets designed to meet local standards, and will adequately provide for necessary utilities and public improvements.

  Subdivision Regulations may stipulate requirements for street lighting, sidewalks, water supply and sewage disposal systems, and may encourage the dedication or acquisition of land for schools, parks, open space, or other community facilities within the new subdivision.
- **Extraterritorial Jurisdiction** Kansas statutes allow a City to exercise authority for a certain distance beyond its boundaries, through zoning and subdivision regulations, *unless* the county chooses to assume the responsibility instead. A city's extraterritorial jurisdiction is the area of land beyond the city limits, in which the city's zoning or subdivision authority is exercised.
- **Site Plan Review & Approval** State statutes allow for Site Plan Approval to be authorized in a community's Zoning Regulations. A Site Plan is a detailed drawing that shows how a parcel of land will be developed.

  Site Plan Review is the process of reviewing site plans to ensure that the proposed land use meets the community's design standards as provided in the regulations. Site Plan Approval is typically required for all new development, except for single-family dwellings and duplexes which are not in a courtyard setting.
- **Construction & Environmental Codes** Various codes provide standards for the quality of construction, and can be used to remedy substandard housing as well as sanitary and nuisance conditions. Codes are generally administered and enforced by trained staff specifically assigned those duties, typically a Code Enforcement Officer.
- **Annexation** is the process by which a city expands its boundaries, in order to manage its physical growth in a sensible, predictable, and fiscally responsible manner. Annexation may be used to provide room for the city's future growth and development, and is often required before providing municipal utilities and services to existing or new development.

Zoning Regulations

Winfield's Zoning Regulations apply only within the City.

City, county, or joint city-county zoning regulations are the primary methods for regulating the use of land and structures in Kansas. Such regulations provide the legal method to divide an area into various zoning districts containing compatible residential, commercial or industrial land uses.

Zoning seeks to *prevent* conflicts between adjacent land uses, and is the major tool for resolving conflicts which do occur. The goal of zoning should be to ensure high standards for development without unduly restricting private initiative or causing excessive development costs.

Zoning regulations guide the overall pattern of land use development for the future, help to prevent overcrowding or sprawl, and help prevent depreciation of property values. Zoning can help maintain the rate of development at a pace which can be sustained by the community's infrastructure of public and private facilities and utilities.

Zoning regulations establish residential densities, and also specify the maximum height and minimum building setback requirements for structures, which affects the amount of open space on a zoning lot. Provisions may be included to ensure an adequate number of off-street parking spaces, to control the size and location of signs, to regulate accessory structures and uses, and to regulate home occupations.

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

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

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

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

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

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

Board of Zoning Appeals

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

Kansas statutes permit the members of a Planning Commission to be concurrently designated as the Board of Zoning Appeals. Winfield has chosen not to do so, and maintains two separate Boards, though some Planning Commission members typically also serve on the Board of Zoning Appeals. Any appeal from a decision of the Board itself can be made to the Municipal Court or directly to District Court, and must be made within 30 days.

The Board of Zoning Appeals make decisions when a determination of the Zoning Administrator is appealed. They also may choose to grant variances, or exceptions (conditional uses) to the zoning regulations.

Variances can permit modifications in such standards as the maximum height of a structure, in building setbacks, or in minimum lot sizes.

Exceptions allow uses in zoning districts which are not otherwise permitted outright, provided that such uses are specifically listed in the Zoning Regulations for that Zoning District. Exceptions are typically referred to as **conditional uses**, because conditions are usually attached to their being granted.

Subdivision Regulations

Winfield's Subdivision Regulations apply both within the City and in its Extraterritorial Jurisdiction.

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

Subdivision Regulations are utilized to set standards for the arrangement and design of streets, utility easements, lots, block sizes, open space, installation of public improvements, and proper drainage.

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

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

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

Extraterritorial Jurisdiction

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

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

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

Cowley County has no current Zoning Regulations or Subdivision Regulations, and has not established a County Planning Commission. The only construction codes Cowley County enforces are those regarding private sewage disposal, through the County Health Department. Cowley County has Floodplain Regulations, but since there is no building permit process to initiate elevation certificates, enforcement is limited.

Since Cowley County does not have Zoning or Subdivision Regulations, the City has the right to apply its own equivalent regulations **within three miles** of the city limits.

Currently, City of Winfield **Subdivision Regulations apply** outside the City within 3 miles of the corporate limits, but City Zoning Regulations, Construction Codes and Floodplain Regulations do not apply.

EXTRATERRITORIAL ZONING REQUIREMENTS

Before a City can implement extraterritorial zoning, its Zoning Regulations must authorize it, and incorporate provisions to apply it. Winfield's current **Zoning Regulations already allow for the possibility of extraterritorial zoning**.

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

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

EXTRATERRITORIAL SUBDIVISION REQUIREMENTS

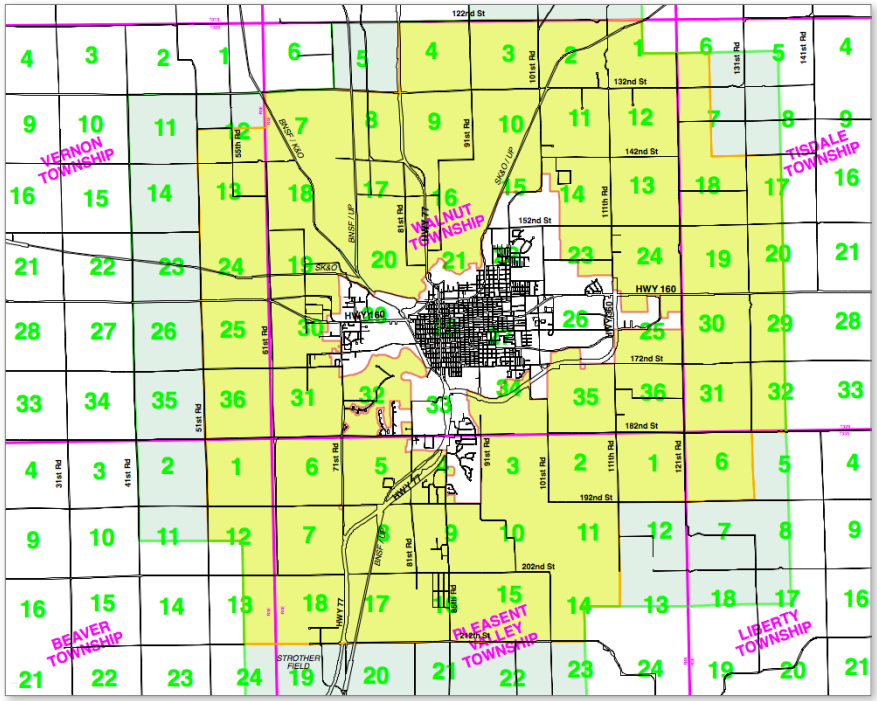
According to K.S.A. 12-749, a city planning commission may apply subdivision regulations to land outside of but within three miles of the city limits, provided such land is in the same county, and does not extend more than half the distance toward another city which has adopted subdivision regulations.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

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

EXTENT OF WINFIELD'S EXTRATERRITORIAL JURISDICTION

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

The following diagram shows the extent of Winfield's extraterritorial jurisdiction, which is all within three miles of the city limits, and does not extend beyond the Planning Area.



Winfield's extraterritorial jurisdiction for Subdivision Regulations and Construction Codes is shown in yellow.
The light green color indicates the Winfield Planning Area.

GOAL

- **Consider extraterritorial zoning** along existing and future development corridors.
- Revise City Subdivision Regulations to clarify the extent of the City's defined extraterritorial jurisdiction.
- Revise City Zoning Regulations to implement extraterritorial jurisdiction.

Site Plan Review & Approval

K.S.A. 12-755(a)(4) provides authority to allow Site Plan Approval provisions to be included in Zoning Regulations, in order to *"control the aesthetics of redevelopment or new development"*.

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

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

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

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

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

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

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

Currently, Winfield does not have Site Plan Review, but these regulatory options may be adopted in future.

GOAL

- Consider the option of establishing **Site Plan Review standards**, particularly for highway commercial and industrial development and for interchange-oriented commercial development. Site Plan Review can serve all the businesses that benefit from being part of a high-quality commercial locale.

Construction & Environmental Codes

Although zoning and subdivision regulations are very important implementation tools, they do not provide standards for the quality of construction, nor do they remedy substandard housing or unsanitary conditions. These objectives can be accomplished through the adoption of various construction and environmental codes. Codes also establish the process for permit approval, licenses, and cases, and create enforcement procedures for inspections and appeals.

The City's construction, health, and planning codes should be regularly evaluated, and updated as necessary to meet changing needs, to sustain the quality of Winfield's housing stock, and to improve environmental conditions in the community.

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

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

Types of Codes

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

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

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

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



example: Building Code violation

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

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

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

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

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

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

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

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



example:
Plumbing Code violation



example: Sanitation Code violation



example:
Electrical Code violation



example:
Dangerous Structure violation

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

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

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

Manufactured, Modular, & Prefab Housing

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

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

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

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

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

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

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

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

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

Existing Codes for Winfield

In 2017, Winfield adopted the following model codes, which were still in effect as of January 2020:

- International Building Code (2015 edition)
- International Residential Code (2015 edition)
- International Plumbing Code (2015 edition)
- National Electrical Code of 2014
- International Mechanical Code (2015 edition)
- International Fire Code (2015 edition)
- International Fuel and Gas Code (2015 edition)

In 1973, the City of Winfield adopted locally prepared codes addressing inoperable vehicles, nuisances, animal control, weed mowing, and fireworks. The animal control code was last reviewed in 2007, the fireworks code in 2013, and the nuisances and weed mowing codes in 2017.

In 2008, the City of Winfield adopted locally prepared codes for housing, dangerous structures, moving structures, and sanitation.

The City of Winfield's current Zoning Regulations and Subdivision Regulations were adopted in 2017. Sign regulations, which are part of the Zoning Regulations, were updated in 2019.

The *Cowley County Sanitary Code* was adopted by the Board of County Commissioners and became effective on March 21, 2006. Its provisions are applicable to all unincorporated areas within Cowley County, including all of the Winfield Planning Area outside of the City's boundaries.

Public Support for Code Enforcement in Winfield

Deteriorated properties create a blighting effect which can spread through a neighborhood, decreasing the value of nearby properties, eroding the tax base, and eventually compromising a city's economic development efforts.

A property in poor condition may be the result of a single landowner's inability or unwillingness to invest in proper maintenance, but the problem spreads when the deteriorated conditions cause adjacent landowners to become discouraged from investing in their properties as well.

City efforts to improve deteriorated environmental conditions can help encourage neighboring landowners to continue to invest in their own properties. Ongoing and aggressive code enforcement efforts can prevent a pattern of spreading blight from being established in Winfield's residential neighborhoods.

The 2019 Community Questionnaire addressed the question of public support for strong environmental requirements and vigorous code enforcement with several questions. The answers showed an **extraordinary degree of public support for the robust codes and vigorous code enforcement** that will help to maintain high environmental standards in Winfield.

- **Approval for stronger regulations or enforcement** on unkempt vacant lots, poorly maintained housing, dilapidated outbuildings, unsightly outdoor storage, and inoperable vehicles ranged from **87% up to 93%**.
- **93%** of respondents want the City to invest more resources toward **demolition of abandoned or dilapidated properties**.
- **98%** of respondents want the City to increase efforts to **enforce the property maintenance code**.

The following table shows the results from the 2019 Community Questionnaire, when Winfield area residents were asked whether City **regulations or enforcement** need to be stronger regarding any of the listed environmental issues.

Stronger Enforcement?						
	Yes		No		I Don't Know	
Unkempt Vacant Lots	778	93%	58	7%	83	9%
Poorly Maintained Housing	766	93%	62	7%	97	10%
Dilapidated Outbuildings	757	93%	54	7%	100	11%
Unsightly Outdoor Storage	715	89%	91	11%	109	12%
Inoperable Vehicles	699	87%	102	13%	117	13%

The following table shows the results from the 2019 Community Questionnaire, when Winfield area residents were asked if the City should invest more resources toward demolition of abandoned or dilapidated properties?

Demolish abandoned or dilapidated properties?					
Yes		No		I Don't Know	
758	93%	56	7%	105	11%

The following table shows the results from the 2019 Community Questionnaire, when Winfield area residents were asked if the City should increase efforts to **enforce** its **property maintenance** code?

Enforce Property Maintenance Code?					
Yes		No		I Don't Know	
704	98%	11	2%	219	23%

Annexation

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

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

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

ANNEXATION IN KANSAS

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

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

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

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

PETITION OR CONSENT ANNEXATION

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

Cooperation often occurs as a result of a **waiver of annexation** agreement. Most cities, including Winfield, require landowners to sign a waiver of annexation before allowing municipal utilities to be extended to serve property outside the city limits. In such a waiver, the property owner agrees not to oppose annexation in the future, as a condition of receiving utility or other municipal services.

Without such agreements, annexing land after development takes place can be very difficult and costly for the City.

UNILATERAL ANNEXATION

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

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

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

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

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

CHAPTER 13. **Resources**

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

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

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

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

Seeking Grants

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

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

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

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

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

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

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

Regional Cooperation

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

Rather than having communities undercut each other as they compete for economic opportunities, **economic development** is also most successfully achieved through cooperation on a regional level—with other governmental entities, with regional agencies, or with private organizations. Such **joint undertakings** can reduce the cost of providing a facility or service individually, improve its quality, and often make a project or program possible which would not be economically feasible if supported only by a single city. Regional cooperation is also sometimes an eligibility requirement of various state and federal grant programs, or may qualify grant recipients for added financial incentives.

The City of Winfield is indirectly represented in many regional organizations by the Cowley County Board of Commissioners, whose members often serve on the boards of such organizations.

In order to effectively manage regional issues, many state and federal agencies operate by regional divisions. In addition, cities and counties often cooperate across political boundaries by utilizing **intergovernmental agreements**.

The **Interlocal Cooperation Act**, K.S.A. 12-2901 et seq., is the principal statute which authorizes cooperation between public agencies and private groups for specific public improvements and services. Such interlocal agreements require the approval of the State Attorney General, and must be filed with the Secretary of State and recorded with the County Register of Deeds.

REGIONAL ORGANIZATIONS

Legacy Regional Community Foundation Founded in 1996, with headquarters in Winfield, Legacy serves Cowley, Sumner, Chautauqua, and Elk Counties. It manages endowment funds that improve quality of life, cultural and educational development, and health and wellness.

Legacy is a 501(c)3 philanthropic nonprofit corporation that provides a legal vehicle for local residents to make charitable gifts back to the community. It can support fund-raising efforts by setting up a long-term fund dedicated to the ongoing support to a local organization, or a short-term fund devoted to a particular community improvement project.

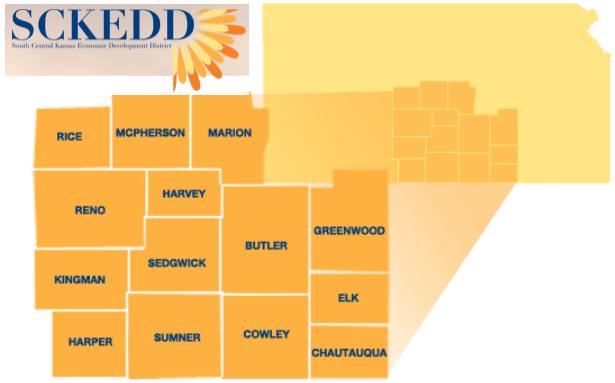
Legacy has assets of over $7.7 million, and leverages those resources through partnerships with nonprofit agencies, governments, and private funders. Between 2000 and 2020, Legacy distributed nearly $3 million in grants, to aid nonprofit organizations, monitor economic conditions, identify social needs, and produce sustainable solutions to community challenges.

Cowley County Cooperative Extension Service The extension service is a partnership between Kansas State University and federal, state, and county governments, with offices in every Kansas county. The Extension Service does not write applications or provide grants, but does provide many **training programs for officials and civic leaders** on the "how to" of community development. They offer classes and technical information that can enhance economic viability and quality of life.

KSU Extension also administers the **First Impressions** program, which helps communities learn about their strengths and weaknesses through the eyes of a first-time visitor. Trained volunteers from a comparable community visit unannounced, and evaluate appearances, access to services; friendliness, and other community attributes. They follow standardized review procedures to document their visit and report on their findings.

[South Central Kansas Economic Development District](#) **(SCKEDD)**

Established in 1972, with headquarters in Bel Aire, SCKEDD is a nonprofit membership organization. It partners with communities in 14 south central Kansas counties, including Cowley County, to support efforts to improve economic vitality, community infrastructure, and housing quality.



SCKEDD services include **loan programs** that provide access to various Small Business or Rural Business Development Loans, as well as direct loans, to help provide startup capital to new innovative companies, and expansion capital for established companies.

SCKEDD has **grant specialists** available to help communities find and apply for grants to attract new businesses, accelerate job growth, and encourage new private development. SCKEDD **community grants** and **rural development grants** help fund improvements to community facilities, water and sewer systems, and housing rehabilitation.

SCKEDD has **housing specialists** that work with communities to renovate existing housing—to attract new residents, a skilled workforce, private investment and economic growth. It also conducts a **weatherization program** that helps eligible low-income households improve their home's energy efficiency.

Housing

Over the course of the next twenty years, Winfield must both improve its older housing and develop substantial amounts of new high-quality housing of various types. There are a number of resources available that could aid the City in pursuit of these goals.

HOUSING PROGRAMS

The Kansas Department of Commerce Housing Resources webpage lists state and federal housing programs available for individuals, developers, lenders, nonprofits and local governments.

- The Housing Assessment Tool (HAT) is designed to assist communities to assess and evaluate their current housing inventory, and develop strategies to improve it.
- The federal HOME Investment Partnerships Program provides federal grants to state and local governments to create affordable housing. The program can assist with rehabilitation, rental housing, new construction, and home ownership targeted to low and moderate income families.

  In Kansas, HOME funds are distributed through the Kansas Housing Resources Corporation. Their First Time Home Buyer Program provides forgivable loans to Income-eligible households that have not owned a home in the past three years.
- The Community Development Block Grant (CDBG) Program provides annual grants to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

Programs to help provide affordable mortgages for low and moderate income people are typically administered by the Federal Housing Administration (FHA) of the **U.S. Department of Housing and Urban Development (HUD)**, or the **Rural Development (RD)** office of the U.S. Department of Agriculture. RD also helps rural residents make health and safety repairs to their homes.

- Information on various types of **HUD loans** is available at www.hud.gov/program_offices/housing/sfh/ins.
- Information on RD **Single Family Housing programs** is available at www.rd.usda.gov/programs-services/all-programs/single-household-housing-programs
- Information on RD **Multi-household Housing** programs is available at www.rd.usda.gov/programs-services/all-programs/multi-household-housing-programs

The SCKEDD Weatherization Assistance Program is conducted by the South Central Kansas Economic Development District. It provides housing improvements that increase energy efficiency in income-eligible, single-household or multi-household dwellings, including manufactured homes. Eligible weatherization services may include weather-stripping and caulking; repairs or replacement of heating/cooling systems; refrigerator testing and possible replacement; insulation; infiltration reduction; or addressing indoor air quality issues.

The **Kansas Rural Housing Incentive District Act** (K.S.A. 12-5241 *et seq.)* allows a City with a population of less than 60,000 that is located in a county with a population of less than 80,000 to establish a rural housing incentive district, and adopt a plan for development of housing and public facilities within it.

Before a city can designate a Rural Housing Incentive District (RHID), it has to conduct a housing needs analysis, and get the approval of the Kansas Secretary of Commerce. Before an RHID can be established, both the Board of the local School District and the Board of County Commissioners have to agree that its establishment will not have an adverse effect on them.

An RHID program can encourage the construction of housing in a community by helping developers to finance necessary public improvements, such as streets and utilities. The developer pays for the improvements during construction of the new housing, but is then reimbursed for approved costs.

Funds for reimbursement come from the incremental increase in real property taxes created by the housing development project, which are allocated to the City under provisions of the Act. Up to 100% of the incremental increase, for as long as 25 years, may be dedicated to reimbursing the developer.

Kansas communities which have established RHIDs include Atchison, Dodge, Hutchinson, Lindsborg, and Louisburg. Winfield has not established any such Districts, but is qualified to do so from a demographic perspective.

Economic Development

Cities have a vital interest in promoting economic development. Although economic development is not typically a responsibility of the Planning Commission, many planning decisions have a profound impact on the local economy. From housing options, to infrastructure upgrades, to downtown streetscaping—planning decisions affect quality of life, which is fundamental to successful economic development.

Economic development in Winfield is the result of collaboration among the City of Winfield, the Cowley County Economic Development Department, the Winfield Area Chamber of Commerce, and the nonprofit Winfield Economic Development.

- The **City of Winfield** focuses on providing businesses with workforce solutions, and on expanding the area's commercial and industrial base through business retention, expansion and recruitment activities.
- The **Cowley County Economic Development Department**, also known as Cowley First, is a partnership among Cowley County and the Cities of Winfield and Arkansas City. It is funded by the three governments and a variety of local business partners.

  Cowley First works to retain and expand existing businesses, encourage new business start-ups, recruit targeted businesses, promote entrepreneurial education in schools, strengthen the local workforce, and encourage tourism. It focuses on quality of life initiatives—including health care, educational and training gaps, and access to housing—because quality of life has a direct effect on businesses and their employees.
- The Winfield Area Chamber of Commerce helps promote the growth of businesses in the greater Winfield and Cowley County area, working in partnership with the City and the corporate community to advance economic and community development through leadership, education, and advocacy.

  The Chamber administers the Winfield Main Street (WMS) program, which is dedicated to preserving and beautifying Winfield's downtown district. Proceeds from WMS fundraising activities go to mini-grants to improve downtown business facades.

  The Chamber also administers the WMS Incentives Without Walls Loan program, which offers interest-free loans loans through the Kansas Department of Commerce, to help downtown businesses with start-up or expansion expenses.

  Another initiative of the Winfield Chamber is the Young Professionals of Cowley County. This program helps to recruit and retain young professionals in Cowley County, through social and professional connection and education.
- **Winfield Economic Development, Inc. (WED)** is a 501(c)(6) nonprofit corporation that supports local economic strength and growth. WED owns a local commercial building, and lease income from the building is invested to provide resources to further economic development in the Winfield area.

Coordination among all these entities is essential, in order to utilize resources efficiently and promote the best interests of the community.

COMMUNITY SUPPORT FOR ECONOMIC DEVELOPMENT

The table below shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked if the City should continue to invest in economic development, and if so, how much.

Invest in Economic Development?		
Yes, about the same amount	342	49%
Yes, even more	310	45%
Yes, but less	33	5%
No	11	2%
I don't know	219	24%

RESOURCES

- Information on state economic development programs is available on theKansas Department of Commerce Programs & Services web page.
- Information on economic development tools for Kansas communities is available from the *League of Kansas Municipalities*, in a 2013 publication called Economic Development Tools for Kansas Municipalities. An updated version will be published in late 2021.

GOVERNMENTAL TOOLS FOR ECONOMIC DEVELOPMENT

Industrial Revenue Bonds (IRBs) These bonds are a potentially useful tool to encourage economic development and job creation. IRBs are issued by a government, but at the request of and on behalf of a private business, in order to support a specific project, such as the construction or expansion of a new manufacturing plant.

Since the bonds are issued by a government entity, they are tax exempt, and therefore the private business receives a lower interest rate on funds for startup. The business is responsible for repaying the IRB. The sponsoring government holds title to the collateral until the bonds are paid in full.

There are federal limits on the amount of IRBs that can be issued, and the uses to which the funds can be put.

- **Small Issue IRBs** are restricted to the construction, expansion, or renovation of manufacturing facilities. They are generally limited to $1 million, but under certain circumstances that amount can go up to $10 million.
- **Exempt Facility IRBs** have no size limits, but they can be used only for specific types of projects, such as water and sewer facilities, electricity and natural gas facilities, and certain types of rental housing.

Property Tax Exemptions Under various federal, state, and local programs, property taxes for certain property owners may be either eliminated or reduced. For instance, religious organizations and governments do not pay property taxes at all.

Other property owners may not be completely exempt, but may have their property taxes reduced by a specific percentage. For instance, veterans of the U.S. Armed Forces qualify for a partial exemption on taxes for their homes. Exemptions are often made for people over 65 years of age, for people with disabilities, and for agricultural properties.

Property Tax Funding for Recruiting Industry & Manufacturing
Under K.S.A. 12-1617(h), cities are authorized to annually levy a property tax"…*for the purpose of creating a fund to be used in securing industries or manufacturing institutions for such city or near its environs*…".

The proposed levy must be initially approved by the voters at a referendum, may not exceed one mill, and is not subject to the property tax lid. Monies may also be expended from the general fund; however, they would be subject to the tax lid.

Such funding should be used judiciously and strategically, but occasionally may be necessary for a successful business recruitment effort.

FEDERAL & STATE ECONOMIC DEVELOPMENT PROGRAMS

Some federal economic development programs are administered by state agencies. State economic development initiatives may create state programs, or simply enable local programs. In the 2010s, many state programs in Kansas were discontinued, or had their budgets severely cut or entirely defunded.

Community Development Block Grant Program (CDBG):
This program distributes federal funds to Kansas cities and counties via the Kansas Department of Commerce. To receive funds, a project must meet at least one of three federally mandated criteria:

- Benefit low- and moderate-income individuals
- Remove or prevent slum or blight conditions
- Eliminate an urgent need created by a disaster, when local funds are unavailable

The State of Kansas receives an annual allocation for CDBG grants, which are distributed in four categories—Annual Competitive Grants, Economic Development Grants, Commercial Rehabilitation Grants, and Urgent Need Grants.

- **Annual Competitive Grants** Awarded annually, theses grants apply to projects such as improvements to water, sewer, natural gas or electrical systems, fire protection, housing rehabilitation, demolition, bridges, community and senior centers, streets, architectural barrier removal, and public service activities.
- **Economic Development Grants** Business finance grants awarded to cities or counties are loaned in turn to private businesses that create or retain permanent jobs. Funding is also available for infrastructure improvements that directly create or retain permanent jobs. At least 51% of the jobs created or retained must meet HUD's low- and moderate-income standard.
- **Commercial Rehabilitation Grants** This is a relatively new CDBG program, designed to assist private business owners in rehabilitating downtown commercial buildings to stem the tide of decay. The buildings must house viable businesses that will carry on for-profit business activity.
- **Urgent Need Grants** Provided on an as-needed basis, these grants assist a local government to meet community needs created by a severe natural or other disaster that poses an immediate threat to community health or welfare, when no other financial resources are available.

Workforce Development Federal funding under the Workforce Innovation and Opportunity Act supports state workforce development programs, which are available to employers at no cost. Workforce Center services may include job listings, applicant pre-screening, assessment testing, interview scheduling, veteran services, and current labor market data.
The **Cowley Workforce Center** is located in Winfield.

Two Kansas **workforce training programs** can help offset training costs for manufacturing, distribution, or regional/national service companies. The **Kansas Industrial Training (KIT)** program is for companies creating new jobs, depending on the number and wages of the jobs created. The **Kansas Industrial Retraining (KIR)** program can help pay to retrain an existing workforce on new technology or production activities.

Rural Development Kansas Programs The United States Department of Agriculture (USDA) offers a number of programs through its Rural Development offices in each state, offering loans, grants and loan guarantees to support essential services such as housing, economic development, health care, first responder services and equipment, and water, electric and communications infrastructure. They also promote economic development by supporting loans to businesses through banks, credit unions, and community-managed lending pools.

- A summary of all major RD programs is available at www.rd.usda.gov/files/RD_ProgramMatrix.pdf

Winfield Neighborhood Revitalization Plan 2018-2020 (NRP) Authorized under state statute (K.S.A. 12-17, 114), the NRP is an incentive program which allows a property tax rebate on new construction, additions, and major rehabilitation of certain residential, commercial and industrial properties in Winfield. The improvement project must cost at least $5,000. The tax rebate may be as much as 75%, and last for as long as seven years.

BONDS

Kansas Development Finance Authority (KDFA): KDFA is authorized to issue tax-exempt or taxable bonds for public and private educational facilities, healthcare facilities, and to finance affordable multi-family housing. It operates the **Beginning Farmer program** to provide start-up funding for agricultural businesses.

KDFA can also issue obligations for qualifying private activities, including energy and electric generation and transmission projects and facilities; education facilities; energy conservation improvements; manufacturing, warehousing, and distribution facilities; communication facilities; research facilities; transportation; corporate and management offices; and computer services.

KDFA works in partnership with other state departments to implement various low-interest tax exempt bond programs for municipalities, through five state revolving loan funds.

- *Kansas Clean Water Supply Revolving Loan Fund Program* for municipal and rural waste water systems (with KDHE)
- *Public Water Supply Revolving Loan Fund Program* which targets public drinking water systems (with KDHE)
- *Transportation Revolving Loan Fund* to provide financing for local road and bridge infrastructure improvements (with KDOT)
- *Communications Revolving Loan Fund Program* to upgrade communications equipment (with KDOT)
- *Investments in Major Projects and Comprehensive Training Program (IMPACT)* to issue bonds which provides funds for job training, and for major project investments for companies which are locating or expanding their business in Kansas (with Kansas Department of Commerce)

TAX INCENTIVES

The State of Kansas provides a variety of tax incentives for business development, through income tax credits or deductions, property tax exemptions or abatements, and sales tax exemptions.

- The **Promoting Employment Across Kansas (PEAK)** program allows new or recently relocated companies that create new jobs to retain a percentage of their payroll withholding tax for up to seven years.
- The Kansas **High Performance Incentive Program (HPIP)** provides a 10% corporate income tax credit on qualified capital investment of an eligible company. The minimum investment threshold is $50,000, and can include the purchase or lease of a facility or equipment, remodeling or build-out costs, fixtures, furniture and computers.
- Eligible Kansas taxpayers are allowed to claim a one-time **income tax expense deduction for eligible business machinery and equipment** placed into service in Kansas, including manufacturing equipment, office furniture, computers, software and racking.
- Certain commercial and industrial machinery and equipment purchased, leased or transferred into the state, which is used to expand an existing facility or establish a new facility, is **exempt from state and local property tax**.
- There are various **exemptions** to the 6.5% Kansas state **sales tax** available, including the costs of construction labor, remodeling, and new manufacturing or distribution equipment.
- Kansas allows a tax exemption for **inventory**, and a tax credit for investment in **research and development**.

Pedestrian/Bicycle Transportation Programs

Surface Transportation Block Grants (STBG) Previous federal funding programs that supported development of the bulk of the nations's bike paths and pedestrian trails—including the Transportation Enhancements, Safe Routes to School, and Recreational Trails programs—have now all been replaced with a Transportation Alternatives (TA) set-aside of STBG program funding.

In Kansas, federal STBG/TA set-aside funds are administered by the Kansas Department of Transportation. TA projects are selected through a statewide competitive process. TA funds may pay for up to 80% of eligible expenses, but local matching funds are required to pay for at least 20% of project costs.

For fiscal year 2020, KDOT will allocate about $7 million in funds for TA projects statewide. About half of those funds are dedicated to projects in smaller Kansas communities.

Only entities with taxing authority, such as local governments or school districts, are eligible to apply for TA funds, although nonprofits can and often do partner with cities on TA projects. The TA program provides no money upfront but rather is a cost reimbursement program.

Transportation Alternatives program projects can include on-road and off-road pedestrian and bicycle facilities, the conversion of abandoned rail corridors to railtrails, construction of scenic overlooks, and the preservation and rehabilitation of historic transportation facilities.

Certain environmental projects are also eligible for TA funding, including erosion control and stormwater mitigation activities, invasive species prevention, the construction of wildlife corridors, and billboard inventories and removal of illegal and non-conforming billboards.

For more information, see the KDOT Transportation Alternatives Program Guide 2020.

- A certain amount of the state's TA allocation is set aside for funding for the **Recreational Trails Program** (RTA), which is administered by the Kansas Department of Wildlife, Parks & Tourism.

  The RTA Program is managed in much the same way as the Transportation Alternatives Program, providing up to 80% matching funds on a reimbursement basis.

  RTA funding is used to support trails used primarily for recreational purposes. Projects that improve ADA accessibility or mitigate environmental impacts are prioritized, and at least 30% of RTA funding is dedicated to projects for motorized as opposed to non-motorized recreational activities.

- **Safe Routes to School (SRTS)** is a federal program intended to make it safer for more children to walk and bike to school, thereby reducing childhood obesity, as well as the traffic accidents, wasted fuel, and air pollution that result from traffic congestion near schools. More information on Safe Routes to School is available at www.saferoutesinfo.org, and on the KDOT website at www.ksdot.org/burTrafficEng/sztoolbox/default.asp.

  A city or a school district can apply for 100% SRTS funding to plan, design, and build projects that improve the ability of students to walk and bike to school, for projects within about two miles of a school. (Two-mile radii from Winfield school campuses cover very nearly the entire city, excluding Winfield Lake.)

  Eligible projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements

  SRTS also funds activities that encourage walking and bicycling to school, including public awareness and outreach campaigns, traffic education and enforcement near schools, and student training programs on bicycle and pedestrian safety.

School Zone Program The Kansas Department of Transportation (KDOT) funds a School Zone Program that can help towns with a population of fewer than 20,000 people improve their school zones with pavement striping, school zone signs, and reduced speed assemblies. For more information, see www.ksdot.org/burTrafficEng/sztoolbox/School_Zone_Program.asp.

Walking School Bus Consider implementing a Walking School Bus program. Not only do such programs improve children's physical fitness and health, they also reduce air pollution from all those idling SUVs, reduce the carbon footprint from all the gas consumed, reduce traffic in school neighborhoods, reduce wear and tear on streets near schools, and reduce the time parents spend being chauffeurs.

Parents often cite fear for their children's safety as one of the main reasons why they prefer not to let them walk to school, so a walking school bus arranges for children to walk in groups, with adults along to supervise. Think of it as a carpool, highly flexible in size, only without the car.

The program can be as informal as a couple of families taking turns walking their kids to school—or as structured as a defined route with meeting points, a timetable, and a schedule of trained volunteers. It is this flexibility that makes a Walking School Bus program so adaptable to the needs of communities of all sizes. For more information, see the website at www.walkingschoolbus.org.

CHAPTER 14. Comprehensive Plan Implementation

Previous chapters addressed regulatory tools available for implementing planning decisions, and reviewed some available resources for information and funding. This chapter reviews methods for implementing this Comprehensive Development Plan through governmental and administrative policies. It also provides an **overview of Planning Commissioners' statutory responsibilities**.

The dictionary definition of "govern" is *to control and direct the making and administration of policy*. To govern then means to make policy, not just to make decisions. **Policies** are established principles and guidelines, intended to ensure that every important decision is made with long-term goals in mind.

- **Policy Resource:** The League of Kansas Municipalities provides sample policy statements on a variety of subjects, available to members on their website.

Leadership and organization are the keys to successful implementation of this Comprehensive Development Plan. It takes a coordinated effort to successfully achieve community goals, so a good working relationship among governmental agencies, private organizations, potential developers and citizens is essential. Assigning specific responsibility for specific proposals is also crucially important—because in community-wide endeavors, "everybody's business" can easily become "nobody's business", and proposals can be forgotten.

City planning can be defined as a decision-making process which is expressed in the form of a plan. The plan typically **defines community goals** (physical, social and economic), and includes project proposals and policy statements, all aimed at the **broad objective of improving a community's quality of life**.

A successful comprehensive plan must **reflect knowledge and understanding of the public interest** in the community, although any public interest expressed in a plan must still earn public approval through the democratic process.

In order for Winfield's leaders to achieve a well planned community, two ideas are fundamental—those who make planning decisions must understand *why* people choose to live in Winfield, and the community must develop in a way and at a rate that is *sustainable*.

Functions of a Comprehensive Plan

This Comprehensive Plan provides direction on both short-term and long range planning objectives, so it is specific in some matters and general in others. As individual planning situations are addressed over the course of the 20-year Planning Period, each will need to be considered based on conditions current at the time. Nevertheless, every decision should be rooted in the overall planning goals expressed in this Plan.

The planning process consists of inventorying and analyzing existing conditions in the Planning Area, establishing goals and setting standards, projecting future needs, proposing options for solutions to problems, and offering methods to implement the plan. Throughout the development of the plan, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials, and have opportunities to communicate their ideas and reactions.

A basic purpose of planning is to **help guide the use of land** in an orderly manner, minimizing conflicts between various users of land. Planning also allows **community services** to be provided efficiently and economically. Compromise in the location of a community service facility affects its efficiency, and therefore its long-term costs to local taxpayers. To prevent such compromises, the process of planning is a means of making better short-range decisions by relating them to long-range goals.

Among other functions, this Comprehensive Plan…

- Compiles information which helps City officials make decisions within the context of long-range planning goals, balance development with the economical provision of community facilities and services, and establish policies that enable orderly annexation.
- Serves as a guide for the overall development of the Planning Area, and assists potential developers to understand community intentions.
- Serves as both a planning rationale and a legal basis for administering City Zoning and Subdivision Regulations, providing a basis for making decisions on rezoning and special use applications which are considered "reasonable" under the law, and for reviewing plats in terms of their fit with City growth policies and the capacity of existing community infrastructure and facilities.
- Is often a prerequisite for applications to state and federal grant programs which could benefit the City and the Planning Area.
- Helps to coordinate planning efforts between the City of Winfield and other entities, including Cowley County, the State of Kansas, and the federal government; Wichita, Arkansas City, and other nearby cities; and Winfield Unified School District 465.

Legal Basis

According to state statute K.S.A. 12-747, a planning commission is authorized to make a comprehensive plan for the development of a city, as well as any unincorporated territory outside the city which the planning commission believes is a constituent of the "total community of which the city is a part".

By statute, a comprehensive plan in Kansas must include information on existing conditions and trends related to land use, population, public facilities, transportation, economic conditions and natural resources, and must also include the commission's recommendations for development within the planning area. Statutes also allow for the inclusion of "any other element deemed necessary to the comprehensive plan".

Adoption by the Planning Commission For the plan to become effective when completed, it must be formally adopted as a whole or in parts by a **resolution** of the Planning Commission, after a **public hearing** which has been properly advertised beforehand. Adoption must be based on a **majority vote of the total membership** of the Planning Commission. A certified copy of the adopted plan or part, together with a written summary of the hearing, must then be submitted to the City's governing body with a recommendation for approval.

Approval by the Governing Body After receiving the certified copy of the plan or part of the plan, and a written summary of the hearing (which can be unapproved Minutes of the Hearing), the governing body may choose one of three actions.

- The governing body may choose to **approve** the comprehensive plan as recommended by the Planning Commission, by publishing an ordinance of approval.
- By at least a 2/3 majority vote, the governing body may **override** the planning commission's recommendations.
- The governing body may **return** the Plan to the Planning Commission for further consideration, along with a statement specifying the basis for the governing body's failure to approve or disapprove.

  After considering the returned Plan, the Planning Commission may provide its reasons and resubmit its original recommendations, or submit an amended recommendation.The Planning Commission must deliver its recommendations to the governing body following the Commission's next regular meeting after receipt of the governing body's report, or else the governing body must consider the Commission's inaction as a resubmission of the original recommendations and proceed accordingly.

  When the governing body receives a resubmitted Plan, it may, by a simple majority, either adopt the Plan, or revise and adopt the Plan, or it may choose to take no action.

Copies of the Plan An attested copy of an adopted and approved Comprehensive Plan, and any amendments to it, must be sent to all other taxing subdivisions in the Planning Area which request a copy of the Plan.

Annual Review & Amendments In order to maintain the viability of the Plan under state statutes, **at least once each year the Planning Commission must review** or reconsider the Plan or any of its parts, and may propose amendments, extensions or additions to it. Amendments to the plan are made by the same procedures as required for the original adoption process, including a public hearing.

The Winfield Master Plan for Parks, Trails & Recreation 2020-2040 was developed simultaneously during the planning process for this Comprehensive Plan. In order to provide more flexibility in any potential future revisions, it has not been adopted as an official element of the Comprehensive Plan. Nevertheless, its goals should be treated as seriously as any of the goals included in this Comprehensive Plan, and the **Parks Plan should be included in the Planning Commission's annual review** of the Comprehensive Plan.

Implementation By statute, the plan or part of the plan *"... shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds."*

Although the Kansas Supreme Court views the adoption and annual review of a comprehensive plan as a "legislative function", note that **a plan is still a "guide", and actual implementation must take place within the democratic processes of local government and other agencies**.

On a nationwide scale, comprehensive plans are assuming **an increasingly important role in land use litigation**. A comprehensive plan must be consistent with the regulatory tools for its implementation, especially zoning and subdivision regulations. That consistence, or its lack, is often the crux of land use lawsuit decisions.

Planning Commission Responsibilities

The Winfield City Planning Commission was originally created in 1973, under Winfield Ordinances 3-401 through 3-404. The Planning Commission has adopted Bylaws, which have been approved by the Governing Body.

The eleven Winfield Planning Commission members are appointed by the Mayor with the consent of the Governing Body. Since Winfield has extraterritorial jurisdiction for Subdivision Regulations, at least **two its members must reside outside the city but within three miles** of the city limits. Members serve three-year staggered terms. Meetings are held as needed.

As the authorized agency under state statutes, the Planning Commission's major responsibility is to **prepare, adopt and maintain the Comprehensive Plan**. The Commission should also undertake various responsibilities in implementing the Plan, including:

- **Review the Comprehensive Plan annually** and report its status to the Governing Body, as **required by state statute**. Such annual reviews often result in only minor changes to the Plan, but a major review should be conducted at least once every five years, to update and revise goals and priorities.
- Prepare, adopt and maintain **Zoning Regulations** for the City, by holding public hearings and making recommendations to the Governing Body.
- Prepare, adopt, administer and maintain **Subdivision Regulations**, to assist the Governing Body and developers in determining necessary design elements and public improvements for proper land development in the City.
- Hold hearings on proposed **vacations** of rights-of-way and easements, and make recommendations to the Governing Body.
- Review **improvement projects** as proposed by the Governing Body and other organizations, and **determine their conformance to the Comprehensive Plan**.
- Review proposed **annexations**, and make recommendations to the Governing Body.
- Undertake development of **neighborhood or project plans**, to provide more detailed plans to develop new neighborhoods or rehabilitate older neighborhoods, or for special projects in the Planning Area.
- Assist the Governing Body on **special planning projects**, including economic development efforts, capital improvement programming, and grant applications.
- **Maintain working relationships** with public and private organizations at the city, county, regional, state and federal levels of government, to implement plans.
- Establish and maintain **information resources** on planning, readily accessible to officials, citizens and potential developers—including policy statements, and a collection of local plans and maps.

Community Involvement

Public engagement in the planning process—not only by officials, but by individuals and groups of citizens, civic organizations and potential developers—is essential for a successful outcome.

Public participation should go beyond simply informing the public of planning activities. **Encourage feedback** from the public, so people can readily communicate their ideas about the kind of community they want to live in, and actively participate in the development and review of planning proposals.

Since plans and their implementation affect people and their property, it is extremely important that the planning process be conducted within an open democratic framework. To successfully implement Comprehensive Plan goals, pursue a variety of strategies to encourage public engagement, including:

- Conduct business and hearings in **open meetings**. Give adequate notice, and provide agendas. Encourage the public to voice their opinions and contribute their ideas. Take minutes, and make them available to the public.
- When preparing plans and considering regulatory decisions, specifically **involve affected individuals**, including residents and business owners.
- As needed, appoint **ad hoc committees** to study and make recommendations on specific plans or proposed regulations. Where appropriate, involve both urban and rural residents.
- Establish **communication channels** between the Commission and organizations impacted by plan proposals, especially the City Commission, Winfield USD 465, township trustees, and the planning and zoning staff of Cowley County.
- Schedule an **annual meeting** to update public officials and community organization leaders on the City's planning activities, and to receive comments.
- As City Commission and Planning Commission members, use personal contacts and social activities to help keep the public informed on planning matters.
- Make knowledgable sources, including City staff and officials, available to community organizations for presentations and discussions of proposed planning projects.
- Regularly distribute information to the **news media**, and encourage them to attend and report on planning meetings.
- Make planning proposals, plans, reports, maps and regulations available on the City website. For people without internet access, printed planning documents should be available for review at City Hall and the Library.

Project Review

Once this Comprehensive Plan and any of its amendments have been approved by the Governing Body, and the effectuating ordinance is published, K.S.A. 12-748 establishes a procedure for Planning Commission review of any public projects proposed in the Plan.

Any public improvement, public facility or public utility project recommended in the Plan must be submitted to the Planning Commission for review. The Commission must determine that the proposed project **conforms with the Comprehensive Plan**, before the Governing Body may proceed with construction of the project. The Planning Commission must make a determination **within 60 days**, or the project is automatically deemed to have been approved.

In the event the Planning Commission finds that the proposed project **does not conform** to the Plan, the Planning Commission is required to submit their findings in writing to the Governing Body. The Governing Body may, by a majority vote, choose to override the findings of the Planning Commission and proceed with the project. In this event, the statute states that the Comprehensive Plan *"…for the area concerned shall be deemed to have been amended"*. The Planning Commission should then proceed to revise and **formally amend the Comprehensive Plan**, so that the Plan conforms with the approved project.

Zoning cases, plats, and **projects in the City's Capital Improvement Program** should also be reviewed by the Planning Commission for their conformance to the goals of the Comprehensive Plan. K.S.A. 12-748(b) provides that if a project in a capital improvement program is reviewed by the Planning Commission and found to be in conformance to the Plan, then no further Planning Commission review is necessary, except as may be required by zoning and subdivision regulations.

Project review and recommendations by the Planning Commission enable the Governing Body to make **current decisions that support long-range planning goals**, while retaining their final decision-making authority.

Neighborhood & Project Plans

Due to their large scale and long-range perspective, comprehensive plans necessarily generalize rather than providing detailed project proposals. As development takes place, project decisions must be based on more current and specific information. Preparation of individualized neighborhood and project plans, developed as the need is perceived, should be a regular part of the ongoing planning process.

A **neighborhood plan** typically analyzes in detail the land use, transportation, and public facility needs of a part of the Planning Area which poses unusual, difficult or new conditions. A neighborhood plan might deal with an area as small as a block or as large as a major segment of the Planning Area. They are often the first step taken in efforts to rehabilitate older neighborhoods. Neighborhood plans can aid in making decisions on current and future land use proposals, capital improvement projects, and applications for zoning, subdivision plats, and annexations. They can also help facilitate a good working relationship between developers and area residents.

A **project plan** is a detailed description of the proposed development of a specific site for a particular purpose, such as a park, recreation area, public building, or industrial tract. They are often prepared as part of a grant application or bond issue, or as a result of funding becoming available from such sources.

Neighborhood and project plans often focus on a community's historic downtown, on specific business districts or residential neighborhoods, or on areas being considered for annexation. In their simplest form, they may consist of simply a drawing and a short explanatory report. More complex issues or areas, however, may require a more complex plan, which sometimes may then be adopted as an element of the Comprehensive Plan.

Neighborhood and project plans may be prepared by the Planning Commission to assist the Governing Body or area residents. They may serve simply as policy guidelines for future decisions, or they may be formally adopted and approved as an element of the Comprehensive Plan. It is very important that property owners and potential developers who may be affected by such plans be participants in their preparation.

Capital Improvements Program (CIP)

Although Planning Commission members are not directly involved with the preparation of the City's Capital Improvements Program, they should understand how it supports the implementation of the Comprehensive Plan and the community goals expressed in the Plan.

Financing and constructing public improvement projects is a complex process. A Capital Improvements Program is a long-range financial plan which establishes the priority, timing, cost estimates and funding sources for public physical improvements, typically covering a period of three to five years.

A CIP does not deal with annually recurring **operating expenses**, except to note the effect which a new facility or improvement may have on future operating budgets. The current year of a CIP is the most detailed, and is often adopted as the City's capital improvements budget along with the City's annual operating budget.

A CIP is an essential tool for coordinating the sequence of financing and construction for any project involving joint funding, including public-private partnerships. Projects which incorporate funding from county, state or federal sources may require scheduling at least several years in advance.

A CIP is also an effective way to guide the direction and timing of **subdivision development**. This is particularly important in areas that have been unilaterally annexed by the City, where there are stringent legal requirements for the timing of the installation of public improvements.

Advantages of a CIP include:

- Helping to focus attention on community goals
- Encouraging public interest and participation in civic projects
- Improving intergovernmental cooperation and coordination
- Increasing the City's capacity to win and manage matching-funds grants
- Improving project implementation
- Stabilizing financial programs

A variety of financing methods may be used for CIP projects, including:

- General fund
- General obligation bonds
- Utility revenue bonds
- Special assessments
- Trust funds
- Federal and state grant programs
- Private contributions

Winfield's Statutory Debt Limitation

Typically, under Kansas law, the bonded debt limitation for a city may be calculated by taking 30% of the total of the City's tangible assessed valuation, including its motor vehicle valuations. The combination of the City's general obligation and its special assessment debt may not exceed this number. Bonds issued for general sewer and water work, and revenue bonds, are not included in the debt limitation.

Good municipal management maintains a continuing effort to keep public facilities up-to-date, while not allowing the mill levy for indebtedness to fluctuate too greatly. Continued prudent financial planning will enhance the City's ability to reach the goals established in this Plan.

Taking Action

During the process of developing this Comprehensive Plan, the community established a number of planning goals for Winfield, which are discussed in Chapter 2, and shown in detail in prioritized tables in Appendix 1. While relative priorities were estimated at the time this Plan was written, community leaders should **regularly review both goals and priorities, and revise them as necessary**, based on their urgency and the availability of resources during the course of the Planning Period. This process is often incorporated into the Planning Commission's required annual review of the Comprehensive Plan, and the Governing Body's annual budgeting process.

As each goal is addressed, an action program will need to be developed for its implementation. An **action program** is a way to make sure that goals turn into reality, by describing specific tasks that must be achieved in order to reach each goal. To be effective, an action program must include clear-cut implementation information for each goal:

- **Define the tasks** necessary to achieve the goal
- Determine **who is responsible** for making sure each task is achieved
- Set a **schedule** and a **deadline**
- Assign **resources** (funding, staff, etc.) sufficient to achieve each task
- Establish **communication** hierarchies (Who needs to know what, how soon?)

For significant public projects, be willing to **spend time and effort on the early stages of the planning process**—it will pay off later in community satisfaction with the overall success of the final project. Making good decisions at each step in a logical process of design helps prevent costly revisions later, during construction. Engaging the services of a design professional to help throughout the planning process, as opposed to waiting until you are ready for construction drawings, is recommended.

APPENDIX 1 — Consolidated Tables of Goals

Appendix 1 — Consolidated Tables of Goals

Winfield's planning decisions should be shaped by three fundamental guiding principles: strive to enhance **quality of life**, improve **community health**, and maintain both economic and environmental **sustainability**. When choices must be made among the many goals mentioned in this Plan, the available options should each be assessed based on how well they contribute to these overarching goals.

Resources of time, energy, and funding are never ample enough to allow every goal to be achieved immediately. In addition, some goals must necessarily be accomplished in a specific sequence. Therefore, **goals are prioritized** as intended to be achieved within a short-term, mid-term, or long-term time frame relative to the 20-year Planning Period. Other goals are ongoing, and will need to be addressed on a continuing basis.

O = Ongoing goal

S = Short-term: Within 5 years

M = Mid-term: Within 5 to 10 years

L = Long-term: Within 10 to 20 years

The following tables contain a consolidated list of all the goals mentioned in other parts of this Comprehensive Plan, repeated here as a convenient aid for City leaders. Tables are categorized by planning topic as follows:

- Policies & Regulations
- City-wide
- Downtown
- Transportation
- Housing
- Stormwater Management
- Public Utilities
- Community Facilities

Goals related to **parks and recreation**—including goals for sidewalks and pathways—are detailed in the *Winfield Master Plan for Parks, Trails & Recreation 2020-2040*, produced at the same time as this Comprehensive Plan. They should be **reviewed annually by the Planning Commission**, along with all the other goals which are included in this Comprehensive Plan.

GOALS — Policies & Regulations	Priority			
	O	S	M	L
Annexation				
Consider **annexation** of developed land outside of the City that is adjacent to or quite near the city limits.	❍			
Municipal Land Bank				
Establish a municipal **Land Bank**, which would provide a mechanism for the City to acquire and maintain vacant, abandoned, or foreclosed properties and convert them to productive use.		❍		
Extraterritorial Jurisdiction				
Revise City **Zoning Regulations** to implement extraterritorial jurisdiction.		❍		
Revise City **Subdivision Regulations** to clarify the extent of the City's defined **extraterritorial jurisdiction**.		❍		
Consider extraterritorial zoning along existing and future development corridors.	❍			
Regulations				
Consider the option of establishing **Site Plan Review standards**, particularly for highway commercial and industrial development and for interchange-oriented commercial development. Site Plan Review can serve all the businesses that benefit from being part of a high-quality commercial locale.		❍		
Revise City **Subdivision Regulations** to require a complete transportation plan, including **provisions for bicycle and pedestrian networks**.		❍		
Incorporate a **zero runoff policy** in the City's new Subdivision Regulations. Require a proper **stormwater drainage plan for all new subdivision development**. Consider incorporating the concept of a **four-corner lot drainage plan**, which establishes the finished grade of the property corners of each lot in the subdivision at the time of platting to ensure drainage.		❍		
Adopt a policy that encourages new development in Winfield to have **utility lines buried underground**.		❍		

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GOALS — City-wide	Priority			
	O	S	M	L
Signs				
Develop and install a **wayfinding signage system** for Winfield destinations.		❍		

GOALS — Downtown	Priority			
	O	S	M	L
Signs				
Replace all sign posts with breakaway posts.			❍	
Paint all downtown sign posts.		❍		
Street Trees				
Complete transition from problematic tree species to recommended species & varieties of urban street trees for south central Kansas.		❍		
Utilities				
Evaluate the downtown underground sidewalk electrical circuit.		❍		

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GOALS — Transportation	Priority			
	O	S	M	L
Streets				
Continue to fund and implement a **pavement maintenance program** for Winfield's streets.	❍			
Implement **complete streets** principles to make Winfield more walkable and bikeable, particularly downtown and in the vicinity of Baden Square, the Hospital, and the University.	❍			
Pursue development of a **southwest bypass**, including acquisition of a **right-of-way,** and **annexation** of land in its vicinity.	❍	❍		
Parking				
At some appropriate location in Winfield, implement at least one demonstration project of on-street **back-in angle parking**, to introduce the concept to the community.			❍	
Add **parking where needed, including ADA compliant spaces, at many of Winfield's parks**, as suggested in the Winfield Master Plan for Parks, Trails & Recreation 2020–2040		❍		
Railroad Service				
Retain railroad access to Winfield's industrial areas.	❍			

GOALS — Housing	Priority			
	O	S	M	L
Grants & Foundations				
Dedicate either a City staff member or a consultant to the pursuit of housing **grants**.		❍		
Pursue relationships with **nonprofits** willing to partner with the City on housing, particularly any dedicated to renovating heritage housing.	❍			
Marketing				
Actively market Winfield to developers of new housing, particularly those doing **accessible, low maintenance townhomes or patio homes** suitable for empty nesters and retirees.		❍		
Actively market Winfield's quality of life, cultural amenities, and local medical resources to **developers of large-scale retirement communities**, which are often religious nonprofit foundations. Such communities typically require at least a quarter-section of land, and include a nursing home, assisted living and independent living apartments, and single-household homes, as well as on-site amenities such as a cafe, theater, chapel, hair salon, fitness center with pool, and walking paths.			❍	
Programs & Development				
Identify one neighborhood in which to **test a pilot program for residential revitalization of older houses**, aiming to increase property values enough to make additional renovations profitable for high quality flips.		❍		
Provide **incentives for local contractors to renovate** older homes, preferably to sell rather than to rent. Options might include reduced dump fees for debris, reduced tap fees for utilities, or some sort of tax relief for houses being renovated.	❍	❍		
Use similar **incentives to encourage infill housing** on lots where houses have been demolished.			❍	
Seek to develop **new high-quality apartments** in Winfield, with the amenities (especially high-speed internet) to attract and retain young adults after they graduate.			❍	

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GOALS — Stormwater Management	Priority			
	O	S	M	L
Plans				
Develop an overall **Stormwater Drainage Management Plan**, compliant with EPA rules. Incorporate a **map** of Winfield's drainage system; show directions of flow, and highlight areas with recurring drainage problems. Include a review of maintenance policies, and prioritize potential improvements to drainage infrastructure.			❍	
Green Infrastructure				
Whenever substantial construction work is done on a Winfield street, **consider incorporating green infrastructure stormwater management strategies into the street design**. Not only would such a program help protect local waterways from the damage and pollution caused by street runoff, but it could reduce the need for expensive "gray infrastructure" drainage facilities.	❍			

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S = Short-term Goal *(within 5 years)*

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L = Long-term Goal *(10 to 20 years)*

GOALS — Public Utilities	Priority			
	O	S	M	L
Standards & Procedures				
Regularly review and update standards and procedures for installation and maintenance of utilities, to reflect changes in technology and in environmental expectations.	❍			
Water Supply & Distribution				
Establish a **capital improvement line item to budget for replacing a certain percentage of outworn water lines each year**.		❍		
Replace **ozone equipment** at the Water Treatment Plant.		❍		
Repaint the ground storage tank at the Water Treatment Plant, and refurbish/repaint the elevated storage tank.		❍		
Consider adding a **second elevated water storage tank** at the Water Treatment Plant.			❍	
Wastewater Treatment				
Replace **ozone equipment** at the Water Treatment Plant.		❍		
Repaint the ground storage tank at the Water Treatment Plant, and refurbish/repaint the elevated storage tank.			❍	
Consider adding a **second elevated water storage tank** at the Water Treatment Plant.				❍
Continue the maintenance and upgrade program to replace or reline sewer pipes and rehabilitate manholes.	❍			
Continue the sewer cleaning program.	❍			
Work to **mitigate stormwater infiltration** to the wastewater collection and treatment system.	❍			
Electrical System				
Continue to pursue options to **transition to renewable and renewable-supporting energy sources** for the City's electrical power.	❍			
Establish a program to **encourage property owners to have their individual service lines buried.**		❍		
Natural Gas Distribution				
Continue replacing steel gas pipes with polyethylene pipes.	❍			
Solid Waste Disposal & Recycling				
Pursue appropriate municipal **recycling options**, as economic conditions change over the Planning Period.	❍			

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GOALS — Community Facilities *(Part 1 of 2)*	Priority			
	O	S	M	L
City Hall				
Incorporate access control to **improve security,** reconfiguring the facility as necessary.		❍		
Update and **remodel interior spaces**, to increase flexibility of uses and improve the customer experience.			❍	
Police Department				
Complete design and construction of the **new Public Safety Center**.		❍		
Evaluate the existing Police Department building for possible new uses after police operations move to the new facilities.		❍		
Increase staff as necessary, as the community grows.	❍			
Continue regularly replacing patrol vehicles and upgrading computers.	❍			
Fire Department / Emergency Medical Services				
Acquire and install GIS locators on all firefighting apparatus.		❍		
Replace oldest fire fighting apparatus.	❍			
Complete and implement current plans to build a new Winfield Fire/EMS Station. Include more apparatus storage space and more staff parking.		❍		
Evaluate the existing Fire Department building for possible new uses after operations move to the new facilities.		❍		
Municipal Operations Center				
Overlay the **parking lot**.		❍		
Replace the **HVAC system**.			❍	
Replace the **roof**.			❍	
Parks Office & Shop				
Connect the building to the City's **fiber optic network**.		❍		
Construct an **equipment shelter** (a lean-to or similar enclosure) to provide weather protection.			❍	
Winfield Cemeteries				
Design and build a columbarium at St. Mary's Cemetery.		❍		
Plan for additional columbaria at Highland Cemetery.			❍	
Consider designating a Green Burial area at Highland Cemetery.			❍	
Consider adding a columbaria at Union-Graham Cemetery.				❍

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GOALS — Community Facilities *(Part 2 of 2)*	Priority			
	O	S	M	L
Health Care Facilities				
Continue implementation of the William Newton Hospital **Master Facility Plan.**		❍		
Continue to **recruit and retain family physicians.**	❍			
City Goals for Schools				
Coordinate upgrades to utilities infrastructure and stormwater management systems with school facility improvements.	❍			
City Goals for Southwestern College				
Coordinate upgrades to utilities infrastructure and stormwater management systems with College facility improvements.	❍			
Consider closing Houston Road at Warren Avenue as a through street, to facilitate development of a new SWC Residence Hall at the southeast corner of Warren Avenue and Houston Road.		❍		
Coordinate with SWC planners as they continue work on updating the Campus Master Plan, bringing municipal support to bear where appropriate.	❍			

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Appendix 2 —
Tables of Goals, 2026 Update

Winfield's planning decisions should still be shaped by three fundamental guiding principles: strive to enhance **quality of life**, improve **community health**, and maintain both economic and environmental **sustainability**. When choices must be made among the many goals mentioned in this Plan, the available options should each be assessed based on how well they contribute to these overarching goals.

Resources of time, energy, and funding are never ample enough to allow every goal to be achieved immediately. In addition, some goals must necessarily be accomplished in a specific sequence. Therefore, **goals are prioritized** as intended to be achieved within a short-term, mid-term, or long-term time frame relative to the remaining 15 years of the 20-year Planning Period. Other goals are ongoing, and will need to be addressed on a continuing basis.

O = Ongoing goal
S = Short-term: Within 5 years
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L = Long-term: Within 10 to 15 years

The following tables contain goals which were determined during the original Comprehensive planning process but which have not yet been completed, as well as goals derived from the results of a Community Questionnaire distributed in the summer of 2025. Tables are categorized by planning topic as follows:

- Policies
- Regulations & Enforcement
- Downtown
- Transportation
- Sidewalks & Signals
- Stormwater Management
- Housing
- Public Utilities
- Community Facilities

Goals related to **parks and recreation**—including goals for sidewalks and pathways—are detailed in the *Winfield Master Plan for Parks, Trails & Recreation 2020-2040*, produced at the same time as this Comprehensive Plan. They should be **reviewed annually by the Planning Commission**, along with all the other goals which are included in this Comprehensive Plan.

2026 UPDATED GOALS — Policies	Priority			
	O	S	M	L
Annexation				
Evaluate properties with existing consents to annex, and perform cost-benefit analysis of annexing such properties.		❍		
Consider **annexation** of developed land outside of the City that is adjacent to or quite near the city limits.	❍			
Extraterritorial Jurisdiction				
Revise City **Zoning Regulations** to implement extraterritorial jurisdiction.		❍		
Revise City **Subdivision Regulations** to clarify the extent of the City's defined **extraterritorial jurisdiction**.		❍		
Consider extraterritorial zoning along existing and future development corridors.	❍			
Economic Development				
Complete Site Certification for a large 100+ acre site at Strother Field.		❍		
Continue to support a **structured economic development program** for Winfield, collaborating with Cowley County, the Winfield Area Chamber of Commerce, the nonprofit Winfield Economic Development, Inc. organization, and other private individuals and partners.	❍			
Continue **site selection** publication, marketing and promotional activities.	❍			
Actively engage current businesses and industries in retention and expansion.	❍			
Utilities				
Adopt a policy that encourages new builds and new development in Winfield to have **utility lines buried underground**.		❍		

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2026 UPDATED GOALS — Regulations & Enforcement	Priority			
	O	S	M	L
Regulations				
Explore options for Zoning Regulation revisions to **support alternative housing types.**			❍	
Review regulations related to having **chickens, ducks or geese** on properties which are not zoned for agriculture use.			❍	
Revise City **Subdivision Regulations** to require a complete transportation plan, including **provisions for bicycle and pedestrian networks**.		❍		
Incorporate a **zero runoff policy** in the City's new Subdivision Regulations. (Already implemented in the Black Creek Basin.)		❍		
Consider the option of establishing **Site Plan Review standards,** particularly for highway commercial and industrial development and for interchange-oriented commercial development. Site Plan Review can serve all the businesses that benefit from being part of a high-quality commercial locale.		❍		
Enforcement				
Maintain an active City program to **demolish abandoned or dilapidated properties**.	❍			
Continue focussed enforcement of City regulations regarding **unkempt vacant lots, unsightly outdoor storage, inoperable vehicles,** and **poorly maintained housing.**	❍			

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L = Long-term Goal *(10 to 15 years)*

2026 UPDATED GOALS — Downtown	Priority			
	O	S	M	L
Planning				
Consider pursuing a **feasibility study of the downtown streetscape**, evaluating existing electric and water utilities, and assessing transportation planning.			❍	
Regulations Enforcement				
Consider regulations to contact absentee downtown landowners, to more actively enforce regulations regarding vacant buildings, building facade aesthetics, and building envelopes.			❍	
Parking				
Continue to maintain public parking lots, replacing pavement markings and parking stop blocks as necessary.	❍			
Signals & Signs				
Consider installing additional pedestrian safety signal devices.			❍	
Replace all sign posts with breakaway posts.	❍			
Paint all downtown sign posts.		❍		
Remove unused parking meters.	❍			
Landscape & Trees				
Create a **plan to evaluate and improve the landscaping in and around public parking areas**, keeping maintenance and snow removal needs in mind.		❍		
When planting urban street trees, select from list of recommended species & varieties for south central Kansas.	❍			
Remove and replace **planting beds**, where overgrowth or silt accumulation makes it necessary.	❍			
Utilities				
Maintain the downtown underground sidewalk electrical circuit.	❍			

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2026 UPDATED GOALS — Transportation	Priority			
	O	S	M	L
Planning				
Complete **engineering design for Simpson Avenue** from College to Viking Boulevard, including roadway improvements, stormwater management, and pedestrian access.		❍		
Pursue development of a **southwest bypass**, including completion of an **alignment study**, acquisition of **right-of-way,** and **annexation** of land in its vicinity.				❍
Streets				
Continue to fund and implement a **pavement maintenance program** for Winfield's streets.	❍			
Implement **complete streets** principles to make Winfield more walkable and bikeable, particularly downtown and in the vicinity of Baden Square, the Hospital, and the College.	❍			
Signals & Lighting				
Install crosswalks with pedestrian-activated signals at appropriate locations. Consider needs near the schools and hospital, and along East 9th Avenue.			❍	
Continue efforts to convert all street light luminaires from high pressure sodium to LEDs.	❍			
Parking				
Add **parking where needed, including ADA compliant spaces, at many of Winfield's parks**, as suggested in the Winfield Master Plan for Parks, Trails & Recreation 2020–2040		❍		
Continue to evaluate the need for existing public **parking partnerships** on private lots.	❍			
Railroad Service				
Retain railroad access to Winfield's industrial areas.	❍			
Public Transportation				
Continue to encourage and cooperate with local nonprofits providing on-call transportation programs in Cowley County, including Twin Rivers Developmental Supports, Inc. and the Cowley County Council on Aging.	❍			

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2026 UPDATED GOALS — Sidewalks & Signals	Priority			
	O	S	M	L
Policies				
Establish **sidewalk policies** for the City of Winfield that will work to improve and expand Winfield's sidewalk system.	❍			
Sidewalks				
Repair and install **pedestrian-activated crossing signals** at Main & 9th, Main & 10th, and 9th & Andrews (at Braum's). Continue to pursue grants for funding.		❍		
Prioritize **ADA accessibility in the vicinity of the Hospital, Clinic and Baden Square**, with improvements to **sidewalks, curb ramps and crosswalks**. Continue to support shuttle program (golf cart for access around hospital campus).	❍			
Add sidewalks connecting Middle School & High School with nearby residential areas.		❍		
Consider sidewalk improvements along Simpson Avenue, from Viking to College.			❍	
Add sidewalk from the US 160 Bridge at the Fairgrounds to Grand Street.			❍	
Continue to fund the Residential Sidewalk Replacement Cost-share Program.	❍			

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2026 UPDATED GOALS — Stormwater Management	Priority			
	O	S	M	L
Plans				
Continue to provide an **annual report on Stormwater Management** in Winfield, reviewing any drainage problems, updating maintenance policies as necessary, and prioritizing any potential improvements to drainage infrastructure.	❍			
Green Infrastructure				
Whenever substantial construction work is done on a Winfield street, **consider incorporating green infrastructure stormwater management strategies into the street design**. Not only would such a program help protect local waterways from the damage and pollution caused by street runoff, but it could reduce the need for expensive "gray infrastructure" drainage facilities.	❍			

2026 UPDATED GOALS — Housing	Priority O	S	M	L
Grants & Foundations				
Dedicate either a City staff member or a consultant to the pursuit of housing **grants**.	❍			
Pursue relationships with **nonprofits** willing to partner with the City on housing, particularly any dedicated to renovating heritage housing.	❍			
Marketing				
Actively market Winfield to developers of new housing, particularly those doing **accessible, low maintenance townhomes or patio homes** suitable for empty nesters and retirees.	❍			
Actively market Winfield's quality of life, cultural amenities, and local medical resources to **developers of large-scale retirement communities**, which are often religious nonprofit foundations. Such communities typically require at least a quarter-section of land, and include a nursing home, assisted living and independent living apartments, and single-household homes, as well as on-site amenities such as a cafe, theater, chapel, hair salon, fitness center with pool, and walking paths.			❍	
Programs & Development				
Consider providing other **incentives for local contractors to renovate** older homes, in addition to the Neighborhood Revitalization tax rebate program. Options might include reduced dump fees for debris, or reduced tap fees for utilities.	❍			
Continue to support the Neighborhood Revitalization tax rebate program, to **encourage infill housing** on lots where houses have been demolished.	❍			
Increase efforts to **educate homeowners and promote awareness** of the City's current housing improvement incentives, especially the Neighborhood Revitalization Program.		❍		
Enhance **housing diversity**, to increase affordable housing options for seniors in Winfield.	❍			
As the number of available buildable lots declines, encourage development of a new subdivision with ample **single-family housing**.		❍		
Aggressively participate in cost share of infrastructure for new housing developments.	❍			

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2026 UPDATED GOALS — Public Utilities *(Part 1 of 2)*	Priority O	S	M	L
Standards & Procedures				
Regularly review and update standards and procedures for installation and maintenance of utilities, to reflect changes in technology and in environmental expectations.	❍			
Assess budget feasibility for expanding utilities to south and southwest of City to attract new development.			❍	
Water Supply & Distribution				
Establish a capital improvement line item to **budget for replacing a certain percentage of outworn water lines each year**.		❍		
Replace **ozone equipment** at the Water Treatment Plant.		❍		
Repaint the ground storage tank at the Water Treatment Plant, and refurbish/repaint the elevated storage tank.		❍		
Wastewater Treatment				
Continue the maintenance and upgrade program to **replace or reline sewer pipes and rehabilitate manholes**.	❍			
Continue the **sewer cleaning program,** cleaning one third of the community's sewers each year.	❍			
Work to **mitigate stormwater infiltration** to the wastewater collection and treatment system, including implementation of a **manhole rehabilitation** program.	❍			
Implement a study to determine whether the existing Wastewater Treatment Plant (which has been updated several times since it was originally built in the 1930s) is worth updating again, or **whether it would be more cost-effective to construct a new plant**, utilizing more current design and technology.		❍		

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2026 UPDATED GOALS — Public Utilities *(Part 2 of 2)*	Priority			
	O	S	M	L
Electrical System				
Continue to pursue options to **incorporate renewable energy sources** for the City's electrical power, when appropriate to meet the goal of affordable and reliable energy.	❍			
Continue to evaluate resource adequacy and ongoing maintenance procedures for the City's existing power generation facilities.	❍			
Consider developing a program to begin **burying electric lines** for improved storm resistance and aesthetics.				❍
Establish a program to educate property owners on the advantages, process and cost of having their individual **service lines buried.**	❍			
Complete evaluation of substation transformers and switchgear, and continue program of every-three-years **preventative maintenance on substation equipment**.	❍			
Consider the addition of a transmission radial from Timber to Viking Substations, to add beneficial redundancy to the City system.			❍	
Add solar energy field near Strother Field Industrial Park.		❍		
Consider **micro grid improvements or other circuit enhancements at industrial parks** to mutually benefit industries and the City utility.		❍		
Natural Gas				
Continue replacing steel gas pipes with polyethylene pipes.	❍			
Consider the addition of a new or redundant natural gas transmission service to Winfield.		❍		
Solid Waste Disposal & Recycling				
Pursue appropriate municipal **recycling options**, as economic conditions change over the Planning Period.	❍			

2026 UPDATED GOALS — Community Facilities *(Part 1 of 2)*	Priority			
	O	S	M	L
City Hall				
Renovate and repair Winfield's aged and failing City Hall, based on recommendations of the Facility Needs Assessment done in 2025. Incorporate access control to **improve security,** and **update interior spaces**, to increase flexibility of uses and improve the customer experience.		❍		
Police / Fire / EMS				
Pursue renovation of the old Police Department building, based on the recommendations of the facility needs assessment done in 2025.		❍		
Consider staffing structures and compensation adjustments, as necessary to compete in a changing market and to meet industry standards.	❍			
Continue regularly replacing police patrol vehicles and upgrading technology.	❍			
Replace or refurbish oldest fire fighting apparatus per NFPA standards.	❍			
Municipal Operations Center				
Complete evaluation and pursue replacement plan for the **HVAC system**.			❍	
Complete evaluation and pursue replacement plan for the **roof**, facia board, and gutter system.			❍	
Parks Office & Shop				
Connect the building to the City's **fiber optic network**.	❍			
Farmers Market				
Pursue development of a permanent **Market Pavilion** on the site of the current Farmers Market. Consider using a materials palette similar to that of the Island Park Amphitheater.	❍			
Winfield Cemeteries				
Plan for additional columbaria at Highland Cemetery.			❍	
Consider designating a Green Burial area at Highland Cemetery.			❍	
Consider transition to flat memorial stones at cemeteries, to reduce long term maintenance.		❍		
Consider low-maintenance options for historic Union Graham Cemetery, including transitioning from turf to wildflower meadows where appropriate, and regrading to eliminate elevation change of raised plots.			❍	
Continue use of robotic mowers throughout the cemetery system.	❍			
Other				
Review need for a public storm shelter with selected Winfield neighborhoods.		❍		

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

2026 UPDATED GOALS — Community Facilities *(Part 2 of 2)*	Priority			
	O	S	M	L
Health Care Facilities				
Encourage redevelopment of the **William Newton Hospital Master Facility Plan.**		❍		
Continue to **recruit and retain family physicians.**	❍			
City Goals for Schools				
Coordinate upgrades to utilities infrastructure and stormwater management systems with school facility improvements.	❍			
City Goals for Southwestern College				
Coordinate upgrades to utilities infrastructure and stormwater management systems with College facility improvements.	❍			
Coordinate with SWC planners as they continue work on updating the Campus Master Plan, bringing municipal support to bear where appropriate.	❍			

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

(First Published in the Cowley Courier Traveler on Saturday, September 26, 2026)

BILL NO. 2693 **ORDINANCE NO. 4254**

AN ORDINANCE

ADOPTING The Winfield Comprehensive Development Plan for 2020-2040 as the official plan and resource document for the future development of the City of Winfield.

WHEREAS, Kansas statures grant the Winfield City Planning Commission authority to adopt a comprehensive plan for all the City plus a certain surrounding area which has an influence on the planning and development of the City. That area, described in detail in the Comprehensive Plan as the Planning Area, is in Beaver, Fairview, Liberty, Pleasant Valley, Salem, Tisdale, Vernon and Walnut Townships, all in Cowley County, Kansas; and,

WHEREAS, As required by K.S.A. 12-743(a), written notification of the City's intent to adopt a comprehensive plan which affects property outside the City was provided to the Cowley County Board of Commissioners, and to the Township trustees of Beaver, Fairview, Liberty, Pleasant Valley, Salem, Tisdale, Vernon and Walnut Townships, at least 20 day prior to the public hearing; and,

WHEREAS, As required by K.S.A. 12-747(b), the Planning Commission held a public hearing on the Winfield Comprehensive Development Plan 2020-2040. Public notice of the hearing was published in the official city newspaper in accordance with statute and the public hearing was held on August 18, 2026; and

WHEREAS, On August 18, 2026, the Winfield City Planning Commission passed a motion recommending approval to adopt the updated Winfield Comprehensive Development Plan 2020-2040; and,

WHEREAS, As required by K.S.A. 12-747(b), a certified copy of the Winfield Comprehensive Development Plan 2020-2040, a written summary of the public hearing, and copy of the Governing Body for consideration; and,

WHEREAS, A certified copy of the updated Winfield Comprehensive Development Plan 2020-2040, as approved by the Governing Body on September 21, 2026 is on file in the City Clerk's office.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS, THAT:

Section 1. Plan Approval The Winfield Comprehensive Development Plan 2020-2040, as adopted by the Winfield City Planning Commission, is approved as the official comprehensive plan for the City of Winfield.

Section 2. Distribution As required by K.S.A. 12-747(c), an attested copy of the Winfield Comprehensive Development Plan 2020-2040 will be sent to all other taxing subdivisions in the Planning Area which request a copy.

Section 3. Annual Reviews At least once a year, the Planning Commission must review or reconsider the Winfield Comprehensive Development Plan 2020-2040.

Section 4. Amendments, Extensions or Additions The Planning Commission may propose amendments, extensions or additions to the Winfield Comprehensive Development Plan 2020-2040 as they deem appropriate. As required by K.S.A. 12-747 (d), any amendments, extensions, or addition must be adopted in the same manner as the original comprehended plan.

Section 5. Effective Date This Ordinance becomes effective upon its passage and publication once in the official city newspaper.

ADOPTED this 21st day of September 2026.

(SEAL)

_____
Brenda K. Butters, Presiding Officer

ATTEST:

_____
Carina Anderson, Deputy City Clerk

Approved as to form: _____
William E. Muret, City Attorney

Approved for Commission action: _____
Taggart Wall, City Manager

Request for Commission Action

Date: September 17th, 2026

Requestor: Taggart Wall

Action Requested: Consider Adoption of the 2020-2040 Master Parks, Trails, & Recreation Plan, Amended 2026

Analysis:

This update amends the Parks plan by adding Appendix 3. The appendix updates the original 2020 goals in Appendix 1 by carrying forward unfinished priorities, removing goals that are complete or no longer central, and adding needs identified through the 2025 public questionnaire and subsequent review. The update does not change the plan's overall vision. It makes the remaining 15-year work program more practical and site-specific, with a stronger emphasis on maintenance, accessibility, restrooms, pathways, parking, and rehabilitation of existing assets before major expansion.

Major changes from Appendix 1 to Appendix 3

Topic	2020 goals in Appendix 1	2025 update in Appendix 3
Scope and timing	A 23-page consolidated list covering the full 20-year planning period, including a separate policies and operations section.	A 16-page work program focused on incomplete and newly identified goals. Long-term timing is adjusted from 10 to 20 years to 10 to 15 years, reflecting the remaining plan horizon.
System priorities	Included west- and northeast-side parkland acquisition, broad new-user programming, green infrastructure, and general accessibility concepts.	Retains west-side acquisition and integration of parks with growth; adds a Black Creek master plan, 12- to 16-year-old youth facilities, transition-plan accessibility, and study of a new indoor aquatic facility. Northeast-side acquisition is not carried forward.

Topic	2020 goals in Appendix 1	2025 update in Appendix 3
Maintenance	Included weed control, turf improvement, tree replacement, and numerous individual repairs, often as broad or one-time objectives.	Makes maintenance more explicit and operational: continued weed control, lower-mow native areas, road-rocking at the lake, restroom upgrades, irrigation work, trail clearing, vegetation control, and rehabilitation of aging park features.
Access and mobility	Called for sidewalk policies, targeted repairs, crossings, bicycle routes, and a broad pathway network.	Consolidates this work under Pathways and identifies implementable projects: demonstration bike lanes, complete-streets practices, Fairgrounds and Island Park links, 19th Avenue and Tilford routes, the outer hike-bike loop, and ADA routes within parks.
Facilities and sites	Proposed many additions across the lake, recreation sites, and neighborhood parks.	Sharpens priorities around existing assets: Broadway field turf and restrooms; Black Creek redesign; Cherry Street paths, restroom, seating and shade; Island Park channel and goose control; Tunnel Mill access and nature trail; and focused improvements at smaller parks.

Survey results and changes in public feedback

The survey record shows continuity in what residents value and a notable change in the urgency of maintenance concerns. In both surveys, walking and running paths, public restrooms, and bicycle facilities ranked among the leading outdoor improvement priorities. In 2025, walking and running paths remained first at 12.5 percent of selections, public restrooms remained second at 12.2 percent, and paved hike and bike paths ranked third at 9.7 percent. In 2019, the corresponding priorities were 13.2 percent, 11.1 percent, and 8.6 percent. This consistency supports carrying pathway, restroom, and accessibility work into Appendix 3.

The 2025 questionnaire introduced recreation facilities for teens as a distinct choice; it ranked fourth at 7.0 percent. Appendix 3 responds with youth-oriented concepts such as a bicycle pump track and other facilities for ages 12 to 16.

Dog park priority declined from 7.4 percent of outdoor selections in 2019 to 3.7 percent in 2025, while Appendix 3 shifts from expansion toward practical dog park needs at Black Creek, including access, parking, seating, and shade.

Public ratings suggest focus on maintenance of existing park lands and facilities and replacement when necessary due to age or deterioration.

Comments in 2025 repeatedly called for cleaner and improved restrooms, tree and lagoon work at Island Park, repairs at Broadway and Black Creek, better lake roads and docks, improved parking, more teen opportunities, and attention to trails and accessibility.

The updated goals reflect both sides of that feedback: they emphasize care of existing assets and targeted rehabilitation, while treating larger additions as studies, feasibility reviews, phased work, or long-term projects.

Important survey limitations

The surveys are useful indicators of priorities but should not be treated as statistically representative samples or as a strict trend line. The 2019 questionnaire received 935 responses, equivalent to more than 7 percent of the then-estimated population, while the 2025 questionnaire received 302 responses, equivalent to about 2.6 percent of the 2020 Census population. The 2025 respondents were also older.

Relationship between feedback and the updated goals

Theme	Survey signal	Appendix 3 response
Paths and connections	Persistent top-ranked demand for walking, running, and bicycle routes	Demonstration bike lanes, mixed-use path links, complete-streets review, outer-loop completion, and site-level path improvements
Restrooms and access	Restrooms remained the second-highest outdoor priority; comments raised cleanliness, condition, and accessibility	Restroom work at the City Lake, Broadway, Fairgrounds, Black Creek, Cherry Street, and the Aquatic Center; ADA routes, seating, fishing docks, and parking

Request for Commission Action

Theme	Survey signal	Appendix 3 response
Maintenance first	Parks maintenance and weed control.	Ongoing weed and turf programs, reduced-mow landscapes, tree replacement, lake road rotation, irrigation work, trail clearing, and rehabilitation projects
Youth recreation	Teen facilities ranked fourth in 2025 and comments requested affordable, supervised options	System-wide youth facilities, possible pump track or other 12-16 age facilities, and feasibility review of future facilities
Site-specific concerns	Broadway Sports Complex, Black Creek, Island Park, the lake, Tunnel Mill	Master planning and capital work targeted to the same sites, with defined projects and priority time frames

Fiscal Impact: n/a

Attachments: Amended Plan

— Winfield —

Master Plan for Parks, Trails & Recreation 2020–2040



Acknowledgments

This *Master Plan for Parks, Trails & Recreation* was prepared under the supervision and with the aid of the Winfield City Planning Commission, the Park Board, and City staff, with help from a Steering Committee of citizen volunteers, and with technical assistance by planning consultants Foster Design Associates LLC of Wichita.

WINFIELD CITY PLANNING COMMISSION

Willie Tuttle, Chairperson
Rick Cowlishaw, Vice-Chairperson
Patrick Steward, Secretary (City Staff)

David Brazil
Brenda Butters
Jeanie Campbell
Taylor Dory
Robert Gottlob
Thomas McNeish
Mona Mozingo
Tom Pettey
Don Williams

Tiffany Parsons, Recording Secretary
William E. Muret, City Attorney

WINFIELD GOVERNING BODY

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WINFIELD CITY STAFF

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COVID-19 PANDEMIC

The 2020 COVID-19 pandemic began about halfway through this planning process, preventing completion of the originally intended sequence of Steering Committee and public input meetings. Fortunately, the Community Questionnaire had already been finished, along with the early meetings that provide the most essential guidance on community interests and concerns. During the pandemic, feedback on the draft Plan was achieved through email reviews.

At the time this Plan was written, the long-term economic impacts of the pandemic could not be reliably predicted. Nevertheless, the goals expressed in this Plan are valid, and should be pursued—when they reasonably can be, with whatever resources are then available.

Acknowledgments

WINFIELD PARK BOARD

Marilyn Albright
John Boyle
Claire Graham
Joyce McArtor
Larry Schuster
Dan Tapia
Max Thompson
Kelly Wall

Ron Hutto, Mayor (*ex-officio*)
City Liaison: Gary Mangus, Assistant to the City Manager

PARKS PLAN STEERING COMMITTEE

Eric Befort — Fair Board President
Sarah Bryant — Director of Marketing & Business Development - William Newton Hospital
Brenda Butters — Planning Commission Member
Troy Moree — Winfield Recreation Commission—Director
Mark Olney — Director of Winfield Parks/Public Lands, Retired
Scott Schoon — Retired Recreation Center Director; Aquatic Center Director
Brett Stone — Former Police Chief & biking enthusiast
Tara Sutton — Owner — Walnut Valley Outpost bike shop and Cowley Fitness Crossfit Gym
Jay Tate — School Resource Officer & Youth Coach
Joe Wood — Southwestern College Coach
Jerry Yeary — Tennis & Pickle Ball Participant

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Park System Overview

Why Parks?

Parks matter. They improve our quality of life and enhance community livability, making them an important factor in attracting new business and contributing to economic growth. They serve people of all ages, all abilities, and all ethnic and economic backgrounds, strengthening our sense of community. They protect open space that preserves wildlife habitat, improves air and water quality, and helps mitigate flooding.

Winfield's existing park system is extraordinary in many ways, but will need to adapt over time to meet evolving expectations for park services. For that task, a park system master plan is an indispensable tool. A master plan consolidates information on resources, constraints, and opportunities. It provides an outline of where the park system is, where it is going, and how it will get there. Having a park system master plan on hand also enhances funding opportunities, since many grant providers require a master plan as a prerequisite in any proposal.

This *Winfield Master Plan for Parks, Trails & Recreation* provides an overview of existing park and recreational resources in the Winfield area. It lists community goals for the park system, determined through recommendations from the Steering Committee, the Park Board, and City staff, public meetings, and a Community Questionnaire and Student Survey. It provides background information on park and recreation concepts and options for new facilities, and proposes development ideas for each park. It defines implementation strategies for the City to develop a balanced park system that cost-effectively achieves the community's highest priority goals over the next twenty years.

THE PLANNING PROCESS

In 2019 the City engaged *Foster Design Associates LLC* (FDA), a landscape architecture and planning firm based in Wichita, to produce a new *Winfield Master Plan for Parks, Trails & Recreation* for the community. FDA was simultaneously contracted to produce an updated Comprehensive Development Plan for Winfield, allowing cost-effective synergy in developing much of the necessary background research. FDA worked with City staff, the Planning Commission, the Park Board, and a Parks Plan Steering Committee of City leaders, staff, and community volunteers, and facilitated public input meetings—all to develop a Plan that would *fit* Winfield's unique needs, expectations, and resources.

Producing a master plan document is just the beginning of the process, however, not its end. This *Plan* is an essential tool, but it will take dedicated people to turn concepts into detailed site designs, and designs into reality. With imagination and perseverance, Winfield's park system will continue to be an asset that benefits the community for generations to come.

If you plan cities for cars and traffic,
you get cars and traffic.

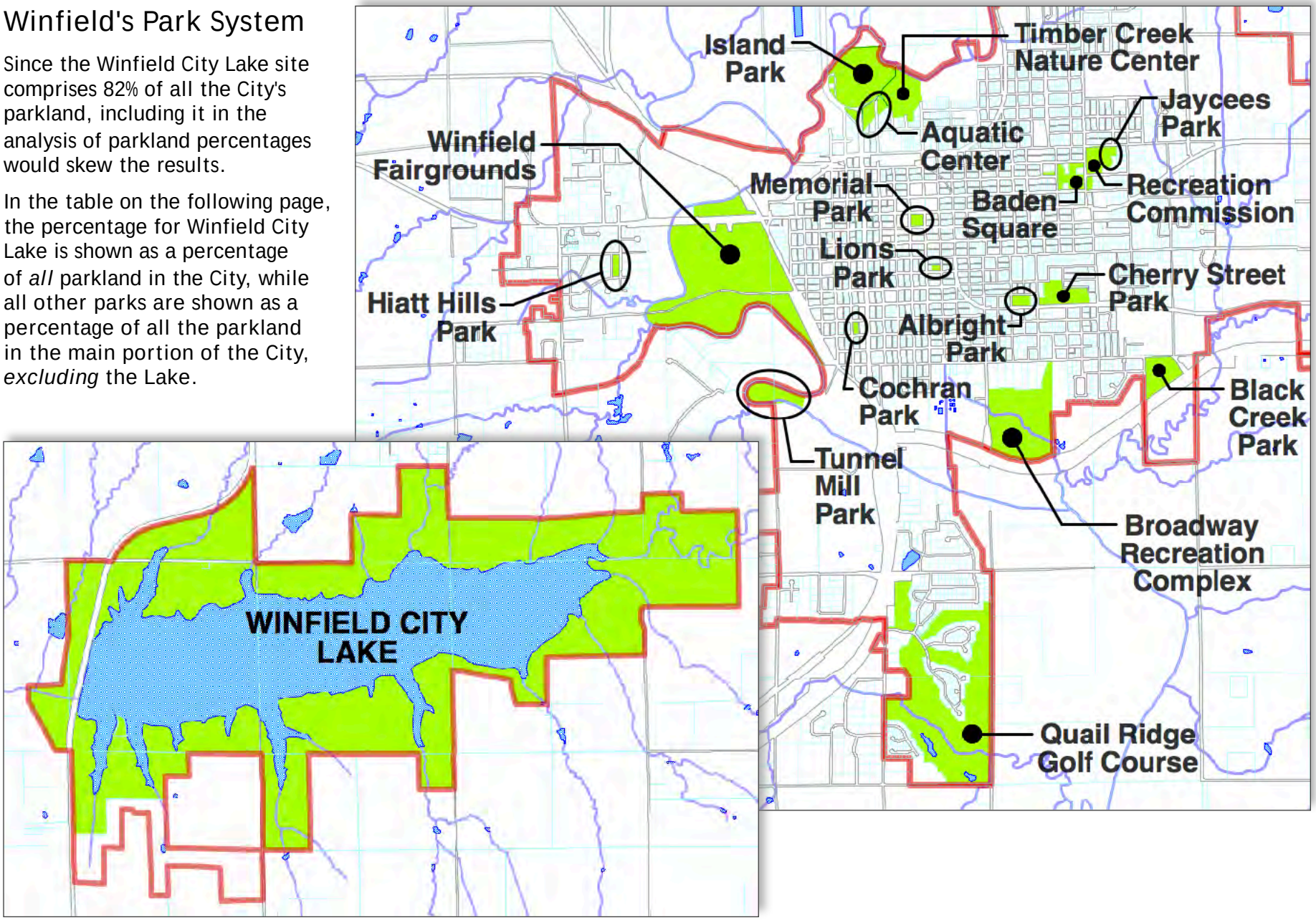
If you plan for people and places,
you get people and places.

— Fred Kent, Project for Public Spaces —

Winfield's Park System

Since the Winfield City Lake site comprises 82% of all the City's parkland, including it in the analysis of parkland percentages would skew the results.

In the table on the following page, the percentage for Winfield City Lake is shown as a percentage of *all* parkland in the City, while all other parks are shown as a percentage of all the parkland in the main portion of the City, *excluding* the Lake.



WINFIELD CITY PARKS	Location	Size (acres)	percentage of Winfield parkland
Winfield City Lake	10348 141st Road	2,424.55	82.0% of *all* Winfield parkland
Baden Square	605 College Street (west of College Street, between 6th & 8th)	8.38	1.57% of Winfield parkland, *excluding* Winfield Lake
Broadway Recreation Complex	2200 Broadway Street	64.22	12.04% "
Joe Thornton Recreation Center	624 College Street	6.55 *	1.23% "
Quail Ridge Golf Course	3805 Quail Ridge Drive	161.97	30.36% "
Timber Creek Nature Center	200 Main Street	21.20	3.97% "
Winfield Aquatic Center	300 Main Street	5.26	0.99% "
Winfield Fairgrounds	1105 W. 9th Avenue	171.23	32.09% "
Black Creek Park	2021 E. 19th Avenue (19th Avenue & Wheat Road)	14.57	2.73% "
Cherry Street Park	1516 Cherry Street (15th Avenue & Cherry Street / NE corner)	12.96	2.43% "
Island Park	200 Main Street	41.43	7.76% "
Tunnel Mill Park	316 Tunnel Mill Road (West 19th Avenue & Walnut River)	14.78	2.77% "
Albright Park	1514 John Street (15th Avenue & John Street / SE corner)	2.68	0.50% "
Cochran Park	1600 Manning Street (16th Avenue & Manning Street / SE corner)	0.96	0.18% "
Hiatt Hills Park	1119 Grand Street (Grand Street & Crestline Drive / SW corner)	2.02	0.38% "
Jaycee Park	No street address (At Houston Street, S of Simpson Avenue)	2.64 *	0.49% "
Lions Park	1223 Bliss Street (13th Avenue & Bliss Street / NW corner)	0.64	0.12% "
Memorial Park	401 E. 9th Avenue (9th Avenue & Fuller Street / SE corner)	2.07	0.39% "
	Total acres:	2,958.1	
	Total acres, *excluding* Winfield City Lake:	533.6	

** Note: The Joe Thornton Recreation Center, Jaycee Park, and a municipal water tower are all located on the same 9.9 acre City-owned parcel. Approximately 5.25 acres of that parcel are included in the Recreation Center site, about 2.64 acres are included in Jaycee Park, and about 2.0 acres are dedicated to the water tower. An additional 1.3 acre parking lot is located south of the Recreation Center on a separate parcel, and is included in the Recreation Center acreage.*

Winfield's park system incorporates a total of 2,958 acres of parkland—2,425 acres at the Lake, and 534 acres in the main part of the City. The park system includes a total of 18 sites—Winfield City Lake, seven special use facilities, four large parks, and six small parks.

- Special use facilities include Baden Square, Broadway Recreation Complex, Quail Ridge Golf Course, Timber Creek Nature Center, Winfield Aquatic Center, Winfield Fairgrounds, and the Joe Thornton Recreation Center (which is operated by the Winfield Recreation Commission but owned by the City of Winfield).
- Large parks include Black Creek Park, Cherry Street Park, Island Park, and Tunnel Mill Park.
- Small parks (less than 3 acres in size) include Albright Park, Cochran Park, Hiatt Hills Park, Jaycee Park, Lions Park, and Memorial Park.

Winfield City Lake was created by damming Timber Creek, which was done both to control flooding and to create an abundant and reliable water source for the City. Although the Lake is utilized for recreational purposes, such uses must never compromise its primary functions. Located about ten miles northeast of downtown Winfield, the 2,425-acre site includes 1,446 acres of land (60%), and 979 acres of water (40%). All together, the site comprises 82% of all the parkland in the City of Winfield.

After the Lake, the largest parks in the system are the 171-acre Winfield Fairgrounds, and the 162-acre Quail Ridge Golf Course, each taking up nearly a third of the parkland in the main portion of the City (excluding the Lake). The next largest parks are the 64-acre Broadway Recreation Complex, the 41-acre Island Park, and the 21-acre Timber Creek Nature Center. The other twelve parks in the system range from 15 acres to six-tenths of an acre in size.

Baden Square was originally part of the campus of St. John's College. The college closed in 1986, and the City of Winfield purchased the campus in 1988. Five of the buildings are now in other ownership, but the balance of the campus is City-owned and maintained by the Park Department—including the commons area, the Public Library, Baden Community Center, and Meyer Hall (which now hosts Winfield Community Theatre).

Broadway Recreation Complex is a sports facility, with baseball, football and soccer fields. Quail Ridge is an 18-hole golf course. The Aquatic Center, adjacent to Island Park, is the community's outdoor swimming pool complex. The Fairgrounds host a variety of activities, from rodeos to the Walnut Valley Festival. (Both the north and south Pecan Groves are included in the Fairgrounds acreage.) The Recreation Center, also once part of the St. John's College campus, has outdoor basketball courts, a practice field, and a building that houses a Fitness Center, a Gymnasium, and offices for the Winfield Recreation Commission.

Island Park contains an extraordinary playground, an outdoor amphitheater, picnic shelters, and fishing areas. It is the site of many community events and celebrations, including the Farmers Market, the "Isle of Lights" holiday event, and the "Duck Jam in the Park" summer music series. The adjacent Timber Creek Nature Center is a wildlife area with nature trails.

Black Creek Park has softball fields, a skate park, and a new dog park that was completed in 2020. Cherry Street Park has two baseball practice fields, a basketball court, a playground and a 9-hole disc golf course. Tunnel Mill Park has scenic views of the Walnut River and a low dam, and is used for fishing.

Memorial Park, on the eastern edge of downtown, is dedicated to military memorials. Winfield's other small parks are neighborhood parks, typically with playground equipment and picnic shelters; some have basketball, tennis, or racquetball courts.

WINFIELD CITY PARKS FACILITIES	
Park / Recreation Facility	Major Facilities
Winfield City Lake	picnic shelters, camping, RV hookups, memorial forest, restrooms, limestone sign
Baden Square	Commons area, the Winfield Public Library, Baden Community Center, & Meyer Hall (which now hosts Winfield Community Theatre)
Broadway Recreation Complex	6 soccer fields, football field, 5 lighted ball diamonds, batting cages, warm-up areas, concessions, restrooms, path with exercise equipment, 4 parking lots, maintenance facilities, limestone signs
Joe Thornton Recreation Center	Fitness Center, Gymnasium, 2 outdoor basketball courts, practice field, parking lot, digital sign
Quail Ridge Golf Course	18-hole par-72 golf course, clubhouse, maintenance building, golf cart trail, parking lot
Timber Creek Nature Center	gateway feature, entry signage, nature trails
Winfield Aquatic Center	pool house, swimming pool / slides, playground, picnic shelter
Winfield Fairgrounds	Event Center; rodeo arena, 4-H arena, grandstand, 2 exhibit barns, 2 wash racks, hog shelter, pole barn, RV hookups & dump station, camping, restrooms
Black Creek Park	2 lighted softball fields, picnic pavilion, dog park, skate park, sand volleyball court, walking path, accessible restrooms, parking lot
Cherry Street Park	playground, 2 baseball practice fields with backstops, 2 basketball courts (1 non-functional), 9-hole disc golf course, path with footbridge, picnic shelters, accessible restrooms, limestone sign
Island Park	amphitheater, playground, picnic shelters, fishing pond, horseshoe pits, accessible restrooms, path, parking lots, public art, pedestrian bridge
Tunnel Mill Park	dirt parking area, fishing access to Walnut River
Albright Park	playground equipment (swings, spring rider, merry-go-round; on mulch surfacing), emergency siren, drinking fountain, backstop, 3 tennis courts (non-functional)
Cochran Park	2 picnic shelters, playground (swings, slide; with engineered wood fiber surfacing), basketball court, 2 racquetball courts, drinking fountain, ADA parking space
Hiatt Hills Park	picnic shelter, playground (unit, with engineered wood fiber and resilient tiles surfacing), open space with gentle slopes, parking lot with ADA space
Jaycee Park	basketball half-court, open space with sledding slopes, parking lot
Lions Park	playground (unit with engineered wood fiber surfacing, spring rider, climbing structure), drinking fountain, fencing, benches, lion sculpture
Memorial Park	War Memorial, Vietnam War Memorial, POW/MIA memorial; lighting

TRAILS

While a number of Winfield's parks have sidewalks or roads that people use for exercise, the existing pathways are typically not connected to destinations outside of each park, and do not form an interconnected network. Most of these routes are not suitable for bicycling, and are not ADA accessible.

Black Creek Park has a narrow, mostly-asphalt trail almost a quarter-mile long, that loops around the west baseball field; it has no shade, and is in poor condition. A sidewalk a little over a quarter mile in length extends across Cherry Street Park.

The Winfield Fairgrounds site has a network of asphalt and dirt roads. Walkers or runners sometimes use the cart path at Quail Ridge Golf Course.

Broadway Recreation Complex has a collection of sidewalks that connect the parking lots and ball diamond facilities, and incorporate exercise equipment along the path. There is also a gravel maintenance road on top of the levee that extends along the east and south perimeter of the site, which is not intended for recreational use, but which is likely used as a trail occasionally.

Island Park has a collection of sidewalks that connect the park facilities. A footbridge connects them to a gravel path on top of the levee that extends about a mile along the south edge of Timber Creek, from Minnesota Street on the east side of the Park, to Island Park Avenue on the west side.

While these facilities are a recreational asset of sorts for the community, they are disconnected, and do not work together to provide the synergy of a true bicycle and pedestrian trail *network*—which is more than the sum of its parts, and can serve as an alternative transportation system.

PARKS IN FLOODPLAINS

Land in floodplains, while generally not suitable for most development, *can* be utilized for purposes tolerant of occasional flooding, and is often used for public parks.

The Federal Emergency Management Agency (FEMA) produces maps which identify floodplains, and classify them based on degree of risk. The three broadest categories of floodplain designation are floodway, 1% annual chance floodplain, and moderate flood hazard areas.

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

Located as Winfield is, on the banks of the meandering Walnut River, much of the land in and around the City is floodplain. Downtown and many of its adjacent historic neighborhoods were built in floodplain, but are now protected by levees; more recent development has taken place on higher ground.

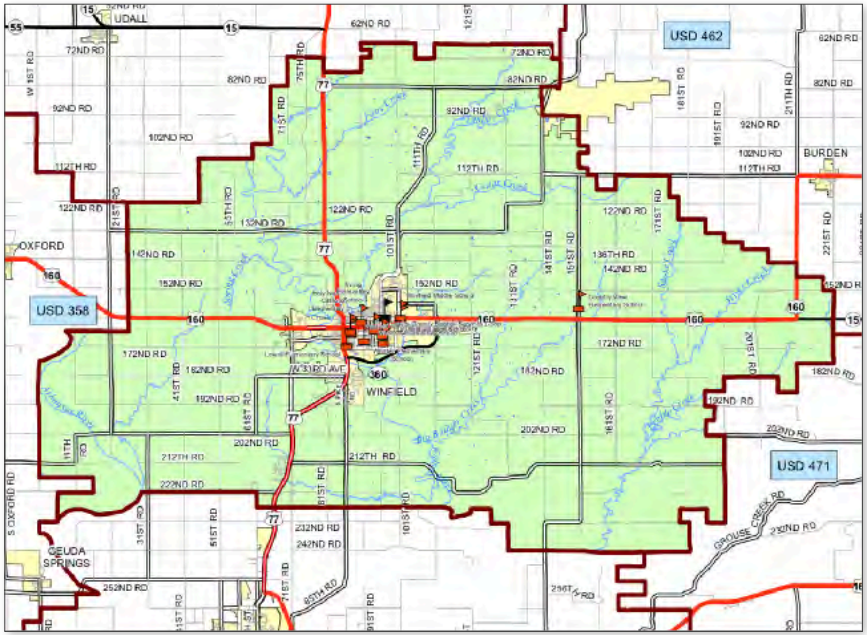
All of Tunnel Mill Park and very nearly all of the Winfield Fairgrounds are located in the floodway of the Walnut River. Roughly the southern third of Black Creek Park is in either the 500-year or 100-year floodplain. Broadway Recreation Complex is entirely in floodplain, though much of it is protected by a levee; 3% is actually in the floodway. All but the northern edge of Island Park is protected by levees, as are all of Memorial, Lions, and Cochran Parks.

Other Local Recreational Resources

Winfield Unified School District (USD 465), the Winfield Recreation Commission, and Southwestern College also contribute to local recreational opportunities. The privately-owned Winfield Country Club is just outside the city limits on the southwest side of town. Regionally, Winfield is close enough to Derby, Wichita, Andover and Goddard to take advantage of a wide variety of recreational opportunities available in those cities.

USD 465

The Winfield Unified School District operates a preschool and four elementary schools, a middle school and a high school. The playgrounds, gymnasiums, and other athletic facilities and programs at the schools provide a wealth of recreational opportunities for the children of the District.



2019 map of Winfield Unified School District 465 (shown in green)

T.H. Vaughn Tennis Complex is located at 1500 Mound Street, on the same site as Whittier Elementary School. Owned and maintained by the USD 465 Board of Education, this public tennis complex has seven lighted courts. The facility is managed by a joint committee that oversees its operations, with representatives from USD 465, the Winfield Recreation Commission, the City of Winfield, and Southwestern College.

WINFIELD RECREATION COMMISSION

Kansas state statutes allow communities to choose to support recreational programs through a mill levy based on School District boundaries. This system allows the population of an entire School District to support school-based recreational facilities and programs—which, after all, benefit the citizens of the entire School District.

Created in 1955, the Winfield Recreation Commission (WRC) is financially supported by property owners of USD 465, which includes the City of Winfield and surrounding rural areas. State statutes require that funds dedicated to a Recreation Commission may not in any way reduce the dollars provided to the School District for educational purposes.

The WRC operates the Joe Thornton Recreation Center and Fitness Center, which is owned by the City of Winfield. WRC administrative offices are located there. The WRC also operates a public indoor swimming pool, which is owned by Southwestern College, and located on campus in the White Physical Education Building.

The Winfield Recreation Commission mails out quarterly program guides to all mailing addresses in Winfield, which provide information on the wide variety of programs, sports leagues, special events, and fitness and aquatics programs sponsored by the WRC, for Winfield community members of all ages. For more information on WRC programs, see www.winfieldrec.com.

SOUTHWESTERN COLLEGE

Recreational facilities on the Southwestern campus include the Stewart Field House and Jantz Stadium, as well as the Jim Farney Center in the White Physical Education Building.

Stewart Field House is dedicated to basketball, and can seat 1,396 fans. Originally built in 1924, it was completely renovated in the 1990s, and is considered one of the finest small college basketball facilities in the country.

The $4.2 million Richard L. Jantz Stadium opened in 2010. It includes a synthetic turf playing field for football and soccer, an eight-lane track, facilities for jumping and vaulting events, as well as a press box, a concession stand and renovated restrooms. It provides seating for 3,600, including ADA seating.

The 5000-square-foot Jim Farney Center is the College's training facility for student athletes, and includes weight and cardio equipment.

Though dedicated to use by Southwestern College students and staff, the availability of these facilities reduces the load on City recreational facilities in Winfield.



Stewart Field House



Stewart Field House, Jantz Stadium & White Physical Education Building



Farney Center

WINFIELD COUNTRY CLUB

Located just outside of the city limits on the southwest side of Winfield, the Winfield Country Club was established in 1917. In 1970, a new clubhouse and swimming pool were built; the sale of adjacent residential lots provided funding for the purchase of additional land, and expansion of the course to 18 holes.



Winfield Country Club

REGIONAL RECREATIONAL OPPORTUNITIES

A wide variety of recreational opportunities are available in cities within an hour's drive of Winfield.

Derby has the Rock River Rapids water park, High Park, and Madison Avenue Central Park. The City began construction of Decarsky Park in 2019. High Park has an amphitheater, gazebo, soccer fields, baseball/softball complex, playgrounds, sand volleyball courts, fishing and more than two miles of hike and bike paths. Madison Avenue Central Park has two splashpad features, an accessible playground, and a major event venue. Decarsky Park will feature ball diamonds, a dog park, and pathways.



The Venue at Madison Avenue Central Park



Rock River Rapids

Wichita has 144 parks, 53 athletic fields, 8 swimming pools, and an extensive pathway system. Other facilities—such as the Great Plains Nature Center, Sedgwick County Zoo, Botanica, the Wichita Art Museum Gardens, and Old Cowtown Museum—offer recreational experiences in a park-like setting.








Wichita Art Museum—The Art Gardens

Botanica, The Wichita Gardens




Sedgwick County Zoo

Great Plains Nature Center

Andover has the 13th Street Sports Park, the Redbud Trail, the Andover YMCA with its waterpark, and Andover Central Park, with its lake, playground, trails, and Amphitheater. Andover is also home to two nationally-ranked private golf courses—Terradyne Country Club and Flint Hills National Golf Club.








Goddard has access to the Prairie Sunset Trail, a public railtrail that runs for 15 miles from Goddard to Garden Plain. As of spring 2020, it will also have the Goddard Aquatic Center and Genesis Sports Complex. This 82,000-square-foot, $50 million facility is currently under construction on a 90-acre site west of downtown Goddard. It will have a hotel, an indoor water park, a natatorium for competitive swimming, and baseball fields.




Prairie Sunset Trail

Goddard Aquatic Complex—concept rendering (hotel in front of aquatic center, ball diamonds behind)

Community Perceptions of Winfield's Parks

As part of the process for developing Winfield's Comprehensive Plan and this Master Plan, a Community Questionnaire was distributed to people in the Winfield area, both inside and outside the city limits. Distributed late in 2019, it was available in hardcopies and on the web, and was mailed to every electric utility customer within three miles of the City.

The Questionnaire included 17 questions on Winfield's park system and individual parks.

A total of 935 Questionnaires were completed and returned—a testimony to the level of citizen involvement in this community. Note that, although 935 questionnaires were returned, not every person answered every single question—so sometimes the total responses for a specific question don't add up to 935.

Twice as many females responded to the Questionnaire as males, and only 3 people under 19 years of age filled it out.

Student Focus Groups Children often use parks and parks facilities far more than adults, so their opinions provide essential insight into how the park system is working for the community as a whole. In March of 2020, City staff met with focus groups of elementary, middle school and high school students to gather their opinions of Winfield's parks.

Periodically in this document, references will be made to some of the results of the Community Questionnaire and the student focus group discussions.

The complete tabulated results of the Questionnaire are available to the public on the City website, and from the office of the City Clerk at Winfield City Hall.

The first part of the parks Questionnaire asked for information on how often people visited parks, then asked people to rate various parks facilities and programs. The results of these questions are in this section.

Then another series of questions asked people what new facilities they would like to have, and what improvements they would like to see to existing facilities. The results of these questions are shown later in this report.

PARK VISITS

The table on the following page shows the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked which of the community's parks and recreation facilities they had visited in the previous 2 years, and how often they visited.

Among the special use facilities, frequent visitors (those who visited a particular park more than ten times in the previous two years) used the Fairgrounds and the Recreation Center most often.

Among large parks, Island Park was the most frequently visited, by a wide margin. In fact, it was visited more often than any of the special use facilities.

Memorial Park was the most visited of the small parks, which makes sense given its special function and downtown location. Small parks are typically not intended to attract visitors from across the community, but rather are intended to serve their immediate neighborhood. Albright Park, the largest of the small parks and only half a block from Cherry Street Park, was the second most frequently visited small park.

The 11 girls and 3 boys in the High School focus group visited Island Park roughly twice as often as any other park. For these students, Winfield City Lake was the second most-visited park, followed by Cherry Street, the Aquatic Center, Broadway Recreation Complex, and the Indoor Pool. The Fairgrounds and Memorial Park were visited occasionally, the other parks rarely, and none of the students in the focus group had ever visited Hiatt Hills, Jaycee or Albright Parks.

NOTE: At the time the Community Questionnaire was created, Baden Square was not yet included on the list of Winfield's parks, and Timber Creek Nature Center was considered part of Island Park. Neither facility is included in the following tables.

PARK VISITS — Community Questionnaire —	Never Visited		Visited in the Last 2 Years							
			0 times		1 to 3 times		4 to 10 times		more than 10 times	
WINFIELD CITY LAKE	98	2.5%	182	5.1%	316	10.2%	153	8.8%	163	7.6%
WINFIELD FAIRGROUNDS	25	0.6%	21	0.6%	242	7.8%	319	18.3%	313	14.5%
REC CENTER / FITNESS CENTER	138	3.5%	153	4.3%	207	6.7%	126	7.2%	289	13.4%
BROADWAY RECREATION COMPLEX	170	4.3%	137	3.8%	247	8.0%	159	9.1%	200	9.3%
WINFIELD AQUATIC CENTER	205	5.1%	169	4.7%	270	8.7%	136	7.8%	131	6.1%
QUAIL RIDGE GOLF COURSE	424	10.6%	255	7.1%	133	4.3%	42	2.4%	53	2.5%
ISLAND PARK	12	0.3%	13	0.4%	124	4.0%	230	13.2%	541	25.1%
CHERRY STREET PARK	124	3.1%	178	5.0%	277	8.9%	157	9.0%	173	8.0%
BLACK CREEK PARK	237	5.9%	257	7.2%	232	7.5%	97	5.6%	86	4.0%
TUNNEL MILL PARK	289	7.2%	276	7.7%	225	7.3%	75	4.3%	45	2.1%
MEMORIAL PARK	194	4.9%	204	5.7%	318	10.3%	102	5.8%	89	4.1%
ALBRIGHT PARK	365	9.1%	381	10.6%	111	3.6%	31	1.8%	21	1.0%
HIATT HILLS PARK	508	12.7%	308	8.6%	55	1.8%	22	1.3%	17	0.8%
LIONS PARK	323	8.1%	358	10.0%	167	5.4%	45	2.6%	16	0.7%
COCHRAN PARK	401	10.0%	346	9.7%	115	3.7%	35	2.0%	12	0.6%
JAYCEE PARK	481	12.0%	346	9.7%	60	1.9%	15	0.9%	5	0.2%

NOTE: In this table, each percentage shown is a percentage of the sum of the entire column of numbers to its left.

PARK FACILITIES RATINGS

The following tables show the responses received on the 2019 Community Questionnaire, when Winfield area residents were asked how they would rate the listed Winfield parks. The table is sorted by lowest to highest "inadequate" rating.

FACILITIES RATINGS	Excellent		Adequate		Inadequate		Don't Know	
QUAIL RIDGE GOLF COURSE	238	8.2%	251	4.4%	10	0.7%	415	9.5%
ISLAND PARK *(playground, picnic areas, amphitheater, horseshoe pits, fishing / lake, restrooms)*	632	21.9%	259	4.5%	14	0.9%	13	0.3%
BROADWAY RECREATION COMPLEX	399	13.8%	325	5.7%	25	1.6%	168	3.8%
MEMORIAL PARK *(monuments)*	287	9.9%	380	6.6%	26	1.7%	202	4.6%
WINFIELD AQUATIC CENTER	310	10.7%	412	7.2%	27	1.8%	169	3.9%
HIATT HILLS PARK *(playground, picnic pavilion)*	43	1.5%	266	4.6%	65	4.2%	525	12.0%
REC CENTER / FITNESS CENTER	275	9.5%	446	7.8%	69	4.5%	127	2.9%
CHERRY STREET PARK *(playground, picnic areas, baseball, basketball, disc golf, restrooms)*	164	5.7%	502	8.8%	80	5.2%	161	3.7%
BLACK CREEK PARK *(picnic pavilion, skatepark, softball, sand volleyball, restrooms)*	91	3.2%	431	7.5%	82	5.3%	305	7.0%
COCHRAN PARK *(playground, picnic areas, racquetball courts, basketball court)*	40	1.4%	348	6.1%	95	6.2%	419	9.6%
WINFIELD FAIRGROUNDS	188	6.5%	588	10.3%	112	7.3%	29	0.7%
JAYCEE PARK *(basketball court, open space)*	23	0.8%	242	4.2%	128	8.3%	504	11.5%
WINFIELD CITY LAKE	107	3.7%	439	7.7%	159	10.4%	211	4.8%
ALBRIGHT PARK *(playground, open space)*	25	0.9%	280	4.9%	191	12.5%	407	9.3%
LIONS PARK *(playground, open space)*	31	1.1%	337	5.9%	214	14.0%	320	7.3%
TUNNEL MILL PARK *(picnic areas, fishing/river, camping areas)*	32	1.1%	230	4.0%	236	15.4%	407	9.3%
Totals	*2,885*	*100.0%*	*5,736*	*100.0%*	*1,533*	*100.0%*	*4,382*	*100.0%*

Island Park had the highest "Excellent" ratings (22%), followed by Broadway Recreation Complex (14%) and Winfield Aquatic Center (11%). Facilities rated the most "Inadequate" were Tunnel Mill Park, Lions Park, Albright Park, and Winfield City Lake.

Student Ratings & Goals

City staff asked High School and Middle School student focus groups to rate Winfield's parks.

Both groups agreed that Island Park and Memorial Park are excellent; that their school classes, programs, and activities are adequate; that Broadway Sports Complex, Cochran Park, and Winfield Fairgrounds are adequate; and that Albright Park and Black Creek Park are inadequate.

Both groups had split opinions on Winfield City Lake, some rating it adequate, and some inadequate.

The Middle School focus group thought Cherry Street Park was excellent, and that Jaycee Park was inadequate. The High School focus group thought Lions Park was adequate.

High School students considered the Aquatic Center to be excellent, while Middle School students considered it merely adequate. Tunnel Mill Park was considered inadequate by Middle School students, while High School students didn't know. The Indoor Pool was rated adequate by Middle Schoolers, but inadequate by High Schoolers.

Recreation Commission programs were rated excellent by the High School focus group, while the Middle School group thought the programs were good for younger students, but not for them.

ELEMENTARY SCHOOL STUDENT GOALS

- Add drinking fountains to all the parks.
- Add facilities in the parks suitable for birthday parties.
- Aquatic Center: Add a climbing wall. Replace the dragon. Provide healthier food options. Add a splashpad.
- Improve Cherry Street Park.
- Lions Park: Add more things to do.
- Tunnel Mill Park: Utilize the green space.

MIDDLE SCHOOL STUDENT GOALS

- Add equipment to the parks, and make them more colorful & inviting. Provide clean places for teens to hang out.
- Encourage a Bowling Alley to locate in Winfield.
- Albright Park: Considered abandoned. Renovate it.
- Aquatic Center: Add more slides and things to do in the water. Eliminate the sand playground (too hot).
- Black Creek Park: Add more seating at fields, improve bathrooms, provide more shade, and remove the skatepark.
- Broadway Recreation Complex: Add batting cages.
- Cherry Street Park: Improve bathrooms and water fountains. Eliminate double rims on the basketball goals.
- Cochran Park: Keep the racquetball courts.
- Indoor Pool: Reduce chlorine levels.
- Island Park: Stock more fish. Improve drainage to eliminate muddy areas.
- Memorial Park: Do not change.
- Recreation Center: Fix cracks in the basketball courts.
- Tunnel Mill Park: Clean up litter, and make it safe.

HIGH SCHOOL STUDENT GOALS

- Add paved paths, tables, hammocks, disc golf, lighting, and gathering places for teens to the park system.
- Add Bowling as a Recreation Commission program.
- Broadway Recreation Complex: Improve softball diamonds.
- Black Creek Park: Remove the skatepark.
- Improve Tunnel Mill, Cochran & Black Creek Parks.

Park Planning Principles

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

This chapter contains information on several fundamental planning principles which may influence decisions regarding park facilities and priorities—including environmental sustainability, community health, accessibility, and community identity.

Environmental Sustainability

Parks contribute to a healthy environment. They protect open space that preserves wildlife habitat, supporting native plants and birds, mammals, butterflies and other animals. Trees and other plants in parks sequester carbon, improve air quality, and reduce urban heat island effects. Park waterways protect riparian plants that filter runoff and improve water quality, help recharge aquifers, and mitigate flooding.

As each park in Winfield is developed or renovated, strive to incorporate elements that contribute to environmental sustainability.

Native landscaping, particularly along waterways, provides ecological advantages for water, soil, and wildlife, and can also reduce the costs of watering, mowing, and disposal of grass clippings. Already adapted to the Kansas climate, native trees, shrubs, grasses, and perennials are also less vulnerable to local insects and diseases.

Information on Kansas native plants is available from Kansas Wildflowers & Grasses, Dyck Arboretum of the Plains, and the Lady Bird Johnson Wildflower Center, among others.

Green infrastructure uses landscaping to slow and absorb stormwater runoff as close to its source as possible, rather than using conventional drainage structures and storm sewers to relocate runoff away from buildings and other structures.

The first inch or two of rain that falls washes pollutants off of road and parking lot surfaces, creating a concentrated pollutant load. It is especially important to keep this "first flush" out of creeks and rivers. Parks can be used for green infrastructure installations, while continuing to support recreational uses.

- Bioswales are shallow open channels intended to convey runoff, but slow it down. Lined on the sides and bottom with dense vegetation, ideally of native species, the plants in a bioswale slow flow velocity, filter impurities, and promote infiltration. Bioswales require more space than curb and gutter systems, but manage runoff better.
- A raingarden is a shallow depression in the landscape, planted with a variety of native wetland and prairie vegetation. A raingarden should never hold standing water for more than 48 hours before it soaks into the ground. Compared to conventional turfgrass, a raingarden reduces runoff by about 30%.
- Permeable pavement is made of materials which have enough air space to allow water to drain right through into a stone aggregate reservoir below. The aggregate acts as a reservoir, reducing runoff and allowing the water to slowly infiltrate into the ground. Asphalt, concrete and concrete paver units are all available in permeable versions. Typical uses include sidewalks, driveways, parking lots, and low-traffic roads.



Bioswale, raingarden & permeable concrete



Rainwater detention area
with native plants & interpretive sign

GOALS — ENVIRONMENTAL SUSTAINABILITY

- Reduce the use of non-native trees, shrubs, and turf in parks, utilizing native plants instead where it is possible to do so while maintaining compatibility with the characteristics of surrounding neighborhoods.

  Dedicate some areas to native grasses and wildflowers for butterfly gardens.

  Though not suitable for playing fields, consider buffalograss for lower-traffic turf areas.
- Where appropriate, consider incorporating permeable pavements, raingardens or bioswales into the park system, both to aid in handling stormwater runoff, and to act as demonstration projects to inform residents about green infrastructure solutions.

Community Health

Parks contribute to people's physical, mental and emotional health, in a variety of ways. They offer opportunities for exercise, relaxation, family bonding, and connecting with friends both old and new. Studies have shown that the length of stay in visits to parks significantly correlates with reductions in stress, lowered blood pressure, and perceived physical health.

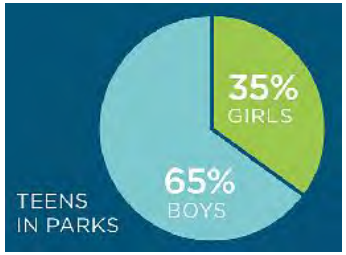
Obesity Epidemic General levels of fitness for both adults and children have been declining for decades in America, resulting in a well-documented obesity epidemic with profound effects on public health, including increasing rates of heart disease, diabetes, and certain cancers. Reliable information on the obesity epidemic is available from the Centers for Disease Control and Prevention, the National Institutes of Health, and the Robert Wood Johnson Foundation, among other sources.

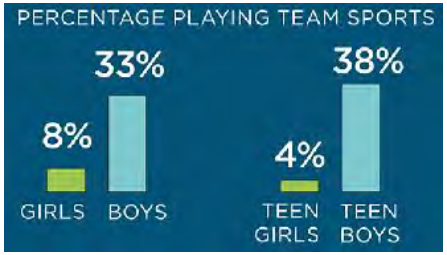
More than a third of U.S. adults are obese, and another third are overweight. The same percentages hold for American children and teens, who are becoming overweight and obese at earlier ages. Early obesity increases both the likelihood of adult obesity, and the risk of future heart disease.

Typically, only about a third of the population will voluntarily maintain an individual exercise regimen. To stay fit, most people need the incentives of convenience and fun in order to build exercise into their daily routines. Attractive parks and pathways encourage participation in physical activity, and support healthier lifestyles for Winfield's residents.

Active Parks, Healthy Cities In 2018, after two years of research to identify to what degree neighborhood parks encourage people to be physically active, the nonprofit *City Parks Alliance* produced a national study of neighborhood parks called *Active Parks, Healthy Cities*. Results included:

- Simple proximity to a park does not necessarily make people more inclined to use it. Instead, amenities, signage, and programming have more impact on use.
- Marketing Banners, posters and signs are proven effective at increasing park use, and social media can connect people with park programs. Such marketing can increase the number of a park's users by 62%.
- Girls are significantly less likely to use parks than boys.





- 25% of children's park use is at playgrounds. Every play element added to a playground increases its use by 50%.
- Adults are 49% of park visitors.
- Seniors are 18% of the population, but only 4% of park users.
- Walking loops increase park use by 80%, and double the number of seniors using the park.

Multigenerational Play Traditionally, playgrounds have been designed strictly for children, with perhaps a seating area nearby where the accompanying adults can sit and wait for the kids to get done playing. What a wasted opportunity!

Playgrounds offer more physical, social and emotional benefits when they *don't* focus solely on children. Research shows that children who play with adults are more creative and have better language and problem-solving skills—and that adults who play with children have less stress, improved cognitive skills, and better mood and relationships.

- A British study showed that 75% of children preferred outdoor play with parents or grandparents over video games.

Multigenerational playgrounds often include children's play equipment, and outdoor fitness equipment for both adults and children. Recently, manufacturers have started to offer playground equipment designed for adults and kids to play on together, such as wide slides and tandem swings.






For maximum synergy, multigenerational playgrounds should be near a loop walking path, and close to shaded seating and game tables.




Contact with Nature Though people are spending more and more of their time focused on a digital interface of one kind or another, natural landscapes still appeal to human beings in a very fundamental way.

For children, playing outside in nature is critically important for healthy development, improving their hand-eye coordination, ability to learn, and emotional stability. Being in nature can help train a child's developing brain to focus better, reducing the symptoms of Attention Deficit Hyperactivity Disorder (ADHD).

The results of insufficient contact with nature, especially for children, have been described by author Richard Louv as "Nature Deficit Disorder", beginning in his 2005 book *Last Child in the Woods*. More information on the physical and psychological impacts of too little interaction with nature is available at *www.childrenandnature.org*.

Incorporate natural areas and nature trails into the park system, giving them at least as much thought as sports fields and playgrounds.

Nature playgrounds are another option, incorporating natural elements like rocks, water, and tree trunks. For more information, see the National Wildlife Federation Nature Play website, and a case study from the American Society of Landscape Architects on Making Nature Play Areas That Work.



Examples: Nature Playgrounds

GOALS — COMMUNITY HEALTH

- Develop a network of bicycle and pedestrian pathways, that connect residential neighborhoods to community destinations.
- Add walking path loops to every park where they are feasible.
- Offer other on-demand opportunities for exercise. Encourage special-use parks such as dog parks or outdoor fitness zones, that encourage frequent use and enhance social connections.
- Add multigenerational playgrounds to every park possible.
- Add game tables to parks, wherever appropriate.
- Include shade and drinking fountains near all active park facilities.
- Market park and recreation programs with banners, posters and signs, and via social media.
- Design park programs specifically to encourage more girls to participate.
- Improve access, signage and habitat at the Timber Creek Nature Center.
- Help people to notice and understand nature in parks. This could be something as simple as a patch of milkweed along a path and some information on Monarch butterflies, or a sign alerting people to listen for woodpeckers in an area where they can often be heard.

Accessibility

The *Americans with Disabilities Act (ADA)* is a civil rights law intended to make sure that people with disabilities have the same rights and opportunities as everyone else. It took effect originally in 1990, and was updated in 2009. The ADA prohibits discrimination against disabled individuals in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public—such as parks and pathways.





To meet ADA requirements, park system facilities should comply with the standards described in the ADA Accessibility Guidelines (ADAAG). The guidelines are complex, and do contain exceptions for extraordinary circumstances, but in general they can be expected to come into effect once a facility or space is altered beyond the requirements of routine maintenance.

Meeting ADAAG standards typically involves providing at least one ADA parking space, a sidewalk that qualifies as an accessible route connecting the ADA parking to accessible facilities, and some accessible versions of each category of park equipment available. So for example, if picnic tables are provided, at least some of them should be accessible; if playground equipment is provided, at least some of it should work for handicapped as well as non-handicapped kids.

ADA Transition Plan Currently, Winfield's parks are in transition, gradually being upgraded to meet ADAAG standards. As new facilities are added or existing equipment is updated, each is brought into compliance.

Consider developing an overall Park System Accessibility Plan for the park system as a whole, to make sure that improvements built at individual parks over the course of years will eventually fit into a comprehensive and coordinated solution for ADA accessibility throughout Winfield's park system.

- ADA Access Guides on Recreation Facilities, including Play Areas, Play Surfaces, Sports Facilities, Swimming Pools, Fishing Docks and Golf Facilities are available at www.access-board.gov/guidelines-and-standards/recreation-facilities/guides.
- New guidelines are currently being developed by the U.S. Access Board for public rights-of-way, which are likely to be adopted within the 20-year span of this Plan. Among other things, they address Sidewalks, Shared-use Paths, and On-street Parking. See www.access-board.gov/guidelines-and-standards/streets-sidewalks.

GOALS — ACCESSIBILITY

- Every park should, at minimum, have ADA parking and an accessible path to an accessible picnic table.
- Continue to implement the ADA Transition Plan for the entire Winfield park system.
- Develop and implement a Park System Accessibility Plan.



Universal Access Picnic Table

Community Identity

Good parks are a major factor in a community's perception of its own quality of life. Parks are a source of public pride and cohesion, helping to strengthen our sense of community. Parks host events from ball games to concerts, from family picnics to holiday light spectaculars, providing a setting for moments that turn into cherished memories.

Parks serve people of all ages, all abilities, and all economic backgrounds. They provide a destination where residents can interact with each other and meet new people. They are great places to teach children—about everything from trees and birds, to winning with grace and losing with dignity, to getting along with other kids without adults enforcing the rules.

Winfield's park system should have an identity of its own—one that is a reflection and a reinforcement of the community's character. This can best be achieved with a coherent palette of colors and materials used in all the parks, a consistent parks signage system, and a system-wide landscaping theme—all selected to showcase Winfield's own style.

This does *not* mean that all the parks should look the same. On the contrary, it is critical that each park maintain its own individual personality. This apparent contradiction can be resolved by selecting certain design elements to be consistent throughout the park system, while designing other aspects to be unique to each park. For example, all picnic tables or trash receptacles might be of one design, but each specific park might have its own signature color. Or, all park signs might be constructed of similar materials, but in different designs and sizes, each appropriate to the particular type of park.

Furnishings & Lighting

Consider selecting furnishings and lighting designs that incorporate traditional design elements updated with today's clean lines, achieving a contemporary look that is still compatible with existing historic structures. Basic furnishings that will be in every park, such as trash receptacles, benches, picnic tables and bike racks, should be selected to reflect a signature style.

Select furnishing manufacturers that offer enough options to allow for both functional and design flexibility. For example, a single style of park bench might be offered in models with backs and without, with arms and without, in several sizes, and in a variety of colors. Such diversity allows varying practical needs to be met, while maintaining a coherent design scheme.

Long-term replacement and maintenance costs should also be figured into the selection criteria for furnishings. Typical materials options include powder-coated steel, plastic-coated steel, aluminum, wood, plastics, and composites. Consider life-cycle costs, since less expensive materials tend to need replacement more often, and in the long run may not be as economical as they seem. Park furnishings that look old and worn do nothing positive for a community's perception of its identity.

Lightpoles and luminaires should also be selected for both design flexibility, maintenance efficiency, and low life-cycle costs. LED luminaires are energy efficient, typically designed for ease of maintenance, and have very low operating costs compared to other light sources. They are available in light colors from pure white "daylight" bulbs to ones that mimic the golden glow of incandescent lighting. Ideally, luminaires should be a full-cutoff design, which reduces the environmental impacts of light pollution, and avoids the cost of wasted light.

When selecting a color palette for park system furnishings, remember to consider the effects of hot summer sun on items like metal benches. Lighter colors tend to absorb less heat than dark colors. Selecting from a manufacturer's available colors is more cost-effective for most items, since custom colors can add significantly to the cost of park furnishings.

Bicycle Racks Every park should be equipped with bicycle racks. Locate racks so they are convenient to destinations within the park, clear of pedestrian traffic patterns, and clearly visible for security. Ideally, they should be placed on a paved surface, adjacent to a sidewalk or pathway.

Select a rack design that meets functional requirements for proper two-point bicycle support, is lockable, and is constructed of low maintenance materials. Racks located in a streetscape usually need a crossbar for ADA vertical-element compliance, but those located in a bicycle parking area that is clear of the adjacent pathway often do not need a crossbar.









The simplest rack design which meets these functional criteria is the inverted "U" type, with or without a crossbar. There are endless variations on the theme. This style of bike rack can easily be customized to be unique to Winfield's parks, helping in one more small way to reinforce an identity for the park system.

Consider specifying bike racks with a specific color, or with a crossbar or panel insert of water-jet or laser-cut metal. Such metal work can be cut with just about any design imaginable—the City's name, a donor's name, a Winfield Parks logo, or even a unique piece of art.

Avoid ribbon racks, spiral racks and schoolyard racks. These styles do not provide effective two-point support and proper lockability.



Ribbon Rack

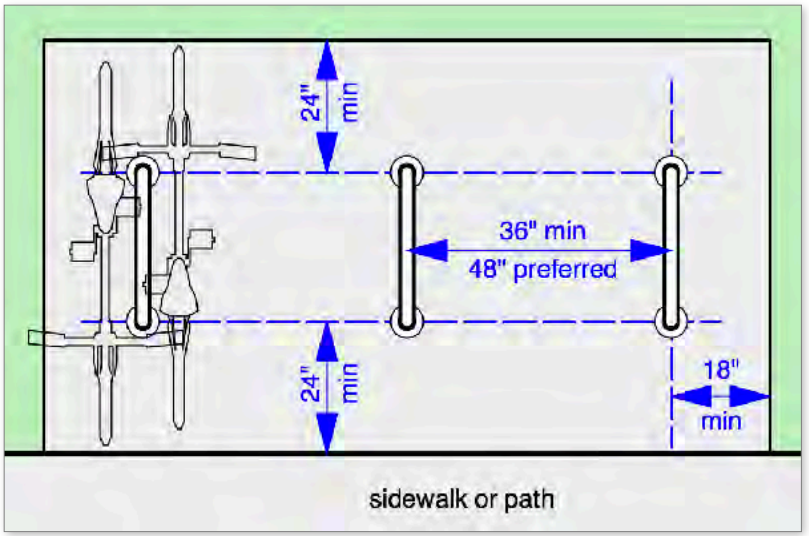


Spiral Rack



Schoolyard Rack

Multiple racks can be installed in a row, in numbers appropriate to need. Racks should be at least 3 feet, preferably 4 feet apart. To make sure bicycles don't block the adjacent path when racks are in use, the back of each rack should be at least 2 feet, preferably 3 feet clear of the sidewalk's edge.



Visit the *Association of Pedestrian and Bicycle Professionals* website to find more information about bicycle rack design and installation.

GOALS — FURNISHINGS & LIGHTING

- Develop an identity for the park system with a consistent colors and materials palette, signage system, and landscaping theme that reflect and reinforce Winfield's character.
- Select LED full-cutoff luminaires for future use in the parks.
- Select a park system bike rack design, and install racks at destinations in every park.

Signage

One of the most effective ways to create an identity for the park system as a whole is with a sign *system*. A system of coordinated signs can have a distinctive style, utilizing the same basic palette of colors and materials, yet be varied in shape, scale, and details in order to fit the needs of each individual park—providing both continuity and individuality.



Example: Sign System diagram

Most signs fall into one of four functional categories: Identification signs, wayfinding signs, regulatory signs, and interpretive signs.

Identification signs confirm location for new visitors. Placed at arrival points or main entries, they should be oriented to be seen by people looking for the park from nearby traffic ways. They should be clearly visible, standing out against their background, and have a font that is readable by approaching drivers traveling at the speed limit. Most of all, identification signs provide the best opportunity to establish a first impression of Winfield's park system. They should be designed to create an image of quality and welcome.



Examples of identification signs, each individual, yet with a similar materials palette.

Wayfinding signs identify location, and indicate directions to selected destinations. They sometimes incorporate maps or site plans. Especially in larger parks, such as Broadway Recreation Complex or Winfield Fairgrounds, a good wayfinding system is essential to make visitors feel comfortable and welcome.



Examples of wayfinding signs—in wood , metal, stone, and combinations of materials

Regulatory signs communicate basic rules of behavior for a park. Such signs should be easily recognizable, of the same design, material and color in every park—even if the regulations themselves may vary. Try to avoid a long list of "do nots", which is not very welcoming. Instead, provide a concise list of expectations for good behavior.

- What hours is the park open?
- Are dogs allowed, and do they have to be leashed?
- Please don't litter!

...and whatever other *essential* points need to be made.

To be effective, the regulations shown on these signs must be *very* clear and *very* simple. Icons are more likely to be noticed and remembered than text. Almost no one will stop to read a long list of rules. Incorporating both courtesy and humor into regulatory signs helps to encourage compliance.



Examples of park regulatory signs—using icons, and a combination of both icons & text.

Interpretive signs offer information that helps to educate and engage visitors. Such signs may offer tidbits about local history, describe the environmental impact of the local river, identify birds to look for, explain art on display, or any number of other possibilities. Modern graphics production methods allow outdoor interpretive signs to incorporate text, images, and color at a reasonable price.



Interpretive sign—graphic panel



Interpretive signs in decorative metal frame & in rustic wooden frame

GOAL — SIGNAGE

- Establish a balanced signage system that uses all four categories of signs, as appropriate, in designs that coordinate with each other.

  Locate each sign precisely where appropriate and necessary. Avoid unnecessary signs, both to prevent clutter, and to enhance the impact of the signs that *are* needed.

Park Landscaping

A City's park and other public landscapes can be instrumental in creating the kind of ambience that gives a community unique character. It is not necessary to landscape every inch of every park according to a specific theme, but repeating certain landscape elements in key locations can create an impression of continuity. Landscaping is one more component in the strategy of creating an identity for the park system as a whole.

Landscaping can also be used to reinforce the individuality of each specific park. As with furnishings and signage, it's a matter of keeping some elements consistent, while varying others. For instance, every park in the system might use redbud trees as a backdrop for each park's identification sign, but frame one sign in ornamental grasses, another in evergreen shrubs, and a third in native wildflowers.

Parks are a community's primary provider of public greenspace, and well-maintained landscapes are an essential feature of a good park system. Note that "well-maintained" does not necessarily mean manicured mowed turf. While mowed turf has its place, it is not a low-maintenance solution, and it should not be the default landscape for every part of every park.

Natural landscapes appeal to people in a very fundamental way, are essential to support wildlife, and are generally much less costly to maintain than turfgrass. A defined edge between natural areas and mowed turf helps park users perceive the natural landscape as intentional, and not as neglect.

Currently, most of Winfield's park landscapes are mown turf, with the exception of riparian areas along the banks of creeks and the Walnut River, which retain their natural character.

Plants that are either native or adapted to the Kansas climate need less water and require less maintenance, and are therefore more cost-effective for public landscapes. They are still capable of creating a memorable statement, particularly if massed at entries and other photo-worthy locations. In the Winfield park system, consider reducing turfgrass areas in general, replacing bermudagrass with buffalograss where appropriate, and opting for natural landscapes wherever fitting.





As a beginning, consider landscapes that use ornamental grasses and native wildflowers as settings for any new park identification signs.

Trees

Many of Winfield's parks contain a number of over-mature trees, which will need to be replaced during the 20-year span of this Plan. Develop a tree-selection strategy now, to make sure that replacement trees are chosen with long-term, system-wide goals in mind. Generate a list of park tree options, selecting species and varieties that are hardy and long-lived in our harsh Kansas climate. Include options for shade trees, ornamental trees, and evergreen trees in the list.

Also make sure that all replacement trees are planted in locations where they fill a specific functional need according to the plan for each park—whether shade, screening, or ornamental impact.

This sort of landscaping objective for the parks does not need to be implemented as a single major project. By their nature, landscapes are best accomplished slowly, over the course of years. It simply requires a recognized long-term landscaping goal, and a change in perspective so that any work done to a park would be regarded as an opportunity to take one more step toward creating a unique system-wide landscape for Winfield's parks.

Tree Maintenance Though the City maintains an ongoing tree maintenance program, a series of natural setbacks in recent years, from drought to disease to insect invasions, has put it behind schedule. Nearly every park in Winfield's system has trees in need of removal, or damaged trees in need of significant restorative pruning. Every park has areas where new trees would be welcome, for shade, as screening, to define spaces, or as a landscape accent.

Tree Farm As so many of Winfield's existing trees age out over the next 20 years, the City will need an ample supply of young trees for replacements—not just in the parks, but for street trees as well. A municipal tree farm could be a cost-effective way of acquiring those trees.

A tree farm allows saplings to be purchased when they are young and inexpensive, then planted and field grown to a size where they can be safely installed in public landscapes. Such a facility requires some land with reasonably good soil, mulch to keep the weeds down, and a convenient water source for a drip irrigation system. Deer protection may be necessary, depending on the location.

Once saplings are planted, required maintenance time is quite low. Typically, staff will need to check up on the trees and irrigation system once a week or so during the growing season, to make sure everything is all right. Once a year, when the trees are dormant, the saplings will need to be pruned to shape.

When it is time to dig the trees for planting in a permanent location, a tree spade will be needed.



Tree Farm

Turf

In our climate, fescue grass must be irrigated, and requires a great deal of care to thrive.

Bermudagrass is the turf of choice for sports fields in our region. Very tough and drought-tolerant, it can also be very invasive, and is not considered acceptable in neighborhoods trying to maintain fescue lawns. While it will usually survive without irrigation, it is more attractive and can withstand much heavier use when watered; it does not need as much water as fescue.

Buffalograss is a native warm-season grass which, once established, can thrive without irrigation. It generally needs to be overseeded with annual grasses for the first few years, to keep weeds down until it is thoroughly established. It is naturally short, and seldom requires mowing. It is not invasive, so it is compatible with neighboring residential fescue yards. It will not withstand the punishment sustained by heavily utilized sports fields, but it can be used successfully in less busy areas.



Buffalograss— mowed, and unmowed

Defining a mowed edge along unmowed areas helps make it clear to the public that the lack of mowing is a deliberate choice, and not neglect.

Whenever turf needs to be replaced in a park, in every location where it is appropriate, take the opportunity to begin establishing buffalograss in preference to bermudagrass.

Weed Control

"Weeds" are simply plants growing where people don't want them to be, but they are not necessarily bad in and of themselves. Particularly in parks, the chemicals necessary to control weeds are potentially a worse problem than the weeds themselves would be.

However, a policy of tolerance toward wild plants has a few notable exceptions. Poison ivy *(Toxicodendron radicans)*, sandbur *(Cenchrus longispinus),* and stickyweed *(Galium aparine)* cause enough real harm to make them unacceptable in a public park setting. Maintain an ongoing weed control program in the park system, aimed specifically at these three species, particularly near pathways and picnic areas.

GOALS — PARK LANDSCAPING

- Use ornamental grasses and native wildflowers in landscapes as settings for any new park identification signs.
- Continue to promptly remove and properly dispose of pine trees as they succumb to pine wilt and/or pine tip moth, and ash trees infested with emerald ash borer.
- Develop a list of acceptable tree species and varieties to be planted in the parks. Begin with recommendations listed in the document "Preferred Trees for South Central Kansas", produced by the Kansas Forest Service.
- Consider instituting a municipal tree farm.
- Plant replacement trees in the parks *before* old trees have to be removed.
- When an appropriate opportunity presents, replace bermudagrass with buffalograss.
- Institute an ongoing weed control program, especially for poison ivy, sandburs and stickyweed near paths and picnic areas in the parks.
- Institute an ongoing turf improvement program in the parks.

Facilities Design Criteria

In order to provide a common baseline of information for decision-makers, this chapter contains a basic overview of design criteria for some of the facilities and equipment that will be proposed in this Plan—particularly those that may be less familiar.

Parking

In a park, parking lots or parking areas should be close to destinations. They should be large enough to serve the number of vehicles likely to be at that destination simultaneously, but no larger. Provide an appropriate number of ADA accessible spaces in each park, including van-accessible spaces as necessary.

For facilities that draw crowds, such as the Aquatic Center, one or two large parking lots make sense. However, in parks where green open space is a primary attraction, it is usually less intrusive to instead have a larger number of smaller on-street parking areas, each in a precisely selected location.

All park system parking areas should be well screened with trees and sometimes shrubs. Ideally, provide shade for cars as well.



Gravel parking areas may be appropriate in more lightly-used locations. They actually require more maintenance than paved lots, but they cause less runoff and are less expensive to install. They should be clearly defined, with wheel stops and edging. If people park outside designated parking areas, they compact soil and damage root zones, eventually killing turf and trees.

Restrooms

Restrooms in parks are a high-maintenance and expensive amenity. They should be provided only where they are truly needed, but be built to a high standard of quality.

Winfield has public restrooms available at every park in its system, except for Tunnel Mill Park and the six small parks. Length-of-stay times in the small parks are short enough to make restrooms nonessential, and Tunnel Mill is a special case.

However, some of the park system's existing restroom buildings are quite old, and due for renovation. Public expectations are higher than they used to be, and upgrading the quality of existing restrooms was one of the most frequent requests in the public's response to the Community Questionnaire.

Many of the freestanding restroom buildings in the City's parks are fundamentally sound, and already supplied with plumbing and electrical services. Upgrading them typically involves:

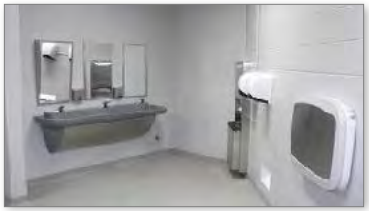
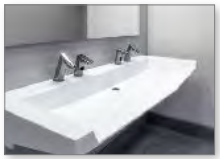
- Renovating interior finishes.
- Replacing interior fixtures.
- Improving the heating, ventilation, and air conditioning (HVAC) system.
- Improving lighting.
- Making sure that ADA requirements are met.

Family Restrooms Especially in parks with playgrounds, consider providing two or three family restrooms, as opposed to the traditional split between men's and women's rooms. Even at large parks with sports venues, where gender-specific restrooms are likely necessary to handle crowds, provide at least one family restroom in each building.



Interior colors should be generally light and neutral, perhaps with an accent color to give the space a less institutional feel.

All interior surface treatments should be selected to allow fast, thorough and effective cleaning, keeping maintenance costs down and visitors comfortable enough to actually use the facilities. Floors should have a seamless and waterproof epoxy coating with a continuous cove extending at least six inches up the walls. Options for walls include high-gloss epoxy paint on masonry, glazed masonry, and tile. Stall partitions are typically made of high-quality plastics designed for such use, and are also available in stainless steel.

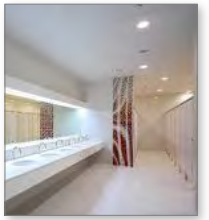




Select heavy duty sinks, toilets, and urinals, which are available in vandal-resistant and ADA accessible models, including stainless steel options. A single trough sink with multiple faucets, as opposed to multiple individual sinks, can simplify cleaning.

Motion activated faucets save water, and motion activated soap dispensers and self-flushing toilets help keep the facility clean. Hand dryers are lower-maintenance than paper towels. Stainless steel mirrors are available; at least one should be tilted for ADA compliance. If a family restroom is not available, provide diaper changing stations in both men's and women's restrooms.

Amenities Simple and inexpensive amenities can make a world of difference to the level of visitor satisfaction. Near the door, provide a trash receptacle, coat hooks and a shelf, and enough space to park a stroller. Make sure the inside of partition doors have hooks for purses or backpacks. The exit door should be equipped with a toe pull, to allow visitors to open it with a foot.





Lighting Dim lighting can make any restroom feel dingy and unsafe. Provide ample motion-activated bright-white LED lights when updating park restrooms. If possible, also provide natural daylight, with glass block clerestory windows or skylights.

HVAC Kansas winters are not so severe that park use ceases for the season, and modern park restroom buildings are expected to be temperature controlled to allow use all year long. A ductless mini split heat pump system is often the most cost effective solution to maintain these small isolated buildings at reasonably comfortable temperatures in every season.

Lingering unpleasant smells are one of the fastest ways to make anyone detest a public restroom, so positive airflow is essential, and can be provided by a properly selected heat pump operating in low-power mode.

Pre-fabricated Restrooms If a restroom building should prove structurally unsound for some reason, and need to be replaced, consider the option of replacing it with a prefabricated turnkey park restroom building. There are a wide variety of styles and sizes available, and they can be a very cost-effective solution.



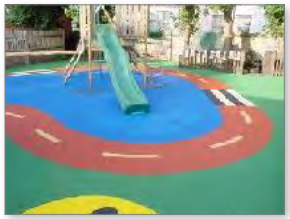


Safety Surfacing

Falls are the leading cause of playground injuries. To minimize the risk, modern playgrounds have equipment that is clustered in age-appropriate groupings of similar heights, with surfacing beneath that is designed with a shock absorption capacity to suit the maximum fall height of the associated equipment. These surfaces are expensive, often 10% to 20% of the total budget, so playgrounds are compact in order to minimize their cost.

A number of options are available for such safety surfacing, which vary in life-cycle cost, maintenance requirements, and effectiveness. They fall into two basic categories: bound surfaces (poured-in-place rubber, synthetic turf and rubber tiles), and loose-fill surfaces (shredded rubber, wood chips, pea gravel, sand, and similar materials).

Solid rubber surfacing is expensive compared to other choices, but it is the most resilient option. It is installed over a base, either as a monolithic poured-in-place surface, or as interlocking prefabricated rubber tiles. Poured-in-place rubber surfaces are installed over a base layer of concrete, asphalt or crushed stone, which is then covered by a mixture of about 80% recycled rubber with a urethane binder. They are offered in a variety of colors, are slip resistant, allow easy access for wheelchairs and strollers, and require the least amount of maintenance. Poured-in-place surfaces may be as much as 5½ inches thick, and can support fall heights of up to 12 feet. Rubber tile surfaces are also installed over a base layer of concrete, asphalt or crushed stone; they come in different thickness and colors.





Synthetic turf *which is designed for playground use* can be installed over a sufficiently resilient substrate to comply with safety recommendations. It is typically somewhat less expensive than solid rubber surfacing, is ADA accessible, and is low-maintenance compared to loose-fill options.





Loose-fill options are less expensive to install, but are more expensive to maintain. They are easily displaced, particularly in high-traffic areas such as beneath swings or slides, which can create a safety hazard. Even with edging all around, loose materials can end up tossed or tracked into adjacent turf, which can be a mowing hazard. Keeping weeds out of these materials is also a continuous maintenance headache, and use of chemical herbicides is particularly problematic around children. Loose fill surfaces are not usually ADA accessible.

Loose fill options include rubber mulch, sand and pea gravel, and engineered wood fiber.

More information on playground safety surfaces is available at http://recmanagement.com/feature_print.php?fid=200809su06.

Shade Structures

Parks are heavily used in summer, and in our climate that means intense heat and intense sun. Shade has long been a welcome amenity in parks, but more recently has been recognized as a significant health and safety issue as well.

Every year, over one million cases of skin cancer are diagnosed in the United States. The best way to prevent skin cancer is to provide lifelong protection of the skin against the sun's ultraviolet radiation.

Currently, there are three typical methods of furnishing shade over broad outdoor areas: trees, overhead structures such as picnic shelters or pergolas, and fabric shade structures. Because fabric shade structures may be less familiar, some additional information on them is provided here.

Fabric shade structures are initially less expensive than solid-roof shelters, but the fabric portions need to be replaced more often. While the poles and foundations of fabric shade structures are permanent, the fabric itself will typically need to be replaced every 5 to 10 years, depending on the quality of the fabric and connections, and the conditions in which the shade fabric is deployed. Some facility managers bring the fabric sails inside for the winter each year, to extend their lifespans, but this procedure comes at a cost in staff time.

Fabric materials may be waterproof (canvas, vinyl, or coated fabrics), or breathable (knitted polypropylene). While the waterproof fabrics offer protection from rain, the breathable fabrics let hot air escape through their porous weave, reducing temperatures beneath them by as much as twenty degrees.

Fabric structures can be designed in an endless variety of shapes, but two types are typically used in park applications: shade sails and hypars.

- A shade sail is a triangular piece of fabric, tension mounted on three poles, typically with one corner higher to encourage precipitation to slide off.
- A hypar (short for hyperbolic paraboloid) is a rectangular piece of fabric, mounted under tension on four poles, with two diagonally-opposite corners high, and the other two corners low. This results in a continuously curved surface that sheds water very effectively, is more wind-resistant than an equivalently sized shade sale, and can be oriented so the low corners help protect users from low-angle eastern and western sunlight.



Triangular Shade Sail



Tensioned Hypar

Fabric shade structures are so visually striking that they tend to become landmarks. Shade structures of a uniform design could be one more factor in establishing a park system identity for Winfield.

The American Academy of Dermatology offers a *Shade Structure Grant Program* to public schools and non-profit organizations, for up to $8,000 to install permanent shade structures, particularly at playgrounds. The City may be able to associate with a nonprofit organization to pursue such a grant. More information is available at www.aad.org/spot-skin-cancer/what-we-do/shade-structure-grant-program.

Outdoor Fitness Centers

When first available, outdoor fitness equipment for adults was often dispersed along a jogging path to provide a sequence of individual exercise stations for runners. Now such fitness equipment is typically grouped in a single outdoor fitness area, often located adjacent to a playground, to encourage multigenerational social interaction.

Like indoor fitness equipment, outdoor units are designed to help improve cardiovascular fitness, increase flexibility, and tone muscles. They are often made of similar materials as children's playground equipment, in order to be robust enough to withstand outdoor conditions.

Outdoor fitness units tend to be simpler in design than indoor units, which makes them less intimidating to many people. Some units accommodate two to four users simultaneously, to promote the social interaction which makes them fun, therefore encouraging people to continue using them. Units designed according to ADA guidelines, which are accessible for the handicapped, are available and should be incorporated.

Outdoor fitness equipment tends to appeal to those who do not typically go to indoor fitness centers. It helps to engage that population and introduce them to healthy exercise habits. It allows people of all ages and all fitness levels to have free access to non-intimidating but effective fitness equipment, which they can use as an individual or a family, on their own schedule and at their own pace.

The fresh air and changing scenery of an outdoor exercise session reduce the tedium of an indoor workout. Health studies have shown that simply being outside helps decrease tension and depression levels, and improves people's mood and sense of well-being.















Pickleball Courts

Invented in Seattle in 1965, pickleball combines elements of tennis, badminton, and table tennis. Players use paddles to hit a perforated polymer ball over a 36-inch high net. Designed to be a game for the whole family, it is now an international sport Rapidly growing in popularity, particularly with seniors, it can be played indoors or outdoors, all year round.

Indoors Until recently, indoor pickleball was most often played on indoor tennis or basketball courts, which were temporarily taped off into pickleball courts and equipped with portable nets. But as the sport has grown, the demand for customized courts has increased, and more and more communities are developing dedicated indoor pickleball facilities, often complete with spectator seating, scoreboards, and associated lounge areas.




Fabric Structures Open-span tensile fabric structures can provide a solution halfway between indoor and outdoor courts. Made of specialized fabric stretched over an extruded aluminum frame, such structures can provide shade, shelter from wind and rain, and a climate-controlled interior, but are far less expensive than a conventional building.




Outdoors In Kansas, outdoor pickleball can be a challenge because of the affect our windy conditions have on the game's light-weight polymer ball. Outdoor courts should be screened with trees and shrubs, particularly on the west side, to help block the wind.

Outdoor pickleball court surfaces can be made of concrete, interlocking rubber tiles, or a monolithic acrylic surfacing on a concrete or asphalt base. They also require striping, nets, and fencing between courts. A single court is 20x44 feet in size, and with perimeter margins takes up an area of 34x64 feet—roughly a third the size of a tennis court.

For more information on developing outdoor pickleball courts, see How to Build an Outdoor Pickleball Court, The Definitive Guide to Pickleball Court Construction, and the Pickleball Court Construction Guide.







Splashpads, Spray Parks & Water Parks

The terminology for these sorts of water-oriented facilities has long been confused and confusing, but is finally beginning to sort itself out. The following definitions provide general guidance for distinguishing the three categories, although there is often overlap from one type to another.

- Splashpads: Typically for use by children 12 years old or younger, they are smaller than spray parks, with equipment that is all safe for pre-schoolers, though still fun for older kids. Splashpads may have features that spray or pour water on users, but are designed to have *no standing water* on the pad—so they can be, and typically are, unsupervised by lifeguards.
- Spray Parks: Also for use by children 12 years old or younger; also designed with no standing water, and generally unsupervised. However, spray parks are big enough to have separate areas for pre-schoolers and school-age children. Some of the equipment in a spray park, such as dumping buckets or big water cannons, may be more than a pre-schooler can handle.
- Water Parks: Designed for use by people of all ages, including teens and adults. Have multiple attractions ranging from toddler pools with spray elements, to huge water slides, wave pools, and lazy rivers. Requires the same sort of lifeguard staffing as a swimming pool.








Plaza Style Splashpad While splashpads may contain the same sort of vertical playground-style elements as spray parks, they also have the option to be designed in a plaza style. Such a plaza may be paved in concrete, brick, or pavers in patterns, but also incorporates ground-level water jets. The jets, which can be programmed to dance in patterns, make the plaza into a splashpad in the summer. When the jets are turned off in cold weather, the paved area still functions as a public plaza.


Playground style


Plaza style

Timers The water elements at splashpads and spray parks are generally on a timer, to prevent their use when the park is closed. They are usually also motion-activated or user activated, so they only function when someone is there to enjoy them. When in use, different water elements can be programmed to activate in varying sequences, to keep the experience fresh and full of surprises for users.

Recirculation or Flow-through Splashpads and spray parks can be designed to have a recirculation and filtering system, which requires the same daily water quality checks as a swimming pool system, as well as regular maintenance for pumps and filters. Alternatively, they can use fresh water in a flow-through system, with some means to recycle the used water —often as irrigation water at a nearby park or golf course. There are advantages and disadvantages to each option, based on a number of variables including local water costs and potential nearby uses for the flow-through water.

For more information, see Key Considerations When Building a Splash Pad.

Winfield Parks & Goals

This chapter contains a short assessment of existing conditions at each of Winfield's parks. Most of the photos of existing facilities were taken in September 2019. An aerial photo shows the extent of each park, labeled with the locations of both existing and proposed facilities. In addition, goals specific to each park are included at the end of the section for that park.

Winfield City Lake

As municipal parks go, Winfield City Lake is in a class by itself. Located about ten miles northeast of downtown in an island annexation, this 1.5 square mile park accounts for nearly a third of the area of the entire City of Winfield.

Flooding of agricultural lands in the Timber Creek watershed was an ongoing problem before a system of 35 flood retarding dams were built on Timber Creek and its tributaries, included the dam that created Winfield City Lake. Completed in 1970, the Timber Creek Dam is owned by the City of Winfield. It is an earthen flood control dam, 91 feet high and 5,800 feet long, with a maximum capacity is 65,300 acre-feet of water.

Winfield City Lake is the primary water supply for over 60 percent of Cowley County, including the cities of Winfield, Burden and Dexter. To help protect the Lake's water quality from runoff pollutants, the City acquired additional land surrounding the Lake.

The majority of water pollution does not come from faulty sewage treatment plants or industrial sites, but from rain that carries diffuse pollutants into streams, and from there to rivers, lakes and oceans. Called non-point source pollution, this contamination can include anything from oil and grease off roads, to fertilizers and herbicides from farms and yards, to manure from livestock or pets, to sediment from eroding ground.

The Timber Creek Watershed District was established to help prevent contamination of Winfield City Lake by nonpoint source pollution. A watershed is an area of land where every watercourse inside it drains into a common body of water. Watershed management, which is authorized under the federal Clean Water Act, establishes programs and regulations designed to minimize or eliminate nonpoint source pollution within a particular watershed.



It is possible for Winfield City Lake and the land around it to safely serve some recreational purposes, in addition to its more important functions. However, Winfield City Lake exists primarily for flood control and as a water supply, and is only secondarily a recreational facility. Continued protection of this critical resource is essential, and any decisions regarding recreational uses must always keep these priorities in mind.

The Lake's facilities are currently focussed on powerboats and personal watercraft, and on RV camping. Diversify and improve facilities to attract a broader range of users, including canoe and kayak users, swimmers, hikers, fisherfolk, birders, and horseback riders.

Winfield City Lake Facilities Map



Access to the Winfield City Lake Park is primarily from 141st Road, a north-south mile-line road that actually crosses the dam that holds back the Lake waters. The main entrance to the Park serves the south shore, and a secondary entrance serves the north shore. There is another minor entrance to the south shore off 151st Road.



South Shore Entrance



North Shore Entrance

From the two main entries, a network of dirt roads provides access to the north and south shorelines. However, the road networks do not connect with each other at the east end of the Lake. Instead, there is a wildlife area east of the Lake, with nature trails and mountain bike trails, but no vehicular roads across it.

The south entrance off 141st Road is the main entry point for the Park, providing access to the Lake Office and information center. There are maintenance buildings in a fenced storage yard just south of the entry drive. A water tower for Rural Water District 4 is right behind the self-pay station at the entrance.





South shore facilities include two restroom buildings (one accessible), a picnic shelter, an accessible fishing dock, three boat ramps, a showerhouse, two RV camping areas with electric power and another with full utilities, and an RV dump station.

The north entrance off 141st Road provides access to north shore facilities, including two self-pay stations (one with accessible restrooms and showers), a restroom building, two picnic shelters, two boat ramps, four RV camping areas with electric power and another with full utilities, and an RV dump station. The north shore also has a swimming beach with a showerhouse, a Boy Scout camping area with a showerhouse, and a Memorial Forest.



Typical restroom building



Typical picnic shelter



Boy Scout Area



Memorial Forest

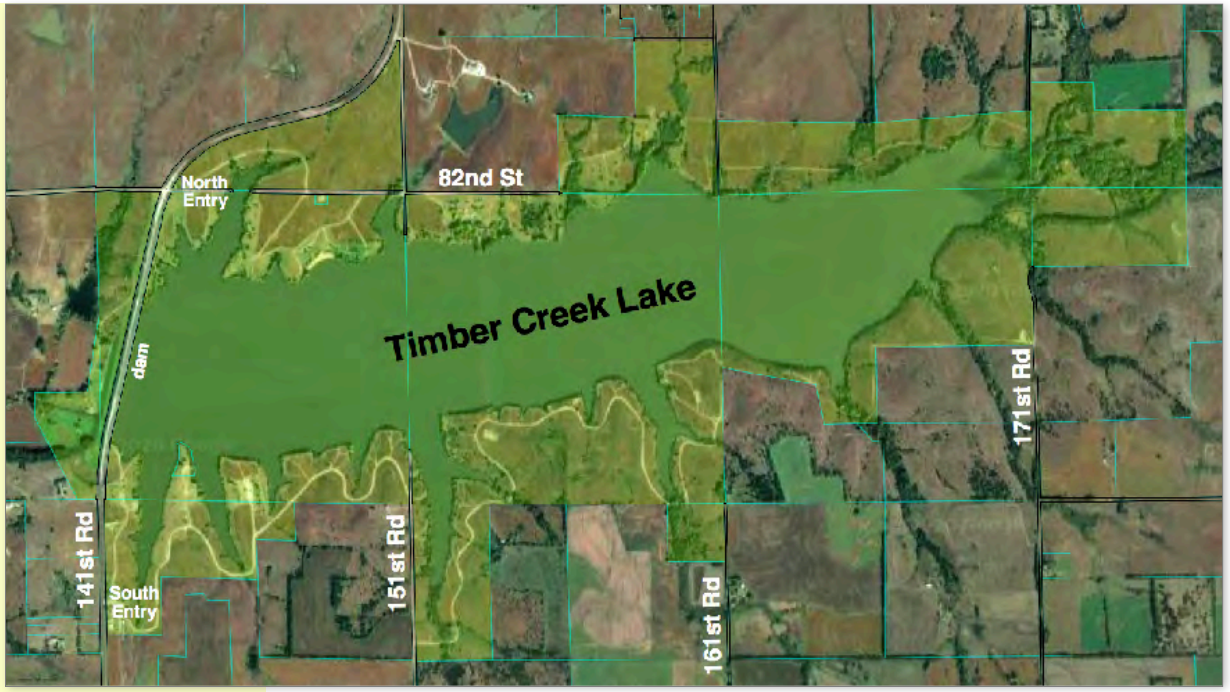
Any vehicle parked on the Lake grounds must have a permit, and off-road vehicles are prohibited. Canoes, kayaks, sailboats and powerboats must have a permit, and are allowed on the western part of the Lake. The eastern third of the Lake is reserved for use by personal watercraft, such as jet skis or wave runners.

A recreation permit and a state fishing license are required to fish at the Lake. Certain areas are open to hunting during the Kansas waterfowl season, for hunters with required federal and state licenses as well as a Winfield City Lake hunting permit. Hunting for anything but waterfowl is prohibited.

Regulations are enforced by Lake Rangers.

GOALS — WINFIELD CITY LAKE

- Above all, continue to protect the Lake's flood control functions, and its water quality.
- Design and install a new wayfinding signage system for the entire Lake.
- Improve the swimming beach. Either expand the existing swimming beach, or add another one.
- Improve the roads. Remove potholed concrete. Either grade the roads more frequently, or pave the main north and south roads.
- Define parking areas for short-term visitors, and use them to anchor a network of looped trails strictly for pedestrians, that offer hikers and birdwatchers good views of the Lake.
- Design and install new interpretive signage for birdwatchers. Add more information about birding at the Lake to the City website, including unusual sightings and migration dates.
- Improve the restrooms. Add ADA accessible family restrooms.
- Add more ADA accessible fishing docks, with cleaning stations.
- Add more picnic shelters.
- Add dedicated canoe and kayak launch docks. Reserve a part of the Lake, including some of the larger inlets, for canoe, kayak, and paddle board use.
- Improve equestrian trails. Add paddocks at the equestrian site. Add electric and water hookups for the horse trailers. Develop a dedicated horse camping site.



- Develop a cluster of rentable cabins, with utilities, so people who don't own RVs can enjoy a stay at the Lake, too.
- Add more RV utility hookups.
- Where possible, convert existing RV camping areas to pull-through layout concrete pads.
- Select additional locations suitable for RV camping. Provide pull-through layout concrete pads and utilities.
- Taking into account economic feasibility and the impact on water quality, consider the possibility of contracting with a vendor to manage an improved marina at the Lake, and /or a performance venue for "Concerts on the Lake".

Special Use Facilities

Winfield has seven special use facilities, each of which serves a unique function in the park system.

- Baden Square is an urban park that was once part of a college campus.
- Broadway Recreation Complex is the City's biggest field sports facility.
- Joe Thornton Recreation Center is primarily an indoor fitness and recreational center, with a few outdoor facilities, and is managed by the Recreation Commission.
- Quail Ridge Golf Course is a public 18-hole golf course.
- Timber Creek Nature Center is a wildlife area with a nature trail, just east of Island Park.
- Winfield Aquatic Center is the community's public outdoor swimming pool complex.
- Winfield Fairgrounds hosts agricultural events and large community festivals. It has exhibition buildings and a rodeo arena.

Baden Square

St. John's College was a two-year Lutheran college in Winfield, which operated from 1893 until 1986. The City of Winfield purchased the campus in 1988, and over time sold five of the buildings. The balance of the campus is still City-owned. Part of it is now the Joe Thornton Recreation Center, and the rest functions as an 8.4-acre urban park called Baden Square.



One of the five buildings sold, Stevenson Hall, was purchased by Cowley County in 1997, and is now the site of Cowley College's emergency medical services and allied health programs.

Another, the former Timothy Hall, is now owned by TFI Family Services, Inc., a nonprofit agency that provides statewide child welfare and behavioral services.

The other three buildings that were sold, which are all on the National Register of Historic Places, are now owned by MetroPlains Development, and used for apartments.



- Baden Hall, built in 1893 and 1894, was the first building on campus. Originally serving as classroom and dormitory space, it has now been converted into 24 low-income apartments.



- Rehwinkel Hall was built in 1916. Originally called West Dormitory, it has been renovated and converted into 36 low-income apartments for the elderly and handicapped.



- Mundinger Hall was constructed in two phases, in 1950 and 1953. Originally the Girls Dormitory, it has been converted into 36 general occupancy apartments.

These former College buildings continue to impart historic character to the area. Combined with the Recreation Center and Baden Square, they form one of Winfield's premier walkable neighborhoods.

Baden Square itself includes the Winfield Public Library, Baden Community Center, Meyer Hall, as well as greenspace, public parking lots and a Maintenance Building.

The Winfield Public Library moved from the historic Carnegie Library building to Baden Square in 1990. Located at the southeast corner of 6th Avenue and College Street, the more spacious quarters have allowed the Library to expand its collection and services.

Baden Community Center is located on Gary Street. It houses a number of community facilities and services.

- The Community Center is an event venue, that hosts over 300 functions each year. Ranch House Catering provides food service and manages the main dining room and kitchen.
- Winfield Arts & Humanities Council provides programs in literature, dance, theater, visual arts, and music. Classes and workshops are available on topics ranging from drawing, carving, painting and clay, to drama, literature, and cooking. Its Art Gallery offers year round exhibitions.
- The Senior Center provides programs and activities for area seniors, as well as space for various club functions. Services include Friendship Meals, hearing tests, legal services, and blood pressure screening.
- Cowley County Council on Aging offers services that help seniors to maintain their independence, including transportation, health screening, outreach, advocacy, and referral.

Meyer Hall was completely renovated by the City in 2000. The building has offices, activity rooms, and an auditorium. *Creative Community Living* is the anchor tenant, leasing nearly 10,000 square feet of the building for offices and activity space. Winfield Community Theater productions have taken place in the restored auditorium since 2003.

Sidewalks The existing pathway network in Baden Square is harshly geometric and focused on connecting parking lots to building entrances. Sidewalks are not currently designed to make walking a pleasure for pedestrians.

Look for ways to adjust the existing sidewalk network to link pedestrian destinations to each other, and to create a continuous looping path connecting the entire site. Even small adjustments in the pathway network, to cut corners with gentle curves, would help.

The Commons The large lawn in the southeast corner of Baden Square is a pleasant urban greenspace, but severely underutilized. Consider adding a meandering loop walking path, with connections to existing sidewalks. Provide amenities like benches, bistro tables and chairs, and dog waste stations, to encourage people to actually use the space. It could be a wonderful location for outdoor sculptures or a bookwalk.

Nearby apartments for the elderly and handicapped mean it is even more important than usual that all sidewalks and furnishings in Baden Square should be ADA accessible. Given evening performances at Meyer Hall, provide good lighting for all pedestrian pathways. Consider using bollard lights, to maintain a pedestrian scale and to help reduce excess ambient light on the site.

The Maintenance Building, parking lots and signage are sufficient for need, and in good condition.

GOALS — BADEN SQUARE

- Sidewalks Add revisions to existing sidewalks to create a continuous looping ADA accessible path which connects pedestrian destinations throughout Baden Square to each other.
- Create a meandering loop walking path in the commons open space at the southeast corner of Baden Square, with connections to existing perimeter sidewalks. At appropriate intervals along the path, provide dog waste stations, and accessible amenities like benches, and bistro tables and chairs.

  Consider the possibility of adding at least one outdoor sculpture to the area, or coordinating with the Library to create a bookwalk along the path.
- Provide good lighting for all pedestrian pathways. Where appropriate, use bollard lights (as opposed to area lights on tall poles), both to reinforce the pedestrian scale, and to help reduce excess ambient light.
- Evergreen Trees Pine trees are likely to succumb to pine wilt in the near future. Begin planting alternative evergreens on site, to maintain winter interest. Consider Canaert Junipers, Keteleeri Junipers, or Bruns Serbian Spruce.









Broadway Recreation Complex

This 64-acre sports complex is located at the south end of Broadway, extending from 19th Avenue on the north, to Highway 360 on the south. Its gated main entrance is off Broadway, directly across from the City Parks Department headquarters building.





The main road for the complex is Broadway Court, which extends east from the entrance past the ball diamonds, then curves south, ending in a roundabout. Along the way, it provides access to four separate gravel parking lots, each with concrete ADA spaces. The lots are dispersed on site to offer conveniently close parking options to all of the complex's facilities.

- Parking lot 1 is the biggest, and the closest lot to the entrance. It has curbed median islands that define parking areas, and is lighted. It has about 130 standard parking spaces, as well as four ADA parking spaces and one ADA van-parking space on its east end.
- Parking lot 2 also has curbed median islands that define parking areas; it is not lighted. It has about 104 standard parking spaces, as well as five ADA parking spaces and one ADA van-parking space on its southeast end.
- Parking lot 3 is an open gravel lot, with a row of utility poles down the middle to provide some definition. It currently has room for about 30 vehicles to park.
- Parking lot 4 has curbed median islands that define parking areas, and is lighted. It has about 210 standard parking spaces, as well as four ADA parking spaces and one ADA van-parking space at its northwest corner.

Altogether, there are approximately 474 standard parking spaces, 13 ADA spaces, and 3 ADA van spaces in the Recreation Complex.

A network of sidewalks interconnects the parking areas to the various sports facilities. There are various pieces of outdoor fitness equipment located along the sidewalk, each in its own isolated location.




A levee with a gravel maintenance road on top starts at the northeast corner of the site, and extends along the perimeter on the eastern and southern sides. Locked gates, which are intended to prevent unauthorized vehicles from accessing the maintenance road, also discourage pedestrians and bicyclists from using it.

The core of the Broadway Sports Complex is a set of four ball diamonds, backed up to a shared central plaza with a concessions building, restrooms, and a press box. There are two softball fields to the west, and two baseball fields to the east. The pedestrian access for the central plaza extends west from the Broadway Court roundabout.








A third softball diamond is in the southeast corner of the site. There are also two sets of batting cages in the Complex — one south of the main ball complex, and another, with pitching machines, just east of the roundabout restroom. Additional batting cages were being added as this Plan was written.



batting cage with pitching machines

The northern and northeastern portions of the site have two large turf fields, used for both soccer and football. A smaller secondary concessions building, with an announcers booth on the second floor, is just off the northeast corner of parking lot 2, between the two field sports areas.





In addition to the restrooms incorporated in the main plaza area, there are three freestanding restroom buildings on site — one on the north edge of parking lot 1, one at the southeast corner of parking lot 2, and one at the northwest corner of parking lot 4. The restroom buildings at parking lots 2 and 4 are adjacent to the ADA parking areas.

A maintenance garage and storage building for the Recreation Complex lies just southeast of parking lot 3.

This is a high-quality facility, but it is beginning to show its age. Input from the Community Questionnaire focused on a desire for updated restrooms, paved parking lots, improvements to parking lot 3, additional parking, and a playground.

Criteria for updating restrooms are discussed earlier in this Plan.

Paving the parking lots might actually be a cost-effective option, reducing long-term maintenance requirements. For stormwater management purposes, the paving should either be permeable, or the lots should incorporate stormwater best management practices. Some minor revisions to the width of parking lot 3 might be able to generate another row of parking spaces. There is very little space available for additional parking lots on this site, unless a portion of a soccer/football area was sacrificed.

A playground on site would be a very welcome amenity, since other family members sometimes have to wait for significant amounts of time while players finish a game. The area just south of the main road, and north of the north baseball diamond, has potential as a playground site. It is centrally located, reasonably close to restroom options, shaded by mature trees, and appears to be large enough to serve.

Ideally, the playground should have shaded seating and tables adjacent to it. Consider adding fitness equipment nearby as well, so caregivers can get a work out while waiting, while still keeping an eye on the playground.



GOALS — BROADWAY RECREATION COMPLEX

- From high school students: Improve the softball diamonds.
- Redesign and if possible expand parking lot 3. Use curbed median islands to define parking areas and clarify the traffic pattern.
- Improve the gravel parking lots.
- Update the restrooms, both in the plaza and in the three freestanding restroom buildings.
- Complete a loop path by connecting existing sidewalks with new sidewalks along the site's north and west perimeters.

  If the safety of the levee allows, include the levee path as an optional loop for pedestrians and possibly bicyclists. This would require a switchback path up the levee, similar to that in Island Park.

  Replace the gates which block vehicle traffic from the levee path with bollards, which would still block vehicles, but would allow pedestrians and bicyclists to use the path. Lockable fold-down bollards are available, to give access for maintenance or emergency vehicles.
- Explore the possibility of developing a small shaded playground area, possibly in the area to the north of the north baseball field. If space allows, incorporate shaded seating for caregivers, and possibly some outdoor fitness equipment for adults.
- Trees Remove dead trees. Plant new trees as necessary to provide shade in parking lots. Plant ornamental trees along the vehicle entry drive and along the pedestrian path from roundabout to plaza.
- Improve landscape at entrance and around signs.
- Consider pursuing options to expand this site by acquiring additional adjacent property.

Joe Thornton Recreation Center

Once part of the St. John's College campus, the Recreation Center is now owned by the City, and managed by the Winfield Recreation Commission (WRC). It has two outdoor basketball courts, a practice field with a backstop, and a building that houses a Fitness Center, a gymnasium, and the WRC's administrative offices.

The Recreation Center is the western portion of a City-owned parcel of land that also hosts a municipal water tower and Jaycee Park. The area devoted to the Recreation Center is about 5.25 acres in size; the Center also includes a 1.3-acre parking lot to its south, which is on a separate parcel.

Winfield Recreation Commission (WRC) moved their offices to the Thornton Building in 1989, and opened the fitness center in 1999. Over 120,000 people per year now participate in WRC activities.

The Recreation Center site includes two parking lots. The south parking lot is on the other side of 7th Avenue from the Thornton Building's main entrance. However, that entrance is not ADA accessible. The south lot is asphalt, and in poor condition.



main entrance to Thornton Building



view from main entrance across 7th Avenue to south parking lot

The east parking lot is concrete, and in good condition. It has three ADA van parking spaces, and connects to a long exterior ramp which leads to the building's ADA entrance.



East parking lot



ADA parking



ADA ramp (behind freestanding wall)



ADA entrance

The Thornton Building is on the northeast corner of College Street and 7th Avenue. Its main entrance is on the southwest corner, and there is a drop-off lane along the east side of College Avenue, near the entrance. The large central part of the building (with the arched roof) houses the gymnasium. Various types of fitness equipment occupy a number of other rooms. The building also has men's and women's locker rooms, showers, and restrooms.











The outside facilities at the Recreation Center are north of the building. Two basketball courts occupy the north end of the space. While mostly in good condition, there are a number of cracks in the concrete surface, which will only continue to get worse until they are repaired.




The chainlink fence along the north side of the site has a pedestrian access to the basketball courts. There is no parking on the adjacent street.




Between the building and the basketball courts, there is a large turf practice field with a backstop in its northwest corner, which can be used for baseball, soccer and football.

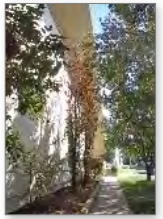



Along its western side, the practice field has a rather steep slope down to College Avenue. Chainlink fence at the top of the slope protects players from falling over the edge. There are a few offset openings in the fence, to allow pedestrians through it without long detours. At the south end, near the building, the slope is terraced with low limestone retaining walls.




Just north of the building, adjacent to College Street, an electronic message center provides up-to-date information on Recreation Center events to the community.





Plant beds on the building's south and west sides, as well as those around the base of the electronic sign and just west of the entrance lobby, had become overgrown and were recently renovated.

Along the east side of the building, higher ground and HVAC condenser units combine to allow all-too-easy access to the roof for people inclined to climb on it—which is both dangerous for them, and bad for the roof. Signs threaten criminal prosecution in order to try to prevent the problem. A fencing or landscaping solution may be a more effective option.






GOALS — JOE THORNTON RECREATION CENTER

- Explore options to improve temperature control and HVAC energy efficiency in the Recreation Center building.
- Expand the Gym's evening hours.
- Explore options for providing childcare on-site.
- Resurface the basketball courts.
- Add a sidewalk which starts at the College Street sidewalk, goes along the south edge of the basketball courts, and then goes south along the east edge of the site, linking the basketball courts to the Recreation Center's east parking lot and the 7th Avenue sidewalk.
- Add a sidewalk along the south side of Simpson Avenue, to connect Jaycee Park to the Recreation Center and Baden Square. This will involve significant regrading, and possibly the construction of some retaining walls.
- Remove the island plant bed near the building's main entrance, and use the space to add a bike parking area with better bike racks.
- Renovate the south parking lot.

  Add a crosswalk across 7th Avenue, between the Recreation Center's main entrance and the south parking lot.
- Install a path connecting the Recreation Center to both Baden Square and Jaycee Park. Northwest of the building, significant regrading or a switchback may be necessary, in order to take the path safely down to the level of the College Street sidewalk.

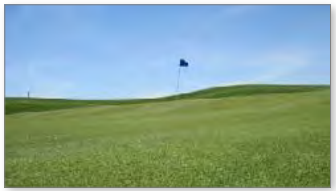
  Add a crosswalk across College Street at 6th Avenue, to better connect the Recreation Center to the Library and the rest of Baden Square.
- Renovate plant beds on the building's south and west sides, as well as those around the base of the electronic sign.
- Along the east side of the building, explore options for a fencing or landscaping solution to discourage climbing on the roof.

Quail Ridge Golf Course

This public 18-hole golf course and its associated residential subdivision were developed on a half-section of land at the south end of Winfield.

Quail Ridge Golf Course, which opened in 1992, is regularly rated one of the top courses in Kansas. Designed by Tulsa golf course architect Jerry Slack, the par-72 course has zoysia fairways with native grass roughs. The Club House has a pro shop and an outdoor pavilion with picnic tables. Practice facilities include a driving range, a putting/chipping green, and an area designed for practicing pitching, lob, and sand shots.









GOALS — QUAIL RIDGE GOLF COURSE

- Pave all cart paths with concrete.
- Improve bridges and crossings over the creeks on front and back nine.
- Update irrigation system.
- Consider parking options for large events.
- Consider options for shared use activities to increase public use of the site.



Timber Creek Nature Center

Like Island Park, the Nature Center site is defined by a natural oxbow loop lake. However, this meander of Timber Creek was apparently cut off from the main flow a longer time ago, and has accumulated more sediment deposits. It is shallower and narrower than the Island Park channel.

The Nature Center includes a section of Timber Creek itself, but a flood-control levee creates a barrier between the Creek and the rest of the Nature Center. Though the Creek can be seen from up on the levee path, its shore is quite difficult to access. The balance of the Nature Center site, south of the levee, is heavily forested. High-tension power lines cross the site, roughly northeast to southwest.

The Nature Center's primary entrance is adjacent to the eastern edge of Island Park. The loop drive from the east end of Island Park Avenue provides vehicular access to some small parking areas in Island Park, near the Nature Center's entrance. A pedestrian bridge across the Island Park Channel supplies a convenient pedestrian link between the two facilities.

The Nature Center entry is defined by a gateway feature, and has signage that includes a map of the trail system. Looped nature trails provide access to the Nature Center's forested habitat.

GOALS — TIMBER CREEK NATURE CENTER

- Improve the condition of the trails by trimming back overgrown brush and filling in low spots with gravel or mulch. Consider establishing a relationship with a nonprofit group (Birders? Scouts? Geocachers?) who may be able to take on the maintenance as a volunteer project.
- Develop and install interpretive signage along the trails.
- Contact local disc golfers to explore the possibility of incorporating a disc golf course on the nature trail.









Winfield Aquatic Center

Opened in 1998, the Aquatic Center has Pool House, two pools and a playground. The Pool House has a pump room, office area, and men's and women's showers and locker rooms. The main pool has a lap area, a deep area (without diving boards), and giant water slides. There is a kiddie pool with a spouting dragon with slides, and a small playground nearby. Just southeast of the Pool House, a pergola provides shade for picnic tables on a concrete patio. It offers adults a comfortable place to sit, with clear views of the kiddie pool and playground.









East of the Pool House, a one-way crescent driveway off the Island Park entry road provides vehicle access for the main parking lot, as well as to the Pool House loading area for pool chemicals and equipment. The lot has diagonal parking for 17 standard parking spaces, 2 ADA spaces, and one ADA van space.

There is also a parking lot on the north end of the site, off Island Park Avenue. The north parking lot has 23 additional 90-degree on-street parking spaces.

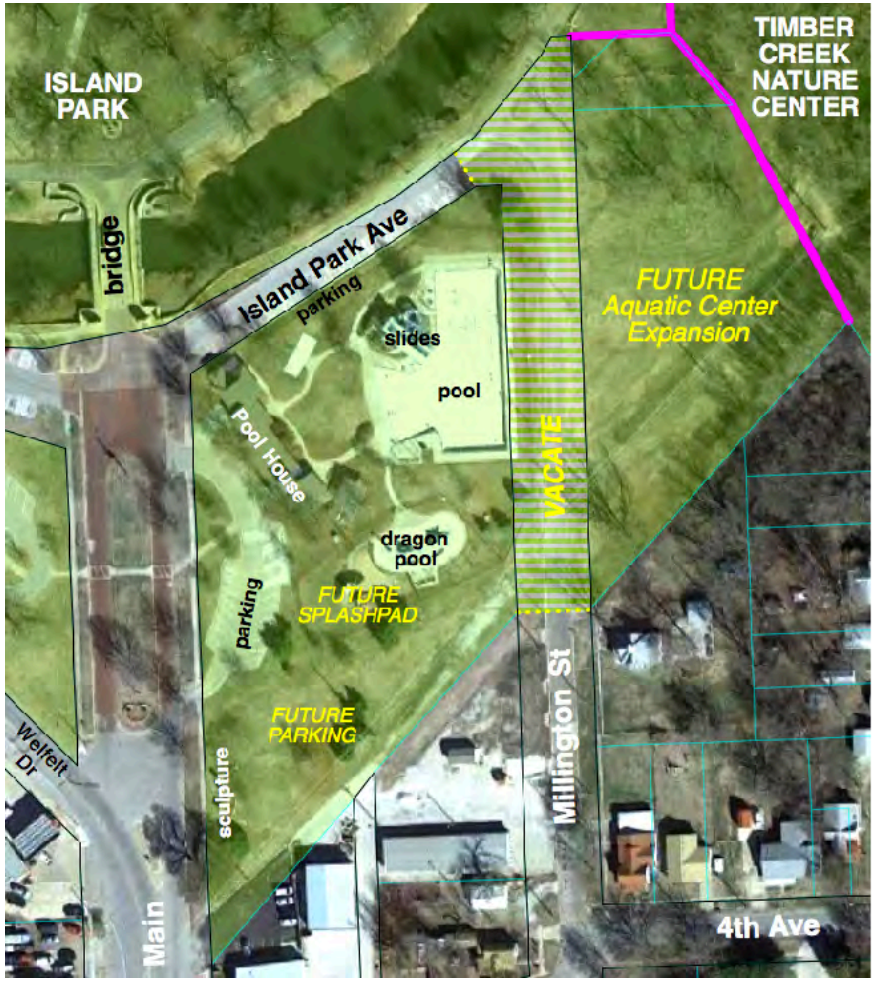
The sculpture set called *May the Circle Be Unbroken*, celebrating Winfield's musical heritage, is on the south end of the Aquatic Center property, adjacent to the Island Park entry drive.





During this planning process, the community expressed a desire to have a water park in Winfield. A water park anywhere in Winfield besides the Aquatic Center would compete with it—for funding, staff and users. Locating one at the Aquatic Center could create synergy, and help attract more visitors to both.

However, such an investment should take into account the proximity of Rock River Rapids in Derby, the YMCA water park in Andover, and the new Aquatic Center in Goddard, all within a half hour to an hour's drive from Winfield.



GOALS — WINFIELD AQUATIC CENTER

- From elementary school students: Replace the dragon. Add a climbing wall. Provide healthier food options. Add a splashpad.
- From middle school students: Add more slides and things to do. Eliminate the sand playground — it's too hot.
- Update the Pool House locker rooms, showers, and restrooms.
- Add a splashpad in the location of the current playground, next to the Dragon Pool.
- Consider adding another similarly-sized parking lot, to the south of the main parking lot, possibly with an exit onto Millington Street.

  This will be especially important if a permanent Farmers Market pavilion is built in the parking lot west of the Island Park entry drive. That lot currently acts as auxiliary parking for the Aquatic Center.
- Consider vacating the northern part of Millington Street, to allow more flexibility in the design of any future expansion to the Aquatic Center and associated parking. The vacated street right-of-way would add 0.88 acres to the existing Aquatic Center site, connecting it to its logical expansion zone.
- Survey site boundaries to determine if the parking lots of neighboring commercial buildings on Main Street encroach on park property. If encroachment is confirmed, consider next steps.

Winfield Fairgrounds

The Fairgrounds are primarily designed and intended to host agricultural events. They have a large grandstand adjacent to a rodeo arena, a 72 by 150 foot unheated metal building with concrete floors and heated accessible restrooms (Building 4), a number of open-sided livestock barns, a stable with paddocks and an exercise track, and a 4-H building.








Late each September, the Fairgrounds are also the site of the Walnut Valley Festival, an internationally renowned celebration of bluegrass and other acoustic music. For this event, a huge team of volunteers helps to set up temporary structures to support the Festival.

A secondary municipal Power Plant is on the western edge of the site, on the north side of 14th Avenue just west of the Walnut River. An electrical substation is on the eastern edge of the site, on the south side of 14th Avenue just west of the levee. Both of these facilities are located on some of the highest ground on the site.

Flooding The Fairgrounds are 171 acres of public land that is bordered by a levee on the east, and by the Walnut River on the north, west and south. With the exception of the tiny portion of the property that is east of the levee, the Fairgrounds are entirely in floodway.

The Federal Emergency Management Agency defines "floodway" as "the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood". In other words, the Fairgrounds are *intended* to flood during any high-water event, in order to help protect other areas from flooding.

The structures that have been built on the Fairgrounds are all designed to be able to withstand fairly frequent flooding — although a major maintenance effort is required after each flood, for cleaning and repairs. As climate change continues to affect weather patterns, they may be flooded more often.

Any additional structures developed on the site should be designed and built to withstand periodic flooding. The City should continue to pursue flood mitigation and erosion control efforts, particularly on the north end of the Fairgrounds.

GOALS — WINFIELD FAIRGROUNDS

- Continue to pursue flood mitigation and erosion control efforts, particularly on the north end of the Fairgrounds.
- Design and build any additional structures on the site to withstand periodic flooding.
- Study alternatives to reduce mowing maintenance.
- Add landscaping to screen the power plant and substation.
- Improve restrooms, and add ADA accessible family restrooms.
- Develop continuous loop hiking and biking trails. Consider a measured-mile trail.
- Provide more shady places to sit and eat.
- Add another youth livestock barn.
- Upgrade and reconfigure RV hookups for Walnut Valley Festival visitors. Consider revising flood protocols to leave some electrical panels elevated.



Large Parks

The four large parks in Winfield are Black Creek Park, Cherry Street Park, Island Park, and Tunnel Mill Park. They range from 13 to 41 acres in size.

Black Creek is an active park, while Cherry Street functions as the largest of the City's neighborhood parks. Tunnel Mill Park is subject to so much flooding that it is undeveloped and likely to remain so. Island Park is the jewel of the Winfield park system.

Black Creek Park

Originally constructed by Binney and Smith (Crayola) as a park for their employees, and later acquired by the City, this 14.6-acre park is located on the southeast edge of Winfield. There is residential development and agricultural land to the Park's west and industrial development to the north. Highway 360 is adjacent to the Park's southeast boundary.

A deep narrow drainage channel runs north to south along the Park's western edge. There is a bridge across it from Joel Mack Road, which allows City maintenance crews to bring in trucks and large mowers.

The Park's sign is in a rather overgrown plant bed in the Park's northwest corner. The deciduous tree behind the sign is in poor condition.





Public access to Black Creek Park is from 19th Avenue, into a large gravel parking lot, with five concrete ADA parking spaces. Wheel stops define diagonal parking spaces.

A restroom building is just south of the parking lot, between the two ball diamonds.








South of and between the diamonds is a large picnic shelter with seven large picnic tables. Just south of the picnic shelter is a skatepark, almost entirely surrounded by tall chainlink fencing.





The plaque for a memorial tree just west of the picnic shelter is almost lost in overgrown brush. An asphalt walking path around the perimeter of the western diamond has no shade and is very deteriorated. A dogpark has recently been constructed in the southwest portion of Black Creek Park, south of the tree row.







Black Creek Park

— aerial with existing facilities & future possibilities —

GOALS — BLACK CREEK PARK

- Sign Remove the existing sign, and locate a new park identification sign adjacent to 19th Avenue, in the area between the two parking lot driveways. Design it to be visible from both directions.
- Parking Improve the existing gravel parking lot.
  Redesign the parking lot layout and rearrange the wheel stops so they work with the new ADA parking spaces and entry drives.
  Improve and if necessary expand parking along Joel Mack Road, to better serve the dogpark.
- Restrooms Improve the restrooms.
- Baseball Expand and improve the ball diamond bleachers, and provide ADA seating areas nearby.
  Upgrade the dugouts.
- Sidewalks Eliminate the existing deteriorated asphalt path.
  Add an accessible route sidewalk connecting both parking lots to the rest of the Park's facilities, including the dogpark, the picnic shelter, and the skatepark area.
- Picnic Shelter Renovate the picnic shelter.
  Add accessible tables.
- Dogpark Add basic amenities to the new dogpark, including seating and shade.
  Add shade trees in and around the new dogpark. Those accessible to dogs should be protected by fencing, to defend the trees from death by urine.
  Pursue organization of an associated Dog Park volunteer support group to help sponsor programs and special events, and raise funds for additional amenities.
- Skatepark Either renovate the skatepark equipment or replace the skatepark with another facility. *(Student focus groups wanted it removed.)* Alternatives to a skatepark might include an outdoor fitness area, basketball courts or pickleball courts.
  In any event, remove the chainlink fencing around the skatepark. Either use the existing concrete pad to the east to expand the facility, or remove it.
  Revise the landscaping and pedestrian connections to make the skatepark area feel less isolated.
  Consider adding lighting.
  Consider adding a shade structure or shade sails.
- Landscaping
  Remove and properly dispose of dead and diseased pine trees and declining ash trees.
  Prune the memorial tree, and the brush around the dedication plaque.
  Plant a row of tall narrow trees, such as Crimson Spire Oak, between the west ball diamond outfield and the future south parking lot, to help protect cars from fly balls.
  Remove the declining deciduous tree by the existing park sign. Renovate the plant bed to protect the evergreen tree, using a less problematic edging.
  Remove the tree row between the skatepark and the picnic shelter.
- Plant a boundary of native sedges and riparian plants along the drainage channel, to simplify mowing and discourage visitors from approaching its edges.

Cherry Street Park

This 13-acre park is located in a residential neighborhood, adjacent to a South Kansas & Oklahoma Railroad spur that dead-ends at the industrial district on the east side of Winfield. Cherry Street Park is just east of Albright Park, separated only by one quiet residential street and a single row of houses.

Parking The Park is served by two small 90-degree on-street parking lots along Cherry Street, one on either side of the entry sign. The north lot has 8 standard spaces; the south lot has 4 standard spaces and one ADA space. People also use 15th Avenue for parallel parking.




Sign Cherry Street Park has a masonry monument sign on its east side, facing Cherry Street. While reasonably attractive, it is not particularly readable unless you're directly in front of it.

Drainage A shallow drainage ditch runs from north to south through the western part of the Park. A swale running southwest from the western corner of 15th Avenue joins it at the railroad right-of-way. There is standing water in the southwestern corner of the Park, in spite of several drains and culverts.





Sidewalks The main sidewalk across the Park extends from the Cherry Street parking area east across the Park, then curves north to meet the eastern corner of 15th Avenue. It is lighted. A pedestrian bridge in good condition provides passage across the drainage ditch, and a culvert accommodates the swale.

Two north-south segments of sidewalk connect the main path to 15th Avenue, with a shorter east-to-west segment linking both of them to the playground.

Dog waste stations along the main path are a practical and welcome amenity.




A locked electrical panel is located near the middle of the Park, northwest of the restroom building.

Restroom and Drinking Fountain Cherry Park's restroom is located just south of the main sidewalk, near the middle of the Park, conveniently close to the playground and the new basketball court. The drinking fountain, located just north of the restroom building, is fairly new and in good condition.




Picnic Shelters There are three mid-century modern style concrete center-post picnic shelters dispersed in the Park — one in the sunny northwest corner, one in the trees south of the restroom, and one in the shady southeast corner. None of them are convenient to parking or ADA accessible.

Playground Nicely shaded by mature trees, a modern playground unit is located just north of the main sidewalk, in the middle portion of the Park. Engineered wood fiber surfacing is reinforced with resilient mats in heavy use areas. There are two benches in the shade to provide seating for accompanying adults.

On the other side of the path are swings. A single frame supports 4 standard seats and 2 toddler seats. The area has an engineered wood fiber surface, heavily worn directly under each standard swing seat.





Baseball & Basketball There are two baseball practice fields in Cherry Street Park, each with a backstops. A newer basketball court, located near the western corner of 15th Avenue, is in good condition, but an older asphalt court in the southwestern corner of the Park is dilapidated and unusable.











Disc Golf Course Goals for a 9-hole disc golf course are scattered about the Park.

Furnishing Rectangular concrete pads here and there may once have had benches on them, but currently the only available seating in the Park is provided by the picnic tables in the three shelters, and the two benches by the playground.

Landscape Trees and turf are in generally good condition, and young trees have been planted to provide future shade.



Cherry Street Park

— aerial with existing facilities & future possibilities —

GOALS — CHERRY STREET PARK

- Operations Develop a process to allow families to conveniently rent a picnic shelter for a child's birthday party.
- Parking Develop additional parking, located to more conveniently serve the eastern half of the Park. Consider a 90-degree on-street parking lot along 15th Avenue, east of the new basketball court. Include at least one ADA van space.
- Sign Decide whether to maintain the Park's existing sign for nostalgia's sake, or replace it with one that reflects a system-wide standard and is more visible. If more parking is added off 15th Avenue, add a sign at that entry as well.
- Drainage Study the Park's drainage well enough to determine whether some of the existing culverts can or should be removed. Consider incorporating a raingarden in the southwestern corner of the Park as part of the drainage solution; include interpretive signage.
- Restroom & Drinking Fountain Update the restroom, and maintain the drinking fountain.
- Basketball Remove the old asphalt basketball court in the southwest corner of the Park. Properly maintain the newer basketball court. Eliminate double rims on the goals.
- Playground The playground equipment is generally in good condition. Some routine maintenance is currently required on the swings—painting, and seat replacement.

  Review the condition of the surfacing, relative to equipment fall height requirements. Where needed, replace engineered wood fiber surfacing with playground-grade artificial turf or poured in place surfacing.
- West of the current playground, add fitness equipment geared to teens and adults.
- Splashpad or Spray Park Add a small splashpad or spray park in the area east of the basketball court. Depending on its size, additional parking may be necessary off 15th Avenue.
- New Loop Path Develop a gently curved, meandering, double-loop walking path around the perimeter of the Park. A bridge or boardwalk over the drainage ditch would be necessary at the south edge of the Park. Ideally, provide lighting.

  Use the path to provide an accessible route linking both parking areas to all the Park's facilities, particularly the picnic shelters.

  Provide dog waste stations along any new pathways.
- Seating Add more seating in the Park, including ADA seating. Include some benches with arms and a center arm.

  Also include seating areas composed of a bistro table with 2 to 4 chairs, here and there in locations adjacent to a path, with shade and good views—for people who simply want to have a coffee or lunch in the Park, as opposed to a full-fledged picnic.
- Connect Albright & Cherry Street Consider contacting the South Kansas & Oklahoma Railroad to pursue an easement for a pedestrian connection linking Albright and Cherry Street Parks. The easement would have to be fenced, preferably with black, six-foot-high, low-maintenance metal fencing, and would need a defined crosswalk across Cherry Street.
- Picnic Shelters Preserve and maintain the iconic picnic shelters. Once they are on an accessible route, provide at least one accessible picnic table at each shelter.

- Baseball Either upgrade the practice fields to meet modern requirements, or remove one or both sets of backstops and dugouts. Consider replacing the west diamond with a youth soccer field.
- Landscape Retain enough greenspace to maintain the Park's character.

  Consider planting native ornamental grasses and wildflowers along the south side of the Park, to screen the railroad tracks.

  Consider developing a raingarden in the southwestern corner of the Park, with interpretive signage.

  Periodically plant new trees in the Park, in locations that shape spaces while maintaining vistas. Precise locations for new trees should be determined based on their function of shading or screening facilities.
- Potential Vehicle Intrusion A private garage backing up to the southeast corner of the Park has two garage doors on the back, which could provide vehicle access directly into the Park. Based on the turf condition by the garage, it is not currently a problem; however, it might someday become one. Consider blocking access now, while it's *not* an issue, with fencing, boulders, bollards, trees, or some combination of similar elements.

Island Park

Island Park has been the site of community festivals and celebrations for generations, making it by far the city's most beloved park. Located at the north end of Main Street, this 41-acre park is well developed and heavily utilized. Island Park is adjacent to Timber Creek Nature Center to the east and the Aquatic Center to the south.

Oxbow Lakes The site of Island Park is bordered by a natural oxbow loop lake, formed when a circular meander of Timber Creek was cut off from the main flow by sediment deposits. Over time, oxbow lakes naturally fill in with sediment, so the channel which defines Island Park will need to be dredged periodically if it is to continue as a body of water.

Levee There is a levee along the south shore of Timber Creek, for the entire length of Island Park and beyond. The levee helps to protect not just the Park itself from flooding, but much of downtown Winfield as well. The maintenance road atop the levee also serves as part of the Park's pathway system.





Entry Sequence Main Street comes north out of downtown Winfield, curves northwest in order to bypass the Park's oxbow lake (becoming Welfelt Drive in the process), then continues north as Highway 77. As the road curves, the entry drive to Island Park continues straight north, still aligned with Main Street.

While locals are accustomed to the rather odd intersection that results, it can be confusing to visitors. Consider expanding the median island just south of the Park's entry drive, to help clarify the traffic pattern, and to provide a location for two more-visible Park identification monument signs.

New park identification signs for Island Park, the Aquatic Center, and the Farmers Market should be oriented so that they are clearly visible both to drivers headed north on Main Street and to southbound drivers on Highway 77.

Also add pavement markings and/or signage in the approach lane to help give northbound drivers more warning that they have to be in the left lane in order to stay on Highway 77.



Between the Main Street curve and the bridge over the oxbow lake, the entry drive to Island Park is paved in red brick, and divided by a center median with trees. The entrance to the City's Aquatic Center is off the east side of the drive. A parking lot to the west of the entry drive is host to the community's Farmers Market each summer.

Just south of the bridge, the entry drive intersects with Island Park Avenue, which parallels the outer shore of the southern half of the oxbow lake. The west branch leads to a park maintenance building, and provides vehicle access to the levee road. The east branch leads to the Aquatic Center's north parking lot, then connects with the north end of Millington Street.

The bridge over the oxbow loop lake has two lanes for traffic, protected pedestrian sidewalks on both sides, and wall features of ashlar limestone on both ends.



Island Park entry drive



Pedestrian bridge

On the island portion of the Park, a one-way counter-clockwise asphalt park road has an outer loop and an inner loop, plus a short crescent drive serving the playground parking lot.

A pedestrian bridge connects the island to the small portion of the Park which lies east of the channel. A loop drive that extends northwest from Island Park Avenue provides vehicle access to that part of the Park, linking to the serpentine pedestrian path leading up to the levee trail, and also to the entrance for Timber Creek Nature Center.



Facilities Island Park has three large picnic pavilions and six small picnic shelters, restrooms, a playground, and an amphitheater. Smaller facilities include a fishing dock and a small bookwalk. Electrical utilities on the island portion of the Park are extensive, designed to support the Is*le of Lights* holiday event.

Community consensus in Winfield is that the main part of Island Park has been developed as much as it should be, and that the current amount of greenspace ought to be preserved in order to maintain the ambience of the Park. Any changes to this Park will be a matter of maintenance and improvements to existing facilities, rather than adding any significant new facilities.

Farmers Market West of the main entry drive, a parking lot which is adjacent to and clearly visible from Highway 77 is the site of Winfield's seasonal Farmers Market. Vendors set up portable shelters in rows in the parking lot.

This site is an ideal location for a permanent open-air pavilion, which would provide a more comfortable venue, with more of the amenities that attract both high-quality vendors and more customers. Such a structure could provide shade and shelter for an expanded Farmers Market, as well as similar activities such as artisan markets, craft fairs, art shows, vintage markets, flea markets, holiday markets or swap meets.



Existing sign & site


Typical market pavilion

A market pavilion should provide shelter from the weather for vendors' goods, ready access for vendor vehicles to their booths, and ample parking for customers. Ideally, it should have shade for visitors, lighting to support pre-opening setup on dark mornings, power outlets for vendors to use at need, and public restrooms available for both vendors and visitors. Some markets include extra features such as a demonstration kitchen, a small performance stage, or an outdoor dining area.

- *An Exploration of Permanent Farmers' Market Structures* is a 2014 Smith College report that includes case studies of seven successful farmers markets, organizational models, design options, estimates of start-up costs, economic impact data, an analysis of why markets fail, and an overview of federal grant programs.

GOALS — ISLAND PARK

- From middle school students: Stock more fish. Improve drainage to eliminate muddy areas.
- Improve ADA access and equipment in the Park.
- Install better bike racks at destinations within the Park.
- Add a temperature controlled storage room to the Amphitheater, completing the original plans.
- Pursue development of a permanent Market Pavilion on the site of the current Farmers Market. Consider using a color and materials palette similar to that of the Island Park Amphitheater.
- Should additional parking need to be developed, consider expanding the Aquatic Center's south parking lot.
- As needed, dredge the channel defining the Island.
- Consider expanding the median island just south of the Park's entry drive, and adding two new signs.

Tunnel Mill Park

Located south of the Fairgrounds and the historic Kickapoo Corral, and north of Highland Cemetery, Tunnel Mill Park is an isolated 15-acre parcel of public land that is bordered on almost all sides by the Walnut River. It is accessible only from the east via a dirt road that extends from the west end of 19th Avenue across a narrow neck of land to the Park.

The dam was originally built in 1872, to maintain reliable water levels to drive the water wheels that powered a flour mill. Adjacent to and named after the Tunnel Mill Dam, the Park provides scenic views of the Walnut River and the dam, and offers opportunities for fishing in the River.



Located within a loop of the Walnut River, Tunnel Mill Park is entirely in floodway — not in flood*plain*, but in flood*way*. FEMA considers "floodway" to be *"the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood"*.

In other words, this entire Park is *intended* to flood during any high-water event, in order to help protect other areas from flooding. Tunnel Mill Park does indeed flood frequently, and therefore is largely undeveloped and likely to remain so.

Tunnel Mill Park should be regarded primarily as a flood control element, secondarily as a wildlife area, and only to a minor degree as a recreational facility. Any improvements made in the Park must be designed to tolerate repeated flooding.

Fishing in the River, viewing the dam, and birdwatching are the primary activities in Tunnel Mill Park. Primitive camping is currently allowed, but has created problems; it will not be a permitted use in future.



GOALS — TUNNEL MILL PARK

- Realign drive and establish defined parking area, to discourage long-term RV camping in the Park.
- Revise regulatory signage so camping is not permitted in the Park.
- Dam Overlook Develop a flood-proof viewing platform, using natural stones, with enough of a barrier between the platform and the water to allow visitors to get a good view of the dam and the rapids downstream in safety.
- Improve signage, including wayfinding signage at the east end of Tunnel Mill Drive, an entry sign where the Park begins, and an updated regulatory sign in the Park itself.
- Birdwatching / Nature Trail This Park has fresh water and a great deal of edge habitat (areas where mature trees are adjacent to sunny open fields) which attracts a wide variety of birds. Consider developing a looped pedestrian birding trail around the site.
- Landscape Institute a control program for the worst of the poison ivy and Johnson Grass infestations. Improve wildlife habitat by planting native trees, shrubs, grasses and perennials which are adapted for the conditions.



Small Parks

The six small parks in Winfield are Albright, Cochran, Hiatt Hills, Jaycee, Lions and Memorial Parks. Each of them is under three acres in size.

Albright Park

This 2.68 acre park is located in a residential neighborhood, adjacent to railroad tracks that serve the industrial district on the east side of Winfield and dead-end there. Albright Park is just west of Cherry Street Park, separated only by one quiet residential street and a single row of four houses.

Albright Park has no on-site parking. The Park has playground equipment in its northwest corner—a swing with two standard seats and a tot seat, one two-seat spring rider, and a merry-go-round — all very old but apparently well-used, based on the wear patterns in the deteriorated engineered wood fiber surfacing.






A drinking fountain north of the playground is old but still functional. A trash receptacle and a bench (the only seating available in Albright Park) are placed under trees next to John Street, just west of the playground. The Park sign is a basic wood-post-and-painted-board type.





An emergency siren is in Albright's northeast corner, next to three tennis courts which are in unplayably poor condition. There is some fencing in the southeast corner which may have been intended as a backstop, but which now serves no purpose.





The turf in the Park's open space is in good condition, and some new young trees have recently been planted southeast of the playground.

GOALS — ALBRIGHT PARK

- Sign Install a new identification sign at the corner of John & 15th, visible from traffic in both directions on both roads. Protect and frame the sign with a landscaped plant bed.
- Parking Develop a defined on-street parking area off 15th Avenue or John Street, near the Park's identification sign. Include ADA parking, connected by a looped accessible route to the Park's facilities.
- Consider contacting the railroad to pursue an easement for a pedestrian connection linking Albright and Cherry Street Parks. The easement would have to be fenced, preferably with black, six-foot-high, low-maintenance metal fencing, and would need a defined crosswalk across Cherry Street.



- Facilities Rather than competing with the playground in Cherry Street Park, consider removing the old playground equipment, and focusing new facilities in Albright Park toward adults and teens.

  Remove the old tennis courts. Install up to four lighted pickleball courts in the wind-sheltered eastern half of the Park, and plant a few more trees to their west.

  In the western part of the Park, install a lighted basketball court or two.

  Restroom Construct a restroom building with one unisex stall and a utility space, between the pickle ball courts and the basketball courts.

  Drinking Fountain Consider updating and relocating the drinking fountain, to be conveniently located to serve the new facilities.
- Trees Remove over-mature trees, and prune the rest. Add new trees as needed to provide wind-screening and shade around new facilities.
- Landscape Retain enough greenspace to maintain the Park's character. Consider planting a border of native ornamental wildflowers along the south side of the Park, to screen the railroad tracks.

Cochran Park

This 1-acre park is located on the border between an urban residential neighborhood and the Main Street commercial corridor, just west of Wendy's.

There is one ADA-compliant parking space on the south end of Cochran Park, and 90-degree on-street parking available on the south side of 17th Avenue. On-street parking east of the alley is monopolized by the adjacent Ford dealership.

Cochran Park has playground equipment — a slide, and a swing with two standard seats — both aging but in good condition. The playground area has engineered wood fiber surfacing, which is slightly worn at the base of the slide, and completely worn away under the swings.





There are two picnic shelters with tables designed to be accessible, and a basketball court, all in good condition. The two massive concrete racquetball courts in the southeast corner of the Park are beginning to deteriorate.




Cochran has a fairly new two-station, ADA-compliant drinking fountain just west of the basketball court. The Park sign is a basic wood-post-and-painted-board type.






There is a masonry planter next to the drinking fountain. Some of the trees in the Park and in adjacent rights-of-way are over-mature, and one is a hazard tree which should be removed as soon as possible. Consider a fence or a row of narrow evergreens along the east side of the Park—to help contain stray basketballs, and screen the view of the Wendy's parking lot.



GOALS — COCHRAN PARK

- Consider focusing new facilities in Cochran Park toward teens, providing activities & hang-out space.
- Include a bicycle rack parking area in the middle of the park, near the drinking fountain.
- Lighting Provide timer-controlled LED lighting to make the Park attractive and safe in the evenings.
- Sign Install a new identification sign in the southwest corner of the Park, at Manning & 17th—visible from traffic in both directions on both roads. Protect and frame the sign with a landscaped plant bed.
- Parking Develop more parking along the Park's south edge, off 17th Avenue. Protect the existing ADA parking space.
- Sidewalks Add a sidewalk link to the south picnic shelter.
- Facilities Maintain the existing picnic shelters, basketball court, and drinking fountain, which are all in good condition.

  Remove the existing play equipment and surfacing. Install equipment designed for active adventurous play, and appropriate resilient surfacing. Consider including challenge elements such as an overhead spinner, slacklining anchors, a climbing wall or a zip line.

  Examine options for the racketball courts — either renovating them for continued use, removing them, or remodeling them for some other purpose. (Middle school students want them to stay.)
- Screening Along the eastern perimeter of Cochran Park, particularly between the basketball court and the Wendy's parking lot, consider planting a low landscape buffer to contain stray basketballs, but maintain a view of the park from Main Street.
- Trees Remove the hazard tree and other over-mature trees. Prune remaining trees. Add new trees as necessary to provide shade and screening.

Hiatt Hills Park

Constructed in 2007, this 2-acre park is in a residential subdivision west of the River. It has a concrete parking lot with four standard spaces and one van-accessible ADA space. The wooden Park identification sign is deteriorated.

An accessible route sidewalk connects the parking area to a picnic shelter and a playground. The picnic shelter has two ADA-accessible tables. The playground has a play unit with several slides, platforms, and other play elements on a surface that is part engineered wood fiber and part resilient tiles. The play unit itself is not ADA accessible.











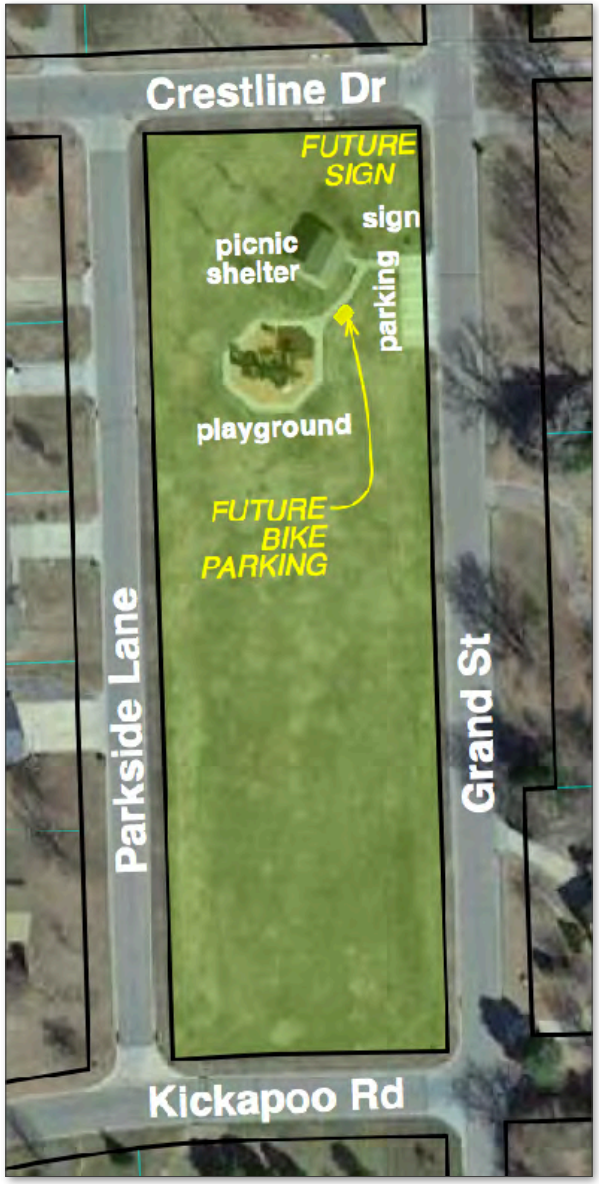


With the exception of the park identification sign and some of the young trees, Hiatt Hills Park's existing facilities are generally still in very good condition. The playground surfacing may need to be upgraded in the next decade or so, depending on how much use it gets.

The southern two-thirds of Hiatt Hills Park is an open field, with turf in good condition and no trees. The open space has a number of berms that create multiple slopes—which are steep enough to make the area unsuitable for a practice sports field, but not steep enough to be useful for sledding. There is a water hydrant in the middle of the open space.

Some of the Park's recently planted trees are in poor condition, and should be replaced—ideally, with varieties better suited to the conditions. The irrigation system is not protected from vandalism. Valves near the parking lot are exposed, as is the hydrant in the middle of the field.





GOALS — HIATT HILLS PARK

- Install lockable covers to protect exposed elements of the irrigation system from vandalism.
- Sign Remove the existing park identification sign, and add a new sign in the northeast corner of the Park, at Crestline & Grand. The new sign should be visible from traffic on both roads, and should be protected and framed with a landscaped plant bed.
- Add a bicycle rack parking area, on the southeast side of the sidewalk to the playground.
- Trees Remove those recently-planted trees that are in poor condition, and examine soil conditions in their vicinity. If necessary, replace debris fill with soil, and replace trees with more suitable species/varieties.
- Open Space Examine options for the open space in the southern two-thirds of the Park. Consider allowing turf in certain defined areas to remain unmowed, particularly on the berms.

Jaycee Park

Jaycee Park is the northeastern portion of a City-owned parcel of land that also hosts a water tower and the Recreation Center. The area devoted to Jaycee Park is about 1.33 acres in size. The water tower is on high ground, on a wooded ridge which separates the Park in the east from the Recreation Center to the west.

The Park is in a mostly single-family residential neighborhood, though the multi-family Canterbury Heights low income senior apartments are adjacent to the south.

A dirt parking lot is on high ground in the northwest corner of the Park. Chainlink fencing along the Park's boundary at Simpson Avenue seems unnecessary and unwelcoming, although the fencing between the Park and adjacent residential properties may be appreciated by the neighbors.





Jaycee Park has an asphalt basketball court in the northeast corner. Both the surface and the baskets are in poor condition. The Park's slopes are used for sledding on those rare occasions when there is enough snow to allow it.







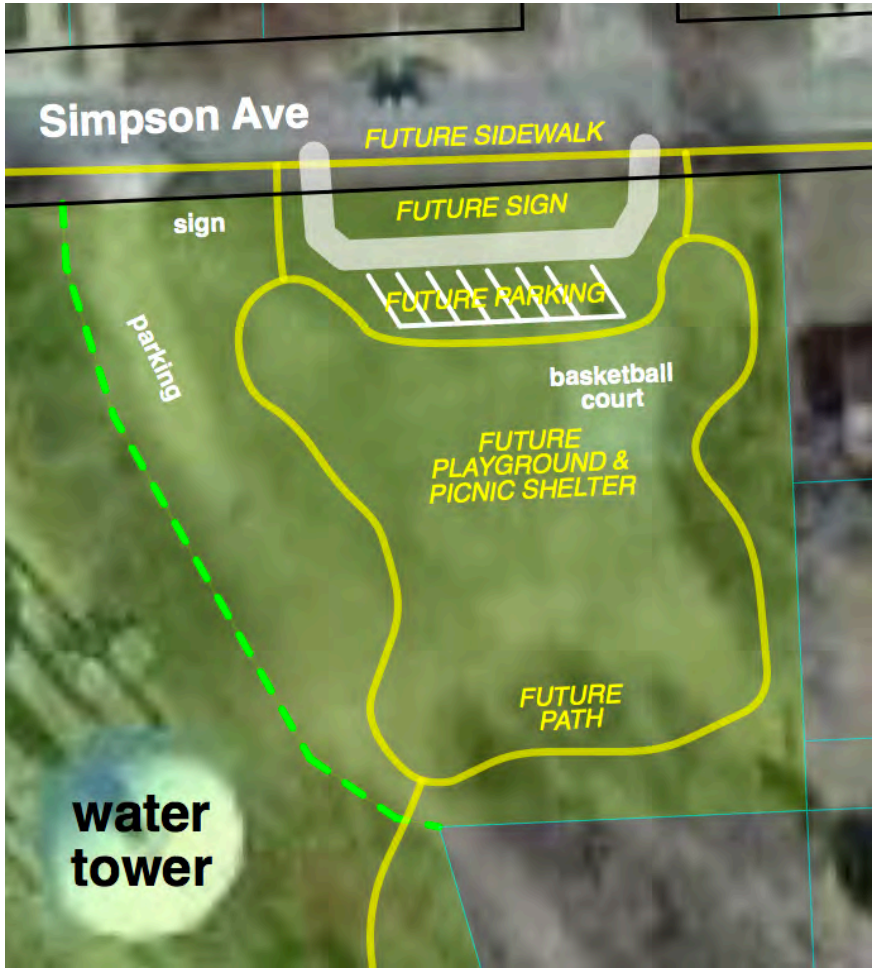
A dirt path leads from the Park into a wooded area on the north end of the Canterbury Heights property. The area is overgrown and unwelcoming, with poison ivy.







Two young trees have been recently planted near the north edge of the Park. Invasive ailanthus trees should be removed and stump-killed, especially the one growing *through* the fence near the Park sign.



GOALS — JAYCEE PARK

- Fencing Remove the chainlink fencing along Simpson Avenue. Retain, and repair as necessary, fencing along the Park's east and west boundaries. To discourage park visitors from inadvertently trespassing onto the Canterbury Heights property, consider adding fencing along the south boundary.
- Parking Eliminate the existing gravel parking lot on the hill, and create a new small off-street parking lot farther to the east on flatter ground, with access from Simpson Avenue. Include an ADA space, with an accessible route sidewalk to any new facilities.

  Add a bicycle parking area adjacent to the sidewalk which connects the parking area to any new facilities.
- Sign Remove the existing park identification sign. Add a new sign which is visible from both directions on Simpson Avenue. The sign should be protected and framed with a landscaped plant bed.
- Facilities Remove the existing dilapidated basketball court. Retain the sledding slopes; any new facilities should be constructed in the flatter northeastern portions of the Park.

  Consider adding facilities which will make Jaycee Park a true neighborhood park for the northeast part of town. Include a playground and a picnic shelter. Both should be accessible. Additional options for Jaycee Park might include a new basketball court, pickleball courts, or an outdoor fitness center.
- Path Explore the possibility of creating a loop walking path in Jaycee Park, connecting to the Recreation Center, and if desired, to Canterbury Heights Apartments. Institute a control program for poison ivy along the path.
- Trees Remove invasive Ailanthus trees. Add new trees as appropriate to shade or screen any new facilities.

Lions Park

This tiny park, the smallest in the Winfield park system, is only 0.64 acres in size. Located at the northwest corner of 13th Avenue and Bliss Street, in a residential neighborhood southeast of downtown, the Park has both open space and mature trees, including a dense tree row along its western boundary. It is named in honor of the *Lions Club* which helps support it.

When the following photos were taken in late 2019, Lions Park had chainlink fencing along its Bliss Street and 13th Avenue frontages, a scattering of playground equipment and benches, a fairly new drinking fountain, a typical wooden sign, and a lion sculpture. There was parallel parking available along the alley.



photos of Lions Park before renovations



aerial of Lions Park before 2020 renovations

In 2020, Lions Park was completely renovated. It now has a new concrete ADA parking space off the alley, sidewalks, an accessible picnic table, and play equipment with resilient artificial turf surfacing. The fencing along Bliss Street has been replaced with attractive metal fencing and landscaping. Of the original equipment, only the drinking fountain was retained, along with the lion sculpture, which has sentimental value.



photos of Lions Park after renovations

Memorial Park

This urban 2-acre park lies on the eastern edge of downtown Winfield. The square site occupies an entire city block. Dedicated to military memorials, the Park is intensely valued by community members of all ages.

Dedicated in 1925, Memorial Park's original design was rigidly geometric, with a central obelisk on a circular plaza, and four lighted diagonal sidewalks running from the middle to each corner, dividing the Park into four symmetrical triangular segments. The obelisk honors America's war dead.

The Park's Vietnam War Memorial was later built in the west quarter of the Park. Its design carefully harmonizes with the original geometry of Memorial Park. Honoring the 777 servicemen and nurses from Kansas who were lost or missing in the Vietnam War, it is a smaller-scale replica of the Vietnam War memorial in Washington D.C.

A small 2002 memorial—dedicated to veterans, POW/MIAs, and women who served—is randomly placed in the north quarter of the Park, it includes three small stone monuments and a flagpole. Nearby, a VFW plaque honoring America's POW/MIAs is mounted on a concrete ground-level slab.

On the eastern edge of Memorial Park, one of five Kansas historical markers commemorates the approximate route of the Black Dog Trail. The Black Dog Band of the Osage Nation lived in Missouri, Kansas and Oklahoma. Established by Chief Black Dog, who was born in about 1780 in the area that is now St. Louis, the Trail stretched for 200 miles from the area of Baxter Springs in Kansas, to the Great Salt Plains in Oklahoma.



Parking On-street parallel parking is available to the east, west and south of Memorial Park, and an on-street diagonal parking lot on the west side of Fuller offers another nearby parking option. No ADA parking spaces provide direct access to the Park.

Seating The only seating in Memorial Park is provided by two concrete-and-wood benches on the central plaza, and a "Proud to be a Veteran" concrete bench near the east sidewalk.

Landscape Each corner of Memorial Park has a pair of well-maintained plant beds, edged with short limestone walls. Turf is in good condition. The trees on site are generally fine mature specimens, though a few are over-mature, and there are some declining ash trees which should be removed.



(LP indicates a lightpole.)

GOALS — MEMORIAL PARK

- Do needed restoration maintenance on the Obelisk.
- Parking Evaluate the option of creating a small dedicated on-street parking area with one or two ADA spaces, possibly adjacent to Andrews Street, across from the Braum's parking lot, where it will not interfere with views of the Park from adjacent historic homes. Divert the Park's perimeter sidewalk around the parking area, as necessary.
- Signs Locate a park identification sign in the middle of the Park's northern edge, oriented to be visible to traffic from both directions on 9th Avenue. This Park may warrant a sign design unique to Memorial Park, simple and fitting.

  Alternatively, consider the option of two smaller park identification signs, one at the northwest corner, and one near the parking area at the northeast corner.
- Sidewalks Make sure that the existing sidewalk network meets standards as an ADA accessible route. Consider some careful additions to the sidewalk network, to open up more of the greenspace for use and enjoyment.

  A radius arc sidewalk centered on the obelisk would play off the existing geometry, provide some gently curving paths on the ground plane, and might help make the location of the 2002 POW/MIA Memorial make some sense. On the west side, straight paths extending from the radius arc could accommodate the Vietnam War Memorial.
- Seating Without compromising the dignity of the Park, provide some basic amenities to make people feel welcome to enjoy this lovely urban greenspace. Provide comfortable chairs, bistro tables and trash receptacles in a few carefully selected locations adjacent to the new sidewalk.

  Once better seating is available, remove the asymmetrically located and uncomfortable benches on the Obelisk plaza.
- Trees Remove declining ash trees. Plan to plant a new tree or two each decade, so the wonderful Memorial Park tree canopy is continually rejuvenated and never ages out.

- Policy Goals

  Develop a memorial tree policy.

  Develop design standards for any future memorials in Memorial Park, to protect the quality of the Park as a whole.

New Parks & Facilities

Indoor Sports Facility To meet growing demand in Winfield over the next 20 years, a new indoor sports facility will be needed, to provide indoor basketball, pickleball, volleyball, racketball, and running track facilities for the community.

Such a facility should be located on a major road, with space for ample parking, yet be conveniently close to residential neighborhoods. It should not be developed in a floodplain. None of the City's existing parks would be a suitable location.

Highland Cemetery is located on a large parcel of City-owned land, much of which is not currently in use by the cemetery, nor likely to be needed for such use any time in the next century. A small portion of this parcel could provide an ample site for a new indoor sports facility, in a part of the City where future growth is expected to follow the development of the southwest bypass.

GOALS — WINFIELD PARKS SYSTEM

- Seating Add more bistro-size tables and chairs, where one or two people can sit and have coffee or eat lunch.
- Provide outdoor athletic facilities for solitary use, especially to engage kids who are not interested in team sports.
- Focus on developing programs and facilities to engage girls.
- Develop facilities to engage mid-adolescent to young adult age groups.
- Pursue acquisition of new parkland on Winfield's west side, in anticipation of future development in that area following construction of a southwest bypass.
- Pursue acquisition of new parkland on Winfield's northeast side.
- When reviewing new subdivisions for approval, always consider how they might be integrated into the parks and pathways system.

Pathway Network & Goals

Transportation systems involve more than just streets and highways. They work best when different modes of travel—by car, bus, bicycle, foot, airplane, or train—are interconnected.

A pathway network is that part of a balanced municipal transportation system which is focused on serving pedestrians and bicyclists. Such a network may include sidewalks, bike lanes and routes, mixed-use paths, and a variety of support accessories ranging from benches to bike racks to signs.

- Bike lanes are located on a street or its shoulder, and dedicated to bicycle use only. They are typically five feet wide, and defined with pavement markings.
- Bike routes are streets specifically intended for use by both cars and bicycles, designated with pavement markings and "Share the Road" signs.
- Mixed-use paths are separate from vehicle traffic lanes, and used by both pedestrians and bicyclists.






Bicycle and pedestrian pathway systems are most successful when they interconnect residential neighborhoods to community destinations, including schools, parks, churches, and downtown businesses.

Bike Racks If a pathway network is to serve as an alternative transportation option for cyclists, it must include parking facilities for bicycles. The design and placement of bike racks is covered in the Furnishings & Lighting section of the *Park Planning Principles* chapter of this Plan.

Streets are Part of the Pathway Network

The right-of-way for a typical street holds far more than just the street itself. In addition to traffic lanes, a right-of-way generally hosts drainage structures or ditches, underground and overhead utilities, street trees, and sidewalks.

Sidewalks, bike lanes and bike routes almost always share a right-of-way with a public street. Mixed-use paths may be located in street rights-of-way, or in abandoned railroad rights-of-way, drainage ways, on levees, or on public property such as parkland.

Sidewalks are intended primarily for pedestrians, though as a safety measure, young children riding bikes usually ride on sidewalks rather than streets. Adult bicyclists are expected to ride on streets, following the same rules of the road as those using motorized vehicles. Mixed use paths accommodate both pedestrians and bicyclists.

Achieving a successful pathway network in Winfield will necessarily involve redesigning some of the City's streets to better accommodate pedestrians and cyclists, along with cars. Drivers may be inconvenienced in this process, as their needs will no longer take sole priority; for instance, some on-street parking may need to be eliminated in order to make room for a bike lane.

Drivers can and will adapt to multi-modal transportation infrastructure, but public engagement in the process of developing the pathway system will be essential, in order to keep the community informed of what changes are coming, and why.

Every single street does not need to provide for every type of user, but a community's street *system* should serve the needs of all its citizens—including those who don't or can't drive cars.

Historic Overview

Community transportation systems were once built to support pedestrians, bicyclists and public transit systems (trolleys, buses, and local trains), as well as cars and trucks. But from the 1950s through the 1980s, when the interstate highway system was being built, almost all U.S. transportation funding went to new infrastructure for personal motorized vehicles. Most state and local funding followed suit.

Streets were designed with the central goal of maximizing speed and traffic volume for cars and trucks. They became more and more dangerous for bicyclists and pedestrians.

Interstate highways enabled suburban sprawl. Residential subdivision design favored large lots that increased the cost of sidewalks per household, compared to the smaller lots in traditional neighborhoods. Subdivision street layouts were designed to maximize cul-de-sacs, and to minimize connections to the outside world, making walking routes to any possible destination dauntingly long. As a result, suburban developments were frequently built with no sidewalks at all.

During the same era, as schools consolidated, after-school activities surged, and media sensationalized the risk of "stranger danger", parents began to chauffeur their children to and from school. As fewer and fewer children walked to school, the incentive to maintain and improve sidewalk systems diminished, and existing sidewalks were allowed to deteriorate.

By the 1990s, recognition finally began to dawn that we were losing something of great value, and that other modes of transportation, such as walking and biking, mattered. Since then, American communities have been slowly trying to chip away at that 40-year backlog of neglect, working to retrofit pedestrian and bicycling infrastructure back into rights-of-way that were designed with cars as their overriding focus.

Complete Streets

Street design philosophy is now based on the idea of complete streets, which recognizes that while rights-of-way are intended to serve drivers of motorized vehicles, they are also meant to serve other members of the public as well.

The complete streets planning concept calls for street design that utilizes the public right of way to support safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, public transit users, and motorists.

Complete streets include sidewalks with curb ramps, and good crosswalks. Some streets may also have curb extensions, crosswalk medians for pedestrian refuge, bike lanes or bike routes, or countdown signals. Amenities might include shade and benches for pedestrians, and bike racks. Complete streets may also include on-street parking, and bus stops or bus lanes.

What constitutes a complete street varies widely because they are always designed to fit a community's specific local needs.

For more information on complete streets, see:

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

> *"The role of streets*
> *is to build communities,*
> *not the other way around."*
>
> *Gary Toth — Project for Public Spaces*

Walkability & Bikeability

Cultural changes in America are making walkable neighborhoods highly desirable again. Property values in such places are rising, particularly where residential areas are within walking distance of shopping, restaurants, service businesses and entertainment.

Walkability and bikeability are now recognized as primary assets for enhancing quality of life and improving community health. In this highly mobile era, an excellent quality of life is essential, both for retaining young professionals, and for attracting new residents and new businesses to a community.

Quality of life describes the overall happiness and well-being of a person or a community. Factors that play a role include everything from housing, schools, and culture, to business and job opportunities, to recreational options. One of the most important factors in quality of life is physical and mental health.

Since the 1950s, planning decisions across the United States have produced unintended consequences for our physical health. Suburban sprawl and its associated car-dependence are now considered a major contributing factor to the current obesity epidemic in America.

In 1950, approximately 10% of American adults were obese, as measured by body mass index. By 2018, that number was 42%. Currently, about 1 in 5 American children are obese.

Obesity is a significant public and personal health problem, related to a number of serious chronic diseases—including diabetes, arthritis, hypertension, heart disease, and a variety of cancers.

As the American obesity epidemic becomes more severe, more communities are realizing the value of offering residents safe venues for biking and walking, which are some of the very best and most widely accessible forms of exercise.

Social connections, especially those with depth and continuity, are important to mental health. Sidewalks and pathways help reduce social isolation and enhance a sense of community, as people get to know their neighbors and their neighborhoods in a way not possible from the seat of a car.

Sidewalks and paths that support walking and biking for exercise and recreation also provide an alternative transportation option. For children who are too young to drive, for people unable to drive, and for those who simply prefer not to drive when they can avoid it—a sidewalk and pathway network offers an alternative way to safely get to where they want to go.

However, most people will not choose to walk or cycle unless they can do so safely and conveniently. To be well used, sidewalks and bike paths must be well-designed and well-maintained.

Walkability & Bikeability in Winfield

Winfield has the size, compactness, and grid-type street layout that give it the potential to be a very walkable community. The City also has an extensive network of existing sidewalks—but unfortunately, many of them are old and in need of repair.

Currently, the only mixed-use paths in the City are recreational. Located in parks (Black Creek, Cherry Street, the Fairgrounds, Broadway Recreation Complex and Island Park), they are not connected to any other community destinations, and so do not function as a transportation system.

A community-wide network of well-maintained sidewalks, bicycle lanes and routes, and mixed-use paths, helps to encourage physical activity, promote good health, and nurture social connections. It also serves as an alternative, and more environmentally sustainable, transportation option.

Investment in a pathway network is an investment in Winfield's walkability, its bikeability, its quality of life, and its future.

Winfield has long had a goal of making the community safer and more inviting for pedestrians and bicyclists. Over the years, a number of plans have been developed to help achieve this goal — the most recent, in 2010.

MKEC Transportation Assessment Study 2010

A 2005 path system master plan for Winfield was updated by MKEC Engineering Consultants, Inc., in a 2010 study entitled *Assessment & Maintenance Plan for Transportation Networks — City of Winfield, Kansas*. While it focused mainly on a block by block assessment of the condition of the City's 92 miles of streets, the study also addressed sidewalks and paths.

In 2010, there were only about 2.7 miles of relatively new concrete paths in the City, mostly in Island Park and in the Broadway Recreation Complex. The rest of the sidewalk system had been constructed by previous generations, during an era when most children regularly walked to school.

The older sidewalks were inventoried as part of the street assessment. Then a targeted inspection was conducted of 5.3 miles of sidewalk pavement and wheelchair ramps along College Street, 9th Avenue and Millington Street.

Based on this sample, it was estimated that Winfield had a total of about 67 miles of paved public sidewalk. Of that total, it was estimated that about 125,000 linear feet of sidewalks and 2,200 curb ramps across the City were in need of repair, at an estimated cost of more than seven million dollars.

The study recommended a Sidewalk Repair Program with a beginning annual budget of $100,000, which would allow repair of about 1800 linear feet of sidewalk and 30 ramps each year. Unless such a budget were significantly increased over the long term, it would require 70 years just to clear the backlog of needed repairs.

The study also made recommendations for a hike/bike pathways network, separate from the sidewalk system, linking destinations throughout Winfield. Future pathway locations were proposed, all on public land such as drainage ways, levees, or parks, or in railroad corridors which might be available for railbanking at some future date.

Options for different types of pathway connections were described, including multi-use pathways, railtrails, sidepaths, bicycle lanes, road diets, shared roadways, bicycle routes and paved shoulders. A budget was not estimated for such a pathways network, since costs would vary widely depending on the types of options selected for each link in the system.

Options for establishing priorities for implementation of a pathways network were discussed, including the possibility of linking the most important destinations first, or instead applying funds to less expensive solutions first.

The study also provided information on grant opportunities for pathways projects, that were available at the time.

Sidewalks

While public support for an excellent sidewalk system is apparently very strong in Winfield, a number of questions on sidewalks were included in the 2019 Winfield Community Questionnaire in order to see if that perception was correct.

Residents were asked to name the number one improvement to Winfield that they would like to see, and many responded with requests for more and better sidewalks and bicycle paths.

Other questions were more specific.

Does anyone in your household walk to work or school?					
Regularly (4 times/week or more)		Occasionally		Never	
96	11%	172	19%	640	70%

Only 11% of Questionnaire respondents said they walk to work or school regularly, while 70% said they never do. This result may stem from both reluctance to risk hazardous sidewalks and street crossings, and a general midwestern cultural assumption that driving is the only way to get anywhere.

Paying for Sidewalks

Since the 1950s, American states and cities have regularly subsidized car usage, while regarding sidewalks as an unnecessary frill. Now that the importance of walkability is being reevaluated, communities are beginning to treat sidewalks as essential infrastructure, to the same degree as streets.

Currently, there is no national standard for how sidewalk repair and installation projects are paid for, and sidewalk policies show no pattern based on region or party-politics. While public streets and parking areas are regularly funded with tax dollars, sidewalk funding is a patchwork of solutions that varies from city to city.

Some cities maintain the entire public right-of-way, including sidewalks, as a municipal responsibility. Some cities require adjacent homeowners to foot the entire bill for sidewalk repair or installation, under a deadline and the threat of substantial daily fines for non-compliance. Other cities split the difference, with the city at large and the adjacent homeowner each paying a percentage of the cost; the percentages vary from city to city.

When Winfield residents were asked which payment method they preferred to see implemented in Winfield, half thought the cost should be split, nearly half thought the City at large should pay for sidewalks, and only 3% of respondents thought that adjacent landowners should have to pay for public sidewalks.

Should each sidewalk project be paid for by the City, by the adjacent landowner, or by a share-the-cost split?					
City		Landowner		Cost Split	
430	47%	23	3%	454	50%

Cities that have adjacent homeowners pay the full cost for sidewalks are typically trying to keep property taxes down. But when homeowners pay directly for pedestrian infrastructure, there are no economies of scale in the construction or repair of the sidewalk system, significantly increasing its overall cost. This method also costs heavily in staff time for implementation and enforcement, it makes quality control challenging, and it can expose residents to legal liabilities. Also, it inevitably generates ongoing public resentment, often making elected leaders reluctant to have sidewalks installed at all.

Full city funding and cost-split programs can both be successful. Deciding which method will work best in Winfield is a matter of both philosophy and financial analysis. If a sidewalk system is a transportation network that benefits the entire community, should the entire community pay for it? And, taking staff time into account, which method will be the most cost-effective?

In Winfield, there is strong public support for dedicating a reliable and consistent funding stream to sidewalks, with 95% of respondents to the 2019 Community Questionnaire supporting the idea of an annual City budget allocation for sidewalk improvement and expansion projects.

Should the City allocate a regular annual budget to fund sidewalk improvement and expansion projects?					
Yes		No		I Don't Know	
736	95%	40	4%	139	15%

Additional funding to improve and expand Winfield's sidewalk system was supported by 84% of the respondents to the Questionnaire.

Would you support additional funding to improve and expand Winfield's sidewalk system?					
Yes		No		I Don't Know	
633	84%	122	16%	162	18%

Sidewalk Policies

Many of Winfield's existing sidewalks are in need of repair, and some rights-of-way do not have sidewalks at all. Results of the Community Questionnaire indicate very strong public support for sidewalk policies that will work to improve and expand Winfield's sidewalk system.

Municipal sidewalk policies should stipulate an ongoing program to properly maintain existing sidewalks, provide a means to retrofit new sidewalks into existing neighborhoods where they were never built, and address sidewalk construction in new development and remodeling projects.

Every sidewalk policy document should incorporate the need for community-wide ADA compliance. Accessibility makes the system function better for everybody, and reduces potential liability for the City.

Incorporating high standards of construction in a sidewalk policy's design standards will help keep life-cycle costs down, reducing the system's future maintenance load.

Winfield could require that all municipal street construction projects include new or repaired sidewalks in their scope. While this will marginally raise the cost of each street project, it generally results in a lower cost-per linear-foot for sidewalks, since the construction crew and equipment are already mobilized and on site. Over the long term, it would save tax dollars.

The City may choose to establish a policy requiring sidewalks in new residential or commercial developments, a concept supported by 92% of Winfield Questionnaire respondents.

Should new residential or commercial development in Winfield be required to include sidewalks?					
Yes		No		I Don't Know	
743	92%	66	7%	111	12%

Such a policy may require that sidewalks be paid for as a developer-funded improvement, which would not be a competitive disadvantage for the developer, so long as the policy applies to *all* developers. Sidewalks would increase the value of the completed development, an advantage to both the developer and the community.

Sidewalk policies should also establish the priorities that will be used to determine which areas of the City get their existing sidewalks repaired first, or new sidewalks installed where there are none. Though some flexibility is essential, strive in general to prioritize urban centers first, then school neighborhoods second, and the areas around social service providers third.

Sidewalk Design

Well-designed sidewalks encourage more people to walk—and more pedestrians mean that streets are activated both socially and economically.

Sidewalk design is concerned with elements beyond the dimensions of the concrete strip that people walk on—it deals with the entire area between the street curb and the edge of the right-of-way, and even beyond. For design purposes, this area is generally divided into several zones, each serving a different purpose.

The pedestrian zone is the actual pedestrian path—it is what people generally think of, when they think of "sidewalk". The furnishing zone is the area between the sidewalk and the street curb. The frontage zone is what lies between the sidewalk and adjacent buildings.

The pedestrian zone is the sidewalk itself, the route on which people walk. Sidewalks must be clear of all obstacles, from the ground plane up to at least seven feet in height. They should incorporate curb ramps with tactile surfaces, and have slopes and cross-slopes that provide good drainage, yet meet ADA requirements. As a rule, sidewalks should be installed on both sides of a street.

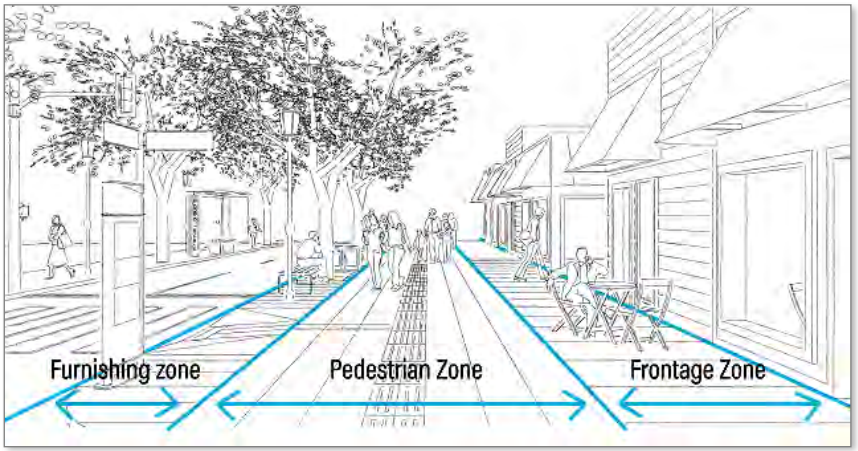
.
- In residential neighborhoods, the sidewalk is typically a concrete strip, 4 inches thick and at least 5 or 6 feet wide, parallel to the street, and with its outer edge adjacent to the right-of-way boundary.
- In urban areas, the pedestrian zone is typically 8 to 12 feet wide, to accommodate higher volumes of pedestrian traffic. The paving material may extend into adjacent zones, so the pedestrian zone may incorporate joint patterns or ornamental paving to help define its edges.

The furnishing zone is the part of the right-of-way between the sidewalk itself and the street curb. It goes by various names, including planting strip and tree lawn.

- In residential neighborhoods, it may contain mostly driveway entries, turf and street trees, along with utility poles, lightpoles, and an occasional traffic sign or fire hydrant.
- In urban areas, it is the place where all the untidy essentials of urban streets are located—including utility poles, traffic signal poles, lightpoles, manholes, street signs, fire hydrants, drainage structures, and so on. It also accommodates driveway entries, trash receptacles, bike racks, landscaping and street trees.

The frontage zone is that portion of the sidewalk in urban areas which serves as the transition between the public pedestrian zone and privately-owned building facades. It provides space for people to negotiate building entrances, to socialize without disrupting the flow of those walking, and to window shop.

The frontage zone is intended to accommodate those elements of a streetscape that enliven urban street life—like colorful awnings, benches, planters, sidewalk dining tables, newspaper kiosks, and even sandwich-board signs.



More information on the principles of sidewalk design is widely available, including on the following websites:

- Designing for Pedestrian Safety / Sidewalk Design, a presentation from the Federal Highway Administration's Pedestrian and Bicycle Information Center.
- Sidewalk Design Guide, from the National Association of City Transportation Officials.
- An overview of 8 Principles to Better Sidewalks on the CityFix website, and the complete report at The 8 Principles of Sidewalks.

GOALS FOR SIDEWALKS

- Incorporate complete streets principles in Winfield's rights-of-way, particularly downtown, in the Baden Square area, and in neighborhoods around schools, the College, and the Hospital.
- Determine whether sidewalks in Winfield can be most cost-effectively paid for with full city funding or a cost-split program.
- Establish sidewalk policies for the City of Winfield that will work to improve and expand Winfield's sidewalk system.
- Dedicate an annual City budget allocation for sidewalk improvement and expansion projects.
- Begin a program of repairing existing sidewalks, as needed, in targeted locations that connect neighborhoods to community destinations, including downtown, Baden Square, schools, parks, the College, and the Hospital.

Bike Lanes & Bike Routes

While sidewalks in Winfield easily have the potential to provide pedestrians with access to neighborhoods and destinations throughout the city, the community's bicycle facilities are currently very limited. Winfield's existing mixed-use paths are in several parks, in disconnected segments, and its streets are not designed with bicycle use or safety in mind.

In order to create a bikeable network in Winfield, on-street bike lanes and perhaps some bike routes will be essential.

Many city streets have the capacity to safely support bicycle facilities, with minimal redesign. In many cases, new pavement markings and signage may be enough to achieve the transition. Using a careful selection of such existing streets, a bikeable pathway network can be developed that connects neighborhoods to community destinations, and to Winfield's existing mixed-use paths.

Bike Lanes Installed on a street or its shoulder, a bike lane is typically 5 feet wide, and located between a motor vehicle traffic lane and the gutter or road edge. Ideally, bicycle traffic should flow in the same direction as adjacent vehicle traffic, with one bike lane on each side of a two-way street, or one bike lane on the right side of a one-way-street.

Two-way bike lanes may work in some situations, where they can be protected from vehicle traffic by a lane of on-street parallel parking, or by bollards or other physical barriers. When unavoidable, contra-flow bike lanes are occasionally used.





Bike lanes that are defined solely with pavement markings work best on streets with a speed limit lower than 35 miles per hour, low traffic volume, limited truck traffic, and little parking turnover. On streets where such conditions do not apply, more substantial separation is needed between the bike lane and vehicle traffic.

Several strategies are commonly used to make room for bike lanes on existing streets. Sometimes a four-lane street is reduced to three lanes (two traffic lanes and a continuous turn lane in the middle). Sometimes an on-street parallel parking lane can be eliminated. In particularly tight rights of way, conversion to a one-way street may allow a traffic lane to be eliminated. With any of these strategies, additional space can be gained simply by narrowing traffic lanes, which is a helpful traffic calming measure in its own right, especially on streets with bicycle lanes.

Bike Routes Designated with "Bike Route" and "Share the Road" signs, and often with pavement markings called sharrows, bike routes are streets specifically intended for simultaneous use by both motor vehicles and bicycles.







Bike route designations are meant to help bicyclists find safer streets, and to remind drivers to give cyclists a little more space when passing. However, bike routes do not increase bicycle use or improve bike safety to the same degree as bike lanes.

While bike lanes identify road space that is reserved for cyclists, bike routes require bicyclists and drivers to *share* the same lane. They only work if drivers are educated to understand what bike route signs mean, and are willing to recognize that bicyclists also have a right to the road.

Because the success of bike routes depends on changing driver attitudes and behavior, they should never be used in places where it is possible to install bike lanes instead. Nevertheless, bike routes can still serve an important role, particularly when they are the only available solution to provide a crucial link in a pathway network.

GOALS FOR BIKE LANES & BIKE ROUTES

- Prioritize ADA accessibility in the vicinity of the Hospital, Clinic and Baden Square, with improvements to sidewalks, curb ramps and crosswalks.
- Repair and install pedestrian-activated crossing signals at Main & 9th, Main & 10th, and 9th & Andrews (at Braum's).
- Prioritize the streets with proposed bike lanes, establishing short-term, mid-term, and long term goals for constructing the bike lane system.
- Select a pilot project, develop a budget, identify funding, implement a public engagement process, and begin construction of a pair of demonstration bike lanes in Winfield. Evaluate the process before implementing additional projects.
- Coordinate with KDOT to pursue the option of reducing the center median on the Highway 77 south River bridge, and adding pedestrian paths and bike lanes at the sides.

Mixed-use Paths

Pathways intended for pedestrians and bicyclists that are completely separated from street traffic lanes are called mixed-use paths. They may be constructed on public land, in street rights-of-way, on levees, along drainage routes, in abandoned railroad-right-of-way, or on parkland.

Because they are separated from motor traffic, mixed-use paths are more comfortable for users, and are therefore often used for recreation as much as transportation.

When lightly used, a single paved mixed-use path can safely serve both pedestrians and bicyclists. As use increases, it may become necessary to install pavement markings to separate walkers from cyclists. In places where such paths are very heavily used, they are sometimes doubled, with a dedicated pedestrian path and a dedicated bike path running parallel along the same right-of-way, separated by a landscaped median.





Winfield's primary existing mixed-use path is located along the levees in Island Park. Sidewalks and paths that function to some degree as mixed-use paths are located in Cherry Street Park, Broadway Recreation Complex, and the Fairgrounds. An existing path in Black Creek Park is in such disrepair that it is not useable by cyclists.

GOALS FOR MIXED-USE PATHS

- Consider the possibility of a mixed-use path on the levee at the Fairgrounds.

Proposed Pathway System Map

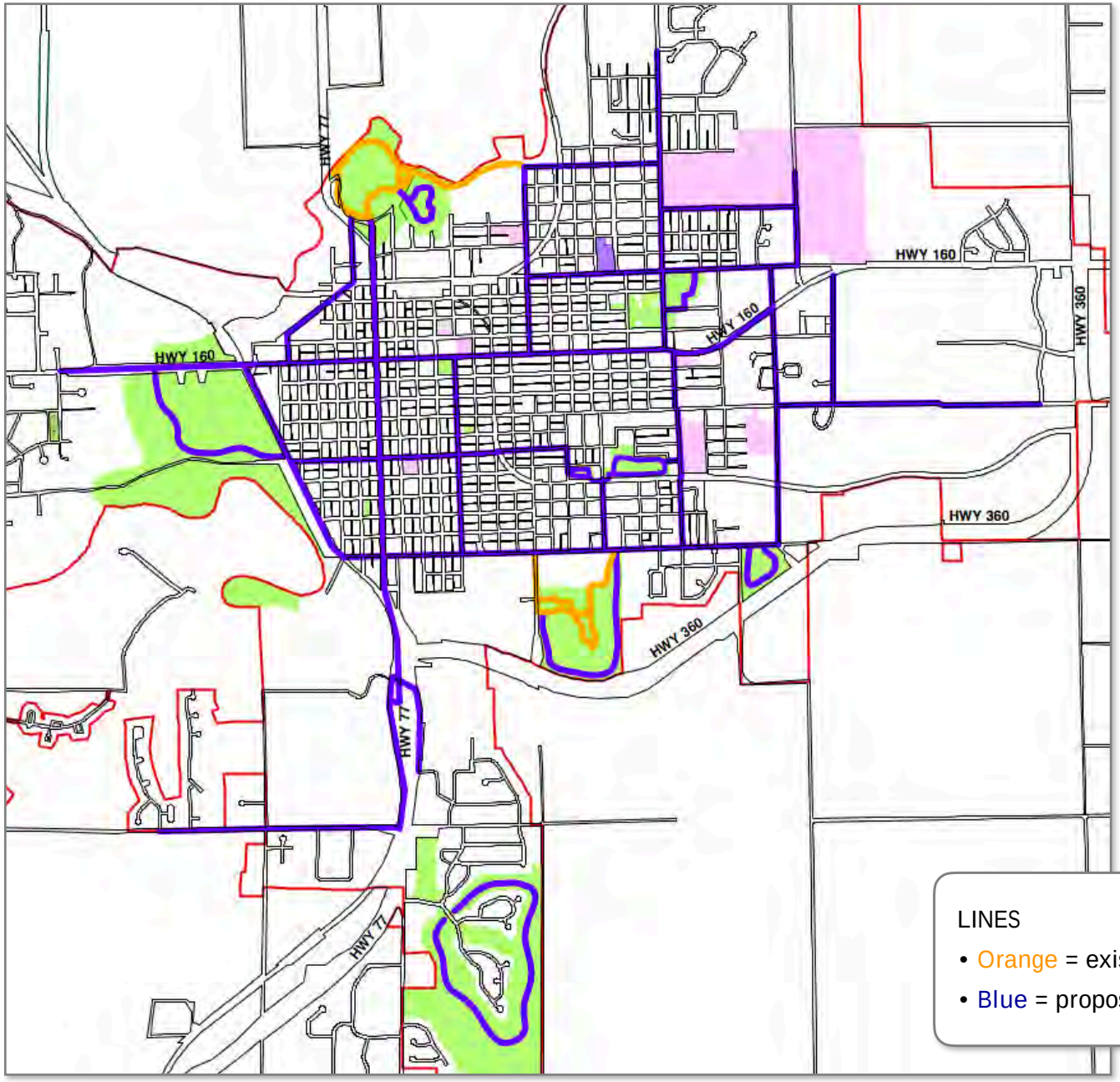
In the decade following the 2010 MKEC Transportation Assessment Study, little progress was made on the goals expressed for Winfield's sidewalks and bicycle paths.

But in 2020, active transportation options have become a much higher priority—because quality of life is now recognized as a crucial economic driver, walkability is known as a key factor in community health, and the need to reduce our carbon footprint has become critical.

The diagram on the following page shows the proposed pathway network which was generated during the course of developing this Plan. It includes some, but not all, of the routes proposed in the 2010 MKEC study, as well as some routes that were not suggested by MKEC.

Proposed routes for pedestrians and bicyclists are intended to make sure that most houses in Winfield are within three or four blocks of a path, to provide reasonably direct routes across town for pedestrians and cyclists, and to ensure good connections to downtown businesses, Baden Square, William Newton Hospital, and all the schools and parks in Winfield.

It will take some time—and resources, and patience, and persistence—for the City to complete the pathway network described in these diagrams. In the meantime, every planning decision should be made with an eye toward supporting the future development of Winfield's bicycle and pedestrian pathway network.



Overview of
Proposed Pathway Network
in Winfield

PATTERNS

- Light green = parks
- Pink = educational facilities
- Purple = hospital

LINES

- Orange = existing mixed use pathways in parks
- Blue = proposed pathways

Plan Implementation

This *Master Plan for Parks, Trails & Recreation* is a tool for use by Winfield's community leaders. It can:

- Provide baseline data on existing parks facilities.
- Offer direction for City officials and staff as they develop future parks facilities.
- Communicate Winfield's parks development plans to the community.
- Expand funding opportunities, since many grants require a master plan as a prerequisite.
- Help meet Winfield's community planning goals.

At the heart of this Plan are its goals — goals which express the needs and wishes of this community for the future of Winfield's park system. But goals are just dreams on paper until they are actually implemented. Goals will become reality only with organization and leadership from City staff and civic leaders.

As each goal is addressed, an action program will need to be developed for its implementation. An action program is a way to make sure that goals turn into reality, by describing specific tasks that must be achieved in order to reach each goal. To be effective, an action program must include clear-cut implementation information for each goal:

- Define the tasks necessary to achieve the goal.
- Determine who is responsible for making sure each task is achieved.
- Set a schedule and a deadline.
- Assign resources (funding, staff, equipment, etc.) sufficient to achieve each task.
- Establish communication hierarchies (Who needs to know what, when?).

Adoption & Amendments

The first step in implementation of this Winfield Master Plan for Parks, Trails & Recreation 2020–2040 is for the City Commission to approve and adopt it. Proposals to update or amend the Plan may originate from City staff, the Park Board, the Planning Commission or the Governing Body. Proposed amendments must be reviewed by the Park Board and Planning Commission, who then make a recommendation to the City Commission, which makes the final decision on approval.

The Parks Master Plan was developed simultaneously with an update to Winfield's Comprehensive Plan, but it is not intended to be adopted as an element of the *Comprehensive Plan*. Instead, it should be adopted by the Governing Body as an independent City document. This will allow more flexibility in the implementation of the Parks Plan, since updates and revisions will not need to follow the detailed and statutorily-regulated process that is required for any change at all to a comprehensive plan or its elements.

Annual Review

This *Winfield Master Plan for Parks, Trails & Recreation* should be reviewed annually—first by City staff, then by Park Board members, and finally by the Planning Commission. Schedule the annual review for the same month each year, ideally in early winter, if Commission and Board agendas allow.

An annual review can identify which projects have been completed, which are underway, and which are next up for implementation—a yearly reminder of progress that helps to keep the whole process of plan implementation on track.

Each yearly review should reassess project priorities. Factors such as funding availability, site constraints, or phasing considerations will affect the details of implementation over the course of the next 20 years — yet so long as the fundamental intent is achieved, this *Master Plan* will have served its primary purpose.

Priorities

In this *Master Plan*, concept plans for each park provide an overview of projects which might be developed in Winfield's park system. When a number of major projects are proposed, prioritizing them over time helps to spread out the costs, and maintain a sustainable rate of investment in the park system.

City leaders, utilizing their knowledge and understanding of the public interest in the community, will decide the order in which these projects are developed.

Priorities will be determined by fulfilling highest community needs first, as well as on budget availability and practical sequencing requirements. Priorities may be applied both to development within each park, and to each park in relation to the others.

Priorities for a twenty-year plan are typically categorized as:

- Short-term — within 5 years
- Mid-term — 5 to 10 years
- Long-term — 10 to 20 years

Priorities will undoubtedly be revised and adapted over the course of this Master Plan's implementation, reflecting changing community expectations, and changes in opportunities and constraints that will occur over the next 20 years. Such revisions are normal and expected, and should cause no problems so long as they are based on a solid understanding of how the various parks and park facilities balance each other within the system as a whole.

Staffing & Operations

Selecting parks facilities that require less staff time, in management or in maintenance, contributes to the economic viability of the park system. Investing in good design and high quality materials results in long-term maintenance savings.

As each project approaches implementation, staff time will have to be dedicated to project design, as staff members help to make decisions on scope and materials—a necessary precursor for development of accurate budget projections. Later, when a project is built, staff will have to be involved in construction supervision.

Many of the goals listed in this Plan will not notably increase ongoing operational responsibilities. However, some proposed facilities will likely require additional staff and operational funding, a factor which must be taken into account when budgeting for new development.

Funding

Funding the development and operation of a park system is a challenge for every community, for parks must compete for City dollars with other public needs. But parks are worthy of support, and will return value on investment for the community.

The Winfield park and recreation system has many demands on its resources. Existing facilities must be well maintained, and new facilities should be periodically developed to continue fulfilling patrons' highest priority interests. The cost of the park system must remain within a budget that respects not only capital costs and program expenditures, but also ongoing maintenance and staffing requirements. The park system should have enough land to meet current open space requirements, as well as the financial ability to make property acquisitions to answer future needs.

Public funding sources may include local capital improvement funds, bond referendums, or state and federal grant programs. Federal and state grants are often matching grant programs, and require partial local funding of each project. Park systems may also be able to generate income through facilities rental, naming programs, or other entrepreneurial activities.

Private Funding Sources

Parks have an advantage over most other public services—they can and do compete successfully for private funding. While most people are not inclined to donate to a government, many will happily support public parks through a nonprofit organization.

Private funding sources may include grants from foundations, land acquisition with the help of land trusts, or corporate sponsorships for projects or special events.

- KABOOM! is a national nonprofit that can help fund community-build multigenerational playgrounds in neighborhoods facing disinvestment.
- The PetSafe annual Bark for Your Park competition helps communities build or revitalize dog parks.

Dedicating some staff time or hiring a professional grant writer to produce grant proposals can produce significant financial benefits for the parks system. While some grants are available only to governmental entities, others are available exclusively to private nonprofits—so having a strong and active partnership between the City and a local parks support nonprofit organization offers access to the greatest range of potential funding opportunities.

Other partnerships—with the County, the School District, the Recreation Commission, the Legacy Regional Community Foundation, the corporate community, developers, nonprofit organizations, and community volunteers — may enable other funding options.

Volunteers

Dedicating some staff time to providing support and liaison with a parks volunteer nonprofit organization can result in donated work-hours, positive financial benefits for parks projects and programs, expanded grant opportunities, and increased community involvement and public support for the park system.

For information on developing volunteer organizations, see:

- The Nature of Cities / Opportunities and Challenges in Working with Volunteers in Local Parks.
- The National Association of Parks Foundations / What is an Optimally-Functioning Friends Group or Park Foundation?.
- National Recreation and Park Association / Park Advocate Handbook.
- Arbor Day Foundation —Alliance for Community Trees

Information Resources

As each park development project in Winfield is implemented, more detailed and current information on the value of parks may be needed to encourage public support for the project. A variety of information resources, particularly from the Trust for Public Land (TPL), offer helpful background information and parks data.

- TPL / Center for City Park Excellence
- TPL / Creating & Funding Parks
- TPL / Economic & Health Benefits of Parks
- City Parks Alliance / Active Parks, Healthy Cities
- Project for Public Spaces / Parks

Appendix 1:
Consolidated Tables of Goals

Winfield's park system should be both environmentally and economically sustainable, enhance residents' health and social connections, be accessible to all, reflect Winfield's character and identity, and contribute to the community's quality of life. When choices must be made among the many goals mentioned in this Plan, the available options should each be assessed based on how well they contribute to these overarching goals.

Resources of time, energy, and funding are never ample enough to allow every goal to be achieved immediately. In addition, some goals must necessarily be accomplished in a specific sequence. Therefore, goals are prioritized as intended to be achieved within a short-term, mid-term, or long-term time frame relative to the 20-year Planning Period. Other goals are ongoing, and will need to be addressed on a continuing basis.

O = Ongoing goal

S = Short-term: Within 5 years

M = Mid-term: Within 5 to 10 years

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The following tables contain a consolidated list of all the goals mentioned in other parts of this Plan, repeated here as a convenient aid for City leaders. Tables are categorized as follows:

- Policies & Operations
- System-wide Goals
- Landscaping
- Trees
- Sidewalks & Pathways / General
- Winfield City Lake

Special Use Facilities
- Baden Square
- Broadway Recreation Complex
- Joe Thornton Recreation Center
- Quail Ride Golf Course
- Timber Creek Nature Center
- Winfield Aquatic Center
- Winfield Fairgrounds

Large Parks
- Black Creek Park
- Cherry Street Park
- Island Park
- Tunnel Mill Park

Small Parks
- Albright Park
- Cochran Park
- Hiatt Hills Park
- Jaycee Park
- Memorial Park

Lions Park was completely renovated as this Plan was being written, and so is not included in the tables of goals.

GOALS — Policies & Operations	Priority			
	O	S	M	L
Memorials				
Develop a memorial tree policy, particularly for Memorial Park.		❍		
Develop design standards for any future memorials in Memorial Park, to protect the quality of the Park as a whole.			❍	
Sidewalks				
Establish sidewalk policies for the City of Winfield that will work to improve and expand Winfield's sidewalk system.		❍		
Determine whether sidewalks in Winfield can be most cost-effectively paid for with full city funding or a cost-split program.		❍		
Dedicate an annual City budget allocation for sidewalk improvement and expansion projects.		❍		
Linking Albright & Cherry Street Parks				
Consider contacting the South Kansas & Oklahoma Railroad to pursue an easement for a pedestrian connection linking Albright and Cherry Street Parks. Once acquired, the easement would have to be fenced, preferably with black, six-foot-high, low-maintenance metal fencing, and would need a defined crosswalk across Cherry Street.	❍			
Investigate Encroachment				
Survey Winfield Aquatic Center site boundaries to determine if the parking lots of neighboring commercial buildings on Main Street encroach on park property. If encroachment is confirmed, consider next steps.				❍
Operations				
Develop a process to allow families to conveniently rent a picnic shelter for a child's birthday party, particularly at Cherry Street Park.		❍		
Pursue organization of a Dog Park volunteer support group to help sponsor programs and special events, and raise funds for additional amenities.		❍		

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GOALS — System-wide	Priority			
	O	S	M	L
Parkland Acquisition				
Pursue acquisition of new parkland on Winfield's west side, in anticipation of future development in that area following construction of a southwest bypass.	❍			
Pursue acquisition of new parkland on Winfield's northeast side.	❍			
Consider pursuing options to expand the Broadway Recreation site by acquiring additional adjacent property.	❍			
Consider vacating the northern part of Millington Street, to allow more flexibility in the design of any future expansion to the Aquatic Center and associated parking. The vacated street right-of-way would add 0.88 acres to the existing Aquatic Center site, connecting it to its logical expansion zone.		❍		
When reviewing new subdivisions for approval, always consider how they might be integrated into the parks and pathways system.	❍			
Facilities for Engaging New Users				
Diversify seating options — add bistro-size tables and chairs, where one or two people can sit and have coffee or eat lunch.	❍			
Provide outdoor athletic facilities for solitary use, especially to engage kids who are not interested in team sports.	❍			
Develop programs & facilities to engage mid-adolescent to young adult age groups, especially girls.	❍			
Green Infrastructure				
Where appropriate, consider incorporating permeable pavements, raingardens or bioswales into the park system, both to aid in handling stormwater runoff, and to act as demonstration projects to inform residents about green infrastructure solutions.	❍			

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GOALS — Landscaping	Priority			
	O	S	M	L
Weed Control				
Institute an ongoing weed control program, especially for poison ivy, sandburs and stickyweed near paths and picnic areas in the parks. Special focus on the path connecting Jaycee Park to the Recreation Center!	❍			
Native Plants				
Reduce use of non-native trees, shrubs, and turf. Use native plants (but maintain compatibility with neighborhood characteristics).	❍			
Grasses & Wildflowers				
Use ornamental grasses & native wildflowers as settings for park identification signs.			❍	
Dedicate some areas to native grasses and wildflowers for butterfly gardens.				❍
Turf				
Institute an ongoing turf improvement program in the parks.	❍			
Consider buffalograss for lower-traffic turf areas (not for playing fields). When appropriates, replace bermudagrass with buffalograss.	❍			

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GOALS — Trees *(Part 1 of 2)*	Priority			
	O	S	M	L
General				
Develop a list of acceptable tree species and varieties to be planted in the parks. Begin with recommendations listed in the document "Preferred Trees for South Central Kansas", produced by the Kansas Forest Service.		❍		
Consider instituting a municipal tree farm.		❍		
Continue to promptly remove and properly dispose of pine trees as they succumb to pine wilt and/or pine tip moth, and ash trees infested with emerald ash borer.	❍			
Plant replacement trees in the parks *before* old trees have to be removed.	❍			
As new facilities are added in the parks, add new trees as appropriate for shade, screening, or as ornamental accents.	❍			
Baden Square				
As pine trees succumb, and as new pathways are constructed, plant alternative evergreens on site, to maintain winter interest. Consider Canaert Junipers, Keteleeri Junipers, or Bruns Serbian Spruce.	❍			
Broadway Recreation Complex				
Remove dead trees.		❍		
Plant new trees as necessary to provide shade in parking lots.			❍	
Plant ornamental trees along the vehicle entry drive and along the pedestrian path from roundabout to plaza.				❍
Black Creek Park				
Remove and properly dispose of dead and diseased pine trees and declining ash trees.		❍		
Remove the declining deciduous tree by the existing park sign.		❍		
Prune the memorial tree, and the brush around the dedication plaque.		❍		
Remove most or all of the tree row between the skatepark and the picnic shelter.		❍		
Plant shade trees in & around dogpark; fence those accessible to dogs.			❍	
Plant a row of tall narrow trees, such as Crimson Spire Oak, between west ball diamond outfield and future south parking lot, to help protect cars from fly balls.			❍	

GOALS — Trees *(Part 2 of 2)*	Priority			
	O	S	M	L
Cherry Street Park				
Periodically plant new trees in the Park, in locations that shape spaces while maintaining vistas. Precise locations for new trees should be determined based on their function of shading or screening facilities.	❍			
Albright Park				
Remove over-mature trees.			❍	
Prune remaining trees.			❍	
Cochran Park				
Remove the hazard tree.		❍		
Remove over-mature trees.			❍	
Prune remaining trees.			❍	
Hiatt Hills Park				
Remove those recently-planted trees that are in poor condition, and examine soil conditions in their vicinity. If necessary, replace debris fill with soil, and replace trees with more suitable species/varieties.			❍	
Jaycee Park				
Remove invasive Ailanthus trees.		❍		
Memorial Park				
Remove declining ash trees.		❍		
Plant a new tree or two each decade, to make sure the tree canopy is continually renewed.	❍			

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GOALS — Sidewalks & Pathways / General	Priority			
	O	S	M	L
Pedestrians				
Repair and install pedestrian-activated crossing signals at Main & 9th, Main & 10th, and 9th & Andrews (at Braum's).		❍		
Prioritize ADA accessibility in the vicinity of the Hospital, Clinic and Baden Square, with improvements to sidewalks, curb ramps and crosswalks.		❍		
Begin a program of repairing existing sidewalks, as needed, in targeted locations that connect neighborhoods to community destinations, including downtown, Baden Square, schools, parks, the College, and the Hospital.		❍		
Bicycling				
Develop a network of bicycle and pedestrian pathways, that connect residential neighborhoods to community destinations.	❍			
Select a pilot project, develop a budget, identify funding, implement a public engagement process, and begin construction of a pair of demonstration bike lanes in Winfield. Evaluate the process before implementing additional projects.		❍		
When doing street projects, evaluate opportunities to establish bike lanes that will accomplish the goals of the pathways network plan.	❍			
Both				
Consider the possibility of a mixed-use path on the levee at the Fairgrounds.			❍	
Incorporate complete streets principles in rights-of-way, particularly downtown, in the Baden Square area, and in neighborhoods around schools, the College, and the Hospital.	❍			
Coordinate with KDOT to pursue the option of reducing the center median on the Highway 77 south River bridge, and adding pedestrian paths and bike lanes at the sides.			❍	

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GOALS — Winfield City Lake	Priority			
	O	S	M	L
Operations				
Above all, continue to protect the Lake's flood control functions, and its water quality.	❍			
Diversify and improve facilities to attract a broader range of users, including canoe and kayak users, swimmers, hikers, fisherfolk, birders, and horseback riders.	❍			
Taking into account economic feasibility and the impact on water quality, consider the possibility of contracting with a vendor to manage an improved marina at the Lake, and /or a performance venue for "Concerts on the Lake".				❍
Signs				
Design and install a new wayfinding signage system for the entire Lake.		❍		
Design and install new interpretive signage for birdwatchers. Add more information about birding at the Lake to the City website, including unusual sightings and migration dates.			❍	
Roads, Parking & Paths				
Improve the roads. Remove potholed concrete. Either grade the roads more frequently, or pave the main north and south roads.		❍		
Define parking areas for short-term visitors, and use them to anchor a network of looped trails strictly for pedestrians, that offer hikers and birdwatchers good views of the Lake.		❍		
Facilities				
Improve the restrooms. Add ADA accessible family restrooms.			❍	
Either expand and improve the existing swimming beach, or add another one.				❍
Add more ADA accessible fishing docks, with cleaning stations.		❍		
Add more picnic shelters.				❍
Add dedicated canoe and kayak launch docks. Reserve a part of the Lake, including some of the larger inlets, for canoe, kayak, and paddle board use.		❍		
Improve equestrian trails. Add paddocks at the equestrian site. Add electric and water hookups for the horse trailers. Develop a dedicated horse camping site.			❍	
Develop a cluster of rentable cabins, with utilities, so people who don't own RVs can enjoy a stay at the Lake, too.			❍	
Add more RV utility hookups.		❍		
Where possible, convert existing RV camping areas to pull-through layout concrete pads.		❍		
Select additional locations suitable for RV camping. Provide pull-through layout concrete pads and utilities.				❍

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GOALS — Baden Square	Priority			
	O	S	M	L
Sidewalks				
Add revisions to existing sidewalks to create a continuous looping ADA accessible path which connects pedestrian destinations throughout Baden Square to each other.		❍		
In the commons open space at the southeast corner of Baden Square, create a meandering loop walking path with connections to existing perimeter sidewalks.		❍		
Facilities				
At appropriate intervals along the southeast loop walking path, provide dog waste stations, and accessible amenities like benches, and bistro tables and chairs.		❍		
Consider the possibility of adding at least one outdoor sculpture to the southeast commons open space.				❍
Consider the possibility of coordinating with the Library to create a bookwalk along the southeast commons loop walking path.				❍
Lighting				
Provide good lighting for all pedestrian pathways. Where appropriate, use bollard lights (as opposed to area lights on tall poles), both to reinforce the pedestrian scale, and to help reduce excess ambient light.		❍		

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GOALS — Broadway Recreation Complex	Priority			
	O	S	M	L
Parking				
Redesign and if possible expand parking lot 3. Use curbed median islands to define parking areas and clarify the traffic pattern.		❍		
Improve gravel parking lots.	❍			
Sidewalks				
Complete a loop path by connecting existing sidewalks with new sidewalks along the site's north and west perimeters.		❍		
If the safety of the levee allows, include the levee path as an optional loop for pedestrians and possibly bicyclists. This would require a switchback path up the levee, similar to that in Island Park.		❍		
Replace the gates which block vehicle traffic from the levee path with bollards, which would still block vehicles, but would allow pedestrians and bicyclists to use the path. Lockable fold-down bollards are available, to give access for maintenance or emergency vehicles.		❍		
Facilities				
Improve the softball diamonds.			❍	
Update the restrooms, both in the plaza and in the three freestanding restroom buildings.			❍	
Explore the possibility of developing a small shaded playground area, possibly in the area to the north of the north baseball field. If space allows, incorporate shaded seating for caregivers, and possibly some outdoor fitness equipment for adults.				❍
Landscaping				
Improve landscape at entrance and around signs.			❍	

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GOALS — Joe Thornton Recreation Center	Priority			
	O	S	M	L
Operations				
Expand the Gym's evening hours.			❍	
Explore options to improve temperature control and HVAC energy efficiency in the Recreation Center building.		❍		
Explore options for providing childcare on-site.				❍
Parking				
Remove the island plant bed near the building's main entrance, and use the space to add a bike parking area with better bike racks.		❍		
Renovate the south parking lot.		❍		
Sidewalks				
Add a sidewalk which starts at the College Street sidewalk, goes along the south edge of the basketball courts, and then goes south along the east edge of the site, linking the basketball courts to the Recreation Center's east parking lot and the 7th Avenue sidewalk.				❍
Install a path connecting the Recreation Center to both Baden Square and Jaycee Park. Northwest of the building, significant regrading or a switchback may be necessary, in order to take the path safely down to the level of the College Street sidewalk.				❍
Add a sidewalk along the south side of Simpson Avenue, to connect Jaycee Park to the Recreation Center and Baden Square. This will involve significant regrading, and possibly the construction of some retaining walls.			❍	
Add a crosswalk across 7th Avenue, between the Recreation Center's main entrance and the south parking lot.		❍		
Add a crosswalk across College Street at 6th Avenue, to better connect the Recreation Center to the Library and the rest of Baden Square.		❍		
Facilities				
Resurface the basketball courts.		❍		
Landscaping				
Renovate plant beds on the building's south and west sides, as well as those around the base of the electronic sign.			❍	
Along the east side of the building, explore options for a fencing or landscaping solution to discourage climbing on the roof.				❍

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GOALS — Quail Ridge Golf Course	Priority			
	O	S	M	L
Parking				
Explore parking options for large events.		❍		
Sidewalks				
Pave all cart paths with concrete.			❍	
Improve bridges and crossings over the creeks on front and back nine.			❍	
Facilities				
Consider options for shared use activities to increase public use of the site.			❍	
Update irrigation system.		❍		

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GOALS — Timber Creek Nature Center	Priority			
	O	S	M	L
Signs				
Develop and install interpretive signage along the trails.				❍
Facilities				
Improve the condition of the trails by trimming back overgrown brush and filling in low spots with gravel or mulch.			❍	
Consider establishing a relationship with a nonprofit group (Birders? Scouts? Geocachers?) who may be able to take on the trail maintenance as a volunteer project.		❍		
Contact local disc golfers to explore the possibility of incorporating a disc golf course on the nature trail.				❍
Landscaping				
Contact Southwestern College faculty for ideas on improving wildlife habitat.				❍

GOALS — Winfield Aquatic Center	Priority			
	O	S	M	L
Parking				
Consider adding another similarly-sized parking lot, to the south of the main parking lot, possibly with an exit onto Millington Street. This will be especially important if a permanent Farmers Market pavilion is built in the parking lot west of the Island Park entry drive. That lot currently acts as auxiliary parking for the Aquatic Center.				❍
Facilities				
Update the Pool House locker rooms, showers, and restrooms.			❍	
Add a splashpad in the location of the current playground, next to the Dragon Pool.		❍		
Consider adding a climbing wall.		❍		

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GOALS — Winfield Fairgrounds	Priority			
	O	S	M	L
Sidewalks				
Develop continuous loop hiking and biking trails. Consider a measured-mile trail.			❍	
Facilities				
Design and build any additional structures on the site to withstand periodic flooding.	❍			
Provide more shady places to sit and eat.			❍	
Improve restrooms, and add ADA accessible family restrooms.			❍	
Upgrade and reconfigure RV hookups for Walnut Valley Festival visitors. Consider revising flood protocols to leave some electrical panels elevated.		❍		
Add another youth livestock barn.			❍	
Landscaping				
Continue to pursue flood mitigation and erosion control efforts, particularly on the north end of the Fairgrounds.	❍			
Study alternatives to reduce mowing maintenance.		❍		
Add landscaping to screen the power plant and substation.				❍

GOALS — Black Creek Park	Priority			
	O	S	M	L
Signs				
Remove existing sign. Locate new park identification sign adjacent to 19th Avenue, between the two parking lot driveways; design it to be visible from both directions.			❍	
Parking				
Improve existing gravel parking lot. Redesign parking lot layout & rearrange wheel stops so they work with the new ADA parking spaces and entry drives.		❍		
Improve and if necessary expand parking along Joel Mack Road, to better serve the dogpark.		❍		
Sidewalks				
Eliminate existing deteriorated asphalt path.		❍		
Add an accessible route sidewalk connecting both parking lots to the rest of the Park's facilities, including the dogpark, the picnic shelter, and the skatepark area.		❍		
Facilities				
Add basic dogpark amenities, including seating and shade.		❍		
Renovate the picnic shelter. Add accessible tables.		❍		
Improve the restrooms.			❍	
Expand & improve ball diamond bleachers; include ADA seating nearby.			❍	
Upgrade dugouts.			❍	
Remove the chainlink fencing around the skatepark. Revise landscaping and pedestrian connections to make the area feel less isolated.		❍		
SKATEPARK OPTION 1: Renovate the skatepark equipment. Consider adding lighting. Consider adding a shade structure or shade sails.			❍	
SKATEPARK OPTION 2: Replace the skatepark with another facility. Options might include an outdoor fitness area, basketball courts or pickleball courts. Use the existing concrete pad to the east to expand the facility, or remove it.			❍	
Landscaping				
Renovate the sign's plant bed, using a less problematic edging; protect the evergreen tree.		❍		
Plant a boundary of native sedges and riparian plants along the drainage channel, to simplify mowing and discourage visitors from approaching its edges.				❍

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GOALS — Cherry Street Park *(Part 1 of 2)*	Priority			
	O	S	M	L
Signs				
Decide whether to maintain the Park's existing sign for nostalgia's sake, or replace it with one that reflects a system-wide standard and is more visible.			❍	
If more parking is added off 15th Avenue, add a sign at that entry as well.			❍	
Parking				
Develop additional parking to serve the eastern half of the Park. Consider a 90-degree on-street parking lot along 15th Avenue, east of the basketball court. Include at least one ADA van space.			❍	
Sidewalks				
Develop a gently curved, meandering, double-loop walking path around the perimeter of the Park. A bridge or boardwalk over the drainage ditch would be necessary at the south edge of the Park. Ideally, provide lighting. Use the path to provide an accessible route linking both parking areas to all the Park's facilities, particularly the picnic shelters. Provide dog waste stations along any new pathways.		❍		
Landscaping				
Retain enough greenspace to maintain the Park's character.	❍			
Block vehicle access from the private garage at the southeast corner of the Park, with fencing, boulders, bollards, trees, or some combination of similar elements.		❍		
Plant native ornamental grasses and wildflowers along the south side of the Park, to screen the railroad tracks.				❍
Drainage — Study the Park's drainage well enough to determine whether some of the existing culverts can or should be removed. Consider incorporating a raingarden in the southwestern corner of the Park as part of the drainage solution; include interpretive signage.			❍	

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GOALS — Cherry Street Park *(Part 2 of 2)*	Priority			
	O	S	M	L
Facilities				
Review condition of the playground surfacing, relative to equipment fall height requirements. If needed, replace engineered wood fiber surfacing with playground-grade artificial turf or poured in place surfacing.		❍		
Provide routine maintenance on the swings—painting, and seat replacement.		❍		
Remove the old asphalt basketball court in the southwest corner of the Park.		❍		
Properly maintain the newer basketball court.	❍			
Eliminate double rims on the newer basketball court goals.		❍		
Either upgrade the baseball practice fields to meet modern requirements, or remove one or both sets of backstops and dugouts.			❍	
Preserve and maintain the iconic picnic shelters.	❍			
Once the picnic shelters are on an accessible route, provide at least one accessible picnic table at each shelter.		❍		
If the the west backstop is removed, replace it with a youth soccer field.			❍	
Update the restroom.			❍	
Add a small splashpad or spray park in the area east of the basketball court. Depending on its size, additional parking may be necessary off 15th Avenue.			❍	
Seating Add more seating in the Park. Include ADA seating, such as benches with arms and a center arm.				
Include seating areas composed of a bistro table with 2 to 4 chairs, here and there in locations adjacent to a path, with shade and good views—for people who simply want to have a coffee or lunch in the Park, as opposed to a full-fledged picnic.			❍	
Add fitness equipment geared to teens and adults, west of the current playground.				❍

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GOALS — Island Park	Priority			
	O	S	M	L
Signs				
Expand the median island just south of the Park's entry drive, and add pavement markings to clarify which northbound lane is for Highway 77. Include two new signs, oriented for north and south bound traffic — for Island Park, the Nature Center, the Aquatic Center, & the Farmers Market.			❍	
Improve wayfinding signage system in the Park.			❍	
Sidewalks				
Improve ADA access in the Park.		❍		
Facilities				
Improve ADA equipment in the Park.		❍		
Install better bike racks at destinations within the Park.		❍		
Add a temperature controlled storage room to the Amphitheater, completing the original plans.			❍	
Pursue development of a permanent Market Pavilion on the site of the current Farmers Market. Consider using a color and materials palette similar to that of the Island Park Amphitheater.				❍
As needed, dredge the channel defining the Island.	❍			

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L = Long-term Goal *(10 to 20 years)*

GOALS — Tunnel Mill Park	Priority			
	O	S	M	L
Signs				
Revise regulatory signage so camping is not permitted in the Park.			❍	
Improve signage, including wayfinding signage at the east end of Tunnel Mill Drive, an entry sign where the Park begins, and an updated regulatory sign in the Park itself.			❍	
Parking				
Realign drive and establish defined parking area, to discourage long-term RV camping in the Park.			❍	
Facilities				
Dam Overlook — Develop a flood-proof viewing platform, using natural stones, with enough of a barrier between the platform and the water to allow visitors to get a good view of the dam and the rapids downstream in safety.				❍
This Park has fresh water and a great deal of edge habitat (areas where mature trees are adjacent to sunny open fields) which attracts a wide variety of birds. Consider developing a looped pedestrian birdwatching/nature trail around the site.				❍
Landscaping				
Institute a control program for the worst of the poison ivy and Johnson Grass infestations.			❍	
Improve wildlife habitat by planting native trees, shrubs, grasses and perennials which are adapted for the conditions.				❍

KEY

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S = Short-term Goal *(within 5 years)*

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L = Long-term Goal *(10 to 20 years)*

GOALS — Albright Park	Priority			
	O	S	M	L
Signs				
Install a new identification sign at the corner of John & 15th, visible from traffic in both directions on both roads. Protect and frame the sign with a landscaped plant bed.			❍	
Parking				
Develop a defined on-street parking area off 15th Avenue or John Street, near the Park's identification sign. Include ADA parking		❍		
Sidewalks				
Install a looped ADA accessible route connecting the parking to the Park's facilities.		❍		
Facilities				
Rather than competing with the playground in Cherry Street Park, consider removing the old playground equipment, and focusing new facilities in Albright Park toward adults and teens.		❍		
Remove the old tennis courts.		❍		
Install up to four lighted pickleball courts in the wind-sheltered eastern half of the Park, and plant a few more trees to their west.		❍		
Construct a restroom building with one unisex stall and a utility space, between the pickle ball courts and the basketball courts.		❍		
Update and relocate the drinking fountain, to be conveniently located to serve the new facilities.		❍		
Install a lighted basketball court or two in the western part of the Park.			❍	
Landscaping				
Retain enough greenspace to maintain the Park's character.	❍			
Consider planting a border of native ornamental wildflowers along the south side of the Park, to screen the railroad tracks.				❍

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GOALS — Cochran Park	Priority			
	O	S	M	L
Signs				
Install a new identification sign in the southwest corner of the Park, at Manning & 17th— visible from traffic in both directions on both roads. Protect and frame the sign with a landscaped plant bed.			❍	
Parking				
Develop additional parking along the Park's south edge, off 17th Avenue, while protecting the existing ADA parking space.			❍	
Include a bicycle rack parking area in the middle of the park, near the drinking fountain.			❍	
Sidewalks				
Add a sidewalk link to the south picnic shelter.			❍	
Facilities				
Focus new facilities in Cochran Park toward teens, providing activities & hang-out space.	❍			
Maintain the existing picnic shelters, basketball court, and drinking fountain.	❍			
Remove the existing play equipment and surfacing. Install equipment designed for active adventurous play, and appropriate resilient surfacing. Consider including challenge elements such as an overhead spinner, slacklining anchors, a climbing wall or a zip line.			❍	
Examine options for the racketball courts — either renovating them for continued use, removing them, or remodeling them for some other purpose.				❍
Landscaping				
Plant a low landscape buffer along the eastern perimeter, particularly between the basketball court and the Wendy's parking lot. Contain stray basketballs, but maintain a view of the Park from Main Street.				❍
Lighting				
Provide timer-controlled LED lighting to make the Park attractive and safe in the evenings.			❍	

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GOALS — Hiatt Hills Park	Priority			
	O	S	M	L
Signs				
Add new sign in the northeast corner, at Crestline & Grand. The new sign should be visible from traffic on both roads, and be protected and framed with a landscaped plant bed. Remove existing park identification sign.			❍	
Facilities				
Add a bicycle rack parking area, on the southeast side of the sidewalk to the playground.			❍	
Install lockable covers to protect exposed elements of the irrigation system from vandalism.		❍		
Examine options for the open space in the southern two-thirds of the Park. Consider allowing turf in certain defined areas to remain unmowed, particularly on the berms.				❍

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GOALS — Jaycee Park	Priority			
	O	S	M	L
Fencing				
Remove chainlink fencing along Simpson Avenue.		❍		
Retain and repair fencing along the Park's east and west boundaries.		❍		
Add fencing along the south boundary, to discourage inadvertent trespassing onto the Canterbury Heights property.			❍	
Signs				
Add a new sign which is visible from both directions on Simpson Avenue; protect and frame sign with a landscaped plant bed. Remove existing park identification sign.			❍	
Parking				
Create a small off-street parking lot to the east on flatter ground, with access from Simpson Avenue. Include an ADA space, with an accessible route sidewalk to any new facilities.		❍		
Add bicycle parking area adjacent to sidewalk; connect parking area to any new facilities.		❍		
Eliminate existing gravel parking lot on the hill.			❍	
Sidewalks				
Create a loop walking path in Jaycee Park. Connect it to the Recreation Center, and if desired, to Canterbury Heights Apartments. Institute a control program for poison ivy along the path.			❍	
Facilities				
Remove existing basketball court.		❍		
Add an accessible playground & picnic shelter.		❍		
Consider adding a new basketball court, pickleball courts, or an outdoor fitness center.				❍

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GOALS — Memorial Park	Priority			
	O	S	M	L
Signs				
Locate a park identification sign in the middle of the Park's northern edge, oriented to be visible to traffic from both directions on 9th Avenue. This Park may warrant a sign design unique to Memorial Park, simple and fitting. Alternatively, consider the option of two smaller park identification signs, one at the northwest corner, and one near the parking area at the northeast corner.			❍	
ADA Parking				
Consider creating a small dedicated on-street parking area with one or two ADA spaces, adjacent to Andrews Street, across from the Braum's parking lot, where it will not interfere with views of the Park from adjacent historic homes. If necessary, divert the Park's perimeter sidewalk around the parking area.				❍
Sidewalks				
Check existing sidewalks & replace as necessary to be an ADA accessible route.		❍		
Install a radius arc sidewalk centered on the obelisk, with straight tangent paths on the west side to accommodate the Vietnam War Memorial, to open up more of the greenspace for use and enjoyment.		❍		
Facilities				
Do needed restoration maintenance on the Obelisk.		❍		
Without compromising the dignity of the Park, provide comfortable chairs, bistro tables & trash receptacles in a few carefully selected locations adjacent to the new sidewalk. Once better seating is available, remove existing benches.		❍		

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Appendix 2:
Parks Facilities in Comparable Cities

Comparisons to other park systems, both nationally and in comparable communities, can provide a context for decisions regarding Winfield's recreational needs. The results of these comparisons should not be regarded as prescriptive, however. Instead, they can be used to help establish a pattern of typical expectations for facilities, which should then be adjusted by local knowledge to reflect Winfield's particular needs.

National Data on Parks

The Center for City Park Excellence (CCPE) at The Trust for Public Land gathers information on public parks from the hundred most populous cities across the country. Although the CCPE does not collect data from cities as small as Winfield, its information can still provide a frame of reference. The following information is from its most recent report, *2017 City Park Facts*.

- Ten cities reported the number of ball diamonds per 10,000 residents, with ratios ranging from 3.5 to 5.4. Winfield has 7 diamonds, for a ratio of 5.8.
- Ten cities reported the number of tennis courts per 10,000 residents, with ratios ranging from 3.5 to 6.1. T.H. Vaughn Tennis Complex in Winfield is owned by USD 465, but is available to the public. It has 7 courts, giving Winfield a ratio of 5.8.
- Forty four cities reported the number of basketball hoops (not courts, *hoops*) per 10,000 residents, with ratios ranging from 2.7 to 9.8. Winfield has 4 full courts, plus a half court at Jaycee Park (in poor condition) for a total of 9 hoops, and a ratio of 7.5.

Annual Spending on Parks and Recreation per Resident

- Median for 100 largest cities: $83 Total Expenditure ($66 Operating, $16 Capital)
- Wichita: $53 Total Expenditure ($46 Operating Expenditure, $7 Capital Expenditure)
- Winfield's estimated 2019 expenditure on parks and recreation per resident was: $118.54 Total Expenditure ($109.78 Operating, $8.76 Capital)

Comparable Communities

This overview of park systems in comparable cities is intended to show a pattern of public expectations for facilities and services, and public willingness to invest in parks, in cities similar to Winfield. How Winfield might want to fit into that pattern — in the middle, at the top, or not at all—is a decision the community will make.

To find comparable communities, we started with a list of Kansas cities with populations within a range from roughly a third more to a third less than Winfield's population. Cities that are suburbs of major metropolitan areas were eliminated, and college towns and communities closer to Winfield were given preference.

No other city is perfectly comparable to Winfield, but after a discussion with City staff and Steering Committee members on general cultural and economic similarities, six of the cities still on the list were then selected for park system comparisons: Wellington, Augusta, Atchison, Arkansas City, El Dorado, and McPherson.

Basic similarities between Winfield and the six comparable cities are shown in the following table.

	Wellington	Augusta	Atchison	Winfield	Arkansas City	El Dorado	McPherson
2010 population	8,172	9,274	11,021	12,301	12,415	13,021	13,155
college town	—	—	✔	✔	✔	✔	✔
county seat	Sumner	—	Atchinson	Cowley	—	Butler	McPherson
YMCA	—	—	✔	—	—	✔	✔
Recreation Commission	✔	—	✔	✔	✔	Educational Facilities Authority of Butler County	✔
Tree Board / Tree City USA *(as of June 2019)*	—	—	37 years	38 years	25 years	—	41 years
large lake	✔	✔	—	✔	✔	✔ *(state)*	—
number of city-owned parks	13	8	13	18	16	16	18

NOTE: The Tree City USA program is maintained by The Arbor Day Foundation and the National Association of State Foresters. Participating cities commit to having a Tree Board, and to spending at least $2 per capita annually on community forestry.

The table on the following page provides a comparison between the total number of certain park facilities in Winfield and the numbers in comparable cities. The data in the table is a compilation of the information described in more detail in the pages that follow the table, which provides an overview of each comparable city's park system and facilities.

The quantities of facilities in cities other than Winfield are estimated, based on each city's website data, and on an evaluation of aerial and street view photos of each park.

The table focuses on City-owned facilities, and does not include additional recreational facilities that may be available to a community—such as those owned by a Recreation Commission or similar entity, provided by a YMCA, or available in a nearby state park.

Facilities at lakes—such as boat ramps, fishing docks or camping areas—are not included in the table, since they are highly dependent on the capacity of a specific lake to support such activities.

Also, restrooms that are part of aquatic center facilities or sports complex concession buildings are not included, nor are temporary restrooms located in parks seasonally—only permanent freestanding restroom buildings in parks are included in the table.

These comparisons to comparable communities are offered to provide a context for decision making. But in the end, Winfield's park and recreational needs will be determined by the people of Winfield. The overall goal is a park and recreation system that fits *this* community, balancing local expectations for recreational services with the resources that can be realistically committed to providing those services.

PARK FACILITY	Wellington	Augusta	Atchison	Winfield	Arkansas City	El Dorado	McPherson
baseball/softball diamonds	7	5	9	7	12	9	8
T-ball diamond	1						2
soccer/football fields	4		3	9	2		
basketball courts (full)	3	3	4	5	3	5	2
tennis courts	6		1	14	8	4	10
racquetball courts, outdoor				2			
sand volleyball court	3		2		1		
aquatic center/outdoor pool	1	1	1	1	1	1	1
splashpad *(separate from aquatic center)*		1	1			2	1
dog park		1	1	1		1	1
BMX/skatepark	1			1	1	1	1
disc golf course, 18 hole	1	1	2			1	1
disc golf course, 9 hole				1			
golf course, 18-hole (city-owned)	1			1			1
golf course, 9-hole (city-owned)					1		1
playground	2	3	7	7	10	14	10
playground, accessible	4	2		3		1	2
picnic shelter	4	6	8	17	11	10	10
horseshoe pit			18		6	15	
exercise trail			1	1			
park restroom buildings	4	3	4	6	3	4	2
stage/amphitheater/bandshell		1		1		1	1
community garden			1				
singletrack mountain bike trail	1						
Karting racetrack	1						
hammock grove		1					

Looking strictly at quantities in comparable cities, Winfield should be exploring the possibility of developing more playgrounds (particularly ADA accessible ones), more high-quality horseshoe pits, a neighborhood splashpad, and water park elements at the Aquatic Center.

Based on current trends in recreation, Winfield and its comparable cities all need to be considering options for more looped walking paths, a network of bike paths, pickleball courts (indoors and outdoors), multi-use courts, more soccer fields, more outdoor fitness plazas, more high-quality dog parks, and more downtown pocket parks with shade and seating.

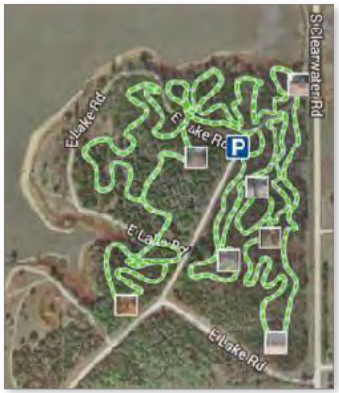
Wellington

Located about a half-hour drive south of Wichita, Wellington is the smallest of Winfield's comparable cities. It does not have a college in town, but it does have two lakes within the city limits, a golf course, and a municipal airport.

The Parks Department and the Wellington Lake Department are sub-departments of Public Works. Each sub-department has just three full-time staff members, supplemented by seasonal summer workers.

About 6 miles west of the main part of the city, in an island annexation, Wellington City Lake has 674 acres of water and 10 miles of shoreline. It has picnic shelters, a swimming beach, restrooms with showers, a handicap accessible fishing pier, a fish cleaning station, and several boat ramps. There is also a multiple-loop singletrack mountain bike trail on the east side of the Lake, built and maintained by the Kansas Singletrack Society.





Map of singletrack mountain bike trail

The City Lake has nearly 200 camp sites with electric and water hookups (some with wifi access available), as well as primitive camping in designated areas. The Lake Office offers concessions, bagged ice and basic groceries. Waterfowl hunting is permitted in season.

There is also a smaller lake in the northeast quadrant of the main part of the City. It is surrounded by the 182.5-acre Hargis Creek Watershed Park, which has an ADA accessible playground, boat ramps, fishing areas, and a restroom building.

Built in 1999, the Wellington Family Aquatic Center is managed and operated by the Wellington Recreation Commission, but is owned and maintained by the City. It has a 25 meter lap swim area, diving boards, a tot pool, concessions, shower facilities, and shaded deck areas with lounge chairs. Waterpark elements include waterslides, spray and bubble features, tumble buckets, a cascading waterfall, and a lily pad play course.







Candy Cane City is small 0.87-acre park adjacent to the Aquatic Center entrance, which may be reserved for birthday parties and similar events. It has an ADA accessible playground and restroom.

Other small neighborhood parks include the 4.73-acre Century Park, which has a lighted walking path and a picnic shelter; the 2-acre Jefferson Park, with a play structure, a picnic shelter, a basketball court, and a parent pitch/T-ball field; the 1.4-acre Madison Park, with an ADA accessible playground, a basketball court, and a backstop; and the 1-acre McKinley Park, with a playground, a basketball court, and two sand volleyball pits.



Wellington's Rock Island Ball Fields are a 6.4-acre park with two softball fields and a restroom building.

The 13.5-acre Sellers Park has 6 tennis courts, a baseball stadium, a high school football field, a skatepark, and the Panhandle Railroad Museum with a steam engine on display.





The 60.8-acre Worden Park has four softball fields, three soccer/football fields, a lighted walking path, an ADA accessible playground, and a Karting Association racetrack.

Woods Park has restrooms, reservable picnic shelters, swings, a sand volleyball pit, an 18-hole disc golf course, and fishing.



Map of Woods Park disc golf course

Originally built in 1919, the City-owned Wellington Golf Club is a public, 18-hole, par 70 golf course. It has a clubhouse with a pro shop, two putting greens and a driving range.





Augusta

Located at the confluence of the Whitewater River and the Walnut River, Augusta is a rural city, but within easy reach of the Wichita metropolitan area. It does not have a college in town. It does have a municipal airport. Like Winfield, Augusta has floodplains and an extensive levee system.

The 190-acre Augusta City Lake has four miles of accessible shoreline, and offers boating, kayaking and fishing. A two-mile concrete walking trail along the shore connects two lakeside parks, and provides access to two fishing docks.





Shryock Park, on the eastern shore of the Lake, has a fairy tale-themed splashpad with a stand-up body dryer, a medieval-themed playground, a drinking fountain, and climate controlled restrooms with diaper changing stations. There is a small pavilion and a large picnic shelter with grills, a boat ramp, a fishing dock, and a new hammock grove.





Garvin Park, on the southwest shore of the Lake, is Augusta's biggest park. It has a community stage, an ADA-accessible playground, a drinking fountain, climate controlled restrooms with baby changing stations, four lighted baseball diamonds, a new concession stand, a small pavilion and a large picnic shelter, concrete fire pits, and grills.

A unique 18-hole glow-in-the-dark disc golf course winds through the edges of Garvin Park and the Elm Creek watershed. Access to the top of the dam provides beautiful views of the Lake, and is an especially favored site for watching Independence Day fireworks.





Opened in 2018, the 1.4-acre Augusta Dog Park is in a residential subdivision just west of Garvin Park. It has fenced separate sections for large dogs and small dogs, mature shade trees, benches, six dog waste stations, a dog-friendly drinking fountain, and basic dog agility equipment.



The Dalton Palmer Memorial Playground is adjacent to the City's Frisco Depot Welcome Center in the downtown historic district. The extreme playground features a 30-foot high slide, a ropes course, climbing elements, and a gravity rail.




Bill Reed Park is a six-acre neighborhood park adjacent to Augusta's Lincoln Elementary School. It has a softball diamond, a playground, a picnic shelter, a new basketball court and a restroom building. Jim Brown Park is a neighborhood park with an ADA accessible playground, a basketball court, and a small picnic shelter.

Augusta's Municipal Swimming Pool is ADA accessible, with chair lifts and zero-depth entry. The pool also has a diving board and a slide. The site includes a pergola for shade, a basketball court a restroom/showers building, and vending machines.



Atchison

Located on the Missouri River, about an hour's drive northwest of Kansas City, Atchison is just a little smaller than Winfield. It has a municipal airport, and is the home of Benedictine College and the Highland Community College Technical Center.

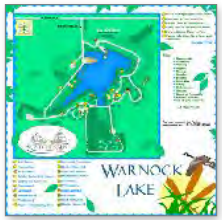
Opened in 2017, the Atchison Family YMCA is a branch of the YMCA of Greater Kansas City. It has a fitness center, indoor pool, gymnasium, walking track, community room, teen room, and teaching kitchen.



Atchison's parks are maintained by the Public Works Department, which supports a Friends of the Parks program through which community volunteers help maintain the parks.

Warnock Lake is a 39-acre lake located just a few miles southwest of downtown Atchison in an island annexation, which offers fishing and no-wake boating. The expansive park surrounding the Lake has a campground, a playground, three reservable picnic shelters, an 18-hole disc golf course, a restroom and walking trails.

Overlooking Lake Warnock from the south, the International Forest of Friendship is an arboretum and memorial dedicated to the history of aviation and aerospace. Just east of the Lake is a one-acre earth portrait of Atchison native Amelia Earhart, by famed Kansas artist Stan Herd.







Lions Pool is a 50-meter outdoor swimming pool with a water slide and diving boards. It also has a separate wading pool, a large deck, and a picnic area. The facility can be rented for special functions.





Fetch & Stretch Dog Park has two fenced sections, one for all dogs and one for small dogs, which incorporate dog play ramps, tire climbs, tunnels, and "fire hydrants". Park amenities include water hydrants, benches, and a walking trail.

Millard Allen Ball Park has a lighted baseball field with spectator seating, a parking area, drinking fountain, and a seasonal restroom. Walt Wilburn Ball Park has a lighted baseball field with spectator seating, a parking area, drinking fountains, seasonal restrooms, and a concession stand. Both facilities can be rented. The Atchison Sports Complex is adjacent to Atchison Elementary School, and has three soccer fields, three baseball fields, and three softball fields.

Atchison's first park, Jackson Park has over 100 acres of rolling wooded hills and scenic overlooks of the Missouri River. It has walking trails, two playgrounds, 16 horseshoe pits, two sand volleyball courts, an 18-hole disc golf course, picnic tables, grills, two rentable picnic shelters, and a seasonal restroom.





Riverfront Park and Independence Park are adjacent to the Missouri River, and to each other.

Riverfront Park has a veterans memorial, fishing docks, a boat ramp, and the Lewis & Clark Pavilion, which displays information on the Lewis & Clark expedition, the Missouri River, and the Kanza Nation. Riverfront Park hosts Atchison's Amelia Earhart Festival and Fourth of July fireworks.











Independence Park has concrete parking lots, including spaces suitable for boat trailers, as well as a boat ramp, a splashpad, playground equipment, an exercise trail, picnic tables, a drinking fountain, restrooms, and outdoor showers.

Morrow Park has a basketball court, and also hosts Atchison's first community garden. There are 20 individual garden plots for rent, with access to water.



Originally created for the employees of the Locomotive Finished Materials Company, LFM Park is the site of the largest free Juneteenth celebration in the country. It has two new basketball courts, a picnic shelter, a playground, a baseball field, two horseshoe pits, a volleyball net, and seasonal restrooms.





Bromley Park has a gravel parking area with one ADA parking space, a tennis court, a basketball court, a picnic shelter, a playground, a drinking fountain, and walking trails.



Reisner Park is a small neighborhood park with restrooms, play equipment, and a rentable picnic shelter.

Atchison Event Center is a 16,000 square foot, full-service, rentable event venue, with meeting rooms of several sizes, and two ballrooms. The Soldiers and Sailors Memorial Hall, built in 1922, is another rentable venue, and also houses the offices of the Atchison Recreation Commission.





Arkansas City

Of all the comparable cities, Arkansas City is closest to Winfield both geographically and in population. Located at the confluence of the Arkansas and Walnut Rivers, it is only about a 15 minute drive south from Winfield on Highway 77. Ark City is home to the main campus of Cowley College.

The Arkansas City Recreation Commission (ACRC) maintains a Rec Center downtown, with a fitness center, basketball courts, a walking track, and meeting rooms. ACRC also manages recreational facilities owned by others, including the Family Aquatic Center, Paris Park Pool, C Dow Sports Complex, AC Skate Park, and the Ark City Sports Complex.

All City-owned Parks, including those managed by the ACRC, are maintained by the Arkansas City Parks Department.

Veterans Lake Park has 16-acre lake with a boat ramp and a fishing dock, a picnic table with a small shelter, and a walking trail around the lake that connects to the levee path.





Located on the west side of Highway 77 just north of the River levee, Newman Park has two picnic shelters, a small restroom building, space to park RVs, and an RV dump station.



The Ark City Sports Complex (its signs call it the South Ball Complex) is a partnership facility among the City, the School District, and the Recreation Commission. Located just south of the High School, it has 9 ball diamonds and a soccer/football practice field. It serves both the high school teams and the ACRC summer leagues.





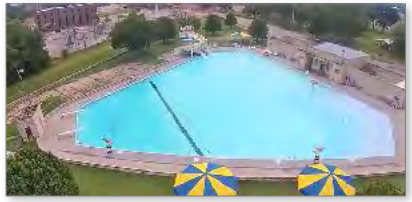
Sleeth Ball Park has a restroom building, with two lighted ball diamonds. Carver Park, located just west of Paris Park Pool, has a skatepark, and practice fields for football and baseball.

The southern part of Paris Park has four on-street parking lots, a large picnic shelter/restroom building, two smaller picnic shelters and three playgrounds. There are also two lighted tennis courts. The northern section is occupied by the Paris Park Swimming Pool, with a pool house, a pool with slides, a tot pool, a sand volleyball court, and shaded seating areas.









Neighborhood parks include Brock, Cox, Pershing, Ranney, Winton and Watson Parks.

Brock Park, with six horseshoe pits and some open turf, and Robert Cox Memorial Park, which has a playground and four picnic tables, one with a small shelter.




Pershing Park has an on-street parking lot, a picnic shelter, a playground, and a basketball court. Ranney Park has a playground, and an open field with two backstops.




Winton Park has a playground, a small picnic shelter, a basketball half-court with two hoops, and an open field with a backstop. Lovie Watson Park, with a playground, a picnic shelter, a basketball court, some open space, and a walking path.




Wilson Park has two playgrounds, a large picnic pavilion and a smaller picnic shelter, a restroom building, six tennis courts, mature shade trees and lush turf, ornamental plant beds, and a locomotive on display.




Ben Givens Park is a tiny but treasured tree shaded greenspace, located in the heart of downtown. It has benches along a broad meandering brick pathway, turf and shrubs, and a mural.



Arkansas City also has a collection of paved walking trails.

The City-owned Spring Hill Golf Course is a public 9-hole, par-36 course, built in 1928.



El Dorado

With a population about 6% larger than Winfield's, El Dorado is home to the main campus of Butler Community College, and has a municipal airport. The City is located on the Walnut River just southwest of El Dorado Lake, an easy half hour drive from the Wichita metropolitan area.

El Dorado does not have a Recreation Commission, but it does have the Educational Facilities Authority of Butler County, which is a collaboration among the City of El Dorado, Butler Community College, and El Dorado Public Schools USD 490. The Authority owns both the Walnut River Athletic Complex and the BG Products Veterans Sport Complex.

The Walnut River Athletic Complex is just outside the city limits, on federal property just west of the El Dorado Reservoir dam. Opened in 2012, the complex has two parking lots, four softball/baseball diamonds with a central concessions/restroom building, and four soccer/football fields. The facility can be reserved.





The BG Products Veterans Sport Complex is the home of the football, soccer, and track and field programs for both Butler Community College and El Dorado High School. It also hosts concerts and other community events, including the annual AAU Track Meet, and Drums Across Kansas.

Opened in 2012, the Complex has a stadium with a seating capacity of 6000, 11 skyboxes, media facilities, a high definition video board, 2 concession stands with pavilion seating, locker rooms, and two sets of full service and family restrooms. Track facilities include a regulation 8-lane track with a steeple chase pit, two long jump pits, a high jump pit, a pole vault pit, as well as discus, hammer throw, shot-put and javelin arenas.



The 1-acre Martin Park is on the site of the BG Products Veterans Stadium, and has a playground.



The City is also home to the El Dorado YMCA, a branch of the Greater Wichita YMCA. The Y has a fitness center, program studios, a gymnastics center, racquetball courts, gymnasiums, and an indoor track, as well as indoor family and lap pools, a sauna, and a steam room. The YMCA offers drop-in child care, in an area which has both indoor facilities and an outdoor playground.




Completed in 1981, the 8400-acre El Dorado Reservoir is not a municipal lake. However, it is only about a mile away from El Dorado, and the recreational facilities at the State Park there are a significant recreational asset for the community.

There are four main campground areas in the El Dorado State Park. Facilities include a full service marina, boat ramps, and a sailing club; roughly 1000 campsites (some with utilities); rental cabins; picnic shelters, ADA playgrounds, and swimming beaches; horse, biking and hiking trails; and restrooms, shower houses and a laundry facility.







Prairie Trails Golf Course is a public, 18 hole, par-71 course, with a clubhouse and pro shop. Originally built in 1938, it is now owned and operated by GreatLife.






CITY-OWNED FACILITIES

East Park has a large parking lot, three regulation softball diamonds with bleachers, a batting cage, a concession stand, scoreboards, and restrooms. The north part of the Park has a pond, a large picnic pavilion, two playgrounds, six horseshoe pits and a walking path. East Park can be reserved.






The Central Park Baseball Diamonds have five baseball/softball diamonds, a central concession stand and restrooms, a full-size turf batting cage, wireless scoreboards, spectator seating, and a playground.



The 18-Hole El Dorado Disc Golf Course opened in 2017, on the site of a former golf course. It had to be completely redesigned soon after its original installation, to have better flow and require less backtracking, to take advantage of the existing walking path and foot bridges, and to have the first and last holes closer to the parking lot. The revised course opened in early 2020, and is still using temporary tees, but will eventually have dual tee pads and baskets at every hole to allow both amateur and professional level play.





The El Dorado Dog Park is a very basic 0.4-acre fenced enclosure on a 3.1-acre wooded site, with a gravel parking lot.





The 4-acre Forest Park is home to the municipal swimming pool, the El Dorado Bandshell, and a lighted skatepark. It also has two parking lots, a large picnic pavilion, a basketball court, three horseshoe pits, and a playground. Forest Park facilities, including the pool, can be reserved.











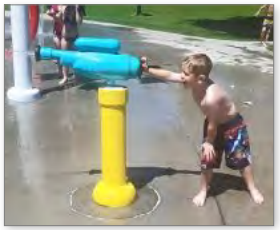


The 11-acre North Main Park has two parking lots, four new tennis courts, a large picnic shelter, a gazebo used as a picnic shelter, a playground, six horseshoe pits, walking paths, a restroom building, and a splashpad. North Main facilities can be reserved.







NEIGHBORHOOD PARKS

The 5-acre Graham Park has a small splashpad, a playground plus additional play equipment, a basketball court, two small picnic shelters, and a lighted memorial sculpture commemorating the community's rebuilding efforts following a 1958 tornado.





The 5-acre RIO Park has a playground, a picnic shelter, a basketball court, and a restroom building.




The 5-acre Riverview Park has a small paved parking lot, a playground, a pedestrian bridge over a small dam, and access to the Walnut River for fishing.




The 3-acre Summit Park has a paved ADA parking area, an inclusive playground, two small picnic shelters, a practice field with a backstop, and a restroom building.



Close to downtown, the 2-acre Gordy Park has on street parking lots, a basketball court, a playground and some additional play equipment, and a small gazebo.




The 2-acre Rice Park has a large picnic shelter, a playground plus additional play equipment, and a restroom building.




The 0.5-acre South Summit Park provides a playground for its residential neighborhood.



The 1.7-acre McCollum Park has a playground, and is the site of a municipal water tower. The 1-acre Library Park has two paved parking lots, the Bradford Memorial Library, a basketball court, a playground and swings.




TRAILS

The City-owned 6.3-mile concrete El Dorado Bike/Walking Path has accesses at East Park, at North Main Park, at Par Drive, and at East 12th Avenue near the Prairie Trails Golf Course. The Path borders the Walnut River, and connects the city to trailheads below the dam at El Dorado State Park.



El Dorado State Park Trails

There are two State Park trailheads at the Walnut River Campground, in the area just below the El Dorado Reservoir dam. The 2-mile Double Black Diamond Trail is a challenging bike trail through the trees along the Walnut River. The three-quarter mile Walnut Ridge Hiking Trail is a scenic walking path along the riverbank.

The trailhead for the three-quarter mile Teter Nature Trail is below the dam near its eastern end. The trail winds through the Flint Hills down into a bottomland hardwood forest and a small stand of pawpaw trees.

Additional trails at the State Park include the 12-mile Boulder Bluff Horse Trail, on the north shore of the El Dorado Reservoir, with a trailhead at the State Park's Area 2 Horse Campground. The 1-mile Cross Country Course is nearby, also on the north shore of the Reservoir. This trail meanders through the Flint Hills, and is used for cross country and walk/run competitions.

On the south side of the Reservoir, the half-mile Tallgrass Prairie Trail winds through the Flint Hills past a marsh and small stream. Its trailhead is near the Shady Creek self pay station.

McPherson

McPherson is the largest of the cities selected for comparison, with a population about 7% greater than Winfield's. McPherson is a county seat, and has a Recreation Commission and a YMCA. The City and County cooperatively own and manage McPherson Airport. McPherson College and the Central Christian College of Kansas are located in McPherson; they are both private 4-year colleges.

Over 300 acres of city parks and public rights-of-way in McPherson are maintained by the City's Public Lands and Facilities Department. A recent program to update playground equipment throughout the city is the result of a fundraising campaign spearheaded by four local elementary school students.

The McPherson Family YMCA has two indoor swimming pools, a hot tub, and a sauna; a gymnasium; two racquetball/handball courts, a fitness center, spin room, gymnastics gym, aerobic studio, and program room; a toddler area, and locker rooms.





The McPherson Community Building, built in 1927 and on the National Register of Historic Places, was completely renovated in 2019. Its gymnasium has one large or two practice-size hard-surface indoor courts.





SPORTS FACILITIES

The McPherson Recreation Commission, which is headquartered at the McPherson Family YMCA, has provided recreation programs to the community since 1946. The MRC maintains sports facilities for public use, including the Grant Sports Complex, Homeside Diamond, Rolf Park, and Wall Park.

Sports facilities are used by local teams from USD 418, McPherson College, and Central Christian College.

Grant Sports Complex is adjacent to an Elementary School, and has two baseball fields, two softball fields, two T-Ball fields, batting cages, concessions, two playgrounds, a picnic shelter, and restrooms.



Grant Sports Complex



Complex by Dog Park

On the same property as McPherson's Dog Park, there is a baseball complex. The complex is on the west side of Centennial Drive, a quarter mile south of Kiowa Road. It is inside the city limits, but is not mentioned on the City website. It has a baseball diamond and a softball diamond, a large gravel parking lot with concrete ADA parking, batting cages, and a restroom building.

Light Capital Complex has a paved parking lot, a baseball field with stadium seating, a T-Ball field, two batting cages, and concessions. Rolf Softball Diamond is reserved for softball and youth baseball for ages fifth grade and younger.



Light Capital Complex



Rolf Softball Diamond

The 60-acre Wall Bicentennial Park is McPherson's largest park. Dry Turkey Creek and Mingenback Lake, with 4 acres of water surface, separate the main part of the park from the baseball complex. The Wall Bicentennial Park Complex has a dedicated paved parking lot, four baseball/softball diamonds, coin-operated batting cages, a playground, and a restrooms/ concessions building.



LARGE PARKS

The main part of Wall Bicentennial Park has two gravel parking lots plus on-street paved parking, walking paths, a lake overlook plaza, an 18-hole disc golf course, six tennis courts that were renovated in 2019, three picnic shelters with lake views, a playground, a BMX/skatepark, and public restrooms.







McPherson's second largest park is Lakeside Park, located just a quarter mile north of Wall Bicentennial Park. It has a number of paved parking lots, a bandshell, six picnic shelters, three playgrounds, a handicap accessible playground, a 9-hole disc golf course, walking paths, the Swan Court fountain, a garden bridge and a fishing lagoon. It is adjacent to the City's Water Park.









SPECIALIZED PARKS

The Downtown Plaza is a small paved urban plaza that provides seating and an event space in the heart of downtown. The Park Department and McPherson Main Street manage the Downtown Plaza cooperatively.





The McPherson Water Park is operated cooperatively by the City of McPherson and the McPherson Recreation Commission. The 600,000 gallon facility has a large concrete parking lot with ADA parking, a lap pool with eight 50-meter lanes and a diving well, a zero-entry pool, a splashpad, a 188-foot water slide, a 500-foot lazy river, and ample shaded seating, as well as restrooms, locker rooms and showers.



Opened in 2016, the 3-acre Bremyer Dog Park has a gravel parking lot with concrete ADA parking, separate sections for large and small dogs, a shelter with benches in each section, watering stations, and waste receptacles.



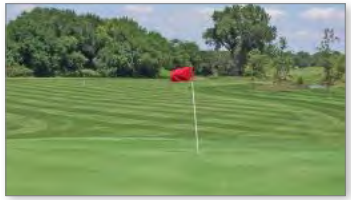






McPherson's municipal Turkey Creek Golf Course is an 18-hole, par-70 course with irrigated bluegrass fairways and bent grass greens. It has a large parking lot, a clubhouse and pro shop, a driving range, and a cart barn. Built in 1990, it is considered one of the top golf courses in Kansas.





There are also two privately owned golf courses about five miles north of McPherson. The 9-hole, par-36 Rolling Acres Golf Course Club is open to the public, while the 9-hole, par-35 McPherson Country Club is private.

Just west of downtown and adjacent to the County Courthouse, Memorial Park pays tribute to the veterans of McPherson County. The Park has a gazebo, an arbor, a fish pond, and various monuments, including a statue of General McPherson.







Wickersham Park, on the other side of Kansas Avenue from Memorial Park, is a city block that was once occupied by McPherson's first high school. Now it is green space with trees and turf, which serves as the site of the city's annual All Schools Day carnival.



Wickersham Park sculpture



Sunflower Triangle Park sign

In the late 1800s, Sunflower Triangle Park was the site of a train depot on the City's outskirts. Adjacent to Kansas Avenue, the Park now provides a picnic area for travelers coming into town from the east.

NEIGHBORHOOD PARKS

Just east of downtown McPherson, Challengers Park has paved parking, two lighted basketball courts, and four lighted tennis courts.





Linnea Park, just across the street from Challengers Park, has green space and mature trees, a large picnic shelter and a playground.





Homeside Park has a playground, a shaded picnic table, and a T-ball/coach pitch practice field.





Located in a residential subdivision, Tall Grass Park is fenced, and has two playgrounds, a gazebo and a 1/10 mile walking track.



Created with funds donated by a local family, Whitlock Park has a play area for neighborhood children. It is across the street from Wall Park.



The 7-acre Hess Park was recently constructed by community volunteers. Located near a trailhead for Meadowlark Trail, it has a playground with some handicap accessible equipment.



TRAILS

In addition to the many sidewalks and paths throughout McPherson, there are two railtrails linking the city to other Kansas communities. Both trails are maintained by community volunteers.

The Sunflower Santa Fe Trail is a railtrail stretching for 33 miles from McPherson to Marion.







The 12.6-mile Meadowlark Trail is being developed along a former Union Pacific railroad corridor between McPherson and Lindsborg.





Appendix 3:
Tables of Goals, 2025 Update

Winfield's park system should be both environmentally and economically sustainable, enhance residents' health and social connections, be accessible to all, reflect Winfield's character and identity, and contribute to the community's quality of life. When choices must be made among the many goals mentioned in this Plan, the available options should each be assessed based on how well they contribute to these overarching goals.

Resources of time, energy, and funding are never ample enough to allow every goal to be achieved immediately. In addition, some goals must necessarily be accomplished in a specific sequence. Therefore, goals are prioritized as intended to be achieved within a short-term, mid-term, or long-term time frame relative to the remaining 15 years of the 20-year Planning Period. Other goals are ongoing, and will need to be addressed on a continuing basis.

O = Ongoing goal
S = Short-term: Within 5 years
M = Mid-term: Within 5 to 10 years
L = Long-term: Within 10 to 15 years

The following tables contain goals which were determined during the original planning process but which have not yet been completed, as well as goals derived from the results of a Community Questionnaire distributed in the summer of 2025. Tables in this Appendix are categorized as follows:

- System-wide Goals
- Landscaping
- Trees
- Pathways
- Winfield City Lake

Special Use Facilities
- Baden Square
- Broadway Recreation Complex
- Joe Thornton Recreation Center
- Quail Ride Golf Course
- Timber Creek Nature Center
- Winfield Aquatic Center
- Winfield Fairgrounds

Large Parks
- Black Creek Park
- Cherry Street Park
- Island Park
- Tunnel Mill Park

Small Parks
- Albright Park
- Cochran Park
- Hiatt Hills Park
- Jaycee Park
- Memorial Park

Lions Park was completely renovated as this Plan was being written, and so is not included in the tables of goals.

2025 UPDATED GOALS — System-wide	Priority			
	O	S	M	L
Parkland Acquisition				
Pursue acquisition of new parkland on Winfield's west side, in anticipation of future development in that area following construction of a southwest bypass.	❍			
Consider pursuing options to expand the Broadway Recreation site by acquiring additional adjacent property.	❍			
Consider vacating the northern part of Millington Street, to allow more flexibility in the design of any future expansion to the Aquatic Center and associated parking. The vacated street right-of-way would add 0.88 acres to the existing Aquatic Center site, connecting it to its logical expansion zone.		❍		
When reviewing new subdivisions for approval, always consider how they might be integrated into the parks and pathways system.	❍			
Planning				
Consider developing a master plan for the complete renovation of Black Creek Park.		❍		
Facilities				
Diversify seating options — add bistro-size tables and chairs, where one or two people can sit and have coffee or eat lunch.	❍			
Consider adding facilities such as a bicycle pump track, outdoor seating areas, etc. to reach youth in the 12-16 age range.		❍		
Continue to prioritize accessibility per transition plan.	❍			
Consult with WRC on feasibility and need of new indoor aquatic facility.				❍
Green Infrastructure				
Where appropriate, consider incorporating permeable pavements, raingardens or bioswales into the park system, to aid in handling stormwater runoff.	❍			

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2025 UPDATED GOALS — Landscaping	Priority			
	O	S	M	L
Weed Control				
Continue ongoing weed control program, especially for poison ivy, sandburs and stickyweed near paths and picnic areas in the parks.	❍			
Native Plants				
Reduce use of non-native trees, shrubs, and turf. Use native plants (but maintain compatibility with neighborhood characteristics).	❍			
Grasses & Wildflowers				
Use ornamental grasses & native wildflowers as settings for park identification signs.			❍	
Dedicate some areas to native grasses and wildflowers to reduce mowing maintenance.				❍
Turf				
Institute an ongoing turf improvement program in the parks.	❍			

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L = Long-term Goal *(10 to 15 years)*

2025 UPDATED GOALS — Trees *(Part 1 of 2)*	Priority			
	O	S	M	L
General				
Continue to promptly remove and properly dispose of pine trees as they succumb to pine wilt and/or pine tip moth, and ash trees infested with emerald ash borer.	❍			
Plant replacement trees in the parks *before* old trees have to be removed.	❍			
As new facilities are added in the parks, add new trees as appropriate for shade, screening, or as ornamental accents.	❍			
Baden Square				
As pine trees succumb, and as new pathways are constructed, plant alternative evergreens on site, to maintain winter interest. Consider Canaert Junipers, Keteleeri Junipers, or Bruns Serbian Spruce.	❍			

2025 UPDATED GOALS — Trees *(Part 2 of 2)*	Priority			
	O	S	M	L
Broadway Recreation Complex				
Remove dead trees.	❍			
Plant new trees as necessary to provide shade in parking lots.	❍			
Plant ornamental trees along the vehicle entry drive and along the pedestrian path from roundabout to plaza.	❍			
Quail Ridge Golf Course				
Add trees on the driving range berm to contain flying golf balls.		❍		
Black Creek Park				
Remove and properly dispose of dead and diseased pine trees and declining ash trees.	❍			
Prune the memorial tree, and the brush around the dedication plaque.	❍			
Remove the declining deciduous tree by the existing park sign; remove signage and associated landscaping.		❍		
Consider removing most or all of the tree row between the skatepark and the picnic shelter.		❍		
Plant shade trees in & around dogpark; fence those accessible to dogs.			❍	
Cherry Street Park				
Periodically plant new trees in the Park, in locations that shape spaces while maintaining vistas. Precise locations for new trees should be determined based on their function of shading or screening facilities.	❍			
Albright Park				
Remove over-mature trees.	❍			
Prune remaining trees.	❍			
Jaycee Park				
Remove invasive Ailanthus (Tree of Heaven) trees.	❍			
Memorial Park				
Remove declining ash trees.		❍		
Plant a new tree or two each decade, to make sure the tree canopy is continually renewed.	❍			

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2025 UPDATED GOALS — Pathways	Priority			
	O	S	M	L
Bike Paths & Routes				
Continue to develop a network of bicycle and pedestrian pathways, that connect residential neighborhoods to community destinations.	❍			
Consider designating Olive Street from College to Minnesota as a Bike Route, with appropriate signage and pavement markings.			❍	
Select a pilot project, develop a budget, identify funding, implement a public engagement process, and begin construction of a pair of demonstration bike lanes in Winfield. Evaluate the process before implementing additional projects.		❍		
When doing street projects, evaluate opportunities to establish bike lanes that will accomplish the goals of the pathways network plan.	❍			
Mixed Use Paths				
Complete the mixed-use path on the levee at the Fairgrounds.		❍		
Complete the mixed-use path from the Fairgrounds to Island Park.		❍		
Complete mixed-use path on 19th Avenue from Broadway to Wheat Road.			❍	
Consider mixed-use path along the Tilford drainage way, from 19th Avenue to Cherry Street Park.			❍	
Incorporate complete streets principles in rights-of-way, particularly downtown, in the Baden Square area, and in neighborhoods around schools, the College, and the Hospital.	❍			
Continue to coordinate with KDOT on the Highway 77 south River bridge 2026 construction project.			❍	
Complete the hike/bike path loop around the outer area of Winfield, to implement pedestrian access from the south city limits to Sunnyside Avenue.	❍			

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2025 UPDATED GOALS — Winfield City Lake	Priority			
	O	S	M	L
Operations				
Above all, continue to protect the Lake's flood control functions, and its water quality.	❍			
Diversify and improve facilities to attract a broader range of users, including canoe and kayak users, swimmers, hikers, fisherfolk, birders, and horseback riders.	❍			
Taking into account economic feasibility and the impact on water quality, consider the possibility of contracting with a vendor to manage an improved marina at the Lake, and /or a performance venue for "Concerts on the Lake".				❍
Roads, Parking & Paths				
Continue annual rotation for rocking roads.	❍			
Define parking areas for short-term visitors, and use them to anchor a network of looped trails strictly for pedestrians, that offer hikers and birdwatchers good views of the Lake.		❍		
Facilities				
Improve the restrooms. Add ADA accessible family restrooms.			❍	
Improve the existing swimming beach.		❍		
Add more ADA accessible fishing docks, with cleaning stations.		❍		
Add more picnic shelters.				❍
Improve equestrian trails. Add electric and water hookups for the horse trailers. Develop a dedicated horse camping site.			❍	
Develop a cluster of rentable cabins, with utilities.			❍	
Develop a master plan for campground areas, that considers all infrastructure and amenities.	❍			
Continue lift station repairs/replacements as necessary.	❍			
Plant trees for shade at the Lake, particularly near camping sites.		❍		
Purchase adjacent properties for water quality preservation/conservation.	❍			

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2025 UPDATED GOALS — Baden Square	Priority			
	O	S	M	L
Facilities				
At appropriate intervals along the southeast loop walking path, provide accessible amenities like benches, and bistro tables and chairs.		❍		
Consider the possibility of adding at least one outdoor sculpture to the southeast commons open space.				❍
Continue to upgrade Community Center as needed, including restrooms and exterior lighting.	❍			
Consider relocating existing basketball courts from the southeast corner of 5th & Simpson intersection to the northwest corner of 8th & College intersection.			❍	
Consider installation of bicycle pump track in open area.		❍		

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2025 UPDATED GOALS — Broadway Recreation Complex	Priority			
	O	S	M	L
Parking				
Institute multi-year paving program for parking stalls while maintaining gravel parking aisles.	❍			
Facilities				
Install turf at all five fields.			❍	
Update the restrooms, both in the plaza and in the three freestanding restroom buildings.		❍		
Landscaping				
Improve landscape at entrance and around signs for low maintenance.		❍		
Evaluate and improve raised flower beds.		❍		

2025 UPDATED GOALS — Joe Thornton Recreation Center	Priority			
	O	S	M	L
Operations				
Consult with WRC to expand the Gym's evening hours.			❍	
Consult with WRC to explore options to improve temperature control and HVAC energy efficiency in the Recreation Center building.		❍		
Consult with WRC to explore options for providing childcare on-site.				❍
Sidewalks				
Add a sidewalk along the south side of Simpson Avenue, to connect Jaycee Park to the Recreation Center and Baden Square. This will involve significant regrading, and possibly the construction of some retaining walls.			❍	
Add a crosswalk across 7th Avenue, between the Recreation Center's main entrance and the south parking lot.		❍		
Add an activated signal at the crosswalk across College Street at 7th Avenue.		❍		
Facilities				
Replace and relocate the outdoor basketball courts for accessibility reasons. (See Baden Square Goals.)		❍		
When replacement of the existing indoor pool at Southwestern College becomes necessary, consider the feasibility of an indoor aquatic center on the north side of the Recreation Center property.				❍
Landscaping				
Consult with WRC to explore options for a fencing or landscaping solution to discourage climbing on the roof along the east side of the building.				❍

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2025 UPDATED GOALS — Quail Ridge Golf Course	Priority			
	O	S	M	L
Operations				
Consider policies for rental of course facilities for reunions, weddings, etc.		❍		
Sidewalks				
Pave all remaining unpaved cart paths with concrete.			❍	
Improve bridges and crossings over waterways.		❍		
Facilities				
Consider adapting the Pavilion to double as additional cart storage.			❍	
Landscaping				
Update irrigation heads.		❍		

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2025 UPDATED GOALS — Timber Creek Nature Center	Priority			
	O	S	M	L
Signs				
Develop and install interpretive signage along the trails.				❍
Facilities				
Improve the condition of the trails by trimming back overgrown brush and filling in low spots with gravel or mulch.			❍	
Consider establishing a relationship with a nonprofit group (Birders? Scouts? Geocachers?) who may be able to take on the trail maintenance as a volunteer project.		❍		

2025 UPDATED GOALS — Winfield Aquatic Center	Priority			
	O	S	M	L
Parking				
Consider adding another similarly-sized parking lot, to the south of the main parking lot, possibly with an exit onto Millington Street.				
This will be especially important if a permanent Farmers Market pavilion is built in the parking lot west of the Island Park entry drive. That lot currently acts as auxiliary parking for the Aquatic Center.				❍
Facilities				
Update the Pool House locker rooms, showers, and restrooms.			❍	

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2025 UPDATED GOALS — Winfield Fairgrounds	Priority			
	O	S	M	L
Sidewalks				
Install signed/marked Trailhead for access to the levee system hike/bike path.		❍		
Facilities				
Design and build any additional structures on the site to withstand periodic flooding.	❍			
Provide more shady places to sit and eat.			❍	
Improve restrooms.		❍		
Consult with Fair Association to add another youth livestock barn.			❍	
Landscaping				
Continue to pursue funding for flood mitigation and erosion control efforts, particularly on the north end of the Fairgrounds.	❍			
Study alternatives to reduce mowing maintenance, including establishment of "no mow zones" where appropriate.		❍		
Add landscaping or fencing to screen the power plant and substation.				❍

2025 UPDATED GOALS — Black Creek Park	Priority			
	O	S	M	L
Planning				
Develop a master plan for Black Creek Park, and determine budget for improvements.		❍		
Parking				
Improve existing north gravel parking lot.		❍		
Improve and if necessary expand parking along Joel Mack Road, to better serve the dogpark.		❍		
Sidewalks				
Eliminate the existing deteriorated asphalt path, and consider replacing it with a concrete walking path.		❍		
Add an accessible route sidewalk connecting both parking lots to the rest of the Park's facilities, including the dogpark, the picnic shelter, and the skatepark area.		❍		
Facilities				
Add basic dogpark amenities, including seating and shade.		❍		
Renovate the picnic shelter. Add accessible tables.		❍		
Replace or improve the restrooms.			❍	
Expand & improve ball diamond bleachers; include ADA seating nearby.			❍	
Upgrade dugouts.			❍	
Remove the chainlink fencing around the skatepark. Revise landscaping and pedestrian connections to make the area feel less isolated.		❍		
Replace the skatepark with another facility. Options might include an outdoor fitness area, basketball courts or pickleball courts. If the existing concrete pad to the east cannot be used, remove it.			❍	
Landscaping				
Remove the existing sign and landscaped plant bed, and install signage that matches the signs at other parks.		❍		
Plant a boundary of native sedges and riparian plants along the drainage channel, to simplify mowing and discourage visitors from approaching its edges.				❍

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2025 UPDATED GOALS — Cherry Street Park	Priority			
	O	S	M	L
Signs				
Remove the Park's existing sign, and replace it with a stone sign that reflects the system-wide standard and is more visible.		❍		
If more parking is added off 15th Avenue, add a sign at that entry as well.			❍	
Parking				
Study potential need for additional parking.		❍		
Sidewalks				
Improve and widen the existing path, replacing that portion extending from the west-side parking area to the splashpad.		❍		
Landscaping				
Retain enough greenspace to maintain the Park's character.	❍			
Plant native ornamental grasses and wildflowers along the south side of the Park, to screen the railroad tracks.				❍
Facilities				
Preserve and maintain the iconic picnic shelters.	❍			
Once the picnic shelters are on an accessible route, provide at least one accessible picnic table at each shelter.		❍		
Replace the restroom.			❍	
Seating Add more seating in the Park. Include ADA seating, such as benches with arms and a center arm. Include seating areas composed of a bistro table with 2 to 4 chairs, here and there in locations adjacent to a path, with shade and good views—for people who simply want to have a coffee or lunch in the Park, as opposed to a full-fledged picnic.			❍	
Consider adding a large picnic shelter/pavilion.				❍
Add another shade structure for the splashpad.		❍		

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

2025 UPDATED GOALS — Island Park	Priority			
	O	S	M	L
Signs				
Consider adjustments at the intersection of North Main and US 77.			❍	
Landscaping				
Continue efforts to control geese.	❍			
Facilities				
Pursue funding to excavate the channel defining the Island.	❍			
Consider removing the large shelter to instead add an indoor/outdoor performance venue for entertainers, weddings, receptions, etc				❍
Consider installing a bicycle pump track in the area east of the channel.		❍		

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

2025 UPDATED GOALS — Tunnel Mill Park	Priority			
	O	S	M	L
Signs				
Improve signage, including wayfinding signage at the east end of Tunnel Mill Drive, an entry sign where the Park begins, and an updated regulatory sign in the Park itself.		❍		
Parking				
Realign drive and establish defined parking area, to discourage long-term RV camping in the Park.			❍	
Facilities				
Dam Overlook — Develop a flood-proof viewing platform, using natural stones, with enough of a barrier between the platform and the water to allow visitors to get a good view of the dam and the rapids downstream in safety.				❍
This Park has fresh water and a great deal of edge habitat (areas where mature trees are adjacent to sunny open fields) which attracts a wide variety of birds. Consider developing a looped pedestrian birdwatching/nature trail around the site.				❍
Landscaping				
Institute a control program for the worst of the poison ivy and Johnson Grass infestations.			❍	
Improve wildlife habitat by planting native trees, shrubs, grasses and perennials which are adapted for the conditions.				❍

2025 UPDATED GOALS — Albright Park	Priority			
	O	S	M	L
Landscaping				
Retain enough greenspace to maintain the Park's character.	❍			
Consider planting a border of native ornamental wildflowers along the south side of the Park, to screen the railroad tracks.				❍

2025 UPDATED GOALS — Cochran Park	Priority			
	O	S	M	L
Parking				
Consider developing additional parking along the Park's south edge, off 17th Avenue, while protecting the existing ADA parking space.			❍	

2025 UPDATED GOALS — Hiatt Hills Park	Priority			
	O	S	M	L
Signs				
Add new sign in the northeast corner, at Crestline & Grand. The new sign should be visible from traffic on both roads. Remove existing park identification sign.		❍		

KEY

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S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

2025 UPDATED GOALS — Jaycee Park	Priority			
	O	S	M	L
Fencing				
Retain and repair fencing along the Park's east and west boundaries.		❍		
Signs				
If new parking is installed, add a new sign which is visible from both directions on Simpson Avenue; protect and frame sign with a landscaped plant bed. Remove existing park identification sign.			❍	
Parking				
Create a small off-street parking lot to the east on flatter ground, with access from Simpson Avenue. Include an ADA space, with an accessible route sidewalk to any new facilities.		❍		
Eliminate existing gravel parking lot on the hill.			❍	
Landscape				
Institute a control program for poison ivy.		❍		
Sidewalks				
Consider creating a loop walking path in Jaycee Park. Connect it to the Recreation Center, and if desired, to Canterbury Heights Apartments.			❍	
Facilities				
Study feasibility of adding any facilities, or selling off east portion of the property.		❍		

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

2025 UPDATED GOALS — Memorial Park	Priority			
	O	S	M	L
ADA Parking				
Consider creating a small dedicated on-street parking area with one or two ADA spaces, adjacent to Andrews Street, across from the Braum's parking lot, where it will not interfere with views of the Park from adjacent historic homes. If necessary, divert the Park's perimeter sidewalk around the parking area.				❍
Sidewalks				
Check existing sidewalks & replace as necessary to be an ADA accessible route.		❍		
Facilities				
Consider the option, without compromising the dignity of the Park, of providing comfortable chairs, bistro tables & trash receptacles in a few carefully selected locations adjacent to the sidewalk.		❍		
Replace irrigation system.		❍		

KEY

O = Ongoing Goal

S = Short-term Goal *(within 5 years)*

M = Mid-term Goal *(5 to 10 years)*

L = Long-term Goal *(10 to 15 years)*

BILL NO. 2694 **RESOLUTION NO. 8326**

A RESOLUTION

ADOPTING a Winfield Master Plan for Parks as the official plan and resource document for the parks and trails system of the City of Winfield.

WHEREAS, a Master Plan for the parks and trails system of the City of Winfield was developed with input from public steering committees, the Park Board, the Planning Commission and the citizens of Winfield and compiled into a written plan document; and,

WHEREAS, the Winfield Master Plan for Parks provides an overview of existing park and recreational resources in the Winfield, area, lists community goals for the park system, and provides recommendations for improvements, development strategies, and priorities for the park's system; and,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS, THAT:

Section 1. The City of Winfield, hereby adopts the Master Plan for Parks, Trails & Recreation 2020-2040, Amended 2026.

Section 2. This resolution shall be in full force and effect from and after its adoption.

ADOPTED this 21st day of September 2026.

(SEAL)

_____
Brenda K. Butters, Presiding Officer

ATTEST:

_____
Carina Anderson, Deputy City Clerk

Approved as to form: _____
William E. Muret, City Attorney

Approved for Commission action: _____
Taggart Wall, City Manager

Request for Commission Action

Date: September 17th, 2026

Requestor: Taggart Wall

Action Requested: Consider Award of Engineering Services Contract to Smith & Oaks and ASM Engineering for Andes Estates Subdivision

Analysis: The City solicited proposals and received two proposals for services to extend, replace, modify, or construct the infrastructure necessary to serve Lot 1, Block 2, Broadway Estates, located in Winfield, Cowley County, Kansas. The proposed improvements will connect the site to existing City utility systems and public rights-of-way. This will include street, stormwater, water and sanitary sewer.

Fiscal Impact: $60,700. These fees were planned and will be partially recovered through the previously considered development agreement for the property.

Attachments: Proposals

OWN®

REQUEST FOR PROPOSALS

Engineering Services for Lot 1, Block 2, Broadway Estates (1926 Broadway St.)





ATTN: PATRICK STEWARD

City of Winfield
200 E. 9th Ave.
Winfield, KS 67156

SEPTEMBER 10, 2025

City of Winfield

Attn: Patrick Steward
200 E. 9th Ave.
Winfield, KS 67156

RE: Request for Proposals – Engineering Services for Lot 1, Block 2, Broadway Estates (1926 Broadway St.)

Dear Mr. Steward,

OWN, Inc. appreciates the opportunity to submit our proposal for engineering services for Lot 1, Block 2, Broadway Estates (Andes Estates). We understand the City of Winfield is seeking a qualified team to design the public infrastructure improvements needed to support this 14-lot residential development.

Our team brings relevant experience in residential development and municipal infrastructure, with the ability to provide surveying, utility, roadway, and stormwater design through one coordinated team. We understand the importance of developing practical solutions that meet City standards and support the project from design through construction.

By selecting OWN, the City will benefit from:

- **Relevant Development Experience.** Our team understands the coordination required between subdivision development and public infrastructure improvements.
- **In-House Services.** Surveying, civil design, stormwater analysis, bidding assistance, and construction-phase services can be provided by one team.
- **Practical Infrastructure Solutions.** We will develop water, sanitary sewer, street, and storm drainage improvements that meet City requirements and support the proposed development.
- **Responsive Coordination.** Our team will maintain clear communication with City staff and utility providers throughout design and review.

We appreciate the opportunity to be considered and look forward to working with the City of Winfield on this project.

Sincerely,
OWN, Inc.

Joshua Oathout
Group Leader / Project Owner
joathout@weareown.com

Brandon Seiwert
Infrastructure Team Leader / Client Manager
bseiwert@weareown.com

Engineering Beyond.

OWN is a 100% employee-owned engineering firm. Our core offerings include **Civil Engineering, Land Surveying, and Field Services**. We help shape the built environment across the country from our offices in Missouri, Kansas, and Arkansas. No matter the project or scope, our clients enjoy problem solving and service that goes beyond the expected.







Supporting Growth. Delivering Communities.

Springfield and Southwest Missouri continue to see steady residential growth, and builders need local partners who understand the community and can keep projects moving. OWN works alongside developers to transform raw land into single-family subdivisions, townhomes, and mixed-use residential developments that meet the needs of a growing region. When you partner with OWN, projects stay on track, neighborhoods are designed with long-term growth in mind, and more residents can call Springfield home sooner.

50+
Land Development Professionals

GIS
Data Collection Capabilities

40+
Mixed-Use and Multi-Family Projects Delivered

Services

- Due Diligence & Site Feasibility
- Residential Subdivision Design
- Grading & Drainage Design
- Utility Design
- Street & Infrastructure Design
- Surveying & Alta Services
- Platting & Entitlements
- Construction Administration
- Geotechnical Engineering

107 W. 4th Street
Pittsburg, KS 66762

WeAreOWN.com

620.670.0678

"These are the cleanest, most detailed set of civil engineering plans I have seen in 25 years, excellent work."

- Brad Kempf, VP of Land & Development
Summit Homes KC

Project Experience

Schuber Mitchell Homes

Missouri and Arkansas



OWN supports Schuber Mitchell Homes through nearly every part of the development process, from evaluating potential properties through design, construction, and completion. Our team brings surveying, land planning, site design, stormwater, water and wastewater infrastructure, geotechnical engineering, permitting, construction staking, inspection, and materials testing together under one roof. Just as importantly, we understand how each of these disciplines works together and how decisions made in one area can affect the entire development.

That perspective allows us to look beyond an individual scope of work and consider what is best for the project as a whole. Our teams can identify challenges earlier, weigh solutions across disciplines, and help Schuber Mitchell make informed decisions that support successful development.

As a result, OWN has become a trusted extension of Schuber Mitchell's Land, Entitlement, Acquisitions, and Development (LEAD) team. That trust has been built over years of working together and demonstrating that our goal is not simply to complete a design, survey, or inspection—it is to achieve the best possible outcome for Schuber Mitchell.

The relationship continues to evolve as both teams learn from each project and apply those lessons to the next. What began with smaller developments has grown into communities spanning 100 to 150 acres, with Schuber Mitchell trusting OWN to see the bigger picture, understand how all the pieces fit together, and keep their goals at the center of every decision.

Emerald Glades - Joplin, MO



Emerald Glades is a six-phase residential development in Joplin, Missouri, situated alongside a scenic nature preserve. OWN provided civil engineering services for the approximately 83-acre development, which will include 273 residential lots and more than 350 total homes when the adjoining cottage development is complete. OWN has supported the project from its earliest phases, providing practical infrastructure and site design solutions as the community continues to grow.

Southwind Trails - Duenweg, MO



OWN provided boundary and topographic surveying for approximately 150 acres to support Southwind Trails Subdivision. The survey established existing site conditions and provided the foundation for subdivision planning and engineering design. Since 2014, OWN has supported Schuber Mitchell Homes on 15 subdivisions across Southwest Missouri and Northwest Arkansas, encompassing 32 phases and 1,163 lots.

Project Experience

Prospect Village (International Paper Development)

Missouri and Arkansas

OWN is providing civil engineering services for Prospect Village, a 78-acre mixed-use redevelopment on the former International Paper site in Joplin, Missouri. This will be the largest project of this nature since the tornado in 2011, transforming a long-vacant Superfund property into a vibrant new destination featuring a regional sports complex, apartment housing, parks, trails, and retail development.





OWN's services include grading and drainage design, stormwater modeling, floodplain coordination, and infrastructure layout to support phased construction. The site presents unique challenges including regulated floodplain, jurisdictional wetlands, and an active high-pressure gas main. Our team is actively coordinating with utility providers, regulatory agencies, and the City of Joplin to support early infrastructure and permitting efforts. Phase 1 includes site clearing, utility relocation, and preparation for the sports complex and multi-family housing. Development is expected to continue through 2032, with public infrastructure supported by TIF and CID incentives.

Sports Complex

OWN is providing ongoing field services in support of the International Paper Sports Complex project for the Springfield-Greene County Park Board. Our scope includes geotechnical investigations, soil testing, and construction inspection to support the development of multi-sport fields, parking, and related infrastructure. OWN is also supplying GIS support to assist in the coordination of field activities and utility mapping throughout the site. Field staff continue to work closely with the project team to ensure quality control and compliance with project specifications.



Discovery Park

Lee's Summit, MO

OWN is providing surveying and civil engineering services for a new mixed-use development in Lee's Summit, Missouri. Located near key highway interchanges, shopping centers, and suburban neighborhoods, the project will feature residential apartments, retail space, and offices. Phases 1 and 2 of the development began in early 2024, focusing on zones 1 and 2, which include a village-style center with mixed-use apartments. OWN's work includes boundary and topographic surveys, construction staking, and utility plans for lots 9 and 10. Future phases will expand to additional apartments, retail, offices, and nature trails. Phase 1 is set to open in 2026, ahead of the 2026 FIFA World Cup in nearby Kansas City.



"Your plans are so clean and easy to read, it's a treat. Seriously, a really nice way you lay out your sheets."

- City of Lee's Summit Engineering Manager

Key Personnel

At OWN, every team member is an owner. This means our team is empowered, collaborative, and motivated by a shared commitment to delivering exceptional results. Your project will benefit from the dedication and accountability that only an employee-owned firm can provide.



JOSHUA OATHOUT, PE | Project Owner *Kansas-licensed professional engineer responsible for the work.*
Josh has been with OWN for ten years as a civil engineer and serves as a Civil Group Leader out of Joplin. He oversees residential, commercial, and industrial projects, including single family subdivisions, apartment buildings, restaurants, strip centers, retail, warehouse and manufacturing buildings. Josh has experience with stormwater management, sanitary sewer design, water distribution design, site planning, subdivision planning, and stormwater pollution prevention. He is also heavily involved in area projects including the Joplin Police Station Parking Lot Expansion, Freeman Health Systems Child Learning Center, and the Leadership Joplin Soundgarden Park.



BRANDON SEIWERT | Client / Phase Manager
Brandon brings 20 years of experience in design across various industries, including municipal transportation, utility design and coordination, civil and site development, storm systems, water, and wastewater systems. He has experience designing public transportation projects such as the Rubbermaid Street Improvements and Main St. Resurfacing Projects in Winfield KS, 4th & 5th Ave. Pavement Replacement Project and Vine & Central Intersection Improvements in El Dorado KS, as well as many MoDOT ADA improvement projects in the MoDOT Southwest District. Brandon has also provided site observations, inspections, and project estimates.



MIKAYLA DENDURENT, PE, CFM | Stormwater Phase Manager
Mikayla has experience collaborating with and contributing to design teams in civil and environmental engineering. Her recent civil work includes stormwater infrastructure design, waterline design, drainage studies and reports, erosion control plans, construction detailing, and public engagement. In the environmental field, she has expertise in earthen dam design, stream mitigation guidelines, environmental permitting, environmental feasibility reports, detention basin inspection, earthen dam inspection, and floodplain permitting. Mikayla is proficient in various design software including ArcGIS, Hec-RAS modeling.



MICAH SOUDER, PE, CFM | Stormwater Phase Manager
Micah is a Civil Engineering Professional with OWN's Joplin Land Development Team. Since joining the firm in 2016 as a Summer Intern, he has progressed through the roles of Design Engineer and Civil Engineering Professional, gaining experience in site development, utility design, grading and drainage, stormwater management, and construction plan preparation. Micah utilizes AutoCAD Civil 3D to develop construction documents and works closely with clients, agencies, and project teams to deliver practical, efficient solutions for land development projects throughout the region.



DAVID ROBINSON, PLS | Survey Phase Manager
David has over 35 years of surveying experience across the Midwest and serves as a Survey Group Leader in OWN's Pittsburg office. A licensed PLS in Missouri, Kansas, Oklahoma, and Arkansas, his experience includes boundary, topographic, easement, and construction surveying for energy, municipal, and development projects. He has also managed survey operations, co-owned a private surveying practice, and served as an adjunct professor.



DAVE BLESSENT | Senior Engineer
Dave came to OWN in 2025 from Earles Engineering & Inspection, Inc., in Salina, Kansas. He is a Senior Designer with more than 20 years of experience supporting municipal civil infrastructure projects. Dave's experience includes preparation and coordination of construction plans, sanitary sewer rehabilitation studies and design, roadway and street improvements, storm sewer and waterline projects, and wastewater treatment plant inspections. He has also served as a resident project representative, providing construction observation, interpreting plans and specifications, and coordinating between owners, contractors, and the public. His AutoCAD experience and practical understanding of municipal standards support efficient project delivery from design through construction.

Project Understanding, Approach & Scope

OWN understands that the City of Winfield requires comprehensive civil engineering services to design public infrastructure improvements serving the parcel located at 1926 Broadway Street, legally described as Lot 1, Block 2, Broadway Estates. We understand that this project, upon completion, will add valuable developable land within City limits. The primary objective of the project is is to develop plans, specifications, and an engineer's probable cost estimates to extend, modify, and construct the infrastructure necessary to connect the site to existing City systems and public rights-of-way. Based on the provided re-plat for "Andes Estates," the site will be subdivided into 14 lots bisected by a new internal roadway, Andes Avenue, requiring robust utility and access integration.

Core Design Requirements

- **Surveying and Site Preparation:** Topographic surveys, verification of surface features, establishment of project control, and comprehensive utility locates to identify and resolve potential conflicts early in the design phase.
- **Street and Access Engineering:** Development of horizontal and vertical geometry, pavement sections, grading, drainage, and necessary pedestrian features for the site, ensuring seamless transition and access to adjacent public infrastructure such as Broadway Street.
- **Water System Extension:** Evaluation of connection points—including the adjacent 8-inch PVC water line along Broadway Street—and the design of water mains, valves, hydrants, and service connections sized to meet City requirements and anticipated site demands.
- **Sanitary Sewer Infrastructure:** Routing and design of gravity sewer mains, service connections, manholes, and cleanouts, carefully evaluating available connection elevations, utility conflicts, and capacity constraints.
- **Storm Drainage Management:** Hydrologic and hydraulic evaluation of the site to establish drainage areas and design flows, followed by the sizing and routing of storm sewers, inlets, culverts, and any required detention facilities or overflow outfalls.

Project Delivery and Administration

The final engineering deliverables will include drainage calculations, technical specifications, engineer's opinions of probable construction cost at major design milestones, and bid-ready construction plans signed and sealed by a Kansas-licensed Professional Engineer. The project approach will also feature segmented pricing for optional bidding assistance and construction-phase administration services such as submittal review, site observations, and record drawing support; allowing the City to authorize these functions as needed.

Project Schedule

Our team has the capacity to begin this project immediately and move efficiently through each phase to keep the project on schedule. At OWN, we take pride in delivering high-quality work on time and within budget. We understand the importance of maintaining momentum, and our team is committed to responsive communication, efficient coordination, and timely deliverables to help move this project forward quickly. The tentative schedule below reflects our ability to mobilize promptly and complete the work within a reasonable and achievable timeframe while maintaining the level of quality our clients expect.

PHASE	TIMELINE
Notice to Proceed / Project Start	October 5-16
Field Survey and Survey Processing	October 19-30
Preliminary Design and Submission	November 2 - December 4
City Review and Comment Resolution	December 7 - January 15
Final Design and Submission	January 18 - February 12
Permitting and Agency / City Review	**February 15 - March 12**
Final Comment Resolution and Plan Approval	March 15-16
Final Bid-Ready Plans and Specifications	April 9

Ability to Meet the City's Needs

The detailed fee proposal that follows aligns with the project schedule and anticipated level of effort for each phase of work. Our approach is focused on providing the services necessary to meet the City's expectations while making efficient use of project funds. The proposed fees reflect the staff, resources, and coordination needed to complete the project within the outlined schedule and deliver quality work within the established budget.



WeAreOWN.com

866.866.2741
info@weareown.com

CIVIL ENGINEERING LAND SURVEYING FIELD SERVICES

Project Proposal for

Water, Sanitary Sewer, Street, & Drainage Design

Winfield, KS

City of Winfield
Patrick Steward
200 E 9th Ave
Winfield, KS 67156

September 10, 2026

Proposal # P26-40-1438

Prepared by OWN, Inc., 107 W. 4th Street, Pittsburg, KS 66762

VERSION 2.6

LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

September 10, 2026

City of Winfield
Patrick Steward
200 E 9th Ave
Winfield, KS 67156

Re: OWN Proposal # P26-40-1438
Water, Sanitary Sewer, Street, & Storm Drainage Design
Lot 1, Block 2, Broadway Estates; 1926 Broadway St.
Winfield, KS

Dear Patrick Steward,

OWN, Inc. appreciates the opportunity to provide City of Winfield ("Client") with a letter of agreement for professional services for your Water, Sanitary Sewer, Street, and Storm Drainage Design ("Project"). We understand the project will be located on Lot 1, Block 2, Broadway Estates in Winfield, KS and consist of engineering design necessary to extend, replace, modify, or construct infrastructure needed to serve the parcel and connect the site to existing City systems and public rights-of-way.

Please find our proposed Scope of Services for this project outlined below.

OWN, Inc. (hereafter referred to as "OWN") agrees to provide its services in accordance with the applicable standards of care for projects of similar geographic location, quality and scope as defined in the included General Conditions. Services shall be completed pursuant to the terms of this Letter of Agreement and incorporated General Conditions (hereinafter referred to as the "Agreement").

SCOPE OF SERVICES

The Scope of Services outlined below is prepared based on the attached RFQ regarding the project.

SURVEYING - Topographic Survey	$7,250

- OWN will perform a topographic survey of the area shown by the attached Site Exhibit to be used for layout and design of improvements. The topographic survey will be performed on the horizontal datum of the Kansas State Plane Coordinate System, South Zone and the North American Vertical Datum of 1988. Items to be depicted and scope will include the following:
    - Set Control/Benchmark(s) on State Plane Coordinate System (If possible to reach State Plane Datum)
    - Locate existing Grades
    - Locate existing Hardscape
    - Locate existing Utilities if marked by owner or their representatives
    - Create Topographic Base Map
    - Create Surface Model at 1 foot Contour Interval
    - Provide AutoCAD Civil 3D Digital Drawing

$7,250

LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

CIVIL ENGINEERING	$62,700

- PUBLIC SANITARY SEWER EXTENSION: A public sewer extension will be required to serve the development. This will consist primarily of an extension consisting of approximately 465 LF from the existing main located on the West side of the property. The sewer main will be extended through the proposed public right-of-way throughout the subdivision. The routing and connection point of the sewer main will be carefully planned and evaluated. For purposes of this proposal, we have assumed that the existing main has sufficient capacity to serve the development and no upgrades or relocations are included in the existing system. Plans will include the following:
    - Plan and Profile with notes
    - Cover sheet w/quantities
    - Pipe type and size will be assumed based on AHJ standards
    - Details
    - Sanitary Sewer Capacity Analysis and Report
    - Submittal to Kansas Department of Health for approval

$9,700

- PUBLIC WATER MAIN LAYOUT: Design approximately 465 LF of public water main along the proposed public right-of-ways throughout the subdivision. The routing and connection point of the water line will be carefully planned and evaluated. For purposes of this proposal, we have assumed that sufficient capacity exists at the connecting mains. Plans will include the following:
    - Plan and Profile
    - Details
    - Water Capacity Analysis and Report
    - Submittal to Kansas Department of Health for approval

$9,500

- SITE DEVELOPMENT PLANS: OWN, Inc. will assist the Client with preparation of site development plans, including approximately 465 LF of new public street, to support design, permitting, and construction of the proposed project. Services will include:
    - Cover sheet with general construction notes, project location, project information, and Client information
    - Site layout and geometry plan to coordinate traffic, utilities, access, sidewalks, and stormwater management

- GRADING AND EROSION CONTROL PLAN: OWN, Inc. will prepare grading and erosion control plans in accordance with applicable KDHE and State of Kansas requirements. Plans may include finish grades, spot elevations, drainage features, and erosion control measures.

- CONSTRUCTION DETAILS: OWN, Inc. will prepare general construction details, which may include pavement sections, stormwater piping, erosion control measures, trenching, and bedding details.

$14,850

- HYDROLOGIC AND HYDRAULIC EVALUATION: OWN will perform a hydrologic and hydraulic evaluation of existing and proposed drainage conditions for the subject parcel in Winfield, Kansas. The evaluation will consider drainage patterns affecting the site and adjacent public improvements and will identify potential impacts associated with proposed site development. The evaluation will include:
    - Cover sheet with general construction notes, project location, project information, and Client information
    - Review of available site information, topographic data, aerial imagery, and other readily available drainage information.
    - Delineation of existing and proposed drainage areas tributary to the site and proposed drainage improvements.



- Determination of appropriate design storm events and design flows in accordance with applicable City of Winfield standards.
- Evaluation of existing drainage facilities, including storm sewers, inlets, culverts, ditches, swales, detention facilities, and other pertinent drainage features.
- Evaluation of existing and proposed overflow routes and outfall conditions.
- Identification of drainage deficiencies or improvements necessary to safely convey runoff through and from the site.

- DRAINAGE IMPROVEMENT DESIGN
  - Based on the hydrologic and hydraulic evaluation, OWN will develop drainage improvements as required to accommodate proposed site conditions and maintain appropriate drainage to adjacent properties and public improvements.
  - OWN will establish design flows, hydraulic capacity requirements, pipe and structure sizes, grades, and other design criteria necessary for the proposed drainage improvements.

- PLANS AND DRAINAGE DOCUMENTATION: OWN will prepare drainage-related construction documents utilizing the City of Winfield's adopted and approved standards and applicable design criteria. Deliverables will include, as appropriate:
  - Drainage calculations and/or a drainage report documenting the hydrologic and hydraulic analysis.
  - Drainage area exhibits.
  - Storm sewer, inlet, culvert, ditch, swale, and detention design information.
  - Plan and profile drawings for proposed drainage improvements, where applicable.
  - Construction details and typical sections.
  - Drainage structure details.
  - Overflow route and outfall details.
  - Estimated construction quantities.
  - Technical specifications or specification notes necessary for construction of the proposed improvements.

- DESIGN STANDARDS
  - All drainage analysis and design will be performed in accordance with applicable City of Winfield standards and criteria, along with generally accepted engineering practices and other applicable regulatory requirements.

$13,500

- CONTRACT DOCUMENTS AND TECHNICAL SPECIFICATIONS: OWN, Inc. will assist the Client with preparation of contract documents for the project, including technical specifications, to support bidding and construction in accordance with applicable standards and agency requirements. Contract documents will be prepared using EJCDC, KDOT boilerplate documents, or other applicable agency-required documentation such as City of Winfield standards, as appropriate for the project. Services include the following:
  - Preparation of technical specifications describing materials, workmanship, and construction requirements for the project
  - Coordination and integration of technical specifications with the construction plans
  - Assembly and coordination of contract document components, including technical provisions and agency-required forms
  - Incorporation of applicable Funding or Regulatory Agency requirements into the contract documents, as required
  - Coordination with the Client and applicable agencies regarding contract document requirements and revisions
  - Assistance with preparation of final contract documents for bidding and construction
  - Preparation and organization of final bid document sets for posting in the online plan room
  - Preparation and delivery of hard copy bid documents to prospective bidders upon request, in accordance with the costs outlined in the bidding documents



  - Preparation and organization of final contract document sets, including executed award documents, for distribution to the Client, Contractor, and applicable agencies
  - Revisions to contract documents, as required in response to agency review comments (if applicable)
- Contract documents and technical specifications are prepared to support the bidding and construction process in accordance with applicable document standards and agency requirements.

$4,000

- BIDDING AND NEGOTIATION SERVICES: OWN, Inc. will assist the Client with bidding and negotiation services to support solicitation, evaluation, and award of construction bids in accordance with the contract documents and applicable requirements. Services include the following:
  - Posting and distribution of bidding documents (plans, specifications, and contract documents) through an online plan room
  - Distribution of hard copy bidding documents to prospective bidders upon request, in accordance with the costs outlined in the bidding documents
  - Administration of the bidding period, including responding to bidder questions and preparation and issuance of addenda, as required
  - Attendance at the bid opening and assistance with receipt and documentation of bids
  - Review of bid submissions for completeness and general qualification requirements
  - Preparation of bid tabulation and recommendation documentation
  - Coordination with the Client and applicable Funding or Regulatory Agencies regarding bid review and concurrence, when required
  - Preparation and coordination of award-related documents, including contract forms and supporting materials
  - Coordination with the Client, selected Bidder, and Client's Project Attorney, as applicable, to complete contract execution
  - Preparation and assembly of executed contract document books for the Client, Contractor, Project Attorney, and applicable agencies
  - Preparation and issuance of the Notice to Proceed
  - Preparation of documentation required for the pre-construction meeting and coordination of the pre-construction conference schedule
- Bidding and negotiation services conclude upon completion of the pre-construction meeting.

$6,150

PROJECT MEETINGS	FEE HOURLY, ESTIMATED $5,000

- OWN assumes that the Client will set up bi-weekly coordination meetings for the design life of the project. These weekly meetings will be billed at time and materials per OWN's standard hourly rates in addition to the amounts shown above.

CONSTRUCTION ADMINISTRATION SERVICES	$10,000

- CONSTRUCTION ADMINISTRATION SERVICES: OWN, Inc. will assist the Client with construction administration services during the construction phase of the project to support coordination, documentation, and agency compliance. Services include the following:
  - Coordination with the Client and contractor throughout construction
  - Participation in construction meetings and coordination activities, as applicable to the project
  - Review of contractor submittals, shop drawings, and product data for general conformance with the design intent
  - Review of contractor pay applications
  - Review of change orders and contract modifications, as requested by the Client



  - Coordination with the contractor regarding requests for information (RFIs) and clarification of design-related questions
- Construction administration services are limited to administrative and coordination activities. Construction means, methods, sequencing, and site safety remain the responsibility of the contractor.

PERIODIC INSPECTION SERVICES	$28,000

- CONSTRUCTION ADMINISTRATION SERVICES: OWN, Inc. will assist the Client with construction administration services during the construction phase of the project to support coordination, documentation, and agency compliance. Services include the following:
  - Coordination with the Client and contractor throughout construction
  - Participation in construction meetings and coordination activities, as applicable to the project
  - Review of contractor submittals, shop drawings, and product data for general conformance with the design intent
  - Review of contractor pay applications
  - Review of change orders and contract modifications, as requested by the Client
  - Coordination with the contractor regarding requests for information (RFIs) and clarification of design-related questions
- Construction administration services are limited to administrative and coordination activities. Construction means, methods, sequencing, and site safety remain the responsibility of the contractor.

RECORD DRAWINGS	$6,200

- RECORD DRAWINGS: OWN, Inc. will assist the Client with preparation of record drawings to document project construction based on construction inspection records and documentation provided by the contractor. Record drawings are intended to reflect general as-constructed conditions at the completion of the project. Services include the following:
  - Review of construction inspection records, field notes, and documentation collected during the construction phase
  - Review of contractor-provided record information, redline drawings, and supporting documentation
  - Incorporation of documented changes into the construction plans to develop record drawings
  - Coordination with the contractor and Client to clarify record information, as needed
  - Preparation of record drawing sets suitable for Client records and project closeout
- Record drawings are compiled from available inspection information and contractor-provided documentation and are not intended to represent a survey or verification of exact field conditions.
- Services conclude upon delivery of the record drawings to the Client.

TOTAL FEE FOR THE ABOVE SERVICES	**$119,150**

Reimbursable Expenses
The Client shall be responsible for all reimbursable expenses incurred during the project, including a 15% markup on up-front reimbursable expenses if required to be paid by OWN. Typical reimbursable expenses may include travel, mileage, printing, delivery or courier services. The Client is responsible for Client submittal fees, Client review fees, state submittal fees, state review fees, permit fees, etc.

Assumptions
OWN has made several assumptions in the preparation of this proposal. These assumptions and subsequent explanations are as follows.

- Anticipated Period of Performance
    - The services outlined in this proposal are anticipated to be completed within approximately 6 months from receipt of written authorization to proceed, assuming normal and timely review periods by the Client and applicable regulatory, utility, or Funding Agencies.
    - This proposal assumes:
        - Review durations consistent with typical Agency and funding review cycles
        - Timely receipt of Client decisions, information, and direction
        - No material changes to project scope, regulatory requirements, or funding conditions
    - If the project is delayed or extended beyond this anticipated period of performance due to circumstances outside of OWN's control—including but not limited to extended agency reviews, funding delays, permitting delays, or Client-directed holds—additional services or fee adjustments may be required and will be addressed through a supplemental agreement or contract amendment.
- In addition, if the project extends beyond the anticipated period of performance, OWN reserves the right to apply updated billing rates or fee schedules in effect at the time the additional services are performed.
- OWN assumes that all right-of-ways, easements, property ownership issues, and private utilities affecting the project will be provided by Client to OWN. OWN will make a Utility Locate call to identify public utilities; however, OWN assumes that all public utilities will be located accurately by the Utility Locator. OWN also assumes that all private utilities will be marked properly by the Client. OWN cannot be held liable for any mis-marked or unmarked utilities, which may result in plan revisions, project delays, change orders, and/or additional services.
- Dry utility connection points shown on OWN's plans are approximate unless OWN has received specific information from the Client or utility company as to the actual connection location. OWN suggests that the Client begin its service requests with the utility companies early in the planning and design process to avoid unacceptable service connection locations.
- Public utilities are available at the project boundaries.
- Any available construction details as well as prior approved plans for similar facilities that the Client has in its possession will be provided to OWN.
- OWN should be informed of any special requirements for the handling, disposal, or transportation of soils.
- The Phase I ESA scope of work does not include third-party reliance to others as their specific needs and risk criteria cannot be known. If other parties will require formal reliance upon the report, please have them contact OWN, Inc. to establish mutually agreed upon terms, conditions, reporting requirements, and a corresponding scope revision and third-party reliance fee.
- The Client may benefit from a chain of title report and detailed research beyond the ASTM E1527-13 scope. These and other items that are not included in the typical Phase I ESA scope can be added for additional fee at the Client's request.
- Per ASTM E1527-13, no environmental sampling or testing of soil, water, waste, building materials, materials stored on the site, mold, or hazardous materials will be completed for the Phase I ESA.
- Evaluation of the potential presence of protected flora and fauna species, habitat, and wetlands at the site are excluded from the Phase I ESA scope.
- **The above fees are based on one review cycle by the reviewing authority. Additional review will be an additional expense.
- **Filing/Application/Permit Fees will be paid by the Client or others.

LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

Additional Service Items
Should Client request work not specifically described and included in this Agreement, such as additional services, OWN shall provide the Client with a written scope and fee for these services. OWN shall not commence work on additional services without Client's prior approval in writing or as otherwise authorized.

COMPENSATION

Compensation for OWN's services shall be a combination of Lump Sum fixed fee and hourly allowances in the amount of **$119,150** Any hourly services will be invoiced in accordance with the current OWN, Inc. Fee Schedule attached hereto. The OWN, Inc. Fee Schedule is subject to adjustment on an annual basis from the date of this agreement. Reimbursable expenses are in addition to the amounts shown herein.

These financial arrangements are proposed with the assumption that Project invoices will be paid promptly and the Project will progress orderly and continuously. Invoices are due upon receipt regardless of whether the Client has been, or is to be, reimbursed by any other party. In the event Client disputes any invoice item, Client shall give OWN written notice of such disputed item within five (5) days after receipt of such invoice and shall pay to OWN the undisputed portion of the invoice according to the General Conditions hereof. A service charge of 1.5% per month is assessed on accounts 45 days past due.

SCHEDULE FOR SERVICES

Unless otherwise agreed, OWN would expect to begin performing its services under this Agreement promptly upon Client signature with a mutually agreed schedule thereafter, exclusive of delays beyond OWN's control.

TERMS AND CONDITIONS

1. General Conditions and our Fee Schedule are provided for Client review and approval and are made part of this Agreement. OWN's fee schedule is subject to annual calendar year adjustments.

2. Due to the very limited benefit OWN will derive from this Project compared to that of other parties involved, including Client, Client AGREES THAT TO THE FULLEST EXTENT PERMITTED BY LAW TO LIMIT THE TOTAL LIABILITY OF OWN, INC. TO Client, OR ANY OTHER PARTY USING OR RELYING ON OWN's WORK, FOR ANY AND ALL INJURIES, CLAIMS, LOSSES, EXPENSES OR DAMAGES WHATSOEVER ARISING OUT OF OR IN ANY WAY RELATING TO THE WORK, THE PROJECT, OR THIS AGREEMENT FROM ANY CAUSE OR CAUSES INCLUDING BUT NOT LIMITED TO NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, OR BREACH OF AGREEMENT, TO THE GREATER OF THE TOTAL AMOUNT PAID BY THE Client FOR THE SERVICES UNDER THIS AGREEMENT OR AN AGGREGATE TOTAL OF $25,000 FOR ALL PARTIES, WHICHEVER IS THE GREATER.

The Agreement represents the entire understanding between Client and OWN with respect to the Project and may only be modified in writing signed by both parties. This proposal will be open for acceptance for a period of thirty (30) days from the date set forth above, unless changed by OWN in writing.

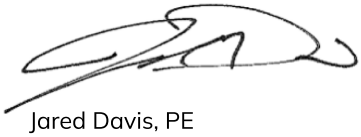
Thank you for the opportunity to provide professional services for this project, we look forward to working together. Let us know if you have any questions or need any additional information. Please sign in the space provided and return an executed original to OWN.

LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

Sincerely,

OWN, Inc.





Brandon F. Seiwert, CPESC	Jared Davis, PE	Joshua Oathout, PE
Team Leader	Vice President , Division Leader	Group Leader

The signer below acknowledges they have full authority to bind the Client to this Agreement. The signature indicates authorization to proceed and that the Client has reviewed and accepted this Letter of Agreement for Professional Services and General Conditions.

City of Winfield

Signature: _____

Name: _____

Title: _____

Date: _____

Client Representative (if different from above): _____

Client Accounts Payable Information

AP Contact Name:_____ AP Contact Phone Number: _____

AP Email Address: _____

GENERAL CONDITIONS
TO PROPOSED LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

1. PAYMENT TERMS: OWN will submit invoices to Client monthly and/or upon completion of services. Payment is due upon receipt regardless of whether Client has been, or is to be, reimbursed by any other party. Client agrees to pay a service charge of one-and-one-half percent (1½%) per month on accounts 45 days past due. If requested by Client, LIEN WAIVERS WILL BE PROVIDED UPON PAYMENT. All collection costs, including OWN's reasonable attorney fees will be assessed to Client which Client agrees to pay.

2. INSURANCE: OWN agrees to maintain statutory Worker's Compensation, Employer's Liability Insurance, General Liability Insurance, and Automobile Insurance coverage for the duration of this Agreement. Additionally, OWN will maintain Professional Liability Insurance for OWN's negligent acts, errors, or omissions in providing Services pursuant to this Agreement. Certificates of insurance evidencing such coverage will be provided, if requested.

3. STANDARD OF CARE: OWN will use that degree of care and skill ordinarily exercised under similar conditions by members of the profession currently practicing in the same or similar locality and at the same time. OWN agrees to perform the services in as timely a manner as is consistent with the professional standard of care and to comply with applicable laws, regulations, codes and standards that relate to the services and that in effect as of the date when the services are provided. NO OTHER REPRESENTATION, WARRANTY, OR GUARANTEE EXPRESSED OR IMPLIED IS MADE OR INTENDED BY PROPOSAL, SERVICES PERFORMED OR BY FURNISHING ORAL OR WRITTEN REPORTS.

4. RISK ALLOCATION: Due to the very limited benefit OWN will derive from this Project compared to that of other parties involved, including Client, Client AGREES THAT TO THE FULLEST EXTENT PERMITTED BY LAW TO LIMIT THE TOTAL LIABILITY OF OWN, INC. TO Client, OR ANY OTHER PARTY USING OR RELYING ON OWN's WORK, FOR ANY AND ALL INJURIES, CLAIMS, LOSSES, EXPENSES OR DAMAGES WHATSOEVER ARISING OUT OF OR IN ANY WAY RELATING TO THE WORK, THE PROJECT, OR THIS AGREEMENT FROM ANY CAUSE OR CAUSES INCLUDING BUT NOT LIMITED TO NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, OR BREACH OF AGREEMENT, TO THE GREATER OF THE TOTAL AMOUNT PAID BY THE Client FOR THE SERVICES UNDER THIS AGREEMENT OR AN AGGREGATE TOTAL OF $25,000 FOR ALL PARTIES, WHICHEVER IS THE GREATER.

5. RIGHT-OF-ENTRY: Client shall furnish right-of-entry on the property for OWN employees, agents, and subcontractors to perform the service and represents that it has obtained the needed permits and licenses for the Project. OWN will take reasonable precautions to minimize damage to the property caused by its operations, but have not included in the fee the cost of restoration of damage which may result. If Client desires OWN to restore the property to its former condition, OWN will accomplish this and add the cost to the fee.

6. OWNERSHIP OF DOCUMENTS: Unless provided otherwise, all documents including but not limited to drawings, electronic files, specifications, reports, boring logs, field notes, laboratory test data, calculations and estimates prepared by OWN as instruments of service pursuant to this Agreement, shall be the sole property of OWN. Client agrees that all documents of any nature furnished to Client or Client's agents or designate, if not paid for, will be returned upon demand and shall not be used by Client for any purpose whatsoever. Client further agrees that under no circumstance shall any documents produced by OWN, pursuant to this Agreement, be used at any location or for any Project not expressly provided for in this Agreement without the written permission of OWN. Any unauthorized use or modification of such documents shall be at Client'S sole risk and Client shall indemnify, defend and hold harmless OWN against any liability arising from or related to such unauthorized use or modification. At the request and expense of the Client, OWN will provide the Client with copies of documents created in the performance of the work for a period not exceeding one year following completion of service.

7. DELIVERY OF ELECTRONIC FILES: In accepting and utilizing any drawings, reports and data on any form of electronic media generated and furnished by OWN, the Client agrees that all such electronic files are instruments of service of OWN, who shall be deemed the author, and shall retain all common law, statutory law and other rights, including copyrights.

The Client agrees not to reuse these electronic files, in whole or in part, for any purpose other than for the Project. The Client agrees not to transfer these electronic files to others without the prior written consent of OWN. The Client further agrees to indemnify OWN against any and all claims against OWN resulting in any way from any unauthorized changes to or reuse of the electronic files for any other project by anyone other than OWN. The Client and OWN agree that any electronic files furnished by either party shall conform to the specifications agreed upon in the contract. Any changes to the electronic specifications by either the Client or OWN are subject to preview and acceptance by the other party. Additional services by OWN made necessary by changes to the electronic file specifications shall be compensated for as Additional Services.

Electronic files furnished by either party shall be subject to an acceptance period of 30 days during which the receiving party agrees to perform appropriate acceptance tests. The party furnishing the electronic file shall correct any discrepancies or errors detected and reported within the acceptance period. After the acceptance period, the electronic files shall be deemed to be accepted and neither party shall have any obligation to correct errors or maintain electronic files. The Client is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by OWN and electronic files, the signed or sealed hard-copy construction documents shall govern.

In addition, the Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless OWN, its officers, directors, employees and sub- consultants (collectively, OWN) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising from any changes made by anyone other than OWN or from any reuse of the electronic files by Client or anyone else to whom Client has provided the electronic files without the prior written consent of OWN.

Under no circumstances shall delivery of electronic files for use by the Client be deemed a sale by OWN and OWN makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall OWN be liable for indirect or consequential damages as a result of OWN's services or the Client's use or reuse of the electronic files.

8. SAFETY: Should OWN provide any services at the job site during construction, Client AGREES that, in accordance with generally accepted construction practices, the contractor will be solely responsible for working conditions on the job site, including safety of all persons and property during the performance of the work, and compliance with OSHA regulations, and these requirements will apply continuously and not limited to normal working hours.

9. NO RESPONSIBILITY FOR CONTRACTOR'S PERFORMANCE:

GENERAL CONDITIONS
TO PROPOSED LETTER OF AGREEMENT FOR PROFESSIONAL SERVICES

OWN shall have no control over and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for construction safety precautions and programs. OWN shall not be responsible for safety precautions, the quality of any contractor's work, acts or omissions of any contractor, subcontractor, supplier, or other person at the Project site, or for the failure of any of them to carry out their work in accordance with all applicable laws, regulations, codes and standards, or the construction documents.

10. Client'S OBLIGATIONS: Client shall, at its sole expense: (i) provide all information and documentation regarding Client requirements, the existing site, and planned improvements necessary for the orderly progress of the services; (iii) site restoration and repair, as needed following field investigations; (iv) establish and update a Project budget, which shall include a contingency to cover additional services as may be required by changes in the design or services; and (v) timely respond to requests for information and timely review and approve all design deliverables. OWN shall be entitled to rely on all information and services provided by Client.

11. ENVIRONMENTAL HAZARDS: Client acknowledges that the services do not include the detection, investigation, evaluation, or abatement of environmental conditions encountered by OWN in performance of the services, including but not limited to mold, lead, asbestos, PCBs, hazardous substances (as defined by Federal, State or local laws or regulations), contaminants, or toxic materials that may be present at the Project site. Client shall indemnify, defend and hold OWN harmless from and against any and all claims relating to the actual or alleged existence or discharge of such materials.

12. LOCATION OF EXISTING MAN-MADE OBJECTS AND DIFFERING, CONCEALED OR UNKNOWN CONDITIONS: It shall be the responsibility of the Client or his authorized representative to disclose the presence and accurate location of all subsurface man-made objects relative to the work being performed. Furthermore, IF OWN encounters conditions at the Project site that are (1) subsurface or otherwise concealed physical conditions that differ materially from those indicated in the information provided to OWN or (2) unknown physical conditions of an unusual nature that differ materially from those ordinarily found to exist and generally recognized as inherent in construction activities provided for in this Agreement, OWN will, if practicable, promptly notify Client before conditions are disturbed. Subsurface condition identification is limited to only those points where samples are taken. The nature and extent of subsurface condition variations across the site may not become evident until construction. OWN assumes no liability for site variations differing from those sampled or changed conditions discovered during construction. If the differing, concealed, or unknown conditions cause an increase in OWN's cost of, or time required for performance of any part of the Services, OWN's compensation and time for performance will be equitably increased. Client AGREES to waive, indemnify, defend and save harmless OWN from all claims, suits, losses and expenses (including but not limited reasonable attorney's fees) resulting from differing, concealed or unknown conditions.

13. SUSPENSION OF SERVICES/TERMINATION: OWN may suspend performance immediately upon becoming aware of a breach of the terms of this agreement by the other party and provide notice of its intention to terminate. In the event OWN determines there may be a significant risk that OWN's invoices may not be paid on a timely basis OWN may suspend performance and/or retain any reports or other information until Client provides OWN with adequate assurances of payment. The filing of a voluntary or involuntary bankruptcy petition, appointment of a receiver, assignment for the benefit of creditor or other similar act of insolvency shall constitute a breach. Termination will become effective fourteen (14) calendar days after receipt of notice by the breaching Client unless the event(s) giving rise to the breach are remedied within that time frame.

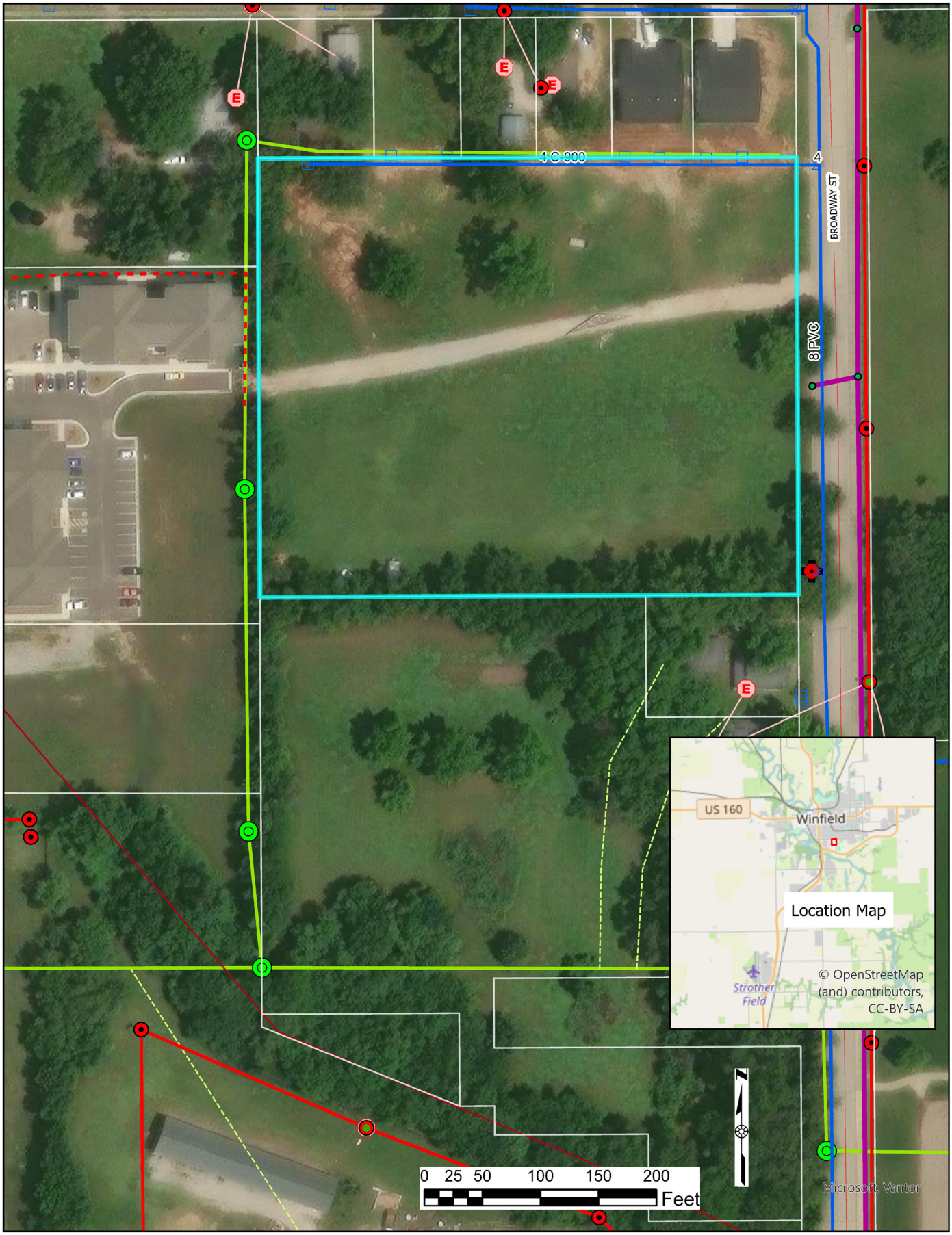
14. FORCE MAJEURE: OWN will not be liable to Client for delays in performing the services or for any costs or damages that may result from: labor strikes; riots; war; acts of terrorism; pandemics; epidemics; acts or omissions of governmental authorities, the project Client or third parties; extraordinary weather conditions or other natural catastrophes; acts of God; unanticipated site conditions; or other acts or circumstances beyond the control of OWN.

15. INDEMNITY: OWN agrees to indemnify and hold harmless the Client and its officers, directors and employees from and against losses, damages, judgments and expenses (including reasonable attorney's fees) (collectively "Losses") provided that such Losses are caused, on a comparative basis of fault, by the negligent acts, errors and omissions of OWN or their consultants in the performance of the services pursuant to this Agreement.

16. NO THIRD-PARTY BENEFICIARIES: This Agreement is solely for the benefit of OWN and Client. Nothing herein is intended in any way to benefit any third party or otherwise create any duty or obligation on behalf of OWN or Client in favor of such third parties. Further, OWN assumes no obligations or duties other than the obligations to Client specifically set forth in this Agreement. OWN shall not be responsible for Client obligations under any separate agreement with any third-party.

17. GOVERNING LAWS: This Agreement shall be governed in all respects by the laws of the State of Missouri.

18. CERTIFICATIONS/CONSENTS: OWN shall not be required to execute certificates or consents that would require knowledge, services or responsibilities beyond the scope of this Agreement, and shall not be required to sign any documents that would result in OWN having to certify the existence of conditions whose existence OWN cannot ascertain. Any certificate will state that it is based on the best of the OWN's knowledge, information and belief.


4 C 900
4
BROADWAY ST
8 PVC
US 160
Winfield
Location Map
Strother Field
© OpenStreetMap (and) contributors, CC-BY-SA
0 25 50 100 150 200
Feet
Microsoft, Vantor

"Andes Estates"

A RE-PLAT OF LOT 1, BLOCK 2, BROADWAY ESTATES
A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 32 SOUTH, RANGE 4 EAST OF THE 6TH P.M., WINFIELD, COWLEY COUNTY, KANSAS



FOR REVIEW 8/18/26

SCALE: 1" = 30'

LEGAL DESCRIPTION

Lot 1, Block 2, Broadway Estates, a subdivision in the Northeast Quarter of Section 33, Township 32 South, Range 4 East of the 6th P.M., Winfield, Cowley County, Kansas.

SURVEYOR'S CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

I, the undersigned, do hereby certify that I am a registered land surveyor in the State of Kansas, with experience and proficient in land surveying; that the hereinbore described property of land was surveyed and subdivided by me, or under my supervision; that all Subdivision Regulations of the City of Winfield, Cowley County, Kansas, have been complied with in the preparation of this plat; and that all of the monuments shown herein actually exist and their positions are correctly shown to the best of my knowledge and belief.

Chris A. Meinen
KANSAS P.S. NO. 1489

COUNTY SURVEYOR'S CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

I, the undersigned, Michael A. Work, do hereby certify that this plat meets the requirements of K.S.A. 58-2005, the face of this plat was reviewed for compliance with the Kansas Minimum Standards for boundary surveys. No field verification was implied. This review is for survey information only.

Michael A. Work, County Surveyor
KANSAS P.S. NO. 1160

OWNER'S CERTIFICATION AND DEDICATION

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

This is to certify that the undersigned owner(s) of the land described in the Survey Certificate; have caused the same to be surveyed and subdivided into Blocks and Lots on the accompanying plat under the name of "Broadway Estates", and further that the land contained herein is held and shall be conveyed subject to and restrictions, reservations, and covenants on file or hereafter filed in the Office of the Register of Deeds of Cowley County, Kansas.

Tommy J. Andes

Date Signed

Sharon M. Andes

Date Signed

NOTARY CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by

_____, Notary Public

(SEAL)

My appointment expires: _____

NOTARY CERTIFICATE

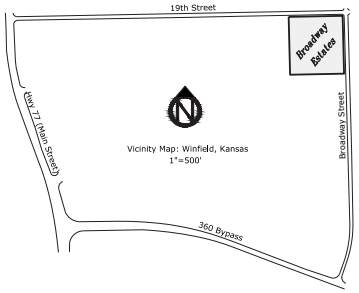
STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by

_____, Notary Public

(SEAL)

My appointment expires: _____



LEGEND OF SYMBOLS:

- ○ 1/2" Rebar Found
- ● 1/2"x24" Rebar-cap#85 Found
- ⬟ 1/2"x24" Rebar-cap#85 Set
- △ Section Corner

CITY PLANNING COMMISSION CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

This plat of "Andes Estates" has been submitted to and approved by the Winfield Planning Commission this ____ day of _____, 20____.

Chair: Michael Kelley

Secretary: Patrick Steward

CITY COUNCIL CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

The dedications shown on this plat have been accepted by the City of Winfield, Kansas, this ____ day of _____, 20____.

Mayor: Greg Thompson

ATTEST: (SEAL)

City Clerk: Tonia Richardson

CERTIFICATE OF THE CITY ATTORNEY

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

Approved this ____ day of _____, 20____.

City attorney for the City of Winfield, Kansas.

City Attorney: William E. Muret

COUNTY TREASURER CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

I hereby certify that the taxes on the included tracts are current.

Maci DeCoudres — Date Signed
Cowley County Treasurer

REGISTER OF DEEDS CERTIFICATE

STATE OF KANSAS)
) ss
COUNTY OF COWLEY)

This is to certify that this instrument was filed for record in the Register of Deeds Office at ____ a.m./p.m., on the ____ day of _____, 20____.

Book _____ Page _____

(SEAL)

Toni A. Long, Cowley County Register of Deeds

TRANSFER RECORD

Entered for transfer record this ____ day of _____, 20____.

(SEAL)

Karen Madison, Cowley County Clerk

NOTES:

- Surveyor has made no investigation or independent search for easements of record, encumbrances, vacated lands, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose.
- Bearings for this survey are based on an assumed N88°51'42"E for the North Line of the Northeast Quarter, 33-32S-4E.
- This subdivision contains 4.03 acres, more or less, and is currently zoned as R-3 (High-Density Residential).
- This subdivision plat is prepared for Tom Andes, 19150 151st Road, Winfield, KS 67156.

SMITH + OAKES
P.O. BOX 696 / 110 W BRYANT RD, ARKANSAS CITY, KS 67005
PHONE / 620-442-4756 / INFO@SMITHANDOAKES.COM

DATE: 08/06/2026	DRAWN BY: GDF	SHEET: 1 OF 1	PROJECT # 46-011

References

Schuber Mitchell Homes

Kit Eaker, Director of LEAD
417.626.7000

Prospect Village

Drew Snyder, Woodsonia Development
402.669.1163

Discovery Park

Brian Maenner, Intrinsic Development
573.449.9902



City of Winfield, Kansas
Andes Estates

Street and Municipal Infrastructure Improvements

September, 2026

SMITH + OAKES

ASM Engineering Consultants

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SMITH + OAKES

ASM Engineering Consultants

SMITH + OAKES
CIVIL ENGINEERING / LAND SURVEYING

P.O. BOX 696
110 W BRYANT RD
ARKANSAS CITY, KS 67005
OFFICE / 620-442-4756
FAX / 620-442-0461
WWW.SMITHANDOAKES.COM

September 10, 2026
City of Winfield
Attn: Patrick Steward
Director of Public Improvements
200 E 9th Avenue
Winfield, KS 67156

Re: Proposal for Professional Engineering Services
Lot 1, Block 2, Broadway Estates Public Infrastructure Improvements

Dear Mr. Steward,

Smith & Oakes, in partnership with ASM Engineering Consultants, LLC, is pleased to submit the following proposal for the Lot 1, Block 2, Broadway Estates – 1926 Broadway Street Public Infrastructure Improvements project.

Our project team brings the engineering experience, technical expertise, and local knowledge necessary to provide quality, cost-effective, and timely services for this project.

Enclosed in this proposal, you will find an overview of Smith & Oakes' and ASM Engineering Consultants' qualifications and relevant experience, an introduction to our project team, and an outline of our proposed approach to the project.

While the end result of this project will be the construction of new public infrastructure, we want to emphasize our understanding that these improvements are more than just roads, sewers, and waterlines; they are part of the overall plan for the future economic development of the community. These improvements are meant to attract families to Winfield, and therefore the design must be approached with this overarching philosophy. Every design detail, no matter how small or seemingly insignificant, is actually an incentive for future families to call Winfield home.

As there are no foreseeable conflicts of interest, please review this proposal with the assurance that Smith & Oakes and ASM Engineering Consultants are fully committed to the successful completion of the project and to providing responsive, professional service throughout its duration.

We appreciate the opportunity to submit this proposal and look forward to the possibility of working with you. If you have any questions or require any additional information, please do not hesitate to contact us.

Respectfully submitted,

Chris Meinen, President
Smith & Oakes, Inc.

Ryan McCune, President
ASM Engineering Consultants, LLC

SMITH + OAKES
ASM Engineering Consultants

Scope of Work

PROJECT OVERVIEW

The City of Winfield is seeking engineering design services to extend, replace, modify, or construct the infrastructure necessary to serve Lot 1, Block 2, Broadway Estates, located in Winfield, Cowley County, Kansas. The proposed improvements will connect the site to existing City utility systems and public rights-of-way. Smith & Oakes and ASM Engineering Consultants will provide a collaborative, client-focused approach centered on clear communication, efficient project delivery, and a shared understanding of the City's goals. Our team will work closely with the City throughout the project to develop practical solutions that meet current needs while considering future development.

PROJECT MANAGEMENT AND COORDINATION

ASM Engineering will provide overall project management and coordinate the design process from project initiation through completion. The Project Manager will facilitate a kickoff meeting with the City of Winfield, Smith & Oakes, and other applicable stakeholders to establish project objectives, responsibilities, schedule, and design requirements. The project team will review available plats, record drawings, utility maps, development information, and other relevant background documentation. Applicable permits, approvals, utility coordination requirements, and agency reviews will also be identified early in the process.
Progress meetings and design reviews will be scheduled at key project milestones to review the design, address City comments, and maintain the project schedule.

SURVEYING AND EXISTING CONDITIONS

Smith & Oakes will perform the topographic and design survey of the proposed improvement area. The survey will document existing surface features and available utility information necessary to support the design. Project control points and benchmarks will be established for design and future construction staking. Smith & Oakes will also coordinate with Kansas One-Call for utility locates and incorporate available subsurface utility information into the design documents. Survey information will be provided to ASM Engineering for use in developing the proposed infrastructure improvements.

WATER SYSTEM DESIGN

ASM Engineering will develop the water system design based on the survey information, existing conditions, and City requirements. The design team will evaluate connection points to the existing City water system and determine appropriate routing to serve the parcel. The design will include the necessary water mains, service connections, valves, hydrants, fittings, and associated appurtenances. System sizing and layout will be developed in accordance with City of Winfield standards while considering anticipated future demands for the site. Construction plans will identify grades, depths, crossings, and potential utility conflicts. ASM Engineering will also prepare applicable construction details, quantities, and technical specifications in accordance with the City of Winfield's adopted standards.

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SANITARY SEWER DESIGN

ASM Engineering will develop the sanitary sewer design based on existing conditions, survey information, and City requirements. The design team will evaluate available connection points, elevations, capacity considerations, and feasible routing to serve the parcel. The design will include the required gravity sewer mains and/or service connections, manholes, cleanouts, and associated appurtenances. Construction plans will identify grades, depths, crossings, and potential utility conflicts. ASM Engineering will also prepare applicable construction details, quantities, and technical specifications in accordance with the City of Winfield's adopted standards.

STREET AND ACCESS DESIGN

ASM Engineering will design the street, driveway, and access improvements necessary to serve the parcel and connect to existing public infrastructure. The design will include horizontal and vertical geometry, pavement sections, curb and gutter, sidewalks or pedestrian features where required, and transitions to existing improvements. The design team will evaluate grading, drainage, sight distance, accessibility, and other construction considerations. ASM Engineering will prepare plan and profile sheets, typical sections, construction details, quantities, and technical specifications in accordance with the City of Winfield's adopted standards.

STORM DRAINAGE DESIGN

ASM Engineering will evaluate existing and proposed drainage conditions affecting the site and adjacent public improvements. This will include hydrologic and hydraulic analysis necessary to determine appropriate stormwater improvements for the project. The storm drainage design may include storm sewer, inlets, culverts, ditches, swales, detention, and other improvements as required. Plans will identify drainage areas, design flows, pipe and structure sizing, overflow routes, and outfall conditions. ASM Engineering will prepare applicable drainage calculations and/or a drainage report, along with plans, profiles, construction details, quantities, and technical specifications in accordance with the City of Winfield's adopted standards.

UTILITY COORDINATION AND CONFLICT RESOLUTION

Smith & Oakes and ASM Engineering will coordinate with affected utility providers to identify and address known utility conflicts within the project area. Proposed water, sanitary sewer, street, and storm drainage improvements will be coordinated as an integrated design to minimize conflicts and support efficient construction.

PLANS, SPECIFICATIONS, AND COST ESTIMATES

Smith & Oakes and ASM Engineering will prepare preliminary and final construction plans suitable for City review, permitting, bidding, and construction. Technical specifications, bidding plans and quantities, and bid items will be developed in accordance with City of Winfield standards and applicable industry practices. Comments received during City review will be incorporated into the final design documents. ASM will prepare an Engineer's Opinion of Probable Construction Cost for the major scopes of work, including water, sanitary sewer, street, and storm drainage improvements. Final construction documents will be signed and sealed by a Professional Engineer licensed in the State of Kansas and submitted with the required permit documentation.

OPTIONAL: BIDDING AND CONSTRUCTION-PHASE SERVICES

If requested by the City of Winfield, ASM Engineering can provide bidding and construction-phase services for the proposed improvements. Bidding services include assistance with bid advertisement, pre-bid meetings, bidder questions, addenda, bid tabulation, and recommendation of award. During construction, ASM Engineering can provide construction administration services as authorized by the City. Services may include attendance at the preconstruction meeting, review of shop drawings and submittals, responses to requests for information, preparation of change orders, periodic site visits, review of pay applications, substantial completion inspection, punch list preparation, and record drawing support.

SUMMARY

Smith & Oakes and ASM Engineering Consultants will provide an integrated approach to the development of infrastructure improvements for Lot 1, Block 2, Broadway Estates in Winfield, Cowley County, Kansas. By combining surveying, engineering design, and project management expertise, our team will deliver coordinated infrastructure improvements that meet City standards, support the proposed development, and accommodate future needs.

Qualifications & Experience, S&O

Smith & Oakes, Inc. was founded in August of 1981. The Firm was originally conceived and managed by Garry E Smith, P.E., L.S. who formulated the belief that a satisfied client is a repeat client. This belief, to this day, is the core basis of our operations. Mr. Al J. Oakes, P.E., L.S., joined the Firm in 1983 and the Firm operated as a sole proprietorship until January 1991 when it was incorporated under the name Smith & Oakes, Engineer/Land Surveyors, P.A.

In 2010, after working with Mr. Oakes for more than a decade, Chris A • Meinen, L.S. and Greg D. Frederick, L.S. restructured under the name Smith & Oakes, Inc. Since inception, we have continued to grow our reputation as a firm capable of combining the resources and versatility of larger engineering and surveying firms with the smaller firm advantage of personalized service. Smith & Oakes, Inc. has grown to offer many personalized services in the world of civil engineering design for private industry and public works facilities, land surveying, construction staking, project management, and inspection for both public and private sectors.

SMITH & OAKES SERVICES

Land Surveying

- Land Surveying (GPS and Ground)
- Topographic Survey
- Boundary Surveys
- Residential/Commercial/Rural Lot Splits
- Preparation of Legal Descriptions
- Subdivision Platting
- Construction and Grade Staking



Civil Engineering

- Subdivision Design
- Water System Design
- Sanitary Sewer System Design
- Street and Highway Design
- Grading and Earthwork Design
- Cost Analysis
- Rezoning and Permit Application
- Public Work Administration Assistance





SMITH + OAKES

ASM Engineering Consultants

Qualifications & Experience, ASM

ASM Engineering Consultants, LLC is a Kansas-based engineering firm with offices in Andover and Olathe. We have a strong Midwestern presence and continue to grow, combining innovative technology with proven engineering practices.

Founded in 2007, ASM is known for delivering solutions on complex, fast-paced projects. Our portfolio ranges from small agricultural expansions to large-scale industrial facilities. ASM believes successful project delivery goes beyond calculations. It is about understanding our clients' goals and helping them achieve practical, effective outcomes.

Licensed in 39 states, our 21-person team brings experience across a wide range of civil and structural engineering challenges. We specialize in civil design, investigation, and assessment, with expertise in grading, utilities, road design, and permitting for industrial and commercial facilities. Our work is recognized for being both constructible and durable, whether for new construction or modifications to existing infrastructure.

ASM moves quickly and works efficiently, but never at the expense of quality or client service. Our approach is grounded in clear communication and thorough research and analysis; ensuring our clients are informed and confident every step of the way.

ASM SERVICES

Civil Design

- Site Layout & Planning
- Traffic Flow Planning
- Grading Design
- Waterline Design
- Drainage Design
- Roadway Design
- Hydraulic and Hydrologic Analysis
- Storm and Sanitary Utility System Design
- Flood Control and Floodplain Analysis
- SWPPP & NOI
- Bidding Assistance

Structural Design

- Structural Inspections/Assessments
- Structural Steel Design
- Foundation Design

Construction Administration

- Construction Testing Oversight
- Construction Staking
- Structural Concrete Inspection
- Construction Progress Reporting & Documentation
- Material Tracking & Accounting









SMITH + OAKES

ASM Engineering Consultants

85th and Hydraulic

Park City, Kansas

PROJECT OVERVIEW

This 85th and Hydraulic project consisted of turning a green field site into a 42 plat subdivision.

SCOPE OF WORK

Topographic Survey conducted by Smith & Oakes

Civil Engineering Design

- Development of conceptual layouts to meet Client's needs and requirements
- Developed final lot layout and presented to City of Park City
- Site grading and paving design
- Roadway design
- Drainage and storm water design
- Water line design
- Sewer line design
- Construction storm water permitting (SWPPP and NOI)
- Coordination with City of Park City
- Coordination with the State of Kansas
- Permit Assistance

Zoning and Platting assistance provided by Smith & Oakes

Bidding Assistance

- Final quantities for bidders (water, sanitary sewer, road and storm sewer)
- Provided Engineers construction estimate for water, sanitary sewer, road and storm sewer construction)
- Bidding documents
- Bidder Comparisons and Final Selection

Construction Administration

- Construction oversight and coordination with sewer line construction
- Construction oversight and coordination with road construction
- Construction oversight and coordination with water line construction
- Coordination of construction testing
- Construction staking (sewer line, road and water line)
- Coordination with Contractor
- Coordination with Utility Companies
- Pay App approval of Contractor









SMITH + OAKES

ASM Engineering Consultants

Lincoln Avenue Paving, Drainage and Waterline Improvements

Wellington, Kansas

PROJECT OVERVIEW

Upgraded Lincoln Avenue between Woodlawn Avenue and Arthur Street from an asphalt road to a concrete curb and gutter road with storm sewer system and new water main.

SCOPE OF WORK

Topographic Survey by Smith & Oakes

Civil Engineering Design

- Water line design
- Storm sewer design
- Grading design
- Roadway design
- Stormwater calculations
- Construction storm water permitting (SWPPP and NOI)
- Eight phases of grading, paving and storm sewer installation

Construction Administration

CHALLENGES FACED

- Existing waterlines had multiple main breaks in recent years, replaced with new 8” line
- Sequenced construction in phases to maintain public access to adjacent residential neighborhoods
- Assisted utility owners with necessary relocations prior to construction of the proposed street
- Detoured construction through a portion of BNSF Railway property. Helped the City of Wellington obtain all necessary permits and insurance
- Majority of construction took place during the winter months







Infrastructure Design for Andale Subdivision

Andale, Kansas

PROJECT OVERVIEW

Site grading, street, water and sanitary sewer design for Indian Ridge subdivision in Andale, Kansas

SCOPE OF WORK

Topographic Survey by Smith & Oakes

Civil Engineering Design

- Development of conceptual layouts to meet Client's needs and requirements
- Developed final lot layout and presented to Sedgwick County
- Site grading and paving design
- Roadway design
- Drainage and storm water design
- Water line design
- Sewer line design
- Traffic Control plans
- Construction storm water permitting (SWPPP and NOI)
- Army Corps Permit
- Coordination with Sedgwick County, KS
- Coordination with the State of Kansas
- Coordination with public and private utilities
- Permit Assistance
- Platting assisted provided by Smith & Oakes
- Bidding Assistance
  - Final quantities for bidders (grading and paving)
- Construction Administration
  - Construction oversight
  - Coordination of testing with Terracon
  - Construction staking
  - Onsite inspections
  - Weekly reports to county







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ASM Engineering Consultants

Skyline Road and 61st Road Improvements

Arkansas City, Kansas

PROJECT OVERVIEW

This project consisted of road improvements for Skyline Road and 61st Road in Arkansas City, Kansas for the Goff Industrial Park Project. ASM and Smith & Oakes partnered to provide a comprehensive design team that understood the local communities wants and needs.

SCOPE OF WORK

Topographic Survey by Smith & Oakes

Civil Engineering

- Site grading design
- Roadway Design
- Drainage design
- Coordination with any public and private utilities
- Construction storm water permitting (SWPPP and NOI)
- Coordination with City of Arkansas City
- Coordination with State of Kansas on permits
- Permitting assistance
- Traffic Control Plan and Construction sequencing

Bidding Assistance

- Provided bidding quantities
- Provided engineers estimates for construction
- Assisted with Bid Comparisons

Construction Administration

- Construction oversight and coordination
- Pavement and compaction testing
- All necessary special inspections required by City of Arkansas City
- Review and submit pay applications and in-office review







Professional References

Pete Molitor
President
Andale Construction Inc.
7700 N. Hayes Drive
Valley Center, KS 67147
Phone: (316) 832-0063
Email: pete@andaleconstruction.com

Lou Robelli
Owner
Air Capitol Delivery & Warehouse, LLC
5841 Prospect Road, Suite B
Park City, KS 67204
Phone: (316) 461-6334
Email: lou@aircapitol.net

Carolyn Dunn
Executive Director
Stafford County Economic Development
311 N. Broadway Street
St. John, KS 67576
Phone: (620) 377-5219
Email: cdunn@staffordecodevo.com

Organizational Structure

Quality Assurance
Chris Meinen, PS

Quality Assurance
Ryan McCune, PE

Point of Contact
Jake Ferrell, PE

Water/Wastewater
Derek Hake, PE

Site & Grading
Larame Cline, PE

Survey Crew Chief
Greg Frederick, PS

Survey Crew Chief
Raleigh Kroupa, PS

Field Engineer in Charge
Eric Hamilton

Subconsultant
Support
Smith & Oakes, Inc.

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Project Team



Larame Cline, PE

Civil Engineer. Years of Experience: 13 Years with Firm: 13
Professional Engineer – Kansas

Larame has 13 years of experience dedicated in civil engineering. Larame’s experience includes design and management of municipal projects such as street design, roadmap reconstruction, and design analysis. Larame also has extensive experience with calculating project quantities, setting profiles grades, waterline and sewer design for infrastructure projects.



Jacob Ferrell, PE

Civil Engineer. Years of Experience: 17 Years with Firm: 17
Professional Engineer – Kansas, Michigan, Virginia, Montana

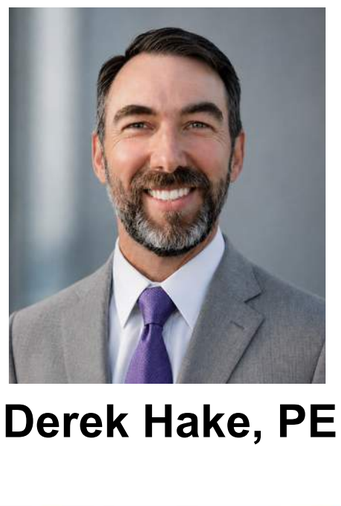
Jake is the vice president and head of the civil engineering department at ASM Engineering Consultants, overseeing design direction and quality control. Jake brings 17 years of experience dedicated to civil engineering. Jake’s experience includes management of several project involving the planning and design of public infrastructure, street and drainage design, grading and earthwork design, hydraulic and hydrologic design. Jake has worked with many public agencies and utilities and has developed an understanding of the requirements, intricacies and community issues associated with public works project



Greg D. Frederick, PS

Survey Crew Chief. Years of Experience: 37 Years with Firm: 31
Professional Land Surveyor – State of Kansas PS-1323
Professional Land Surveyor – State of Oklahoma PS-1468

A graduate of East Central University in Ada, Oklahoma, Greg Frederick is a licensed land surveyor in charge of all land surveying duties at Smith & Oakes, Inc.. Greg's specialties include boundary & topographic land surveying and construction staking. Greg has experience with design and construction survey for numerous retail outlets, commercial developments, residential subdivisions, bridges, roadways, pipelines, more specifically the Arkansas City Flood Protection Levee system, and the Creekstone Farms Facility in Arkansas City, KS.



Derek Hake, PE

Civil Engineer. Years of Experience: 21 Years with Firm: 14
Professional Engineer – Kansas, Oklahoma

Derek is a civil engineer with 21 years of experience in water and wastewater treatment, water distribution systems, wastewater collection systems, and stormwater drainage. He has worked with a variety of hydraulic modeling, hydrologic modeling, and CADD applications. Derek's project experience includes the design and project management of water/wastewater treatment facilities, wastewater lift stations, booster pump stations, water storage towers, and stormwater drainage design. Derek has designed number lift station, force main, booster pump, water and sewer line projects.

Project Team,
continued



Eric Hamilton

Field Technician/On-Site Project Manager. Years of Experience: 12 Years with firm: 12
OSHA 30 Training

As a Field Technician and On-Site Project Manager, Eric is responsible for providing on-site construction oversight and helping guide projects from construction startup through completion. He monitors daily construction activities, performs inspections, prepares field reports, and helps ensure work is completed in accordance with the project plans and specifications. Eric serves as a key point of communication between contractors, clients, utility companies, and project engineers. His hands-on approach allows him to identify field issues as they arise, communicate concerns promptly, and work proactively with the project team to develop practical solutions. In addition, Eric coordinates required construction testing and reviews testing reports to verify compliance with project requirements. His field experience, attention to detail, and consistent communication help keep projects moving efficiently while maintaining quality throughout construction.



Raleigh M. Kroupa, PS

Survey Crew Chief. Years of Experience: 9 Years with Firm: 9
Professional Land Surveyor – State of Kansas PS-1749
Professional Land Surveyor – State of Oklahoma PS-2137

Mr. Kroupa serves as Survey Crew Chief for the Land Surveying Division. A graduate of Oklahoma State University with a AAS in Land Surveying Technology, Raleigh is licensed in both Kansas and Oklahoma and brings real world solutions and problem solving skills to the team. He has more than 9 years experience with a primary focus on topographic design surveys, construction staking, and boundary line establishments.



Ryan W. McCune, PE

Civil Engineer. Years of Experience: 27 Years with Firm: 19
Professional Engineer - Kansas, Indiana, Alabama, Arkansas, Colorado, Connecticut, Florida, Georgia, Illinois, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Utah, Virginia, Washington, Wyoming, Wisconsin

As President of ASM Engineering Consultants, Ryan oversees day to day operations, project delivery, and quality control. With 27 years of experience, Ryan's industry knowledge is vast. He serves as a liaison between the clients/project and state and federal municipalities to effectively navigate completion of the project efficiently. He comes from a construction background where he regularly managed design of public infrastructure projects. His current responsibilities include quality assurance, quality control and review of design documents.



Chris A. Meinen, PS

Project Surveyor. Years of Experience: 27 Years with Firm: 27
Professional Land Surveyor – State of Kansas PS-1489
KDOT Certified Inspector - Identification Number 3362

As Project Manager and Corporate President of Smith & Oakes, Inc., Chris' responsibilities include managing and coordinating the Smith & Oakes, Inc. team to serve clients with personalized service that best fit their needs. Chris has over 27 years of experience managing projects for both public and private sectors. Chris' specialties include planning & design of water distribution systems, wastewater collection systems, grading & drainage improvements, stormwater collection systems, and land surveying.

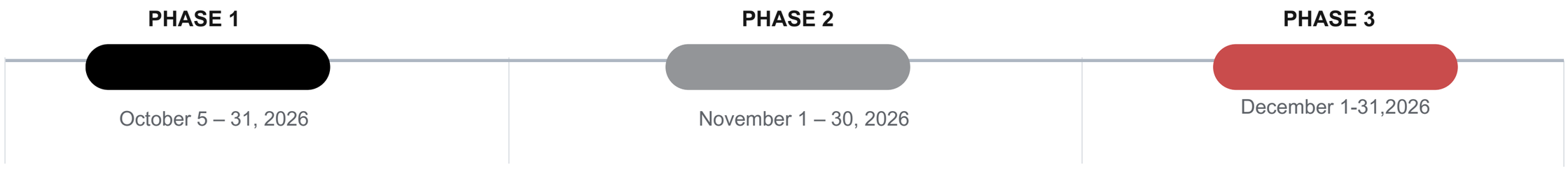
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Project Schedule

Smith & Oakes and ASM Engineering Consultants, LLC will work with the City of Winfield, Kansas in all aspects of planning, design, and bidding of Lot 1, Block 2, Broadway Estates, commonly known at 1926 Broadway Street, Winfield, Kansas. Our approach to the project is to address the project in phases to achieve a successful project according to the City's and Project goals.

PROJECT TIMELINE



DETAILED TASK LISTS

Phase 1 –Topographic Design Survey/Site Design /Begin Permitting Process: October 5 – 31, 2026

·Project Kick-Off Meeting
·Meeting with City staff and project stakeholders
·Prepare Preliminary drawings
·Coordination with City and Regulatory Agencies
·Start permitting process
·Complete Topographic Survey

Phase 2 – Design and Preliminary Permitting: November 1 – 30, 2026

·Water system design
·Sanitary sewer design
·Street and access design
·Storm drainage design
·Storm water calculations
·Utility coordination
·Document preparation (plans and specifications)
·Coordinate and submit documentation for permits as needed
·Engineer's opinions of probable construction cost
·Meetings with City of Winfield and project stakeholders

Phase 3 – Final Construction Documents and Permits: December 1-31,2026

·Prepare notices, contracts, and construction cost estimates
·Distribute preliminary plan sets and bid documents
·ASM address City comments
·Final Construction Documents
·Final Permit approval and permits from all departments
·Client pays Permitting Fees
·Meetings with City of Winfield and project stakeholders

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Proposed Fee

Project Management and Coordination	$2,000.00
Surveying and Existing Conditions	$6,600.00
Water System Design	$7,800.00
Sanitary Sewer Design	$7,800.00
Street and Access Design	$9,000.00
Storm Drainage Design	$6,500.00
Utility Coordination and Conflict Resolution	$2,000.00
Plans, Specifications, and Cost Estimates	$2,000.00

Design Total (Lump Sum)	**$43,700.00**

OPTIONAL: Bidding Services	**$2,000.00**
OPTIONAL: Construction Administration (Hourly Not to Exceed)	**$15,000.00**

SMITH + OAKES

ASM Engineering Consultants

BILL NO. 2695 **RESOLUTION NO. 8426**

A RESOLUTION

AUTHORIZING and directing the Mayor and Clerk of the City of Winfield, Kansas, to execute a contract for engineering services at Andes Estates subdivision in Winfield, Kansas between the City of Winfield, Kansas and Smith & Oaks, Arkansas City, Kansas and ASM Engineering Consultants, Andover, Kansas.

WHEREAS, Smith & Oaks, Arkansas City, Kansas and ASM Engineering Consultants, Andover, Kansas. provided an acceptable proposal per applicable processes required by the City of Winfield;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS, THAT:

Section 1. The Mayor and Clerk of the City of Winfield, Kansas are hereby authorized and directed to execute a contract for engineering services at Andes Estates subdivision in Winfield, Kansas between the City of Winfield, Kansas and Smith & Oaks, Arkansas City, Kansas and ASM Engineering Consultants, Andover, Kansas for the amount of sixty thousand and seven hundred dollars and no cents ($60,700.00), a copy of which is attached hereto and made a part hereof the same as if fully set forth herein.

Section 2. The City Manager of the City of Winfield, Kansas is hereby authorized to negotiate and approve necessary change orders in accordance with the City's Purchasing Policy.

Section 3. This resolution shall be in full force and effect from and after its passage and approval.

ADOPTED this 21st day of September 2026.

(SEAL)

_____
Brenda K. Butters, Presiding Officer

ATTEST:

_____
Carina Anderson, Deputy City Clerk

Approved as to form: _____
William E. Muret, City Attorney

Approved for Commission action: _____
Taggart Wall, City Manager

Request for Commission Action

Date: September 15, 2026

Requestor: Taggart Wall, City Manager

Action Requested: Consider approving Lease Amendment with Capper Foundation for lease of Meyer Hall facility space.

Analysis:
The request is to consider an amendment to a lease with Capper Foundation. Capper Foundation currently rents Meyer Hall from the City and has a lease expiring at the end of 2026. Capper has completed master facility planning and recently purchased another structure in Winfield with planned service expansion. This lease would allow them to continue services for an additional year in Meyer Hall while they complete construction on the new space. The City has begun exploring future use of the building including tenants or other uses.

Fiscal Impact: Staff recommends approval. The lease is approximately $106,000 in annual rent for 2027.

Attachments: Resolution & Agreement

FIRST AMENDMENT TO AGREEMENT

This Second Amendment ("Second Amendment") amends the Agreement dated January 1, 2022 (the "Lease") and subsequent First Amendment, entered into by and between Capper Foundation ("Capper") as Lessee and the City of Winfield, Cowley County, Kansas (the "City") as Lessor. Capper and the City are at times collectively referred to herein as "Parties."

RECITALS

WHEREAS, Capper and City entered into a certain Lease dated January 1, 2022 and subsequent First Amendment dated March 8, 2024; and

WHEREAS, Capper desires to waive the renewal options set forth in the original Lease and First Amendment and, in lieu of termination of the lease, wishes to renew the lease at an increase of rent of 5%, for a period of one year from January 1, 2027 to December 31, 2027.

NOW, THEREFORE, in consideration of the mutual covenants and promises set forth below as well as other valuable consideration, the Parties hereto do hereby amend the Agreement as follows:

Amendments to the Agreement.

1. Section 3. Initial Term and Renewal Options. Shall be amended to read as follows:

The initial term of this Lease shall commence on January 1, 2022, and shall expire on December 31, 2026 A second term of the lease shall commence on January 1, 2027 and shall expire on December 31, 2027. The renewal term rent increase shall be 5% of the rent payable during the prior term. Capper shall have the option to renew this lease for additional one year terms on the same terms, covenants, and conditions as set forth herein; provided, however, that rents payable for each renewal term shall be adjusted by a percentage equal to the sum of inflation during the previous term measured by the percentage change in the applicable Consumer Price Index published by the United States Bureau of Labor. Capper agrees to provide the City written notice of its desire to exercise a renewal option at least three (3) months prior to the expiration date of the then active term. In the event Capper does not provide such notice, the renewal term shall automatically extend for one year.

2. Authority. Each person executing this Second Amendment on behalf of a Party represents and warrants that it has the full power, authority, and legal right to execute and deliver this Second Amendment on behalf of such Party.

3. Counterparts. This Second Amendment may be executed in any number of counterparts and by the Parties hereto in separate counterparts, each of which when so executed shall be deemed to be an original and all of which taken together shall constitute one and the same agreement, whether executed and exchanged electronically in pdf format or otherwise.

4. Conflict of Terms. Except as modified in this Second Amendment, all other rates, terms and conditions of the Agreement remain in full force and effect. In the event of any conflict between the Agreement, the First Amendment, and the Second Amendment, the terms of this Second Amendment shall control.

[THE REMAINDER OF THIS PAGE INTENTIONALLY BLANK]

Capper Foundation

_____

Name: Zachary K. Ahrens

Title: President & CEO

Date: 9-16-2026

City of Winfield, Kansas

_____

Name: Taggart Wall

Title: City Manager

Date: 09/21/2026

IN WITNESS WHEREOF, the parties have hereunto set their hands the day and year first above written.

State of Kansas
County of Shawnee

Signed or attested before me on 9/16/2026 by Zachary K Ahrens as President + CEO

_____
(Signature of notarial officer)

(Notary stamp) Annette M. Romick NOTARY PUBLIC State of Kansas MY APPT. EXPIRES 9-25-2029

My appointment expires: 9/25/2029

State of Kansas
County of _____

Signed or attested before me on _____ by Taggart Wall as City Manager.

_____.
(Signature of notarial officer)

(Notary stamp)

My appointment expires: _____

ATTEST:

_____
Tania Richardson, City Clerk

BILL NO. 2696 **RESOLUTION NO. 8526**

A RESOLUTION

AUTHORIZING and directing the City Manager and Clerk of the City of Winfield, Kansas, to execute a Lease agreement by and between the City of Winfield, Kansas and Capper Foundation for office space at Meyer Hall.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WINFIELD, KANSAS, THAT:

Section 1. The City Manager and Clerk of the City of Winfield, Kansas are hereby authorized and directed to execute a Lease agreement by and between the City of Winfield, Kansas as Lessor, and Capper Foundation. as Lessee, for office space at Meyer Hall, a copy of which is attached hereto and made a part hereof.

Section 2. This resolution shall be in full force and effect from and after its passage and approval.

ADOPTED this 21st day of September 2026.

(SEAL)

_____
Brenda K. Butters, Presiding Officer

ATTEST:

_____
Carina Anderson, Deputy City Clerk

Approved as to form: _____
William E. Muret, City Attorney

Approved for Commission action: _____
Taggart Wall, City Manager

Request for Commission Action

Date: September 17th, 2026

Requestor: Robbie DeLong

Action Requested: September 17 Work Session – Discussion
September 21, 2026 Commission Agenda – Other Business: Consider approval of police fleet vehicle purchase.

Analysis: Fleet availability for law enforcement vehicles continues to experience instability across manufacturers. To ensure the Police Department is meeting operational needs while remaining fiscally responsible, staff conducted a review of available vehicle brands and requested quotes from Winfield Motor Company, Kline Ford, and Superior SERV based on departmental specifications.

In April 2026, bids were received from Winfield Motor Company and Superior SERV. No bid was received from Kline Ford. Staff chose not to advance the item at that time in order to evaluate current fleet needs. The initial plan was to replace one patrol vehicle and purchase a second vehicle for the School Resource Officer (SRO), with the option of assigning both vehicles to patrol if needed.

In July, staff contacted bidders to confirm pricing was still valid. Winfield Motor Company advised that Dodge Motors had already closed the ordering window for fleet vehicles. Superior SERV, however, confirmed they were still able to acquire Dodge Durango Pursuit units.

Based on this information, the Police Department recommends accepting the bid from Superior SERV for the purchase of two 2026 Dodge Durango Pursuit AWD V6 vehicles. One vehicle will be assigned to patrol; the second will be assigned to the newly added School Resource Officer.

Fiscal Impact:

Vehicle cost (per unit): $40,963

Upfitting (equipment and labor, per unit): $15,110.65

Total cost per vehicle: $56,073.65

Total amount requested: $112,147.3

Attachments: Estimate from Superior SERV

Superior Emergency Response Vehicles

12548 SW Highway 54
P.O. Box 965
Andover, KS. 67002

Estimate

Date	Estimate #
7/27/2026	5177

Customer Name
Winfield Police Department 812 Millington PO Box 646 Winfield, KS. 67156

www.SERVLLC.com 316-733-2223 Email:andy@servllc.com

Description	Qty	Rate	Total
2026 Dodge Durango Pursuit AWD V6 - Black	1	40,963.00	40,963.00
Unity Driver Side LED Spot Light - Durango	1	560.00	560.00
Setina PB450LR2 Light Ready Push Bumper, 2021-2024 Durango (Whelen)	1	669.00	669.00
Setina PB10 Headlight Guard w/ aluminum PB9 - Durango	1	822.00	822.00
Whelen Legacy 54" DUO WCX Lightbar E2BDEDE	1	2,050.00	2,050.00
Whelen Cencom Core WCX Control Center	1	1,025.00	1,025.00
Whelen SA315U 100w Siren Speaker w/Bracket	1	214.50	214.50
Whelen ION T-Series - Red	2	105.00	210.00
Whelen ION T-Series - Blue	2	105.00	210.00
Whelen ION Universal - Red	2	96.30	192.60
Whelen ION Universal - Blue	2	96.30	192.60
425-6706 Jotto Durango Max Depth Console	1	576.00	576.00
425-6729 Jotto Dual ABS Cupholder	1	50.50	50.50
Jotto Faceplate w/USB and (2) 12V Outlets 425-6701	1	92.00	92.00
425-0029 Jotto Armrest Tall Rear Mounted	1	92.00	92.00
475-1765 Jotto Single Cell Lite Prisoner Transport System for Dodge Durango Pursuit	1	1,592.00	1,592.00
SC Universal Rifle Rack	1	425.00	425.00
Magnetic Mic	1	39.95	39.95
Stalker Dual SL Dual Antenna Radar System	1	2,250.00	2,250.00
Emergency Vehicle Graphics - Installed	1	550.00	550.00
ABS Equipment Mounting Board	1	50.00	50.00
Antenna Coax/Antenna Kit	1	75.00	75.00
Circuit Breaker	1	53.00	53.00
75-100AMP Accessory Relay	1	64.00	64.00
Blue Sea Fuse Block 12 Split	2	77.75	155.50
Shop Supplies - Wiring, Connectors, Securement Items, Brackets, Etc.	1	250.00	250.00
Professional Installation / Upfitting	1	2,650.00	2,650.00

Sales Tax (0.0%) $0.00

Total $56,073.65

AUTHORIZED CUSTOMER SIGNATURE DATE

By signing this estimate, Customer authorizes SERV to provide products and services as listed. Customer also agrees to our Standard Terms and Conditions as set forth on our "Terms and Conditions" page. A 3% surcharge is applied to all credit card payments.

Thank you for considering SERV!