

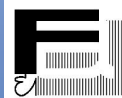
Comprehensive Development Plan

for the
Andale Area, Kansas:
2012 – 2032



LANDSCAPE
ARCHITECTURE
& PLANNING

rice • foster
associates



FOSTER & ASSOCIATES
PLANNING CONSULTANTS
WICHITA, KANSAS

Comprehensive Development Plan
for the
City of Andale, Kansas
2012 – 2032

PREPARED AND ADOPTED BY THE
ANDALE CITY PLANNING COMMISSION

APPROVED BY THE
ANDALE CITY COUNCIL

technical assistance by



and
Andale City Staff

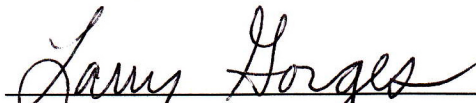
OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN ADOPTION

This document, entitled *Comprehensive Development Plan for the Andale Area, Kansas*, is an official Plan of the City of Andale, Kansas, for the Planning Period 2012-2032.

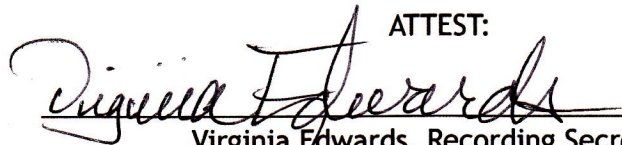
The Planning Area comprises the City of Andale and the 32.9 square mile area in Sherman and Greeley Townships, in Sedgwick County, Kansas.

In accordance with K.S.A. 12-747, an officially advertised public hearing was held on September 12, 2012, and this document was adopted by the Andale City Planning Commission on September 17, 2012 by Resolution #4-12.

A certified copy of the *Comprehensive Development Plan*, together with a summary of the hearing, was submitted to the Andale City Council.

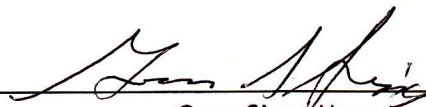


Larry Gorges, Chairperson, Andale City Planning Commission

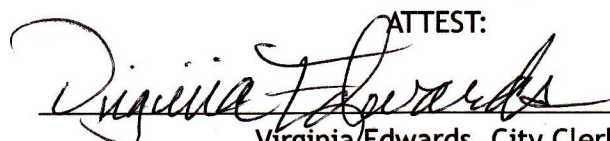
ATTEST:


Virginia Edwards, Recording Secretary

APPROVED by the Andale City Council
on September 24, 2012 by Ordinance No. #12-6
and published on October 11, 2012 in *The Clarion*.



Gary Sigg, Mayor

ATTEST:


Virginia Edwards, City Clerk

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Mike Reichenberger
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Acknowledgments

The **Andale City Council and Planning Commission** deemed it desirable to have a new Comprehensive Development Plan prepared. Rice Foster Associates, P.A., Landscape Architecture & Planning, in association with Foster & Associates, Planning Consultants, both of Wichita, were selected to undertake the work.

During the course of the project, the City Planning Commission provided direction to the consultants, collected local data (including providing the results of a recent Community Questionnaire), and reviewed the preliminary text and accompanying maps. Larry Gorges served as Chairperson during this important period.

Virginia Edwards – Andale City Clerk, Zoning Administrator, and Recording Secretary to the Planning Commission – distributed the Community Questionnaire and collated all the results, and coordinated the distribution of Comprehensive Plan drafts for review. She also provided valuable data from the City records, including information on utilities, City Hall, solid waste management, and park and recreation facilities.

Doug Simon, Andale Maintenance Superintendent, provided information on the City Maintenance Building, and on the water supply, sewage disposal, and stormwater management systems.

Gilbert Simon provided a summary of historical information to update existing History information.

Police Chief **Darrel Schenck** provided information on the Andale Police Department.

Deputy Fire Marshall **Clint Reed** and Captain **Steve McDaniel** provided information on the Sedgwick County Fire Department.

Dave Johnston, Operations Manager, provided information on Sedgwick County Emergency Medical Services.

Larry Gorges, Planning Commission Chairperson, assisted with the land use field survey.

Lori Lane, Librarian, provided information on the Andale District Library.

Vickie Horsch, provided information on assisted living issues in Andale.

Kim Bell, attorney with Gilmore & Bell P.C., and John Haas, Ranson Financial Consultants, provided bond indebtedness information for the City.

Alan Luttrell, P.E. of engineering firm EBH & Associates, P.A., provided information on future sewer system requirements in Andale.

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CHAPTER 1. Comprehensive Plan and Regional Influence

The Comprehensive Plan

When formally adopted by the Andale City Planning Commission and approved by the City Council by ordinance, this document will constitute the *Comprehensive Development Plan for the Andale Area* for the years 2012 through 2032. This document will then become the official comprehensive plan for the City of Andale, Kansas, replacing in its entirety the City's previous *Andale Comprehensive Development Plan*, dated May 1969.

This Comprehensive Plan was prepared under the supervision and assistance of the Andale City Planning Commission and City staff, with technical assistance by *Rice Foster Associates*, Landscape Architecture and Planning, and *Foster & Associates*, Planning Consultants, both of Wichita, Kansas.

Planning Area: The designation of a Planning Area recognizes that the City's activities both effect and are affected by the surrounding region. As defined for this Plan, the Andale Planning Area includes the City of Andale, as well as portions of Sherman and Greeley townships. The Andale Planning Area is illustrated in Figure 1-A, and described in more detail later in this chapter.

Planning Period: For this comprehensive plan, the Planning Period is the twenty-year time span from 2012 through 2032, because for this type of plan, twenty years is typically the practical limit for useful forecasting of both local needs and local resources. So for instance, existing community facilities are assessed within this plan, to determine whether they need to be modified or replaced in some way due to changing conditions or population growth, or are likely to last throughout the course of the Planning Period.

A **comprehensive** analysis involves the examination of a broad range of individual factors such as transportation, land use, and community facilities, as well as an assessment of how those factors interrelate. For example, determining the best location for a school (a community facility) depends on nearby residential neighborhoods (land use), and good road access (transportation system).

A comprehensive plan addresses both short and long range planning situations, so it must be specific in some matters and more general in others – but it should always provide overall direction. Any particular planning situation will need to be considered and studied in detail, and a decision made based on specific conditions at the time.

Legal Basis

The State enabling statutes provide for a broad interpretation of what constitutes a plan. According to the statutes for Planning and Zoning and Subdivision Regulations for Cities and Counties in K.S.A. 12-741, *et seq.*, a planning commission ...

"... is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the county in which such city is located, which in the opinion of the planning commission forms the total community of which the city is a part."

In effect, the Planning Area cannot extend into Reno County.

In the preparation of such a plan, according to K.S.A. 12-747, the planning commission ...

"... shall make or cause to be made comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and may include any other element deemed necessary to the comprehensive plan ..." and "... shall show the commission's recommendations for the development or redevelopment ..." of the planning area.

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 plan or part thereof, together with a written summary of the hearing, must then be submitted to the governing body.

Governing Body: Following adoption by the planning commission, the governing body completes the process by approval and publication of an ordinance. After receiving the certified copy of the plan or part thereof, together with a written summary of the hearing, the governing body may either:

"(1) Approve such recommendations by ordinance ... ;

(2) override the planning commission's recommendations by a 2/3 majority vote; or

(3) may return the same to the planning commission for further consideration, together with a statement specifying the basis for the governing body's failure to approve or disapprove. If the governing body returns the planning commission's recommendations, the planning commission, after considering the same, may resubmit its original recommendations giving the reasons therefor or submit new and amended recommendations. Upon the receipt of such recommendations, the governing body,

by a simple majority thereof, may adopt or may revise or amend and adopt such recommendations by the respective ordinance ... , or it need take no further action thereon. If the planning commission fails to deliver its recommendations to the governing body following the planning commission's next regular meeting after receipt of the governing body's report, the governing body shall consider such course of inaction on the part of the planning commission as a resubmission of the original recommendations and proceed accordingly."

Copies of the Plan: An attested copy of the comprehensive plan and any amendments thereto shall be sent to all other taxing subdivisions in the Planning Area which request a copy of the plan.

Annual Review: To maintain the viability of the plan, according to state statutes, at least once each year the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to it. Amendments to the plan in the future are made by the same procedures as for the original adoption process.

Implementation: The plan or part thereof *"... 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 process of local government and other agencies.

On a nationwide scale, the comprehensive plan and the role it plays in the planning and implementation process are assuming an increasingly important role in land use litigation. The consistency of the plan with the implementation "tools", especially zoning and subdivision regulations, is often at the center of such litigation.

The Planning Process

City planning may be defined as a decision-making process which is expressed in the form of a plan, through a series of physical, social and economic goals, policy statements and/or plan proposals, with the broad objective of attaining a better living environment. In other terms, planning involves the application of hindsight to correct the mistakes of the past, seeks ways to preserve the best of the present, and uses foresight to cope with the technological challenges and changing conditions of the future.

Effective planning should be farsighted, but nevertheless realistic in terms of existing resources and potential capabilities. It should be adaptable to changing community needs and opportunities. The success of comprehensive planning depends on a knowledge and understanding of the "public interest". Such interest, when expressed in a plan, must still gain approval through the democratic process.

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 prevent such compromises, the process of planning is a means of making better short-range decisions by relating them to long-range plans.

The planning process consists of inventorying and then analyzing existing conditions in the planning area, establishing goals and setting standards, projecting future needs, deciding upon alternative solutions to problems, and selecting methods of implementing the plan. Throughout the development of the plan document, officials and citizens should be involved to the maximum extent feasible, have access to the plan materials, and have a method of communicating their ideas and reactions.

This planning process has been followed in the preparation of this *Comprehensive Development Plan for the Andale Area*. A public meeting was held, which provided a forum for members of the community to express their ideas and comment on the proposed plan. In addition, the City Council and the Planning Commission held discussions of planning goals.

Community Questionnaire: As part of the process of developing this Comprehensive Plan, the opinions of Andale area residents were solicited. In 2011, the City Planning Commission distributed a Community Questionnaire. Of the 537 survey forms distributed to households in the City and surrounding area, 239 were returned – an excellent return rate of 44.5%.

Of the completed surveys, 139 (58%) were returned from households within Andale, and 100 (42%) were returned from households within the Planning Area but outside the city limits. References will be made periodically in this document to the results of this Community Questionnaire.

The tabulated results of the Community Questionnaire are available to the public from the office of the City Clerk at Andale City Hall.

Use of the Plan

This Comprehensive Plan has many uses. While there are several noted below, others are referred to throughout the text, particularly in Chapter 12 on Plan Implementation:

- To compile information and provide Plan proposals upon which City officials can base short-range decisions within the context of long-range planning.
- To serve as a guide for the overall development of the Planning Area, including providing assistance to potential developers.
- To serve as a planning basis for the administration of City Zoning Regulations and as a guide for making reasonable decisions on rezoning and special use applications.
- To provide a planning and legal basis for the administration of City Subdivision Regulations, and for the review and approval of plats based on growth policies and the availability of community facilities.
- To plan for orderly annexations.
- To balance urban development with the economical provision of community facilities and services.
- To encourage long-range fiscal planning policies such as a capital improvement program.
- To assist in selecting and applying for state and federal grant programs which would benefit the City and the Planning Area.
- To coordinate efforts, avoid duplication, and establish a working relationship for implementing plan proposals between the City of Andale and other entities—including other cities, Sherman and Greeley townships, Sedgwick County, Renwick Unified School District 267; the Sedgwick County Board of Commissioners; the Wichita/Sedgwick County Metropolitan Area Planning Commission and Department, the State of Kansas, and the federal government.

The Andale Planning Area

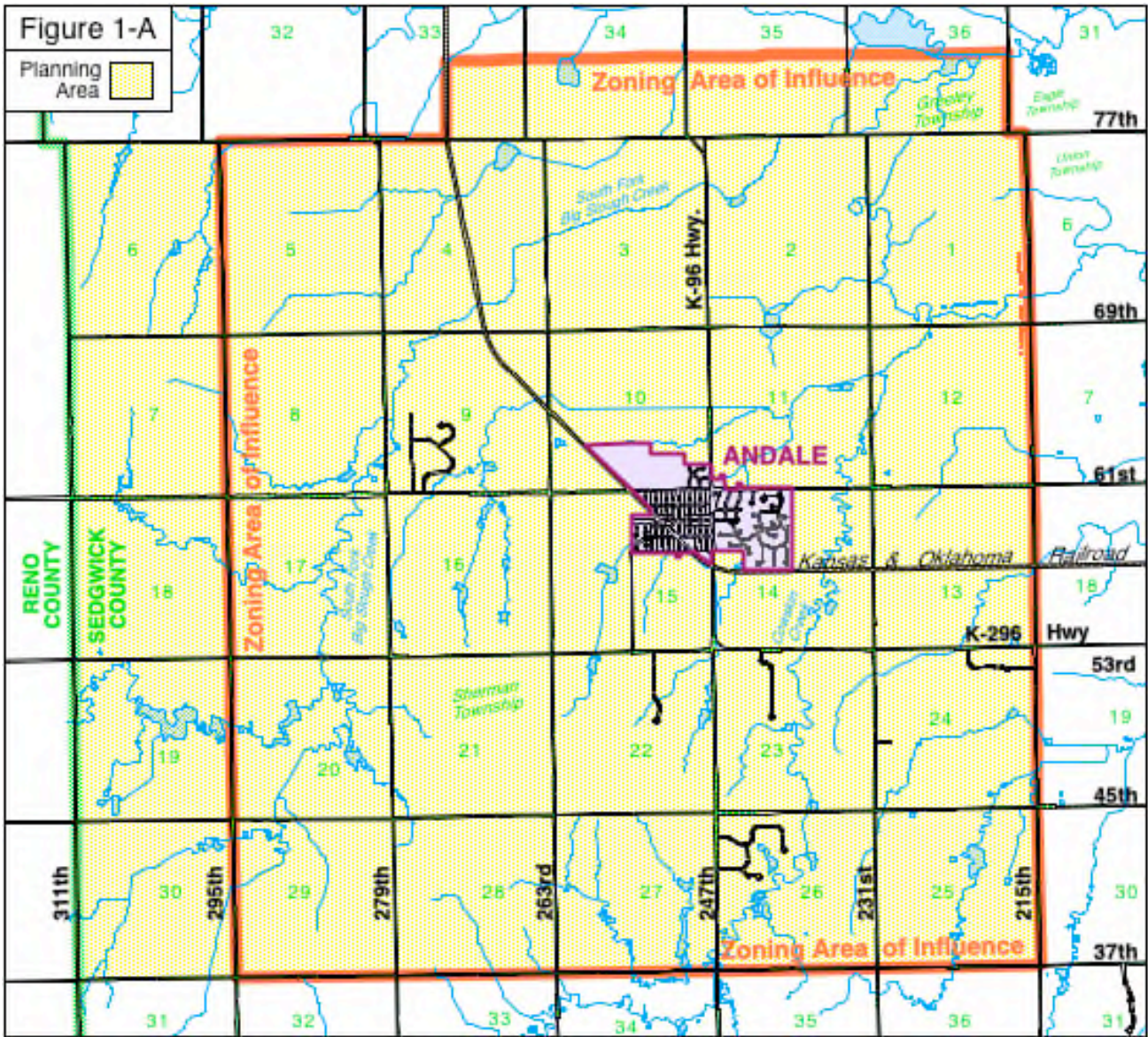
For purposes of this Plan document, the "Planning Area" comprises the city limits of Andale plus portions of Sherman and Greeley townships. The delineation of a Planning Area does not create a regulatory boundary as such, but identifies an area which has an influence on the planning and development of the City and, therefore, should be studied as part of what the state statutes refer to as the "total community of which the City is a part."

The entire Andale Planning Area is within Sedgwick County, and is delineated in Figure 1-A. The extent of the Andale Planning Area is 5.7 miles north-to-south and six miles east-to-west. This encompasses a total area of 32.9 square miles or 21,058 acres. (Although sections are typically one mile square, some of the sections within the planning area are not of a typical size. The dimensions noted here are based on actual measurements, not estimated by section.)

The 1969 *Andale Comprehensive Development Plan* did not define a Planning Area.

Extraterritorial Jurisdiction boundaries: Any extraterritorial jurisdiction for Subdivision Regulations or Zoning Regulations around a city cannot exceed the Planning Area as delineated, nor be more than three miles from the city limits, nor more than one-half the distance to another city.

Figure 1-A: Andale Planning Area & Zoning Area of Influence



Regional Planning and Development

By their nature, some factors impacting a community's planning decisions extend beyond planning area boundaries into a regional context. In particular, communication systems and transportation systems must be considered from a larger perspective. Many environmental factors are also regional issues – including air quality, water quantity and quality (both surface and underground), and drainage and flooding.

Transportation and communication networks link the Andale Planning Area to the region and to points beyond, broadening the community's area of influence for economic, social and recreational functions. People are often motivated to shop and attend cultural and sports events that they learn about through their regional communications network, which influences the population's area of contact and the range of their activities.

Regionally, the Andale Planning Area is heavily influenced by Wichita, and to a lesser extent Hutchinson, for employment, shopping, cultural and sporting events, health facilities, education, library services, information systems and other activities.

Regional Organizations

Economies of scale determine that many public and private services are most efficiently delivered on a regional basis. In order to effectively manage such regional issues, smaller governmental units often cooperate across political boundaries by utilizing intergovernmental agreements. In addition to many such agreements between groups of cities and counties, numerous state and federal agencies operate by regional divisions.

There are as many as twenty or more regional planning, development and service structures which perform many different functions for the local, state and federal levels of government. These include such activities as health services for the elderly, economic development, highways, manpower, mental health, libraries, agricultural services, and conservation and watersheds, among others. Because of reduced state and federal funding, a number of these organizations are in a changing status and some have disbanded.

Many regional groups which are created by local governments are financed and appointed by or served on by members of the Sedgwick County Board of Commissioners. Andale is represented in many regional organizations indirectly through the Sedgwick County Board of Commissioners.

In the late 1960's, the Governor of Kansas designated eleven major Planning and Development Regions of the State, incorporating 25 sub-regions. Butler, Harvey and Sedgwick counties were designated as the Central Plains Sub-Region 042 of the State of Kansas, which was part of the larger 13-County Southeast Central 04 Region. Many regional organizations were formed to coincide with these delineations.

Cooperative Extension Service: The Hutchinson regional office of the Kansas State University Cooperative Extension Service, in cooperation with their local Sedgwick County educational office in Wichita, serves to provide a wide variety of information on development, but does not write applications or provide grant monies. Many training programs have been conducted on the "how to" of community development and on leadership for officials and civic leaders. The Extension Service is active statewide in implementing the PRIDE Program for cities. More information is available on the Extension website at www.sedgwick.ksu.edu.

Regional Area Economic Partnership of South Central Kansas (REAP): REAP's mission is to "guide state and national actions that affect economic development in the region and adopt joint actions among member governments that enhance the regional economy." REAP operates primarily in Butler, Cowley, Harper, Harvey, Kingman, McPherson, Reno, Sedgwick and Sumner counties. REAP is currently focussing on the affordable airfares program, water resources, and sustainable community issues.

Currently, 36 cities and counties are members of REAP, including Sedgwick County and the cities of Colwich and Mount Hope. To become a member of REAP, each jurisdiction must execute a copy of the REAP interlocal agreement by ordinance or resolution, and then file the agreement with the Executive Officer of REAP. More information is available on the REAP website at www.reap-ks.org.

South Central Kansas Economic Development District (SCKEDD): One of the most successful groups in this period of budget constraints, which could potentially be of assistance to Andale, is the South Central Kansas Economic Development District (SCKEDD). With a limited staff in Wichita, it serves the original 13-county 04 Region plus Marion County. SCKEDD carries out a wide variety of economic development efforts and evaluates local projects for their potential success. They also conduct a multi-county weatherization program. More information is available on the SCKEDD website at www.sckedd.org.

Wichita Area Metropolitan Planning Organization (WAMPO):

Metropolitan Planning Organizations (MPO's) are federally required regional policy bodies in urbanized areas with populations over 50,000. MPO's recognize the critical links between transportation and other societal goals such as economic health, air quality, social equity, environmental resource consumption, and overall quality of life.

Locally, the Wichita Area Metropolitan Planning Organization (WAMPO) is responsible, in cooperation with the State of Kansas, for carrying out the metropolitan transportation planning process. WAMPO staff members serve as facilitators in regional discussions for transportation improvements for the 21 individual jurisdictions that comprise the WAMPO region.

More information is available on the WAMPO website at www.wampoks.org.

The **Wichita/Sedgwick County Metropolitan Area Planning Commission (W-SCMAPC)** membership consists of 14 members, half appointed by the Sedgwick County Board of Commissioners and the other half by the Wichita City Council. Staff assistance is provided to the W-SCMAPC by the Wichita-Sedgwick County Metropolitan Area Planning Department (W-SCMAPD) from their offices at City Hall in Wichita.

The Andale Planning Area is included in elements of *Preparing for Change: The Wichita-Sedgwick County Comprehensive Development Plan* for the Metropolitan Area originally published in 1993 and updated in 2005. For this reason among others, the City should work cooperatively with W-SCMAPC and W-SCMAPD on mutual planning concerns. Periodic announcements of planning meetings of interest to the City are distributed from MAPD. Some informational and technical services are available from MAPD.

Central Plains Quad-County Planning Forum To provide coordination for items of regional concern, the Central Plains Tri-County Planning Committee was formed in 1971 by Butler, Harvey and Sedgwick counties. Later, Reno County was added and the name was changed to Central Plains Quad-County Planning Forum. The Forum today is composed of each County's Board of County Commissioners, plus an ex officio technical resource person of their selection. Some members from their planning commissions also participate periodically.

Activities undertaken by the Quad-County Forum include airport planning, population studies, a regional organizational study, highway coordination, a survey of water resource agencies, an inventory of planning data, grant coordination, assembling a regional reference library and joint legislative promotion and coordination. The Forum operates not as a legally formed regional planning commission under K.S.A. 12-744 (c), but jointly cooperates as a matter of intergovernmental agreement.

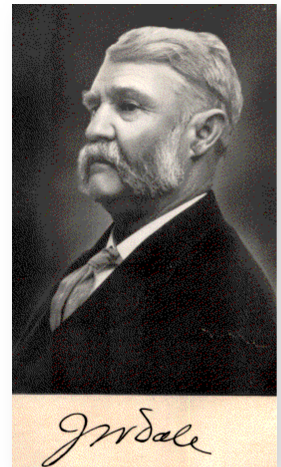
The Wichita-Sedgwick County Metropolitan Area Planning Department (WSCMAPD) has primarily assisted the Quad-County Forum in most of these efforts, and serves as secretariat, with additional assistance from the other county planning board staffs. Cities wishing to coordinate their planning effort with the group may do so by contacting their Sedgwick County representatives.

CHAPTER 2. Historical Development

Knowledge of the past historical development of an area is often important to an understanding of its future. Factors which influence growth or change may extend their effects for decades.

Buildings change their purposes over periods of time as the intensity of uses varies. Their location, however, most often becomes a focal point to attract further growth. Almost like the natural features of an area, roads when once laid out have a sense of permanency that endures for generations. For example, the location of one-third of the streets and highways in the nation were laid out before the automobile was even invented.

The following account of the formation and development of Andale was prepared for this plan by deriving information from *A Century of Heritage – Andale, Kansas 1885-1985*, by Ada Jaax. Gilbert Simon has compiled excerpts from the centennial book for the purpose of this Comprehensive Plan.



History of Andale

Andale was chartered in 1885 when the pioneer families of J. Will Dale and George Anderson sold a quarter section of land to the Sherman Town Company. Apparently neither Anderson nor Dale would sell ground for the site unless the town was named after him, so they compromised on a combination of their names: An Dale.

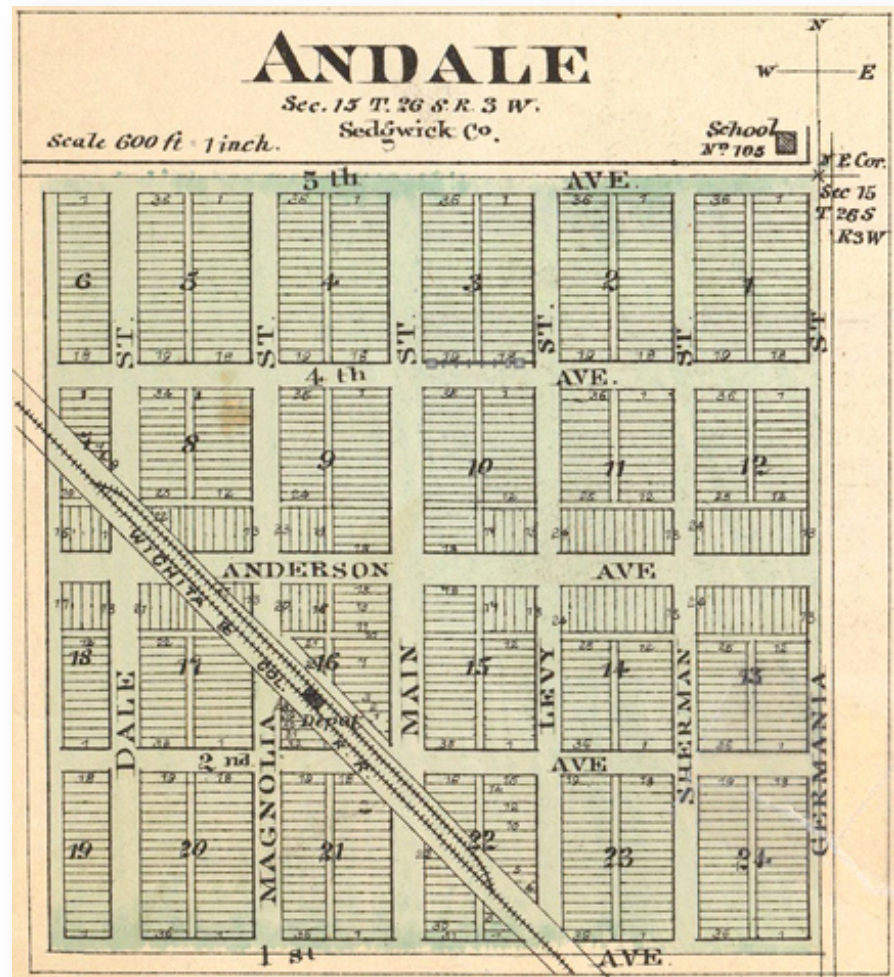
In 1854, the Kansas-Nebraska Bill passed, officially opening the Indian Territory west of Missouri and Arkansas to the Rockies to white settlers. The Homestead Act of 1862 encouraged veteran soldiers to take up claims. The first five who arrived in this area were disabled Civil War veterans: Ellis and Mifflin Shaner, George and Henry Johnson, and George Barnhart. They had become acquainted while recuperating in a Maine hospital after the Civil War. They arrived in Wichita on August 8, 1870. After arriving in Wichita they crossed the river and camped on a small creek on August 13th. The following day they traveled up the creek about one mile and constructed a dugout in the bank of the creek. The creek is now known as the Cowskin Creek.

In May, 1872, Leon C. Fouquet, a native of France, claimed a 160 acre tract. Fouquet built a log cabin and eventually became the first postmaster and storekeeper of a little settlement which he named "Magnolia". Due to the railroad, the store and post office which were established on January 16, 1889, were moved onto the site now known as Andale. Fouquet changed the spelling of the town from An Dale to Andale during his tenure as postmaster.

In 1855, four businessmen from Wichita (Murdock, Nielander, Levy and Oliver) organized the railway, the Wichita and Colorado Line, to go west from Wichita to connect with the Colorado line. Later the railroad, the Missouri Pacific, was routed past what is now Andale.

The railroads actively promoted the Andale area. They ran weekly excursions, sending people to see the land, the "loveliest and most productive in the state". The Missouri Pacific called this the "garden spot along the line between Wichita and Geneseo, and merits first rank".

Land became easy to acquire in the area, and the numbers of people coming increased steadily. *Francis Hinger was one of those who walked through France to the port of Le Havre, then sailed to either New York or New Orleans. He debarked and took a paddle boat up the Missouri River to Fort Leavenworth, and from there, to Andale.*



Andale Plat Map
Francis Hinger was one of those who walked through France to the port of Le Havre, then sailed to either New York or New Orleans. He debarked and took a paddle boat up the Missouri River to Fort Leavenworth, and from there, to Andale.

Immigrants from Germany began arriving in large numbers in the mid-nineteenth century. By 1900, official records showed 39,501 German immigrants in Kansas, more numerous than any other ethnic group. It was estimated that the population of Sherman Township was 90% German Catholics. The Germans sank their earliest roots in the soil; the greatest influx was from 1870 to 1890. Their main interests were to preserve their way of life, their ethnic identity and their religious customs.

Along with their zeal for piety was the concern of the settlers for education for their children. As early as 1874, L.C. Fouquet reported that the district voted for a school house. Kansas voted for compulsory attendance for the entire state the same year. In 1897 the State School Textbook Commission was established.

Among the district schools established in this area were Parallel, to the north; Concord and Banner, to the northeast; Carpenter, to the east; Cordell, to the south; Victory and Sanford, to the southwest; and the Andale Public School District.

The strong population of German Catholics wanted a Catholic School. However, due to lack of money they couldn't build a school of their own at that time, so Father Meyer engaged Miss Elizabeth Loevenich, who was Father Loevenich's cousin, to teach in her home during the summer months. In 1901 a frame school was built and staffed by the Precious Blood Sisters of Wichita (the Sunflower Sisters).

In 1888 a new, two-story brick public school was built in Andale, and in 1912, a new brick school for the upper grades was erected for the Catholic School. A fully accredited Rural High School District was created in 1927 and a new High School was built in 1940. In 1965 the current Renwick Unified School District 267 was created. Currently the City is home to Andale Elementary-Middle School and Andale High School. The Renwick District is an excellent school system, and the community takes pride in it.



Andale High School



Andale Elementary School

At the turn of the century, Andale was a thriving town full of a spirit of optimism for a wonderful new world. The community was close-knit, partly because of common backgrounds, and partly because the big city of Wichita was a long way off. The church was definitely a unifying factor. The current Roman Catholic Church — St. Joseph's Church — was dedicated on May 20, 1913.

The City of Andale was incorporated on October 7, 1901. The City's first election was held on November 11, 1901, forming a Mayor/Council government, with five Council members. The following were elected: Mayor David Mayberry; Councilmen C. Suellentrop, J. Fisher, L.A. Townsend, John Buscher, and M.B. Hein; City Clerk L.O. Steenrod; Police Judge I.B. Vincent; City Marshall Christ Erb; and City Treasurer G. May. Andale was a busy, bustling small town in the early years of the twentieth century. Young and old were taking advantage of the American Dream, to be free, to own a successful business, and to be rich and happy.

According to the records of the Southwestern Bell Telephone Company, as of January 1, 1917, there were 61 businesses that paid phone rates in Andale. Here are a few that were highlighted in the Centennial Book:

- Blind John's Blacksmith Shop
- The Andale Globe, weekly newspaper
- MacDougal Cigars
- Pete Gorges, Grocery Store
- Tony Gorges General Store
- The Brick Factory
- The May Drug Store
- Mathias Hilger Photography
- Comley Lumber Company
- Maggie Debbrecht's Millinery Shop
- The Andale Hotel
- The Reichenberger Spring Factory
- The German Mutual Insurance Company
- Kocour Saddlery Shop
- Hieger Hardware & Implement
- The Otto Weiss Elevator
- Reichenberger, Fisher and Eck, dry goods store
- The Andale State Bank
- John Freund's Saloon
- Batka Pop Factory
- Henry Debrecht, Meats and Groceries
- The Elite Café
- Clasen Blacksmith Shop
- Steinbuchel Undertaker and Furniture
- Klein City Dray and Transfer
- The Old Reliable
- Nick Freund's Print Shop
- The Julius Fisher Store
- John Buscher and Company
- Horsch Hardware
- Nick Hermes, Hardware & Implement
- The Andale Farmers Cooperative
- The Hieger Millinery Store

On May 25, 1917, the community suffered a devastating blow. The morning was cooler than usual and there were a couple of rain showers just after lunch, with one small dash of hail thrown in. Then the weather became oppressive, hot and humid. At approximately 2:00 p.m. all hell broke loose. A tornado hit the small prosperous farming community, killing thirteen, injuring more than fifty people, and destroying the southeast part of town. The public school, one of the oldest landmarks in Andale was "crushed like an eggshell". Fortunately, school had been dismissed for the summer, the Friday before the storm. The Catholic school was still in session but suffered no damage. There were many stories of miraculous survival, but the thirteen people that were lost were beloved by the community: Nicholas Cordell, Sr., 82; Barbara Hieger, 72; Mrs. John Klein, 32; Barbara Klein, 7; Mary Klein, 5; Leonard Klein, 8 months; John Mertes, 45; Joseph Mertes, 14; Agnes Rausch, 22; Henry Rausch, 60; Mrs. Alex Schmidt, 42; Irene Schmidt, 4; and Minnie Sommerhauser, 15.



Shock waves rippled out from Andale from the trauma of that May day in 1917.

The day after the tornado the town looked like a war zone. People were walking around, talking and working but their faces were blanched, their eyes heavy from suffering for themselves and others. Many of them wore torn clothing salvaged from wrecked homes.

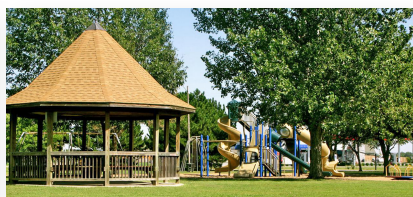
Even though the tornado splintered so many lives and so much property in its ferocity, there were many bright spots. First of all was the reaffirmation of the strong, enduring religious faith that is still so evident in the parish. There was also the vigor with which everyone worked to eliminate the physical and mental anguish that tore at their hearts. However, summer was coming, the sun was shining and the town was rebuilding. Instead of being defeated, their spirit was strengthened by the experience.

The era of Prohibition, from 1920 to 1949 in the State of Kansas, is stamped into Andale's past. Collier's Magazine, a national weekly magazine still in print, reported that the best whiskey in the country came from the back of a machine shop in Andale. Dr. A.R. Bachura, an Andale dentist, learned first-hand of Andale's reputation for excellence. While attending the 1933 World's Fair in Chicago, he and his wife went to a famous "speakeasy". The bartender brought out his best imported whiskey. Doc commented that the whiskey didn't taste much different from the whiskey he was accustomed to drinking at home. The bartender said his whiskey couldn't be beaten – it was imported from Andale, Kansas! To this day, townspeople refer to those stories with pride.

Over the next several decades, the world and the small town of Andale went through many changes. As the ease of transportation improved, the "big city of Wichita became closer and not as "big". More women joined the work force, largely due to World War II, and then, in time, the economy. Many of the local businesses that once thrived closed due to the competition of lower prices from the bigger stores in Wichita, and the convenience of shopping there on the way home from working there. In 2011, Andale lost its only grocery store, Kraus Foods, which had opened in October of 1985.

Over the last 25 years the community has continued a slow, but steady, residential growth. Since 1985, when Andale celebrated its 100th anniversary and the book *A Century of Heritage – Andale, Kansas 1885-1985* was published, over one hundred homes have been built. Many ancestors of the original families that settled the area are still here.

Although many things have changed, many have stayed the same. When tragedy strikes anyone in the community, the others are there to help in any way they can, physically, mentally and financially. The view down Main Street is the same as it was almost 100 years ago – of the beautiful church that represents the strong, German Catholic faith that is the backbone of this close-knit community.



Historic Preservation

Even though much of Andale was destroyed in the 1917 tornado, the City still retains a number of charming older homes, and a block of traditional small-town storefronts along Main Street. These historic neighborhoods give Andale character, and a sense of place.



Two buildings in Andale are included in the Kansas Historic Resources Inventory database, as of 2012, though neither is yet listed in the state or national Register of Historic Places: Andale Rural High School, and St. Joseph Catholic Church.

Andale Rural High School — 600 West Rush Avenue

Originally constructed in 1939, this two-story Commercial Style brick building became the core of the Andale School campus. It now houses the USD 267 Renwick School District Offices. The State Historic Preservation Office does not currently recommend this property as eligible for listing on the National Register of Historic Places.



*Andale Rural High School
— photograph by Brenda Spencer of Preservation Planning and Design, taken May 10, 2004*

St. Joseph Catholic Church — 318 West Rush Avenue

Prominently sited at the north end of Main Street, this one-and-a-half story brick Gothic Revival church was built in 1912 and dedicated in 1913. It is currently owned by the Catholic Diocese of Wichita. Though not yet listed in the state or national Register of Historic Places, the State Historic Preservation Office recommends this property as eligible for listing on the National Register of Historic Places.



*St. Joseph Catholic Church — view from Main Street
(photograph from the Andale Area Chamber of Commerce)*



St. Joseph's Church is the single most prominent visual landmark in Andale, and has become a cherished symbol of the community.

Residential Neighborhoods

Andale's older residential neighborhoods are well-cared-for, with many homes that date back to the 1920's and 1930's. The traditional character of these houses helps give a sense of place to the community. Keeping older homes in good condition is always more cost-effective than trying to fix them up after they have been neglected, so the community should continue to sustain high standards of property maintenance.

Downtown Commercial District

Andale's downtown has a number of early 20th-century commercial buildings that are in reasonably good condition, but are not being utilized to their full potential. The Future Land Use section of Chapter 8 will discuss this issue in more detail, and provide some suggestions for revitalizing Andale's historic and economic core.



*"Our Main Streets tell us who we are and who we were,
and how the past has shaped us. We do not go to bland suburbs
or enclosed shopping malls to learn about our past,
explore our culture, or discover our identity.
Our Main Streets are the places of shared memory
where people still come together to live, work, and play."*

*From the National Trust for Historic Preservation –
<http://www.preservationnation.org/main-street/about-main-street/>*

CHAPTER 3 Planning Goals

Purpose of Planning Goals

Goals provide a framework for efficient decision-making. Clearly defined goals make it possible to determine mutually recognized **priorities**, and allow resources of time and money to be invested in community needs in an efficient and productive manner.

Planning goals take into account not only the physical needs of a community, but also relate to social, economic and governmental considerations. From these goals, it is possible to establish overall policy guidelines which can be used to formulate the contents of the comprehensive plan and to facilitate the decision-making process of government.

It is often said that successful people are goal oriented. The same is true of communities – those that have recognizable common goals lay the basis for achieving the kind of community in which residents wish to live, to work and to find cultural and social satisfaction.

As Andale grows during the Planning Period, meaningful goals will help it establish a unique identity which will distinguish it from other area communities and enhance its ability to compete for residents, resources and economic development.

Having goals makes it possible to determine priorities, when various activities compete for money, time and manpower. With priorities established, better coordination of effort and resources becomes possible. This is true not only in the interrelationship of one governmental agency to another, but in the relationship between private enterprise, property ownership and governmental projects. If the goals of any one agency or individual are not in accord with an overall project, there is usually a reduction in efficiency and an increase in cost and time in achieving the final results. Goals, therefore, can provide a method of establishing efficient working relationships and often make difficult tasks achievable.

Planning Goals for the Andale Area

A variety of specific goals and objectives for each planning topic are noted throughout this document. It is desirable, however, to determine some overall goals which establish basic principles to guide the future development of the community. General goals for the Andale Planning Area follow; they are not listed in order of priority. These overall goals were generated from community input during the public meeting held on November 14th, 2011, and from responses to the Community Questionnaire. They were then refined by the Planning Commission.

Economy

- Seek methods to support the Chamber of Commerce to stimulate economic activity. For example, the Chamber and City Council will work together on downtown economic development.
- [Support and encourage Main Street revitalization.](#)
- Encourage the expansion and attraction of more local retail, service and office businesses. Specifically, pursue location of a grocery store and medical clinic in the City.
- Study the establishment of a Farmers Market.
- Strive to attract light industries in order to strengthen the local economy and tax base, and to reduce the dependence on commuting to employment.
- Economic development efforts should encourage light industry and retail, rather than heavy industry.
- As possible, designate a key person for economic development contact. Provide a strong liaison to and coordinator of the activities of economic development entities.
- Identify large parcels of land available for development and plan for appropriate infrastructure.

Population

- Seek modest, but continuing growth.
- Attract more young families to the area in order to balance the diversity of the population, and support the school system.
- Use an estimate of 1250 for the total population goal during the Planning Period.

Housing

- Consider the specialized needs of housing the elderly and disabled such as assisted living or a retirement community. Encourage housing for senior citizens by encouraging private investment and creative private-public partnerships.
- Develop a program to assist seniors with home maintenance.
- Discourage the intermixing of single-wide manufactured/mobile homes with site-built houses and recognize the use of residential-design manufactured homes in single family residential zoning districts.
- Discourage scattered rural housing and encourage the formation of properly designed rural subdivisions where satisfactory water supplies and sewage disposal methods are available.
- Cooperate with the County on enforcement of zoning regulations and construction and sanitation codes outside the City.

Land Use

- Establish policies and plans to guide development into desirable and efficient land use patterns, consistent with long-range community goals and responsive to local development influences.
- Pursue revitalization of the downtown core, both physically and economically. Explore the development of a Downtown District Plan to include land use, streetscape, landscape, focal points, and the roles of owners, users, nonprofit support groups and government.
- Concentrate urban development in and around the City so as to avoid scattered urban sprawl, and thereby maximize the efficiency and economy of providing utilities and community facilities and services.
- Protect the character and quality of residential areas from the intrusion of incompatible land uses, unnecessary through traffic and negative environmental features.
- Preserve future industrial land from competing uses in favor of long-range development.
- Utilize the concept of urban forestry to encourage the planting of appropriate trees on public and private land.
- Protect good farmland from the intrusion of unnecessary non-agricultural uses which detract from the productivity and character of the rural landscape.
- Preserve throughout the Planning Area those natural and unique settings of woodlands, creeks and natural drainage ways that in addition to their environmental benefits also serve as buffers between land uses.

Transportation

- Pave all new City streets.
- Classify and delineate the location, standards and methods of financing for a local, collector and arterial functional street system.
- Improve interconnections where possible between existing residential subdivisions.

Utilities and Community Facilities

- Continue to foster a strong relationship with the School District recognizing the positive impacts and community pride from having Renwick USD 267 school facilities within the Community.
- Continue routine upkeep and maintenance of the municipal swimming pool.
- Explore development of a Community Building within the downtown area and incorporate an exercise center, day care center and elder day care program.
- Continue to address Storm Drainage Problems.
- Provide basic services and utilities in as self-sufficient manner as possible.
- Plan for development of community and neighborhood park land for the east side of the City.
- Provide more activities and "places to hang out" for youth and children.
- Study the potential for a bike path/sidewalk system in town. Plan for pedestrian connections within and between neighborhoods.

Plan Implementation

- Adopt and maintain the Comprehensive Development Plan document as a guide for future development of the Planning Area.
- Maintain the City Zoning Regulations to guide developmental activities according to the Future Land Use Plan element.
- Encourage citizen participation in open meetings as part of the decision-making process in planning and land use regulations.
- Involve clubs and organizations in implementing the Comprehensive Plan as is feasible.
- Review all public improvement projects as per state statutes for their conformity to the Comprehensive Plan.
- Prepare a Capital Improvement Program as part of the budgetary process to carry out orderly long-range financing for public improvements.
- Encourage the development of more youth- and adult-oriented activities with the goal of keeping them involved in the community.
- Promote upkeep of property through proper zoning and ordinance enforcement.
- Highlight community goals on the City's website.

CHAPTER 4. Economy

Very limited published economic data is now available for cities with a population of less than 10,000. Kansas sales tax records, which report annually on retail trade, are compiled by counties, not by cities. The federal Census and the *American Community Survey* do provide information sorted by cities, but not by Planning Areas. Within the limits of these constraints, this chapter provides an analysis of the economic characteristics of Andale, and assesses the potential and needs for future economic development activity.

Unlike previous censuses, the 2010 Census did not ask for detailed social and economic information. Instead, such data is now collected through the *American Community Survey*, which is also administered by the Census Bureau. The *Survey* is sent to about 250,000 households each month, so that data collection is ongoing, rather than only once every ten years. The *American Community Survey* can therefore produce much more current socioeconomic data, providing updated information each year to larger cities, and once every three years to smaller communities.

Economic information is available in more detail from the U.S. Census Bureau FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including economic data from Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Census Definitions

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

Family / Household: A *family* consists of two or more related people residing in the same housing unit. 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".

Existing Economic Conditions

Information in this section originates in the *2006-2010 American Community Survey 5-Year Estimate*. Economic information was not collected in the 2010 Census, so there are discrepancies between the two data sets. For instance, the number of households utilized by the *Survey* (310) is different than the official 2010 Census figure for number of households (290). To maintain consistency within the data, *Community Survey* numbers are used throughout this section.

Also, information in this section applies only to people living *within* the city limits of Andale, and does not include data on those living in the Andale Planning Area. Therefore, the extensive agricultural component of the local economy does not appear proportionately in the data shown.

Income & Earnings

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 useful primarily when compared to the same datum for other geographic areas, and should not be construed as an accurate representation of actual income or earnings for a typical Andale resident.

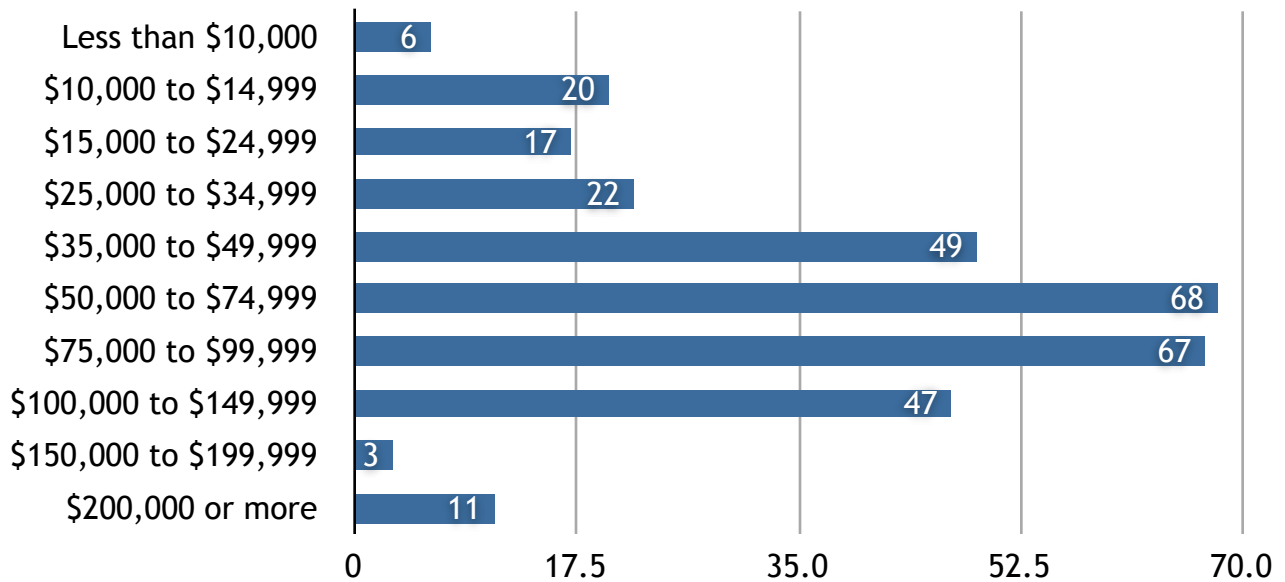
— Annual Per Capita Income —	
United States	\$27,334
Kansas	\$25,907
Sedgwick County	\$25,297
Andale	\$22,929

Median earnings noted below are for full-time, year-round workers.

	2006-2010 5-year Estimate			
	Median Earnings		Median Income	
	Males	Females	Household	Family
Sedgwick County	\$45,829	\$32,976	\$47,848	\$61,137
Andale	\$48,986	\$39,479	\$62,000	\$74,722

*Comprehensive Development Plan
for the Andale Area, Kansas: 2012 – 2032*

In the 2006-2010 American Community Survey 5-Year Estimate, out of 310 households in Andale, **annual household income** was distributed as shown; the bars indicate the number of households in each income range.



Census 2000 to 2010: In the decade preceding the 2010 Census (1999 to 2009), income levels for residents in the City of Andale increased by roughly one-third.

Income Comparisons	Income 2000	Income 2010	Percentage Increase
Per Capita Income	\$17,439	\$22,929	31.5%
Median Household Income	\$47,333	\$62,000	31.0%
Median Family Income	\$53,702	\$74,722	39.1%

Types of Employment

From the *2006-2010 American Community Survey 5-Year Estimate*:

Out of a population of 928 persons, there were 622 people (67%) in the City of Andale who were 16 years of age and older. Of those, 449 were in the labor force (72% of those 16 and up). Of those in the labor force, 9 (2%) were in the armed forces, 33 (7%) were unemployed, and 407 (91%) were civilians and employed. The following three tables show data for those 407 employed civilians, by occupational category, and by the industry in which they were employed, and by the class of worker.

Occupational Category	Persons	Percentage
Management, business, science, and arts	127	31.2%
Sales and office	104	25.6%
Service	71	17.4%
Natural resources, construction, and maintenance	61	15.0%
Production, transportation, and material moving	44	10.8%

Industry in which Employed	Persons	Percentage
Educational services, and health care and social assistance	114	28.0%
Manufacturing	81	19.9%
Retail trade	46	11.3%
Transportation and warehousing, and utilities	43	10.6%
Arts, entertainment, and recreation, and accommodation and food services	28	6.9%
Construction	18	4.4%
Professional, scientific, and management, and administrative and waste management services	16	3.9%
Public administration	16	3.9%
Agriculture, forestry, fishing and hunting, and mining	14	3.4%
Other services, except public administration	14	3.4%
Information	6	1.5%
Finance and insurance, and real estate and rental and leasing	6	1.5%
Wholesale trade	5	1.2%

Class of Worker	Persons	Percentage
Private wage, salary, and commission workers	335	82.3%
Government workers (working for federal, foreign, international, tribal, state or local government)	48	11.8%
Self-employed (in own business, professional practice, or farm)	24	5.9%
Unpaid family workers (working without pay in a family business or farm)	0	0.0%

Of the 407 employed civilians in the City of Andale in 2010, most were employed in education, health care, manufacturing, retail, transportation, and utilities (69.8%). A surprisingly small 3.4% of people living within the city limits were employed in agriculture. A significant majority (82.3%) were privately employed.

Unemployment

The *2006-2010 American Community Survey 5-Year Estimate* defines the labor force as those individuals, 16 years old or older, who are employed or seeking employment.

Employment	Andale		Sedgwick County		Kansas	
	Persons	%	Persons	%	Persons	%
Labor force	449		257,063		1,494,540	
Employed / military	9	2.0%	2,316	0.9%	15,023	1.0%
Employed / civilian	407	90.6%	235,219	91.5%	1,390,619	93.0%
Unemployed	33	7.3%	19,528	7.6%	88,898	5.9%

Andale residents work in a wide variety of occupation types, for a wide range of employers. This diversity gives the City resilience during economic downturns. In a time frame when the national unemployment rate was 7.9%, Andale's rate was just 7.3%; the City was doing better than Sedgwick County in general (7.6%), though not as well as the state as a whole (5.9%).

Location of Employment

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked the location of employment for persons in their household.

Community Questionnaire – Location of Employment								
	Andale		Wichita		Hutchinson		Other	
In City of Andale	33	13%	94	37%	6	2%	21	8%
Outside City / In Planning Area	25	10%	58	23%	6	2%	12	5%
<i>Total Responses</i>	58	23%	152	60%	12	4%	33	13%

In addition to Andale, Wichita, and Hutchinson, Andale area residents have employment in Andover, Cheney, Colwich, Garden Plain, Goddard, Maize, Mount Hope, Mulvane, Park City, Sedgwick, and Yoder. Although the major source of employment is the Wichita area, it is important to note that almost a quarter of those who responded are employed locally.

Commuting

Employed civilians in Andale, 16 years old or older, commuted to work as shown in the following table. The mean travel time to work for them was 24.2 minutes. The national average commute time was 25.2 minutes.

Commuting	Persons	Percentage
Drove in car, truck or van – alone	354	87.6%
Drove in car, truck or van – carpooled	22	5.4%
Worked at home	17	4.2%
Walked	11	2.7%
Public transportation (excluding taxicab)	0	0.0%

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.

	2011 Levy in mills
State of Kansas	1.500
Sedgwick County	29.428
Sedgwick County Fire District	18.397
Sherman Township	0.148
Renwick USD 267	63.495
Regional Library System (SCKLS)	1.975
<i>Subtotal</i>	<i>114.943</i>
City of Andale	
General	22.317
Bond & Interest	8.481
Police, Fire, & Ambulance	2.635
Employee Benefits	9.078
<i>Subtotal</i>	<i>42.511</i>
<i>Total 2011 Levy</i>	<i>157.454</i>

This table shows the official 2011 ad valorem tax levies for the City of Andale, as listed by the Sedgwick County Clerk at www.sedgwickcounty.org/countyclerk.

The total 2011 tax levy of 157.454 is slightly lower than the 2010 rate of 157.961.

Sedgwick County taxes pay for road and bridge maintenance, noxious weed control, emergency medical services, aging services, mental health services, program development at Wichita State University, and bond and interest payments on long range development, among other purposes.

The 2010 assessed value of property in Andale was \$6,103,271. Applying the 2010 total mill levy of 157.961 would produce total property taxes of \$964,079, to be paid from Andale property owners in 2011, to the state, county, township, fire district, school district, library district, and the City.

Cities of the 3rd Class in Sedgwick County	Total Assessed Valuation	2011 City Levy in mills
Sedgwick	\$1,158,221	65.420
Eastborough	\$11,835,717	59.999
Cheney	\$11,642,597	55.126
Bentley	\$2,432,488	53.690
Mount Hope	\$3,998,226	51.251
Garden Plain	\$5,435,004	50.075
Clearwater	\$14,181,221	49.943
Maize	\$28,361,994	43.132
Andale	\$6,103,271	42.511
Colwich	\$9,953,071	40.054
Kechi	\$15,590,753	33.676
Viola	\$651,961	19.662

Of the twelve Cities of the 3rd Class in Sedgwick County (incorporated cities with no more than 2000 inhabitants), Andale's mill levy was the fourth lowest.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the City Tax Levy and the School Tax Levy.

Community Questionnaire – City Tax Levy						
	Adequate		Inadequate		Don't know	
In City of Andale	85	72%	9	8%	24	20%
Outside City / In Planning Area	43	58%	5	7%	26	35%
Total Responses	128	67%	14	7%	50	26%
Community Questionnaire – School Tax Levy						
	Adequate		Inadequate		Don't know	
In City of Andale	86	74%	7	6%	24	21%
Outside City / In Planning Area	47	59%	12	15%	21	26%
Total Responses	133	68%	19	10%	45	23%

Shopping Patterns of Andale Residents

Local Andale area businesses include the following, which are listed as members on the Andale Area Chamber of Commerce website:

- 96 Agri Sales, Inc.
- A Shear Cut
- Andale Farmers Coop
- CODA Design
- First National Bank
- G Chapelli Hair Salon
- Gambino's
- Hieger Insurance Agency
- Horsch Landscaping
- Horsch Motors, Inc.
- Jerry Martin Tire Sales & Repair
- Judy Horsch Tupperware
- Larry Booze Roofing
- Legacy Bank
- Maria Ruiz Photography
- Mark's Meats
- Martinway Products
- Ozzie B's Pizza
- Penney Construction
- PrairieLand Partners
- Premier Pump/Well
- Ray's Countryside Catering
- Sew What?, LLC
- Weninger Motors

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked where they did most of their shopping for various categories of items. In the table, "In" refers to people living within the City of Andale, and "Out" indicates people who live in the Planning Area but outside the city limits.

Community Questionnaire – Shopping Locations									
Shopping Location	ANDALE			WICHITA			HUTCHINSON		
Residents	In	Out	Total	In	Out	Total	In	Out	Total
Groceries			0	114	100	214			0
Medicines			0	125	86	211			0
Clothing			0	125	98	223	2	3	5
Furniture			0	123	100	223	4	3	7
Appliances	2	4	6	124	90	214	1		1
Hardware	44	42	86	94	71	165	1		1
Total Responses	46	46	92	705	545	1,250	8	6	14

The pattern of local shopping behavior is predictable, given the limited retail options in Andale, and the proximity of Wichita's NewMarket Square shopping district at 21st and Maize Road (less than 14 miles or 25 minutes drive away from Andale). The fact that so many people from Andale work in the Wichita area simply reinforces the convenience of stopping to shop before heading home.

The number of local hardware purchases is heartening, however, showing a willingness to shop in Andale when the opportunity exists.

When asked what additional stores and services they would like to see in Andale, a local grocery (179 votes) and a local doctor (164 votes) were most desired by area residents, followed by restaurants (65 votes) and a pharmacy (61 votes), then a dentist (48 votes) and a barber shop (34 votes). Although there are practical constraints on how much retail business can be supported by a given population base, there are still possibilities for pursuing some of these businesses for Andale.

Andale is not alone in its wish for a local **grocery store**. According to *Rural Grocery Stores: Importance and Challenges*, a 2010 report by the Center for Rural Affairs in Lyons, Nebraska, the necessary population needed to maintain a grocery store was 3,252 in 2005, and rising. Between 2006 and 2009, in Kansas towns of less than 2,500 people, 38% of their existing 213 grocery stores closed.

The Center for Engagement and Community Development (CECD) at Kansas State University has responded to this problem with the *Rural Grocery Store Sustainability Initiative*, which is working to identify and develop models to help small Kansas towns support a local source of fresh groceries. Often, the solution is a **grocery co-op**. If the Andale community is interested in exploring this option, there is more information on the Initiative's website at www.ruralgrocery.org.

Local **medical services** are also much desired by Andale residents, but harder and harder to obtain for most rural communities. If Andale is to attract a local doctor or dentist, it will probably be because the individual practitioners want to live in a small town environment that still has urban amenities within reach – like Andale. This possibility is not out of the question, given the quality of life that Andale can offer, but it will require some serious headhunting on the part of community leaders.

Local **restaurants** and a local **barber shop** are well within reach for Andale, though again, a coordinated effort to recruit desired businesses to town is more likely to be successful, as opposed to merely hoping that one will happen. The higher Andale's quality of life, the easier such recruiting efforts will become.

As communication and transportation systems become faster and more efficient, other options for local services become available. For example, instead of trying to support a local **pharmacy** without a sufficient population to make it successful, consider setting up a system so that local people without internet access can still purchase medicines over the web.

Economic Development Programs

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Economic Development Promotion. Almost three-quarters of respondents didn't know if such efforts existed, or considered those efforts inadequate.

Community Questionnaire – Economic Development Promotion						
	Adequate		Inadequate		Don't know	
In City of Andale	30	26%	39	34%	45	39%
Outside City / In Planning Area	23	27%	32	38%	29	35%
<i>Total Responses</i>	53	27%	71	36%	74	37%

Capital Improvement Program: The City of Andale Capital Improvement Program (CIP), budgets City funds for predictable costs through the year 2030 – for street, curb, and sidewalk repair; for maintenance of City equipment and structures (water and sewer system, City park and pool, City buildings); and for periodic replacement of City vehicles (mowers, tractors, trucks, police cars). However, the City government does not currently support any economic development programs or projects.

Andale's quality of life gives the community significant advantages for economic development. It has small town ambience and a rural setting, yet is within easy reach of Wichita's employment opportunities, as well as shopping, medical, and entertainment venues. It has local economic resources, and a generally well-maintained infrastructure. The highly regarded Andale school system is also a significant asset.

To utilize these advantages most effectively, Andale needs a plan to maintain the community's long-term economic vitality, and a coordinated effort to put that plan into action. City government may be able to support such an endeavor, but it does not currently have the resources to organize and manage the venture. Community leaders should seriously discuss the possibility of creating a local group of volunteers who can and will focus on long-term economic development for Andale – defining goals, making a plan to achieve them, and then implementing the plan.

Various formats for such volunteer associations exist, and many resources are available to help local groups get started. Such a group would define its own goals, but might consider such possibilities as working to recruit desired businesses to Andale's downtown, organizing a grocery co-op, improving the downtown streetscape, and organizing holiday lighting in the retail core.

Andale has a Chamber of Commerce, and does not currently participate in programs such as PRIDE, SCIP, or Kansas Main Street.

Chamber of Commerce: The Andale Area Chamber of Commerce is a possibility as a coordinating group, if they are able and willing to take on the additional work. According to their website at www.andalechamber.com, *"The Andale Area Chamber of Commerce serves as an advocate and voice for the local business community. The Chamber works in partnership with the City of Andale and the corporate community to promote, advocate for and expand business in the City."*

PRIDE: The Kansas Department of Commerce (KDOC) and Kansas State University Research and Extension administer the PRIDE program, providing technical assistance and training opportunities for local programs. PRIDE is a community-initiated effort that helps local leaders prepare for and manage change through a hands-on approach to community self-improvement. The program addresses such areas as planning, community services, and community enrichment. www.kansasprideprogram.ksu.edu

Small Communities Improvement Program (SCIP): The Kansas Department of Commerce offers grants of up to \$125,000 to small communities that are willing to put sweat equity into local improvement projects. The community provides local labor and equipment, and SCIP provides technical assistance and financial support. Eligible projects include city-sponsored farmers markets, parks and playgrounds, public restrooms, and walking trails, among others. Funding for this program is currently in question, but may be supported again during the course of the Planning Period. www.kansascommerce.com/index.aspx?NID=125

Kansas Main Street: In Andale's case, the Kansas Main Street program may well be the best fit for the City's needs. For one thing, this program offers a tiered approach to involvement, which allows communities to work their way into the program slowly. The first level of participation starts with training a small core of four local volunteers in community development, showing them what other small towns in Kansas are working on, and sharing information and support. <http://ksmainstreet.kansascommerce.com>

The **Main Street** program utilizes a four-point approach, which recognizes that a community's ability to organize its people, market its assets, improve its downtown, and restructure its economy are all interrelated. The Main Street program, and its possibilities for Andale, will be discussed further in Chapter 8.

Additional information on Kansas Main Street, PRIDE, SCIP, and other programs, is available on the Kansas Department of Commerce website at www.kansascommerce.com.

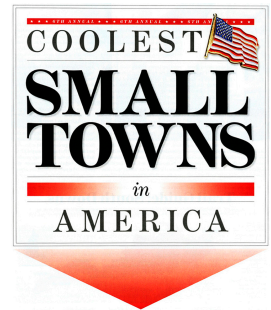
Future Economic Development

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked which of the following types of Economic Development they felt would most benefit the Andale Planning Area.

Community Questionnaire – Economic Development						
	In City of Andale		Outside City / In Planning Area		Total Responses	
Heavy Industry	7	4%	4	3%	11	4%
Light Industry	48	28%	43	32%	91	30%
Wholesale Trade	16	9%	9	7%	25	8%
Retail Trade	58	34%	34	25%	92	30%
Service Businesses	35	21%	40	30%	75	25%
Tourism	5	3%	4	3%	9	3%
Total Responses	169	100%	134	100%	303	100%

The patterns of response were similar from residents in the City and in the Planning Area. Overall, retail and light industry were the most preferred types of economic development, closely followed by service businesses. Little interest was shown in attracting wholesale trade or heavy industry to the Andale area, which makes sense given the community's location, land use patterns, and existing infrastructure. Tourism got the least interest as an economic development option, but that assumption may be worth reconsidering – Andale has the potential to develop a small but effective tourism segment of its local economy.

Tourism Andale is definitely not too small to attract tourists, and tourism dollars. There is a segment of the traveling public that prefers small town explorations over traditional tourist destinations. They find their ports of call on the internet, on sites like www.SmallTownGems.com, <http://RealSmallTowns.com/>, www.LoveSmallTownAmerica.com, or through Budget Travel Magazine's annual "Coolest Small Towns" competition. With the architectural icon of St. Joseph's Church, a revitalized downtown, the City's location at the end of a regional bicycle trail (see Chapter 9), and easy highway access, Andale has the potential to develop a small but significant tourism segment in its local economy. For some downtown businesses, tourist dollars could make the difference between "barely making it" and "doing well".



Economic Goals for Andale

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 Council, **it is *quality of life* that makes a community a *successful* competitor.**

Andale's high quality of life could be its most effective economic development tool, and investments in improving that quality should be viewed as investments in its economic future. Intensified efforts to *market* the City's quality of life are also worth pursuing, but such efforts must be coordinated in order to be effective.

For a strong economic future, Andale needs a revitalized downtown commercial district, access for all ages to good recreational facilities, and a suitable selection of service businesses and restaurants in the downtown core – all of these will help to deliver the high quality of life which is essential in order to attract and retain residents in the community for the long term.

A list of suggested economic development goals for the Andale Planning Area, supplementing those in Chapter 3, follows this page.

Coordinate Economic Development

- Establish a formal City policy to promote and coordinate economic development activities.
- Identify and establish working relationships with County, regional, state and federal organizations which provide technical services and/or funding assistance for economic development programs.
- Establish a local volunteer organization to focus on long-term economic development.
- Consider pursuing grants to support economic development.

Revitalize Downtown Andale

- Revitalize the downtown business district. Consider participating in the **Kansas Main Street program** to achieve this goal efficiently. (See Chapter 8)
- Determine ways to encourage and support local firms, especially restaurants and a local barbershop.
- Sponsor programs and events which promote the business district. Consider a holiday lighting program.

Improve the Quality of Life

- Consider establishing a local grocery co-op.
- Consider setting up a system to help people without internet access purchase medications over the web.
- **Renovate the downtown streetscape.** (See Chapter 8)
- Improve walkability.
- Develop bike paths and bike routes.
- **Establish additional community-wide celebrations and events.**

Diversify and Recruit

- Maintain the viability of agricultural productivity in the Planning Area.
- Consider mounting an effort to recruit a doctor and/or a dentist to live and work in Andale, using the quality of life as a recruiting inducement.
- Determine the types of business and light industry desired, and actively seek those which would strengthen the local economic base without detracting from the quality of the environment.
- Consider establishing a policy on issuing local industrial revenue bonds utilizing the provisions of K.S.A. 12-1617h to annually levy less than a mill for securing industries in and near the City. (Note: Not subject to the property tax lid.)

CHAPTER 5. Population

Population information in this chapter is based on the 2010 Census. The U.S. Census is taken only once every ten years, so The *American Community Survey (ACS)*, which is also administered by the Census Bureau, provides updates in the years between censuses. The updates are provided once every three years to small communities, and annually to larger cities. Though more current, the *American Community Survey* is based on a much smaller sample size, so 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 FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including demographic data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research*, at www.ipsr.ku.edu/ksdata.

Analyzing the characteristics of the people now living in Andale helps to estimate the potential future population of the Planning Area by the end of the twenty-year Planning Period. A reasonably accurate determination of future population is an essential foundation for predicting Andale's planning needs over the next two decades, such as water and sewage system storage and treatment capacities.

Understanding the physical, social and economic characteristics of the people in the Andale Planning Area will help community leaders develop policies to effectively meet residents' needs.

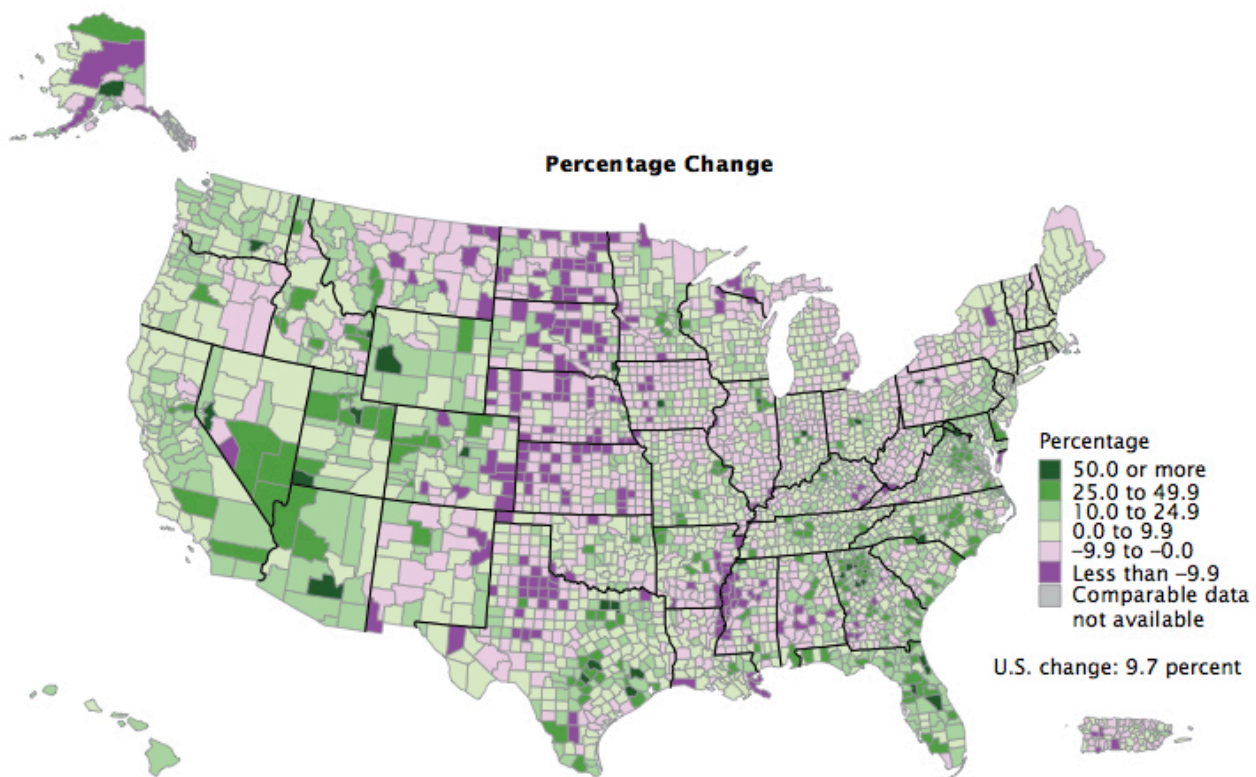
Historical Population Trends

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 11.4% per decade for the last fifty years, while Kansas has been growing by about 5.6%, and Sedgwick County by about 7.8%. Sedgwick County is doing much better than most of Kansas, and for the last several decades has been growing at a rate comparable to that of the nation as a whole.

	US		Kansas		Sedgwick County	
	Population	% Change	Population	% Change	Population	% Change
1950	151,325,798		1,905,299		222,290	
1960	179,323,175	18.5%	2,178,611	14.3%	343,231	54.4%
1970	203,211,926	13.3%	2,249,071	3.2%	350,694	2.2%
1980	226,545,805	11.5%	2,364,236	5.1%	366,531	4.5%
1990	248,709,873	9.8%	2,477,588	4.8%	403,662	10.1%
2000	281,421,906	13.2%	2,688,824	8.5%	452,869	12.2%
2010	308,745,538	9.7%	2,853,118	6.1%	498,365	10.0%

National Population Trends

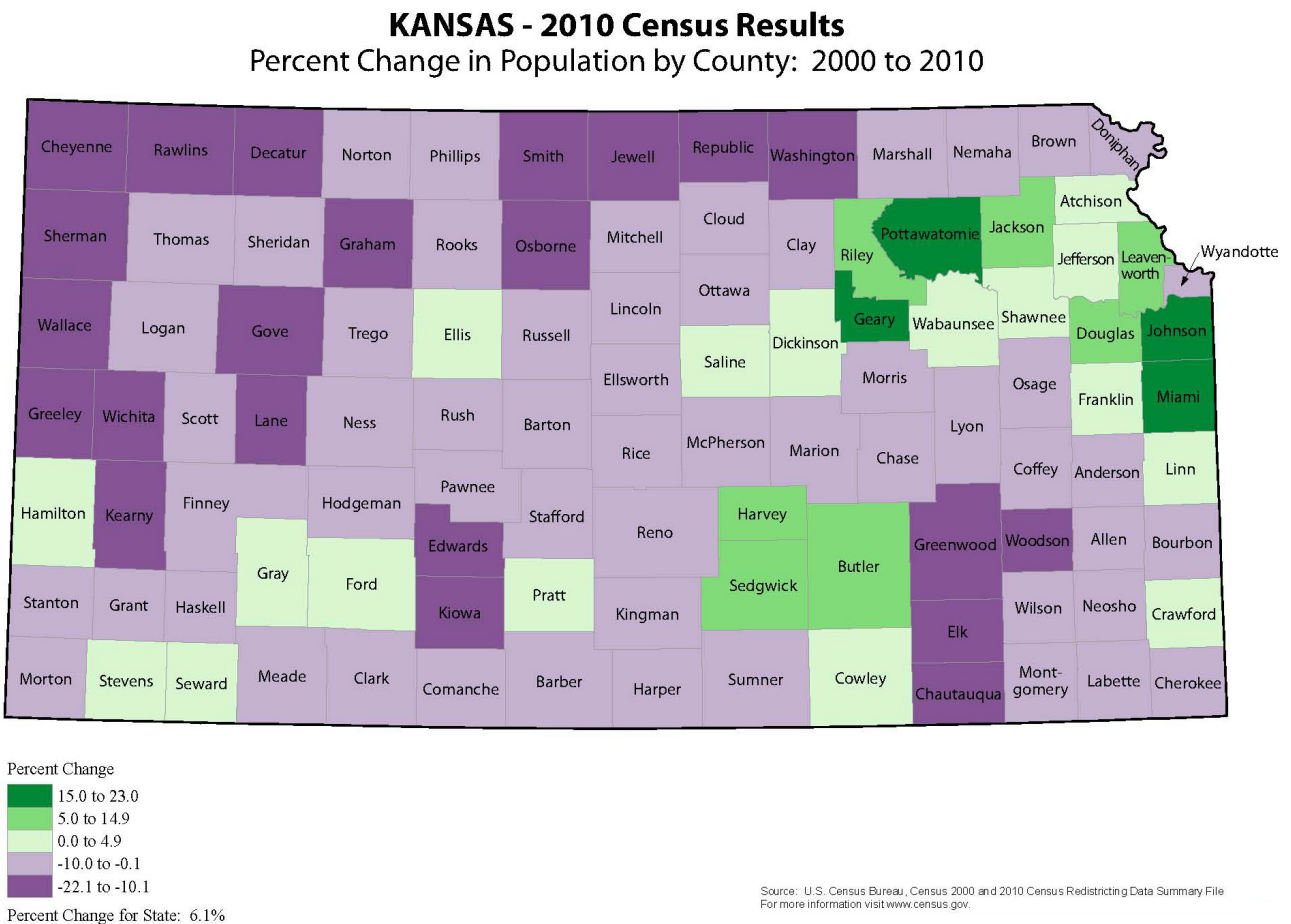
Recent national population trends show some states and counties losing population, as people move from rural areas to cities, and from the northeast and midwest to the south and west. This map shows the percentage of population change between 2000 and 2010, for each county in the country. Green shades indicate growth; purple shades indicate population loss.



Source: U.S. Census Bureau, 2010 Census and Census 2000.

Kansas Population Trends

A similar map for the state of Kansas shows that most population growth in the last decade has taken place in the northeast part of the state (around Kansas City, Topeka, and the university towns of Lawrence and Manhattan), and around Wichita. Between 2000 and 2010, Sedgwick County grew by about 10%.



These national and regional trends certainly influence Andale. Many rural midwestern towns have seen significant population loss in recent decades, but Andale's proximity to the Wichita metropolitan area gives it an advantage that has helped the City continue to grow.

Andale Population Trends

The population of the City of Andale has been growing since the 1930's, though the rate at which it grows has varied significantly from decade to decade. There were particularly large increases in the 1950's (37%) and in the 1990's (35%). Even with the recession of recent years, Andale's population grew in the 2000's by 21%.

Andale					
Census	Population	% Change	Census	Population	% Change
1920	259		1970	500	16%
1930	255	-2%	1980	538	8%
1940	289	13%	1990	566	5%
1950	316	9%	2000	766	35%
1960	432	37%	2010	928	21%

Planning Area Population Estimate

The U.S. Census does not provide population data sorted by "Planning Area", so other means will be used to arrive at a reasonable estimate of the Planning Area population.

Sherman Township The Andale Planning Area is nearly contiguous with Sherman Township, except for about 1.75 square miles of the Planning Area to the north in Greeley Township, and six square miles along the southern edge of the Township which is outside the Planning Area. Census information on the population of Sherman Township provides a useful cross-check when estimating population for the Planning Area.

According to the 2010 Census, Sherman Township had a population of **1,716 people**, which was an **increase of 26.0%** since the 2000 Census population count of 1,362 people. Subtracting the population of Andale (928) from that of Sherman Township (1,716) results in an estimated population of **788 persons** in the unincorporated areas of the Township.

Household Size The Land Use Survey in August 2011 counted **236 housing units** in the Andale Planning Area, outside of the City. According to the 2010 Census, the average household size in Andale was **3.20 people per household**. Multiplying yields a rough estimate of about **755 persons** in the Planning Area.

Family Size If most of the 236 rural housing units contain families, as seems likely, then making an estimate based on the average family size in Andale in 2010 (**3.67 people per family**) yields a rough estimate of about **866 persons** in the Planning Area.

Depending on which estimate is used, the Planning Area population is approximately **81% to 93% the size of the population of the City of Andale**. The sheer size of this rural population has long-term environmental, political, and economic implications for the City of Andale, which will be discussed in more detail in the Implementation chapter of this Comprehensive Plan.

Characteristics of Andale's Population

In this section, information from the 2010 Census will be used to discuss Andale's population growth, age distribution, and household and family characteristics. Information from the *2006-2010 American Community Survey 5-Year Estimate* will be used to discuss citizenship, veterans status, ancestry, race, marital status, and educational attainment.

	Andale			Sedgwick County		
	2000	2010	% Change	2000	2010	% Change
Total Population	766	928	21%	452,869	498,365	10%
Median Age (in years)	27.5	27.2	-0.3	33.6	34.2	0.6
% Male	50.5%	48.7%	-1.8%	49.4%	49.4%	0.0%
% Female	49.5%	51.3%	1.8%	50.6%	50.6%	0.0%

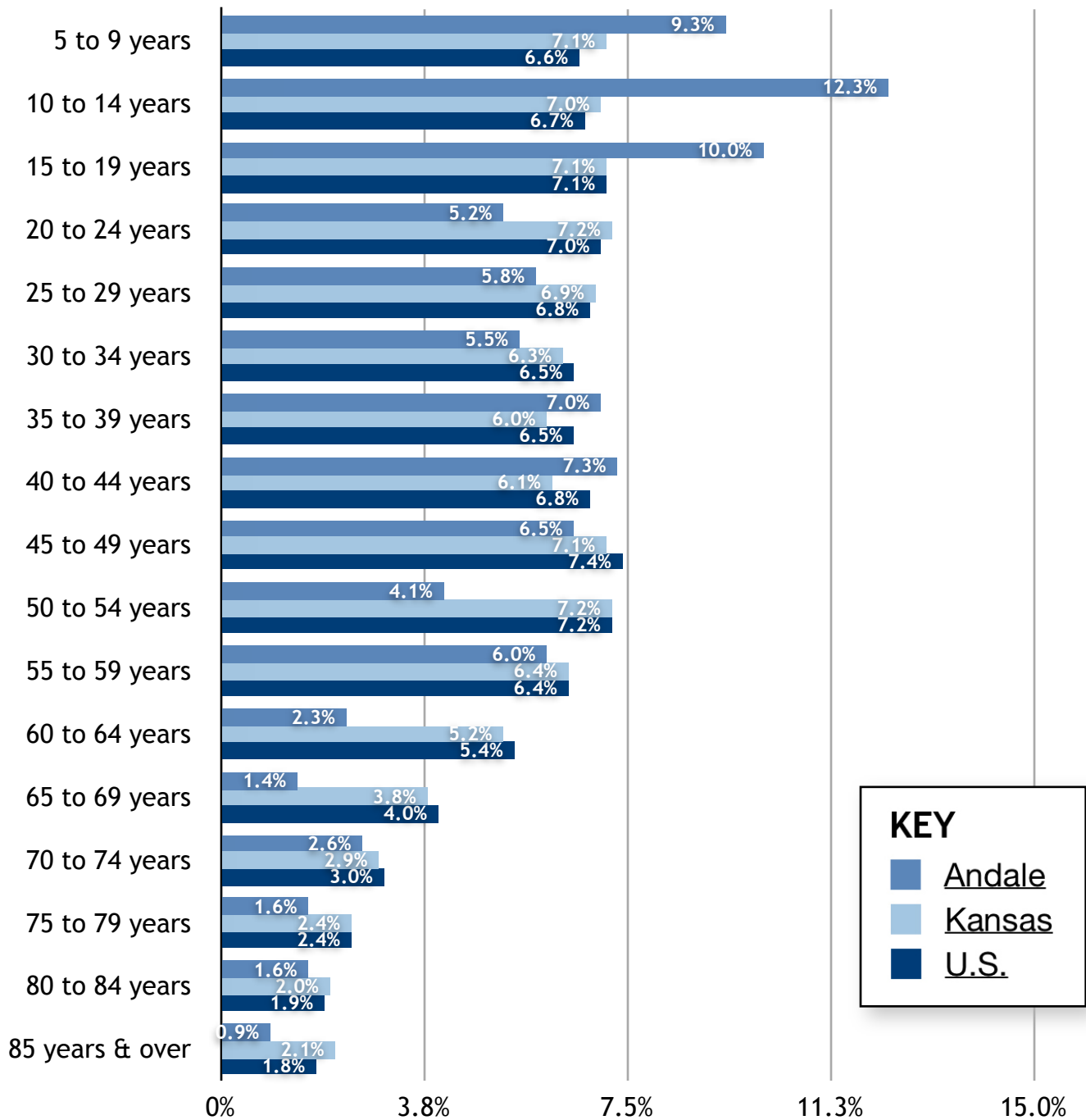
Between 2000 and 2010, Andale's total **population increase** (21%) was more than twice as much as Sedgwick County's (10%). Population increase in Kansas was 6.1% during that decade, and was 9.7% in the nation.

Andale's **median age** went down between 2000 and 2010, due in part to the large percentage of children in the community, and in part to the fact that older citizens tend to move away to find necessary support systems as they age.

Having more females than males in a population is normal, particularly in a population with a large component of elders, although the **gender imbalance** is a little exaggerated in Andale compared to the rest of the County, and the percent change from 2000 is even more pronounced.

The following chart shows the percentage of each age category for Andale residents, compared to figures for Kansas and the United States. Andale's population has a much higher percentage of children than either the state or the nation.

2010 Census — Population by Age



Households & Families in Andale		
Family Households	236	81.4%
<i>Husband & Wife (no children in household)</i>	72	24.8%
<i>Husband & Wife with own Child(ren) under 18 years</i>	111	38.3%
<i>Male with own Child(ren) under 18 years</i>	13	4.5%
<i>Female with own Child(ren) under 18 years</i>	24	8.3%
<i>Male householder with other relatives</i>	4	1.4%
<i>Female householder with other relatives</i>	12	4.1%
Non-Family Households	54	18.6%
<i>Male living alone (under 65 years)</i>	15	5.2%
<i>Male living alone (65 years and over)</i>	9	3.1%
<i>Female living alone (under 65 years)</i>	13	4.5%
<i>Female living alone (65 years and over)</i>	13	4.5%
<i>Other non-family households</i>	4	1.4%
TOTAL HOUSEHOLDS	290	100.0%

- **Children/Seniors** Out of 290 households in Andale, 152 (52.4%) had children under 18 years of age in the household, and 55 (19.0%) had individuals 65 years of age or older in the household; 83 households (28.6%) had neither children or seniors.
- **Household & Family Size** As counted by the 2010 Census, the average household in Andale had **3.20** people, and the average family had **3.67** people. Between 2000 and 2010, the average household size changed from 3.18 to 3.20 persons per household, an increase of 0.6%; the average family size changed from 3.78 to 3.67 persons per household, a decrease of 2.9%.
- **Between 2000 and 2010**, the number of family households in Andale changed from 186 to 236, an increase of 26.9%. The number of non-family households changed from 55 to 54, a decrease of 1.8%. **The total number of households changed from 241 to 290, an increase of 20.3%.**

Population Characteristics from the *American Community Survey*

Information in this section originates in the *2006-2010 American Community Survey 5-Year Estimate*, since some social information was not collected in the 2010 Census. There are discrepancies between the two data sets; for instance, the number of households utilized by the *Survey* (310) is different than the official 2010 Census figure for number of households (290). To maintain consistency within the following data, *Community Survey* numbers are used throughout this section.

- **Citizenship** Out of 919 people, 913 were born in the U.S., and the other 6 were born either in U.S. territory or to American parents abroad. All Andale residents are U.S. citizens, and none were naturalized.
- **Veterans** Of the civilian population 18 years old or older, in Andale, 7.9% were military veterans.
- **Ancestry** The percentage of Andale residents indicating various foreign ancestries included German (55.7%), Irish (10%), English (7.2%), and Czech (5.8%), French (4.7%), Italian (3.4%), Polish (1.6%), Dutch (1.0%), Russian (1.0%), Scotch-Irish (0.8%), Arab (0.4%), Swedish (0.4%), and Scottish (0.2%).
- **Race:** Racially, Andale is very homogenous: 99.2% white, 0.4% Vietnamese, and 0.3% multi-racial. The Hispanic population is very small, including 0.2% Mexican and 0.3% Puerto Rican. There are no African-Americans or Native Americans in the City's population.

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Andale Marital Status	Males (15 and over)		Females (15 and over)		All (15 and over)	
Never Married	68	23.4%	96	26.7%	164	25.2%
Married	192	66.0%	180	50.0%	372	57.1%
Separated	2	0.7%	0	0.0%	2	0.3%
Widowed	3	1.0%	25	6.9%	28	4.3%
Divorced	26	8.9%	59	16.4%	85	13.1%
Total	291	100.0%	360	100.0%	651	100.0%

Of people in Andale 15 or older, 57.1% were married, while 42.9% were not; 25.2% of them had never married. Of people in Sedgwick County 15 or older, 28.1% had never married; in Kansas, 26.9% had never married; in the U.S., 31.0% had never married. The proportion of Americans who have never married has been increasing across all age categories in recent decades.

Andale Educational Attainment (25 years and over)		
Less than 9th grade	12	2.3%
9th to 12th grade, no diploma	9	1.7%
High school graduate (including equivalency)	180	34.8%
Some college, no degree	143	27.7%
Associate's degree	37	7.2%
Bachelor's degree	120	23.2%
Graduate or professional degree	16	3.1%
Total	517	100.0%

Of people in Andale 25 years or older, 95.9% had a high school degree or higher, and 26.3% had a bachelor's degree or higher.

Future Population Goal

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked what they *wanted* Andale's population to be in twenty years.

Community Questionnaire – Future Population						
	Approximately the same		Modest, continuing growth		Accelerated, higher growth	
In City of Andale	39	31%	80	63%	7	6%
Outside City / In Planning Area	33	32%	67	65%	3	3%
Total Responses	72	31%	147	64%	10	4%

The Planning Commission established a goal of planning for an increase in the City's population from 928 in 2010 to **1250 people by the year 2032**, for an increase of 322 individuals or 34.7%. This is consistent with the community's expressed desire for modest continuing growth, and with historical activity of building permits for single-family residential construction. While population trends may vary to some degree, this projection provides a potential for the magnitude of increase.

This translates to an increase of approximately five households per year for the span of the twenty-year Planning Period, applying the current household size of 3.2 persons.

CHAPTER 6. Housing

The type of housing available in Andale strongly influences the quality of life which attracts homeowners to the City. Understanding the difficulties in obtaining and maintaining proper housing for all residents is important for future planning efforts in the Andale Planning Area.

Residential land use covers more acreage (37.4% in the City) than any other category of Andale'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. An adequate 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 with its surroundings is a source of great influence on family development and happiness. While a nice house does not guarantee a happy home life, the lack of a suitable residence can certainly detract from a desirable lifestyle. Houses that are difficult to maintain can generate financial concerns and physical discomfort. Singles and retirees often view the lack of suitable housing as a reason to migrate to another community, and houses that lack play space are a drawback to proper child development.

During the past few years, the nation has experienced a mortgage crisis. The ability to obtain a mortgage can now be as much of a barrier to buying a home as the cost of housing itself. Many communities, as well as the homebuilding and home financing industries, are reassessing their policies and techniques in order to support the development of affordable housing or starter homes. This responsibility should be assumed by both public and private interests. This chapter analyzes housing statistics and suggests ways in which desirable housing goals may be attained.

Housing Conditions A housing condition survey was not deemed necessary as part of this comprehensive planning effort, because the housing stock in the entire Andale Planning Area is in generally good condition. The few homes in need of minor repair work are scattered, and do not constitute a planning issue in need of a solution.

Housing Data — U.S. Census Bureau

This section gives an overall picture of the housing situation in the City of Andale, based primarily on Information from the *2006-2010 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 FactFinder website at <http://factfinder2.census.gov>, where typing in the name of a city or county brings up the available data sets for that place. More detailed Kansas information, including housing data from Census 1990 and Census 2000, is available from the *University of Kansas Institute for Policy & Social Research* at www.ipsr.ku.edu/ksdata.

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*. The *Survey* is sent to about 250,000 households each month, rather than once per decade like the Census, so data collection is ongoing and produces much more current socioeconomic information.

However, the *American Community Survey* is based on a much smaller sample size, so if at any point there is a discrepancy between it and the Census, information from the Census is regarded as the official data. For instance, the number of occupied households utilized by the *Survey* (310) is different than the official 2010 Census figure for number of households (290). To maintain consistency within the following data, *Community Survey* numbers are used throughout the rest of this section, unless otherwise noted.

- **Occupancy** Out of 340 housing units in Andale, 310 were occupied and 30 were vacant. Of the 310 occupied units, 236 (76.1%) were owner-occupied, and 74 (23.9%) were renter occupied.
- **Household Size** The average household size of owner-occupied units was 3.22 persons. The average household size of renter-occupied units was 2.16 persons.
- **Housing Types** Out of 340 housing units in Andale, 331 (97.4%) are single-unit detached houses, and 9 (2.6%) are duplexes.
- **Fuel** Out of 310 occupied housing units, 279 (90.0%) use gas as the house heating fuel, 20 (6.5%) use electricity, and 11 (3.5%) use bottled or tank gas.

Age of Housing Units	Number	Percentage
Built 1939 or earlier	45	13.2%
Built in 1940's	25	7.4%
Built in 1950's	68	20.0%
Built in 1960's	35	10.3%
Built in 1970's	38	11.2%
Built in 1980's	53	15.6%
Built in 1990's	35	10.3%
Built in 2000's	41	12.1%
TOTAL HOUSING UNITS	340	100.0%

Age of Housing Units Over 40% of Andale's houses are more than 50 years old; these homes help give the community continuity and character. Like most places in America, the City experienced a housing boom in the 1950's, and 20% of its housing stock dates from those years. Since then, Andale has maintained a substantial and fairly steady increase in housing growth, ranging from 10.3% to 15.6% each decade.

Year Householder Moved into Housing Unit		
Moved in	number	percent
1969 or earlier	21	7%
1970 to 1979	16	5%
1980 to 1989	39	13%
1990 to 1999	73	24%
2000 to 2004	44	14%
2005 to 2010	117	38%
TOTALS	310	100%

Tenure of Householders About one quarter of Andale's houses have residents who have lived there for more than twenty years. More than a third of Andale's houses have residents who moved in within the last five years.

Bedrooms per Housing Unit		
Bedrooms	number	percent
1	3	1%
2	99	29%
3	145	43%
4	62	18%
5 or more	31	9%
TOTALS	340	100%

Bedrooms The real estate industry uses the number of bedrooms per house as a key factor in marketing homes. In recent decades, a 3-bedroom house has been considered the standard starter home for a typical family, and 43% of Andale's housing stock falls within this category. About 27% of Andale's houses are larger 4- or 5-bedroom units. Smaller homes with one or two bedrooms are becoming much more marketable now that the typical American household consists of one or two persons.

- The median number of total rooms per housing unit in Andale is 6.1 rooms.

Value of Owner-occupied Housing Units	Number	Percentage
Less than \$50,000	15	6.4%
\$50,000 to \$99,999	42	17.8%
\$100,000 to \$149,999	64	27.1%
\$150,000 to \$199,999	82	34.7%
\$200,000 to \$299,999	33	14.0%
TOTAL OWNER-OCCUPIED HOUSING UNITS	236	100.0%

Value Almost 62% of Andale's houses are between \$100,000 and \$200,000 in value, and a substantial 14% are in the \$200,000 to \$300,000 range. Only 15 houses in the entire City are valued at less than \$50,000.

- **Median Value** The median value of owner-occupied housing units in Andale was \$141,700.

Selected Monthly Owner Costs – Housing Units WITH a Mortgage		
	number	percent
\$300 to \$499	2	1.3%
\$500 to \$699	6	4.0%
\$700 to \$999	23	15.3%
\$1000 to \$1499	78	52.0%
\$1500 to \$1999	33	22.0%
\$2000 or more	8	5.3%
TOTALS	150	100%

Selected Monthly Owner Costs – Housing Units WITHOUT a Mortgage		
	number	percent
\$200 to \$299	7	8.1%
\$300 to \$399	41	47.7%
\$400 or more	38	44.2%
TOTALS	86	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 (52%) paid between \$1000 and \$1500 per month in owner costs. Of those *without* a mortgage, 55.8% paid between \$200 and \$400 per month in owner costs.

- **Mortgages** Out of the 236 owner-occupied units in Andale, 150 (63.6%) had a mortgage, and 86 (36.4%) did not.
- **Monthly Cost** The median monthly owner cost for housing units with a mortgage was \$1234, and for housing units without a mortgage was \$385.

Selected Monthly Owner Costs as a Percentage of Household Income				
Percentage of Income	Housing Units WITH a Mortgage		Housing Units WITHOUT a Mortgage	
	number	percent	number	percent
less than 10%	—	—	40	46.5%
10 to 14.9%	—	—	26	30.2%
15 to 19.9%	—	—	4	4.7%
less than 20%	68	45.3%	—	—
20% to 24.9%	31	20.7%	0	0.0%
25% to 29.9%	41	27.3%	5	5.8%
30% to 34.9%	2	1.3%	0	0.0%
35% or more	8	5.3%	11	12.8%
TOTALS	150	100%	86	100%

Housing Costs as a Percent of Income Of those *with* a mortgage, almost two-thirds (66%) paid less than 25% of their household income per month in owner costs. Of those *without* a mortgage, more than three-quarters (76.7%) paid less than 15% of their household income per month in owner costs. The 12.8% of people without a mortgage who are still paying more than 35% of their income in housing costs are likely people with a very low household income, such as elderly people on a fixed income.

Gross Rent as a Percentage of Household Income		
Percentage of Income	Householders	
	number	percent
less than 15%	25	35%
15% to 19.9%	11	15%
20% to 24.9%	0	0%
25% to 29.9%	10	14%
30% to 34.9%	0	0%
35% or more	25	35%
TOTALS	71	100%
not computed	3	

Rental Housing in Andale Of those renting housing units in Andale, half paid less than 20% of their household income per month in housing costs. The 35% of people who are paying more than 35% of their income on rent are likely people with a very low household income, such as elderly people on a fixed income.

- Out of the 71 occupied units paying rent in Andale, 9 (12.7%) paid a rent of \$300 to \$499, 25 (35.2%) paid a rent of \$500 to \$749, 26 (36.6%) paid a rent of \$750 to \$999, and 11 (15.5%) paid a rent of \$1000 to \$1499.
- Median gross rent in Andale was \$761.

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 far more extensive and detailed data collected from the *2006-2010 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 290 households in Andale, 243 (83.8%) were owner-occupied, and 47 (16.2%) were renter-occupied. A total of 804 people lived in owner-occupied housing units, with an average of 3.31 people per household. A total of 124 people lived in renter-occupied housing units, with an average of 2.64 people per household.

Housing Data — Community Questionnaire

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Housing Availability.

Community Questionnaire — Housing Availability						
	Adequate		Inadequate		Don't know	
In City of Andale	82	67%	23	19%	18	15%
Outside City / In Planning Area	52	60%	16	19%	18	21%
<i>Total Responses</i>	<i>134</i>	<i>64%</i>	<i>39</i>	<i>19%</i>	<i>36</i>	<i>17%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Rental Housing.

Community Questionnaire — Rental Housing						
	Adequate		Inadequate		Don't know	
In City of Andale	50	41%	31	25%	41	34%
Outside City / In Planning Area	25	29%	17	20%	44	51%
<i>Total Responses</i>	<i>75</i>	<i>36%</i>	<i>48</i>	<i>23%</i>	<i>85</i>	<i>41%</i>

A considerable majority (64%) of the community sees Andale as having adequate housing available for purchase, but only 36% view the City's available rental housing as adequate. The 41% of respondents who "don't know" whether or not there is adequate rental housing available in Andale probably reflects the typical indifference of most homeowners to the rental market in general.

Renters tend to be largely younger people who can not yet afford to purchase a house, or older people who are downsizing to avoid maintenance chores they can no longer manage. If a community does not supply suitable housing options, these categories of residents are likely to move away.

A community cannot afford to lose its young people simply because they are ready for a place of their own, and can't find one locally that they can afford. If they move away, it becomes less likely that they will ever move back. Consider developing more rental housing options in Andale to serve young residents.

Senior Housing

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Housing for the Elderly.

Community Questionnaire – Housing for the Elderly						
	Adequate		Inadequate		Don't know	
In City of Andale	17	14%	81	66%	25	20%
Outside City / In Planning Area	10	11%	57	64%	22	25%
<i>Total Responses</i>	27	13%	138	65%	47	22%

This is clearly an issue of considerable concern, and a resounding 65% majority of the survey respondents consider local housing options for the elderly to be inadequate. When seniors have to move away from home in order to find supportive housing, it often causes strain on families. Consider developing more diversified housing options in Andale, to serve residents through all the stages of their lives.

Retirement Community Development The country's baby boomer population is aging, and many retirement communities are being developed to serve that market. These communities can range from a single large building, to a town within a town, which might include neighborhoods of suburban style homes, apartments with a range of support services available, assisted living facilities, and a nursing home, as well as amenities such as extensive recreational facilities and programmed activities.

Such retirement communities can be very large, so they are often sited in rural communities that have enough land to support a major development, but are still close to a larger city's medical facilities. Andale fits these criteria. Should the community ever consider pursuing such a development, it could significantly effect the local economy, providing jobs, and increasing the area's population enough to support services like a local grocery store and a medical clinic.

Currently, three companies have developed most such retirement communities in Kansas: Emeritus, Americare, and Atria. For more information, see these websites:

- <http://www.seniorsforliving.com>
- www.americareusa.net
- www.emeritus.com
- www.atriaseniorliving.com

Environmental Conditions

Overall, the current housing stock in Andale is in good condition, but the City should be vigilant. In order to sustain property values, it is important to maintain high standards of enforcement on environmental issues, which in turn support the community's high quality of life.

Deteriorating houses create a blighting effect which can spread like cancer through a neighborhood, decreasing the value of nearby properties, eroding the tax base, and eventually compromising a city's economic development efforts. A house in poor condition may simply be the result of a single homeowner's inability or unwillingness to properly maintain it, but the problem is sometimes exacerbated by environmental conditions which discourage homeowners from investing in their property.

Residents were asked to comment on their perception of a variety of potential environmental problems in Andale, including poorly maintained housing, dilapidated outbuildings, unkempt vacant lots, unsightly outdoor storage, poor drainage, inoperable vehicles, and nuisance dogs. Most of the answers were quite positive, but some of them reflect concerns which merit a response.

The following tables show the responses received on the 2011 Community Questionnaire, when Andale area residents were asked to what degree they felt various environmental conditions are problems in Andale and/or the rural area.

Community Questionnaire – Problem / Poorly Maintained Housing						
	Serious		Minor		No problem	
In City of Andale	10	8%	73	60%	38	31%
Outside City / In Planning Area	5	6%	51	57%	34	38%
<i>Total Responses</i>	<i>15</i>	<i>7%</i>	<i>124</i>	<i>59%</i>	<i>72</i>	<i>34%</i>

Poorly Maintained Housing Unsurprisingly, 93% of respondents felt that poorly maintained housing was not a serious problem in Andale. This reflects an accurate assessment of community housing resources that are in fact in remarkably good condition. The 7% of respondents who consider poorly maintained housing to be a serious local problem may well be the unfortunate few who are neighbors to the very small scattering of substandard houses in the community.

Community Questionnaire – Problem / Dilapidated Outbuildings						
	Serious		Minor		No problem	
In City of Andale	12	10%	70	57%	41	33%
Outside City / In Planning Area	9	10%	51	57%	30	33%
<i>Total Responses</i>	<i>21</i>	<i>10%</i>	<i>121</i>	<i>57%</i>	<i>71</i>	<i>33%</i>

Community Questionnaire – Problem / Unkempt Vacant Lots						
	Serious		Minor		No problem	
In City of Andale	16	13%	62	51%	43	36%
Outside City / In Planning Area	5	6%	46	52%	38	43%
<i>Total Responses</i>	<i>21</i>	<i>10%</i>	<i>108</i>	<i>51%</i>	<i>81</i>	<i>39%</i>

Community Questionnaire – Problem / Inoperable Vehicles						
	Serious		Minor		No problem	
In City of Andale	15	13%	55	46%	49	41%
Outside City / In Planning Area	5	6%	39	44%	45	51%
<i>Total Responses</i>	<i>20</i>	<i>10%</i>	<i>94</i>	<i>45%</i>	<i>94</i>	<i>45%</i>

Community Questionnaire – Problem / Unsightly Outdoor Storage						
	Serious		Minor		No problem	
In City of Andale	13	11%	68	57%	39	33%
Outside City / In Planning Area	5	6%	45	53%	35	41%
<i>Total Responses</i>	<i>18</i>	<i>9%</i>	<i>113</i>	<i>55%</i>	<i>74</i>	<i>36%</i>

Dilapidated Outbuildings, Unkempt Vacant Lots, Inoperable Vehicles, & Unsightly Outdoor Storage Again, a very large majority (90% to 91%) of respondents felt that these issues were either a minor problem, or no problem at all, in the Andale area.

Community Questionnaire – Poor Drainage						
	Serious		Minor		No problem	
In City of Andale	25	21%	48	41%	44	38%
Outside City / In Planning Area	11	14%	29	37%	39	49%
<i>Total Responses</i>	36	18%	77	39%	83	42%

Poor Drainage Compared to the previous issues, drainage was considered to be a serious problem by almost twice as many of the survey respondents (18%) overall. The problem was perceived to be worse in the City, where 21% of the people felt that drainage was a serious problem.

The original City of Andale was platted well clear of floodplains, and most (though not all) of development in the Planning Area has also been kept clear, so Andale's flooding problems are relatively minor. However, even drainage problems that fall short of "flooding" can cause serious difficulties, compromising foundations and therefore entire structures. Such drainage concerns should be followed up, at least enough to find out *where* the problems are occurring, and whether they might be mitigated.

Community Questionnaire – Nuisance Dogs						
	Serious		Minor		No problem	
In City of Andale	36	29%	54	44%	33	27%
Outside City / In Planning Area	8	9%	48	55%	31	36%
<i>Total Responses</i>	44	21%	102	49%	64	30%

Nuisance Dogs This issue showed a significant difference between responses from the City and those from rural areas. Only 9% of people in the Planning Area considered this a serious problem, but 29% of people in the City considered nuisance dogs to be a serious problem. This is clearly an issue that needs to be addressed.

The first step is finding out whether the problem is primarily barking dogs, or stray or feral dogs. A public education effort on dog-training methods, backed up by a rigorously enforced noise control ordinance, could help reduce barking problems. Controlling stray or feral dogs requires more costly solutions, through either public or private institutions.

Construction, Health and Planning Codes

One of the best ways to maintain and improve the quality of a community's housing inventory is by adopting and enforcing construction, health and planning codes. The overall purpose of such codes is to protect the health, safety, property and general welfare of both individuals and the community; this provides the legal basis for their enforcement. Codes:

- set standards for materials and/or performance;
- establish the process for permit approval, licenses, cases or plats;
- create enforcement procedures for inspection and appeals.

There are many reasons for adopting construction, health and planning codes, including:

- Housing constructed to code standards provides some minimum safeguards to protect the buyer's investment, and provides a better chance for more years of productive service.
- If the surrounding neighborhood is permitted to deteriorate, through lack of codes or their enforcement, it becomes virtually impossible for a homeowner to maintain the value of their own house.
- Codes reduce the effects of blight, and their effective enforcement can also be used to rehabilitate blighted conditions.
- Insurance rates are lower where codes effectively reduce hazards, both in the home and neighborhood.
- Since most mortgages are resold to a larger secondary lender, code standards are necessary to establish the quality of the housing, especially construction and sanitary codes.
- The tax base is strongly dependent upon the assessed valuation of housing. Unless the quality of construction is built into houses initially, and then maintained, the community's tax base is slowly eroded.
- A community's ability to attract and hold desirable employers and productive workers is directly related to the overall appearance and livability of the community.

Type of Codes

No single code covers all the features of construction, health, and planning.

To efficiently protect the health, safety and welfare of the public and their property, a number of codes play a role. A list of the most useful of these codes, and a brief description of each, follows:

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 recent additions to building codes.

Plumbing Codes are responsible for regulating both sanitary sewer and fresh 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.

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.

Housing Codes are concerned with the quality of the residential environment and affect the upkeep and maintenance of existing dwellings. They can be enforced on a house-to-house inspection basis, complaint system, or triggered by a change in ownership or renter.

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

"City Beautiful" Ordinances are a method of removing or causing the repair of unsightly and blighted structures to promote beautification. Such ordinances are often combined with the minimum standards found in housing codes. They can be used for both principal and accessory structures.

Weed Mowing Ordinances establish a maximum standard for the height of vegetation. It causes the owner to mow it, or the City will mow and then assess the cost to the owner.

Manufactured Home Park Codes cover such items as water, sewer, drainage, and street and parking facilities in manufactured home parks, as well as their service areas, density, open spaces and recreational areas, refuse disposal methods, and utility connections. Such codes cannot control the actual location of manufactured home parks, or the locations of individual homes scattered in a community, since this can only be accomplished by zoning regulations. Because they are adopted as health and safety codes, they are not limited by the grandfather clause inherent in the administration of zoning regulations and, thus, can be used to upgrade existing parks. They not only can regulate the location of manufactured and mobile homes, but may include recreational vehicles in campgrounds.

Zoning and Subdivision Regulations

Zoning and Subdivision Regulations differ in many ways from the other codes described above. Their general purposes are much broader, and their procedures for preparation, adoption and administration are different. They can have a significant effect on both the quality of a community's housing stock, and on the pattern of development. Zoning:

- regulates the location and use of buildings;
- regulates the uses of land for residential, commercial, industrial and other uses;
- sets standards for maximum building size, height and extent of lot coverage;
- conserves and protects property values;
- facilitates adequate provision of community facilities, utilities and open space.

Under Zoning Regulations, existing legal, nonconforming uses are grandfathered-in. Problem situations are therefore slow to be rectified, and other codes are needed to bring about desired improvements. **Subdivision Regulations** are designed to ensure the harmonious development of residential areas and other land uses; provide for the necessary streets and utilities and their proper location; determine an appropriate design for lots and streets; and guarantee the installation of public improvements.

Both zoning and subdivision regulations are discussed further in Chapter 12 on Plan Implementation.

Model Codes

Nationally, there are a number of organizations which prepare and constantly update model codes for regulating construction standards and procedures. The *Kansas State Department of Health and Environment* can provide assistance on sanitation codes. *The League of Kansas Municipalities* maintains reference files of sample ordinances from other cities, but care must be exercised in using them because they may not always be applicable for local conditions.

Locally prepared codes vary from national ones in that they are often **specification codes**, describing in detail exactly what materials are to be used, the size and spacing of units, and the methods of assembly. National codes are typically **performance codes**, which prescribe the objective to be accomplished, and allow broad leeway to designers in selecting the materials and methods to achieve the required results. Performance codes are more flexible than specification codes, and allow designers and builders to take advantage of innovative building technologies and new materials, without having to wait for codes to be rewritten every time an invention occurs. Model codes:

- provide relatively simple yet adequate standards for construction;
- are typically less costly than writing a comparable local code;
- periodically offer code training sessions for building inspectors;
- are uniform, and therefore familiar to contractors, designers, and lenders;
- are free from local prejudices;
- reflect expertise with recent construction technology;
- undergo periodic review by technical committees, and regularly scheduled revisions to keep standards updated;
- are prepared by national code organizations, which can provide technical assistance on more complex structural plans;
- are more acceptable to state and federal agencies when a community is pursuing grants, especially for housing.

Manufactured Housing Codes

Manufactured, modulars, sectionals and prefabs are all forms of housing constructed in factories. Due to the high cost of housing, they are the preferred housing solution for many people. A manufactured home may cost about one-half the per square foot cost of a site-built dwelling. Provided they meet local construction codes, modulars, sectionals and prefabricated units are usually permitted by zoning regulations anywhere that site-built housing can be constructed.

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'-90' **single-wide** manufactured homes pose a problem in such neighborhoods. 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 of the left side windows 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.

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.

The Kansas Legislature passed an extensive Kansas Manufactured Housing Act in 1991 as K.S.A. 59-4201, *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 regulates the design where they are manufactured. There is a **Uniform Code on Guidelines for the Installation of Manufactured Housing** which provides standards for the placement of such homes.

Effective January 1, 1992, the Kansas Legislature adopted in the recodified planning and zoning statutes mandatory provisions for a "residential-design manufactured home" in K.S.A., 12-742 and 763. **Zoning regulations which exclude such homes from single-family residential districts solely because they are manufactured homes cannot be adopted or enforced in Kansas.** Such homes must at least meet the minimum standards of the HUD Code, be 22 feet in width, have a pitched roof, siding and roofing materials customarily used on site-built houses, and be placed on a permanent foundation. Additional architectural and aesthetic standards may be adopted in local zoning regulations to ensure their compatibility with site-built housing. Such statutes do not preempt or supersede valid restrictive covenants running with the land.

Existing and Recommended Codes

Andale adopted new **Zoning Regulations** by Ordinance No. 09-06 effective July 30, 2009. They replaced the original regulations for the City and an Extraterritorial Jurisdiction, which had been adopted in 1968. Subsequently, the Extraterritorial Jurisdiction was automatically made null and void by Sedgwick County's adoption in 1985 of Zoning Regulations for the entire unincorporated area. The current City Zoning Regulations were prepared prior to this Plan, but the six Zoning Districts selected were designed with existing land use in mind and should be appropriate for future land use purposes. All Zoning cases outside the City in the Planning Area are regulated by the Wichita-Sedgwick County Zoning Regulations.

As provided by the 1992 recodified state statutes, the single-family residential districts allow for residential-designed manufactured homes with aesthetic standards. Screening and landscaping plans are required to buffer the effects where nonresidential and residential land uses meet, plus Site Plan Review and Approval is required for multiple-family units and all nonresidential land uses. A special Protective Overlay District is included which makes it possible to model the development standards such as bulk regulations and listed land uses to be more restrictive for any district. Additional description on the Zoning Regulations is contained in Chapter 12 on Plan Implementation.

The current edition of the **Subdivision Regulations** was adopted by Ordinance No. 95-7 effective September 28, 1995. While these are still useful for platting purposes, they have been recently brought up-to-date especially with current statutory amendments to be effective for July 5, 2012. Again, there are additional descriptions of the Subdivision Regulations in Chapter 12 on Plan Implementation.

The remaining Planning Area outside the City is under the platting requirements of the Wichita-Sedgwick County Subdivision Regulations. All plats are processed through the Wichita-Sedgwick County Metropolitan Area Planning Department, approved by the Wichita-Sedgwick County Planning Commission and accepted for dedications thereon by the Sedgwick County Board of Commissioners.

City Ordinances have also been adopted for the following regulations:

- Abatement of Dangerous Structures – October 1996
- Manufactured / Mobile Home Parks – December 1998
- Motor Vehicle Nuisances – August 1995
- Weed Mowing – June 1993
- Prohibiting Certain Animals Within the City – May 2009

These regulations are administered by the Andale City Clerk's office and the Andale Police Department.

The City utilizes the professional services of the Sedgwick County Department of Code Enforcement for inspections of buildings related to various construction codes. The City has adopted by reference the following codes used by the County:

- 2006 International Building Code
- 2008 National Electrical Code
- 2006 International Mechanical Code
- 2003 International Fire Code
- 2000 Uniform Plumbing Code
- 2006 International Fuel Gas Code

These codes are regularly evaluated and updated.

As of July 2012, there is an administrative process underway to combine the Sedgwick County Department of Code Enforcement with the Central Inspection Department of the City of Wichita, beginning in January 2013. Code enforcement services to Andale should continue as currently arranged.

All of the construction codes listed above are similarly administered by Sedgwick County in the remainder of the Andale Planning Area. In addition, the County Department of Code Enforcement also administers regulations in the rural area for wastewater disposal, water wells, nuisances, and floodplain regulations.

Housing Programs

When private financial institutions in an area are unable to provide mortgages for low and moderate income persons on affordable terms and conditions, various federal housing assistance programs may be considered. These programs are typically administered by the Federal Housing Administration (FHA) of the U.S. Department of Housing and Urban Development (HUD), or the **Rural Development Office** of the U.S. Department of Agriculture. The latter agency includes grant programs for cities under 10,000 in population, for which Andale is eligible. More information is available at www.rurdev.usda.gov/ProgramsAndOpportunities.html.

Each administration of the federal government, together with the Congress, evaluates current housing assistance programs. Selected sections of various programs are then revised to suit the administration's goals and budget. Because elderly and handicapped people are heavily affected by the cost of housing, assistance for them has been popular and may well continue. However, many other programs have not always been funded in recent years.

The Kansas Department of Commerce and Housing administers the **Community Development Block Grant Program (CDBG)**, which funds housing rehabilitation. More information is available www.hud.gov/cdbg. The federal **Home Investment Partnership Program (HOME)** is administered by the Kansas Housing Resources Corporation in Topeka. This grant program is designed to assist with rehabilitation, rental housing, new construction, and home ownership targeted to low and moderate income families. More information is available at www.kshousingcorp.org.

Given the life cycle of people and families, housing needs change over time. According to Census 2010, about 16% of householders in the United States had moved within the previous year. If suitable housing options are not available when housing needs change, it can cause residents to leave a community, or potential residents to choose another city.

Over time, there are fewer persons living in the average American household. Many factors contribute to this trend, including the increasing number of young people who delay marriage or having children, high divorce rates, and a population in which more people choose to live alone. What was traditionally thought of as the typical American family, consisting of a husband who goes to work, a wife who is a full-time homemaker, and a couple of children, is a very small minority of the families in the nation today. As household sizes get smaller, there is more demand nationwide for smaller houses, duplexes, apartments, condominiums, and modular and manufactured housing.

Based on the proposed population increase of 322 persons by 2032, and applying the current household size of 3.2 persons per household, then about 101 additional housing units will be needed in Andale by the end of the Planning Period, or about five per year. Actually more units will be needed, to replace those lost to fire, other hazards, necessary demolitions, and normal attrition to changing land uses. In addition to building new homes, an effort should be undertaken to preserve and improve the existing housing inventory.

In view of the importance of housing to the City, the following list of ideas should be reviewed periodically to determine applicability to the current housing situation. Committees of officials and/or concerned citizens may occasionally be needed to implement ideas selected for priority.

1. Maintain a reporting system to monitor the status of the housing inventory, through the use of building/zoning permits for both construction and demolition. Regularly review housing objectives.
2. Encourage infill development of lots where streets and utilities are more readily available.
3. Open up new areas for residential development by working with landowners and subdividers to extend streets and utilities.
4. Promote the construction of more duplexes, multiple dwelling units, and rental units to provide a wider choice in housing.
5. Consider establishing a central source for rental information.
6. Encourage the construction of housing for the elderly and the handicapped, and starter homes for new families.
7. Regularly evaluate construction, health, and planning codes. Make additions or revisions as needed, to improve and maintain the quality of housing and related environmental conditions.
8. Consider establishing a Local Housing Authority to explore funding sources for future housing projects for the elderly, handicapped, and low-income families.
9. Utilize a five-year Capital Improvement Program to monitor the ability of the City to fund special assessments and other financing to support residential development.
10. Promote efforts to balance the tax base with properties rated as nonresidential, so the burden is not as high on residential property.
11. Follow the statutory mandate to allow residential-design manufactured homes on permanent foundations in all single-family zoning districts with aesthetic standards.

12. Initiate a continuing program to have deteriorated houses and outbuildings removed or rehabilitated.
13. Consider enlisting the aid of a salvage yard dealer to conduct a special program to remove inoperable vehicles.
14. Create a Beautification Committee or use a Tree Board to enhance the appearance of the community, especially the "gateway" streets.
15. Conduct a periodic program to remove dead trees and stumps in the public right-of-way.
16. Continue to conduct an annual "Spring Clean Up" or a "Clean Up, Paint-Up, Fix-Up" program as a joint public and private effort to improve environmental conditions and the appearance of structures.
17. Recognize the value of a "Yard-of-the-Month" recognition program to improve the appearance of housing.
18. Use high school volunteers or community groups to undertake house painting projects for elderly and handicapped residents.

CHAPTER 7. Physical Development Influences

A community's location in relation to regional elements, its physical features, and its natural resources all influence the internal relationships of its various land uses, as well as its overall development. 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.

Developmental 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 an economically efficient and aesthetically pleasing manner.

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

Geographical Location

Andale is in northwest Sedgwick County, in the south central portion of Kansas. As shown on the following Geographical Location map, the City of Andale is about 23 miles north of downtown Wichita, which is the largest city in the state; Wichita had a population of 382,368 in 2010.

Andale is about 110 miles from Salina (where I-70 crosses the country east to west), about 150 miles from the state capital in Topeka, and over 200 miles from Kansas City.

Nationally, Andale is located less than 200 miles south-southeast of the geographic center of the continental United States (which is near Lebanon Kansas), and about 300 miles west of the center of population of the nation (which in 2010 is in Plato, Missouri).

Andale is not bordered by any city; the nearest towns are Colwich to the east and Mount Hope to the north. Cheney Reservoir, including the Cheney Wildlife Area and Cheney State Park, are to the west. There is land for potential contiguous expansion around the City of Andale in all directions.

Geographical Location Map



Climate

Climate significantly affects agricultural, economic, and development activities.

The continental climate typical of the Planning Area is characterized by wide daily and annual temperature variations, abundant spring rainfall, occasional high winds, and much sunshine. Frequent and abrupt weather changes occur, usually of short duration.

The detailed climate information which follows is based on data from Andale's nearest weather station, at Mid-Continent Airport in Wichita.

Sunshine The yearly average percent of possible sunshine is 65%. In the three sunniest months of the year (June, July, and August), the percent of possible sunshine averages 77%. In the three cloudiest months of the year (November, December, and January), the percent of possible sunshine averages 58%.

Winds Prevailing winds are usually from the south; February is an exception with prevailing winds from the north. Highest average wind speeds are in the spring, in March and April. The least windy month of the year is August. Tornadoes may occur.

Humidity Average annual humidity is 80% in the morning and 57% in the afternoon. Monthly average afternoon humidity levels range from 52% in July and August to 64% in December and January.

Precipitation Average annual precipitation is about 30 inches. The largest recorded annual precipitation was 43.53 inches in 1944; the smallest was 15.58 inches in 1936.

Rain is heaviest in late spring and early summer, often produced by late evening thunderstorms. The heaviest one-day rainfall was 7.99 inches. Severe thunderstorms occur occasionally, but are usually localized and of short duration. Hail is infrequent, but can be damaging.

The average seasonal snowfall is just 15.7 inches. The record snow depth was 40 inches. The number of days with snow on the ground varies radically from year to year; occasionally, a winter may pass with no significant snow accumulation at all.

Winter Winters can be quite cold, but generally last only from December through February. The coldest month is typically January, with an average maximum temperature of 40°F, and an average minimum temperature of 19°F. There are about 110 days per year with a minimum temperature below freezing. The record low temperature of minus 22°F occurred in February of 1899.

Summer Warm summer weather generally lasts for about six months each year, from mid-April through mid-October. The hottest month is typically July, with an average maximum temperature of 93°F, and an average minimum temperature of 70°F. There are usually about 63 days per year with a maximum temperature of 90°F or higher. The record high temperature of 114°F was set in August of 1936.

Growing Season The average growing season is the 191 day period from April 14 to October 22nd. The length of the frost-free period may vary drastically from year to year, but usually ranges from 168 to 214 days, generally beginning sometime in the last two weeks of April, and lasting until sometime in the middle two weeks of October.

Too much precipitation may cause muddy fields that delay planting and harvesting, yet prolonged dry periods are not unusual. In two years out of ten, rainfall in the prime growing season of April through September is less than 12.75 inches.



The Andale Planning Area enjoys a generally beneficial climate, with relatively few disadvantages. Its long growing season offers temperatures and sunshine conducive to agricultural production. Total precipitation is adequate for the principal crops (wheat and sorghum), 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.

Soil Types

Soil is a valuable resource which should be protected from uses detrimental to its condition and long-term conservation. Conversely, some soil types can negatively affect certain land use activities. In both urban and rural areas, efficient land use planning should consider the potential positive and negative interrelationships between the soil and the way it is used.

Soil survey information is provided by the USDA Natural Resources Conservation Service (NRCS). Soil maps and related data are available from NRCS offices, or on the internet. The NRCS area office for Sedgwick County is in South Hutchinson, and it has copies of the 1979 *Soil Survey of Sedgwick County, Kansas* available for review. A pdf file of the *Survey* is also available on the internet at:

http://soils.usda.gov/survey/online_surveys/kansas/KS173/Sedgwick.pdf.

The soil survey information provided on the NRCS website has been updated since the *Soil Survey* booklets were published in 1979, and the website is the official source for current soils information. As of spring 2012, the NRCS has updated soils information for more than 95% of the nation's counties, and it expects to complete the rest in the near future. Unfortunately, Sedgwick is one of the counties not yet updated, so for the moment the 1979 *Survey* contains the most current soils information available for the Andale Planning Area.

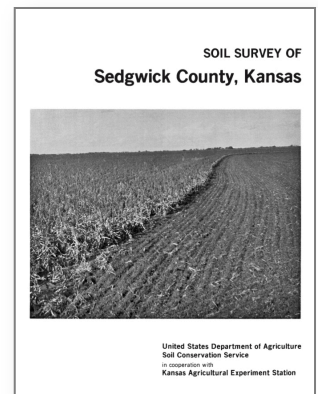


Figure 7-A depicts the various soil map units in the Planning Area. Each soil type is keyed to tables in the *Soil Survey* report, and to the website database. The tables and database offer a wide range of information crucial for farming, range management, recreational development, and wildlife preservation purposes. Information is also provided on the characteristics of the soils themselves, and their suitability for various urban development uses, such as:

- Building Site Development – including restrictions on shallow excavations, basements, commercial buildings, and roads.
- Sanitary Facilities – including restrictions on septic tank absorption fields, sewage lagoon areas, and various types of sanitary landfills.
- Construction Materials – including suitable sources of roadfill, sand, gravel, and topsoil.

- Water Management – including limitations for pond reservoirs, and for embankments, dikes, and levees; features affecting drainage, irrigation, terraces and diversions, and grassed waterways.
- Engineering Index Properties – including depth, USDA textures, Unified and AASHTO classifications, fragments, sieve numbers, liquid limits, and plasticity.
- Physical and Chemical Properties of the Soils – including depth, percentage of clay, moist bulk density, permeability, available water capacity, pH, salinity, shrink-swell potential, erosion factors, wind erodibility, and percent of organic matter.
- Soil and Water Features – including hydrologic group, flooding frequency and duration, high water tables, bedrock depth and hardness, and corrosion risks for steel and concrete.

The NRCS operates a website called *Web Soil Survey*, which offers information on everything related to soils. Simply zoom in on an aerial map until you find the property you are looking for, define your "Area of Interest" (AOI), and save that AOI as a link in your web browser. Then you can easily return to your AOI, and explore the website to find information related to its soils, in hundreds of categories – from soil chemistry, erosion factors, or depth of the water table , to its suitability for building basements, or its probable yield of corn silage when irrigated. The *Web Soil Survey* is at:

<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>

The *Soil Series Map— Planning Area*, Figure 7-A, is inserted following this page.

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- *Figure 7-A – Soil Series Map – Planning Area*

Water Resources

An adequate long-range supply of fresh water is an essential foundation for any community's future development. Long term planning must address issues of water quantity, quality, and legal availability.

Quantity Andale's wells draw groundwater from the Equus Beds Aquifer, which is a subformation of the High Plains Aquifer system. In 2011, the City pumped 31 million gallons, almost 15% above the recent average of 27 million gallons per year. Even during the severe heat and drought of the summer of 2011, local wells in Andale did not go dry.

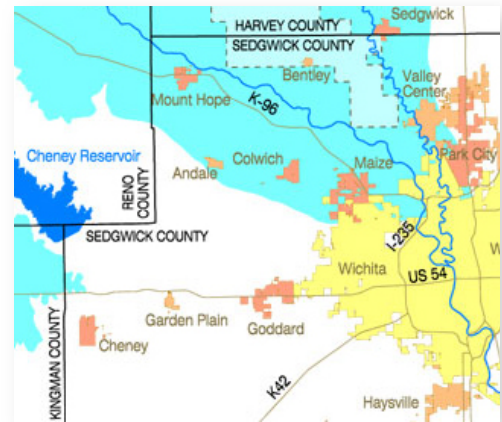
Equus Beds groundwater in portions of Sedgwick, Reno, Harvey, and McPherson counties is managed by the **Equus Beds Groundwater Management District #2**.

Management District goals include limiting groundwater withdrawals to balance annual groundwater recharge, and maintaining the water quality of the aquifer. Only the northern sections of the Andale Planning Area, within Greeley Township, are within the jurisdiction of Groundwater Management District #2.

Quality In general, Equus Beds groundwater quality is good, and suitable for most uses. Salinity problems may occur in the area along the Arkansas River from Hutchinson to Wichita. Portions of the aquifer in southeastern Reno County have nitrate concentrations that exceed recommended levels.

The public water supply in Andale has occasional problems with elevated nitrate levels, which can cause serious health problems for infants, pregnant women, and people with certain underlying health conditions. Water samples are collected and tested quarterly by the Kansas Department of Health and Environment. When nitrate levels exceed the National Contaminant Level (NCL) standard maximum of 10 mg/L, warnings and precautions are posted on the City's website, and announced through the media.

Water Rights In June 2010, at the request of the Governing Body, engineer Alan Luttrell with EBH & Associates, P.A., prepared an analysis and summary of Andale's water rights. The study indicated that the area around Andale is closed to additional water rights. Water rights currently owned by the City of Andale (for 55 million gallons a year) are considered sufficient to meet local requirements until at least 2040, which is beyond the limit of this Planning Period.



Topography and Drainage

The topography of local landforms, and the drainage patterns that result, are significant factors in determining land use in both urban and rural areas. Different terrains favor different types of land uses. The location and design of some land uses – such as sewage treatment plants, water towers, and stormwater management structures – are powerfully influenced by topography.

Elevations inside the city limits of Andale range closely around 1430 feet above mean sea level. Within the Andale Planning Area, the highest elevation (1538 feet) is near the southwest corner. The lowest elevation (1398 feet) is in the northeast corner, in the Big Slough Creek. Drainage across the Planning Area therefore runs generally from southwest to northeast, with an overall drop in grade of about 140 feet over a straight-line distance of about 7.8 miles.

The South Fork of Big Slough Creek drains the western portions of the Planning Area, and Cowskin Creek drains the eastern portions. Both creeks eventually drain into the Arkansas River, then on to the Mississippi River and the Gulf of Mexico.

The relatively flat but well-drained topography around Andale, in combination with rich soils and a generally good climate, make much of the Planning Area ideal for agriculture.

Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to implement the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973. FEMA provides cities in Sedgwick County with Flood Insurance Rate Maps (FIRM), which classify flood areas by zones based on degree of risk, and thus establish the insurance rates for property owners to participate at a subsidy in the NFIP.

All of the Planning Area, including the City of Andale, has participated in the NFIP for many years. Mortgages backed by federal guarantees and various federal grant programs require participation in the NFIP. Floodplain requirements for unincorporated areas of Sedgwick County are administered by a full-time Floodplain Administrator, working out of the County Code Enforcement office in Wichita.

New FEMA Flood Insurance Rate Maps for Sedgwick County were approved by the Board of County Commissioners on April 18, 2012. The flood zones shown on maps in this Comprehensive Plan reflect this recently updated information.

Flood hazard areas in the Andale Planning Area outside the City are all rated as Flood Zone A, defined by FEMA as *"areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply."* The City is a participant in the NFIP for purposes of insurance only because of the watershed dam southwest of the City. Andale does not need floodplain management regulations at this time.

Sedgwick County regulations require residential structures to have their lowest floor (including basements) elevated at least three feet above the base flood level for the grade defining the Zone A flood hazard area. Other A Zones (AE, AO, AH) require two feet. Insurance rates decrease for each foot above such regulatory flood elevations. Neither the City nor the County has applied for a "basement exemption" which would permit the construction of basements by following certain flood proofing criteria.

The regulations include FEMA's standards for manufactured/mobile homes, which are treated in the same manner as for site-built dwellings. Such standards prevent manufactured housing from being placed in floodways; the cost of required fill may limit their placement in the flood fringe districts. Such homes and all on-lot septic tank and tile field systems would both need to be raised to be protected from the effects of flooding. An added burden for developers is the cost of providing hydrologic engineering data for AE zones when platting or applying for zoning permits.

Consider this statistic: an inch of rain falling on one square mile of land is a quantity of 17.4 million gallons of water. With an average annual precipitation of about 30 inches in Andale, this means that rainfall in a year would amount to some 522 million gallons of water per square mile for each of the 32.9 square miles in the Planning Area – or about 17 billion 174 million gallons of water annually.

The *USGS Topographic Map— Planning Area*, Figure 7-B, is inserted following this page.

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- *Figure 7-B – USGS Topographic Map – Planning Area*

Woodland and Community Forest



Shelter Belts

Woodlands in the Andale Planning Area are located primarily along creeks and major drainage ways, and in shelter belts. The value of these woodlands lies not in their price as timber, but in their environmental significance. Woodlands reduce soil erosion, help prevent flooding, improve air and water quality, and serve as a habitat for wildlife.

Riparian forests along the banks of streams are a crucial element in protecting surface water and helping to recharge the aquifer – and a sufficient supply of fresh water is critical to the community's long term survival. 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 Andale's Planning Area cover only a small relative acreage, they are critically important to the long-term health of the soil and water on which the Andale area economy depends. Every effort should be made to sustain and enhance these woodlands.

Community Forests

When individual trees by houses, in parks, and along streets are considered collectively, they form an urban or community forest. This forest is an important resource affecting the livability of the community. The benefits of urban trees and associated landscaping 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 a buffer between land uses, and raising property values. Additionally, a well-maintained and well-planned urban forest enhances the community's character, and its quality of life.

Cities are authorized under K.S.A. 12-3201 *et seq.* to regulate the planting, maintenance, treatment, and removal of trees and shrubbery upon all street and alley rights-of-way. Abutting property owners hold "title to and property in" such trees and shrubbery which are located between their property line and the curb line, sometimes called the parking or planting strip. Property owners can recover damages to such trees, and initiate actions to prevent their destruction. Cities can designate acceptable street trees for such areas. Some cities conduct periodic stump removal programs.

Statewide, interest in urban tree plantings has greatly increased due to heightened public awareness of the benefits that landscape beautification offers to a community. Also, the decline and loss of urban trees due to storms and disease, particularly diseases effecting pines and ash trees, has affected most cities in Kansas. This has created, and for many years will continue to create, a need for urban tree plantings.

Tree Board Most often, the initiative for tree planting and beautification begins with concerned citizens, or a local group such as a Tree Board or PRIDE Program Committee. (The PRIDE Program is discussed in Chapters 4 and 6.) A Tree Board can be established by a City ordinance, which must describe the terms of office and responsibilities of members. A Tree Board usually has five to seven members, and typically advises the governing body on tree related issues, prepares a comprehensive tree plan, initiates tree planting and maintenance projects, and works to educate the public on the benefits of trees. Currently, Andale does not have a Tree Board.

Tree City USA Creation of a Tree Board is one of the steps necessary for a community to receive a Tree City USA Award. Other requirements include spending at least \$2 per capita towards tree planting and maintenance each year, and observance of an Arbor Day tree planting ceremony. Kansas currently has about 100 cities which sustain Tree City USA status. It is one of the most successful states in the number of cities which have received this award.

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.

The community forest of Andale could be enhanced by the establishment of a Tree Board, and the implementation of a comprehensive tree program. A street tree plan for the main traffic corridors would enrich the visual character of the community, and offer a welcoming gateway into the City. The first step would be to conduct a baseline study of the City's existing trees, to establish the species mix, size, age, condition and value of Andale's current urban forest. Specific locations for opportunities to plant new trees are often identified.

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 area.

Railroads are usually considered venues for industrial development, but barriers for other types of urban uses. The Kansas & Oklahoma Railroad provides service through the major industrial areas of the City.

Due to prevailing winds from the south, the location of the industrial area in the southwest part of Andale may cause airborne emissions to travel over much of the City. Should this area continue to develop industrial uses, this should be given consideration regarding the specific type of use.

In the Planning Area outside the City, major paved roadways have, over time, promoted scattered nonfarm residential development. Additionally, this has led to the development of rural subdivisions characterized by large lots. Within the four square mile area which includes the City, no such large lot subdivisions have developed, only scattered rural dwellings. Large lot subdivision development within this area should be discouraged due to the difficulty for extending future urban type utilities within and through the area. Future annexation of large lot development is likewise, not desirable. Adjacent and nearby the City, development at a more urban density is recommended. The City currently provides water service to only one house south of the railroad tracks. No sewer service is provided outside the city limits.

CHAPTER 8. Land Use Plan

Analysis of existing land use patterns is a basic and critical component of comprehensive planning, and profoundly influences other major elements of a Comprehensive Plan, such as planning for new community facilities or transportation system improvements. A Land Use Plan must be internally coherent, coordinating existing land use patterns with future land use plans, maintaining a balance among the various types of land use within a community, and developing future land use goals that strive for compatibility with both natural and man-made physical conditions within the Planning Area.

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

This Land Use Plan addresses the distribution and interrelationships of existing land uses in the City of Andale and its surrounding Planning Area, and evaluates the area's potential for future development. Not only will this Land Use Plan influence future development, it also provides a legal foundation for the judicial review of zoning cases, and for the adoption of Subdivision Regulations. In turn, Subdivision Regulations serve to implement the Land Use Plan and other proposals of the Comprehensive Plan.

Included within this chapter are Existing Land Use maps for both the City itself (Figure 8-A) and the Planning Area (Figure 8-B), as well as tables showing the total acreage and the relative percentage of each land use category. A Future Land Use Map for the urban area (Figure 8-C) is also included. Full-size versions of the maps are available for viewing at City Hall.

Existing Land Use

A field survey of the Andale Planning Area was conducted in August 2011, to compile an inventory of existing land use. The consultants, with the assistance of the chairman of the City of Andale Planning Commission, classified each parcel of land by its type of use.

The following land use definitions were used in the survey, to classify existing land uses within the Andale Planning Area:

Agricultural and Vacant / Rural – Land outside the City limits, used for agricultural purposes, such as growing crops or raising livestock. Also, undeveloped land, i.e., land not built upon, such as natural open space.

Agricultural and Vacant / Urban – Undeveloped land within the City limits, i.e., land not built upon, such as vacant lots, natural open space, and land which may be used for agricultural purposes.

Single-family Residential – Land devoted to residences occupied by one family or its equivalent in unrelated individuals. Manufactured/mobile homes, not otherwise located in mobile home parks, were further 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, fourplexes, and apartment buildings.

Public and Semi-public – Land devoted to City buildings, schools, parks, cemeteries and other governmental activities, including special uses regulated by government, such as utilities and nursing homes. Also includes institutional or fraternal uses of land for public purposes, such as churches, lodge halls, and service organizations.

Commercial – Land and buildings where commercial activities of either a merchandising, service oriented, or professional nature are conducted.

Industrial – Land and buildings used for manufacturing, heavy construction and storage purposes, including salvage yards.

Transportation – Public or semi-public land used for transportation right-of-way, for example streets, alleys, highways and railroads.

Information from the field survey is shown on the *Existing Land Use Map – Urban Area*, Figure 8-A, inserted following this page. This map focuses on land within the city limits.

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- *Figure 8-A – Existing Land Use – Urban Area*

Table 8-A: EXISTING LAND USE IN CITY OF ANDALE			
	Total acres	Percentage of developed area	Percentage of total area
Residential (total)	102.9	37.4 %	28.0 %
<i>Single-Family</i>	<i>102.5</i>	<i>37.3 %</i>	<i>27.9 %</i>
<i>Multi-Family</i>	<i>0.4</i>	<i>0.1 %</i>	<i>0.1 %</i>
Public & Semi-Public	87.9	31.9 %	23.9 %
Commercial	6.2	2.2 %	1.7 %
Industrial	12.2	4.4 %	3.3 %
Transportation ROW	66.0	24.0 %	18.0 %
Total Developed Area	275.2	100.0 %	75.0 %
Agricultural & Vacant	91.9		25.0 %
Total City Area	367.1		100.0 %
Note: Land Use quantities include all land within the city limits.			
Source: Land Use Field Survey by Rice Foster Associates P.A. and City of Andale Planning Commission chairman, August 2011. Land use calculations by Rice Foster Associates.			

General City Pattern

There are 367.1 acres within Andale's city limits, largely within three quarter-sections: one to the southeast, one to the southwest, and one to the northwest of the intersection of West 61st Street North (5th Avenue / Rush Avenue) and North 247th Street West (K-296 Highway / Andale Road). The Kansas & Oklahoma Railroad tracks border the City's northwest section to the west, cross through the City's southwest section, then curve east to form the southern border of the City's southeast quadrant.

Developed land represents 75.0% of the City's area and totals about 275.2 acres. Most of the City's original development occurred in the southwest quadrant, newer subdivisions are being developed in the southeast quadrant, and much of the northwest quadrant is devoted to the public schools campus. Most of Andale's vacant platted land is in the southeast quadrant.

Residential

A review of residential land uses from Table 8-A shows a total of 102.9 acres in residential use within the city limits – with 102.5 acres in single-family homes, and 0.4 acres in multiple-family housing. Residential land use accounts for 37.4% of the developed area within the City, and takes up 28.0% of the land within the city limits. No other category of land use is larger in Andale.

At the time of the field survey, the Andale Crossing Addition in the developing area of the City's southeast quadrant had 156 platted vacant lots. As of 2012, most of the platted streets had not yet been constructed.

Andale's multiple-family housing consists of a duplex east of Andale Road near the City water tower, two upper-story apartments on Main Street just north of the Co-op, and five apartments at Fourth Avenue and Main Street.

There are no mobile home parks or individual mobile homes within the city limits.

Public and Semi-public

Public and semi-public land use represents 31.9% of the developed area within the city limits, and 23.9% of all the land. This category includes 87.9 acres in total, and is the City's second-largest category of land use.

The largest portion of this land use (about 76 acres) occurs in the northwest section of the City, and includes Andale High School and Andale Elementary-Middle School, as well as St. Joseph Church with its nearby parking lot. Other substantial portions include a sizable drainage dedication in the southeast quadrant of the City (about 5 acres), Andale City Park (about 3 acres), and the City water tower (2¼ acres). Public land uses located downtown include City Hall, the Library, the Post Office, and some City storage facilities.



Andale City Park

Commercial

Andale has 6.2 acres of land in commercial use within the city limits, which comprise 2.2% of the developed area, and 1.7% of the total land use within the city limits. This is the City's smallest category of land use.



Though the City's retail areas are not extensive, Andale has a good blend of basic commercial services available in town. The City has a bank, an insurance agency, and a local newspaper (The Clarion). There is a gas station/convenience store, as well as a liquor store, a bar, and several small restaurants. There are a number of auto-repair facilities, a barber shop and two hair salons, and a variety of contractor services available.

The **downtown** area in Andale is largely contained along one block of Main Street, from Anderson Avenue to Fourth Avenue. St. Joseph Church is a stunning visual landmark at the north end of Main Street, only a block away from downtown. Unfortunately, there are a number of vacant commercial buildings awaiting active use, and the downtown streetscape is looking worn. Without streetscape amenities that enhance Andale's quality of life, the viability of downtown as a commercial core is diminished.

Industrial

Andale has 12.2 acres of land devoted to industrial use, which is 4.4% of the developed area, and 3.3% of the total land use. This is the second-smallest category of land use in Andale.

All of the industrial land use within the city limits occurs near the railroad tracks, in the City's southwest quadrant. Major uses include a lumber yard, a cement plant, and a welding shop, as well as the Andale Farmers Co-op.

Transportation Rights-of-Way

Within the city limits, 66.0 acres are incorporated in platted rights-of-way for streets, alleys and railroads; this figure does not include the 15.1 acres of streets platted but not yet built in the southeastern quadrant of the City, which are counted as vacant. This land use comprises 24.0% of developed area, and 18.0% of the City's total area. Transportation is Andale's third-largest category of land use.

Agricultural and Vacant / Undeveloped Land

When all of the previous land use categories are added together, they equal 275.2 acres of *developed* land within the city limits, or 75.0% of Andale's total land area. Everything else, including vacant lots and agricultural land within the city limits, is considered to be *undeveloped* land.

Andale has 91.9 acres of land use in this category, which is 25.0% of the total land area within the city limits. There are a handful of vacant lots scattered about the City, and some vacant buildings and lots in the downtown area, but the bulk of Andale's vacant lots are in the Andale Crossing Addition in the southeast quadrant of the City. This development is platted, but only partially built out; most of the vacant lots are contiguous, and the land is currently being used for agricultural production.

Existing Land Use outside the City Limits

Andale's Planning Area encompasses 21,057.6 acres, or 32.9 square miles in total. Excluding the 367.1 acres inside the city limits, the balance of the Planning Area comprises 20,690.5 acres or 32.33 square miles. Land use percentages in the following discussion are based on the Planning Area *minus* the City area.

Information from the field survey is shown on the *Existing Land Use Map – Planning Area*, Figure 8-B, inserted following this page. This map focuses on land outside the city limits.

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- *Figure 8-B – Existing Land Use – Planning Area*

Table 8-B: EXISTING LAND USE IN ANDALE PLANNING AREA		
	Total acres	Percentage of Planning Area outside of city limits
Single-family Residential	1,234.3	5.97 %
Public & Semi-Public	102.9	0.50 %
Commercial	23.9	0.12 %
Industrial	27.0	0.13 %
Transportation Right-of-way, Agricultural, & Vacant	19,302.4	93.29 %
Total Planning Area	21,057.6	
less area within city limits	367.1	
Planning Area outside of city limits	20,690.5	100.0 %
Note: Planning Area Land Use quantities include all land within the Andale Planning Area, but outside the city limits. Source: Land Use Field Survey by Rice Foster Associates P.A. and City of Andale Planning Commission chairman, August 2011. Land use calculations by Rice Foster Associates.		

Outside of Andale's city limits, but within the City's Planning Area, agriculture is the predominant land use. However, the quantity of *other* land uses that take place within Andale's Planning Area is of interest. Compare the acres of each land use category, in the City and outside of it:

	Inside City Limits	Outside City Limits, in Planning Area
Single-family Residential	102.5	1,234.3
Public & Semi-public	87.9	102.9
Commercial	6.2	23.9
Industrial	12.2	27.0

Residential land use is significant outside the city limits – in fact, more than 12 times the acreage of residential land use exists in the Planning Area, as within Andale. This is chiefly the result of the number and scope of large-lot residential developments outside the City.

The following table shows the number of homes in the Planning Area, separated into the following categories: **rural subdivisions** are roughly defined as housing clusters developed around dedicated residential roads, **rural development areas** indicate clusters of housing that develop along existing mile-line roads, and **rural dwellings** indicate houses with few nearby neighbors.

Housing Units in Andale Planning Area, outside city limits		
	Total Units	
	(Units)	(Percent)
Dwelling – rural subdivision	49	20.8%
Dwelling – rural development areas	69	29.2%
Dwelling – rural	117	49.6%
<i>subtotal</i>	235	99.6%
Mobile / Manufactured Homes	1	0.4%
TOTALS	236	100.0%

There is no multiple-family housing in Andale's Planning Area. There are no mobile home parks; in fact, there is only one mobile home in the entire Planning Area.

Public & Semi-public land uses in the Planning Area consist primarily of the City sewage lagoons (20.5 acres), the Sedgwick County Yards and Fire Station (13.5 acres), and the Watersheds flood control facility (67.1 acres).

Commercial land uses consist primarily of the John Deere dealership to the south of town on K-96 highway, the Monsanto facility and the Meyer Motors car dealership north on K-96, Orth Automotive to the southwest, and a cell tower to the west of the City.

Industrial land uses consist primarily of a propane & machine shop west of town, and additional Co-op property just south of the tracks on K-96.

Future Land Use

A future land use plan is intended to maintain and enhance the arrangement of land uses in the Andale Planning Area, so that land will be developed in patterns that support efficient, balanced, and compatible land uses. The Future Land Use Map in this document exhibits a desired land use pattern, to guide land use planning decisions during the Planning Period. However, some flexibility is also essential in a future land use plan, and it is expected that the Planning Commission may need to make minor adjustments from time to time.

For the development of a particular area, policy decisions should remain in keeping with the overall future land use concepts expressed in the Future Land Use Map, but must also respond to current data. When an area is designated for a particular future land use, that designation should be considered as an **indication of preferred land use character and predominant type**, rather than an absolute requirement that the area be developed exclusively for the noted land use. For example, a church or school could be considered 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 and their respective development influences, existing land use patterns, potential utility service areas, future population and housing needs, and proposed development projects.

On the 2011 Community Questionnaire, Andale area residents were asked whether, as a concept of growth, they favored policies that would encourage development in or adjacent to the City, and/or scattered in the outlying area. More respondents favored growth in and adjacent to the City as opposed to outlying development. As might be expected, people living in the City more strongly favored this pattern of future growth.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked in what direction they felt the City should grow.

Community Questionnaire – Direction of Growth								
	North		South		East		West	
In City of Andale	11	13%	9	11%	14	17%	5	6%
Outside City / In Planning Area	10	12%	16	20%	16	20%	1	1%
<i>Total Responses</i>	21	26%	25	30%	30	37%	6	7%

General Development Pattern

It is generally desirable for land use development within a city to be compact and contiguous, with minimal intermixing of different land use categories. The exception to this guideline is downtown, where multi-story buildings can support a mix of uses – such as commercial uses on the street level, and residential uses on upper floors.

Compact and contiguous land use patterns maximize the efficiency and minimize the cost of providing public services, from utilities to police patrols. They also reduce negative environmental effects of sprawl, such as traffic, noise, light pollution, air pollution, hazardous pedestrian conditions, and unsightly appearances. All of these factors affect property values and reduce the quality of life, particularly in residential areas.

Existing land use patterns within Andale's city limits are very cohesive and logically located – commercial uses are downtown and along Andale Road, industrial uses are adjacent to the railroad tracks, the City Park is in the center of town with easy access from Andale Road, and residential neighborhoods contain very few vacant lots. Figure 8-C depicts Andale's proposed urban land use patterns through 2032, which simply follow the exceptionally solid precedent already established. Major future land use goals for the City involve revitalization of the downtown core, additional commercial development along Andale Road, and the creation of some assisted-living housing to allow more local seniors the option to age in place.

Andale already has an outstanding quality of life. Maintaining and enhancing that quality should be the primary intent of future land use decisions.

The *Future Land Use & Functional Street System* map, Figure 8-C, is inserted following this page. This map focuses on land within and near the current city limits.

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- *Figure 8-C – Future Land Use & Functional Street System*

Future Land Use inside the City

Residential — Andale's population in the 2010 Census was 928, and the **population goal** by the end of the Planning Period in 2032 is **1,250** — an increase of 322 people. Taking the additional population, and dividing that number by the 2010 Census figure of 3.2 persons per household, Andale can expect **about 101 additional households** by 2032. As an alternative projection, using the 2010 Census figure of 3.67 persons per family results in an expectation of **about 88 additional families**.

Assuming an average lot size of 10,000 square feet, and 25% of the land per acre dedicated to street right-of-way, there would be 3.27 dwelling units per acre. So at most, Andale can expect to need up to 31 acres of residential development to support its expected population increase. While other housing types may develop, this figure does provide some insight into the largest extent of residential land acreage likely to be needed.

The Andale Crossing Addition, the large platted development on the east side of town, has 156 vacant platted lots. This development alone has the potential to handle Andale's residential growth requirements for the twenty-year extent of the Planning Period.

- Plan for the extension of streets and utilities within Andale Crossing to support expected residential growth.
- In conjunction, plan to require maintenance of reserve areas by either the developer or an Andale Crossing Homeowners' Association.

Multiple-family housing should be located near community facilities, and near business areas, both for residents' shopping convenience and to strengthen business activity. Residential neighborhoods can accommodate smaller multi-family housing, such as duplexes, triplexes and fourplexes, so long as parking requirements are handled sensitively. Larger multi-family developments can act as a buffer between single-family and nonresidential uses, and are often developed along arterial and collector streets which can support the higher density traffic they generate.

With adequate lot size, a duplex may be split by a common lot line into two individual lots for sale; this configuration is sometime known as **twin homes**. This reduces construction cost and still provides for individual land ownership by way of a "lot split" procedure in subdivision regulations. It is important that such homes have individual connections for all utilities. Selected locations for **duplexes** in a single-family zone can be controlled by conditional use applications to the Board of Zoning Appeals, where adequate parking, screening and other standards can be required. This also provides an opportunity for existing large houses to convert to duplex use.

Alternative areas for housing are noted on Figure 8-C as "Potential Residential".

Manufactured Housing With the high cost of housing in general, manufactured housing (manufactured, mobile and modular homes) is a solution for some people today. For an explanation of the differences between manufactured, residential-design manufactured, mobile, and modular homes, see Chapter 6 on Housing.

Single-wide manufactured/mobile homes (which may be 12' to 16' wide and 70' to 80' long) poses definite problems of incompatibility when they are intermingled with site-built houses. For this reason, it is generally more desirable to locate them in mobile home parks designed for their size and shape. **Multiple-wide** manufactured housing and modular homes, however, do fit on conventional lots. As mandated by state statutes, multiple-wide residential-design manufactured homes on permanent foundations are provided for in all single-family residential zones.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked where Manufactured/Mobile Homes should be permitted.

Community Questionnaire – Manufactured/Mobile Homes								
	in manufactured/ mobile home parks only		in only certain areas		in any location		should not be permitted	
In City of Andale	54	50%	29	27%	3	3%	22	20%
Outside City / In Planning Area	44	60%	23	32%	6	8%	0	0%
Total Responses	98	54%	52	29%	9	5%	22	12%

Even though "should not be permitted" was not provided as a check-off option on the Questionnaire, 22 people within the City wrote in this preference. The majority opinion expressed is to allow this category of housing only in manufactured/mobile home parks. For a community to keep young and old family members nearby and to have an opportunity to attract new residents, housing needs for all social and economic levels must be met. It is important to maintain a diverse housing inventory, and to consider the development of housing types other than single-family homes.

Public Housing provides decent and safe housing at affordable rents, for eligible low-income families and individuals, the elderly, and persons with disabilities. The U.S. Department of Housing and Urban Development (HUD) administers federal aid to local housing agencies that manage these facilities, and furnishes technical and professional assistance in planning, developing and managing public housing developments. The City does not have a public housing agency; it has not sought housing grants in the past.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked if they felt that the City should encourage the construction of Public Housing units.

Community Questionnaire – Public Housing						
	Yes, for the elderly		Yes, for handicapped persons		No	
In City of Andale	54	65%	20	24%	9	11%
Outside City / In Planning Area	60	53%	23	20%	31	27%
<i>Total Responses</i>	<i>114</i>	<i>58%</i>	<i>43</i>	<i>22%</i>	<i>40</i>	<i>20%</i>

Overall, 80% of respondents felt that the City should encourage the construction of public housing units for the elderly or handicapped. For a discussion of options for future senior housing in Andale, see Chapter 6.

Public & Semi-public — Fairly limited changes to public and semi-public land uses are anticipated. A new Community Building and additional space for services currently housed in City Hall have been identified as potential public land use development. As new residential development occurs, additional park land will be needed; potential park areas are shown as greenways on Figure 8-C. As utilities are extended and stormwater management is planned within the Andale Crossing addition, seek opportunities for a neighborhood park there.

Commercial — Beyond the promotion of commercial uses to revitalize the downtown core, additional development is proposed along the east side of Andale Road, south of existing commercial lots (shown on Figure 8-C). It will be necessary to study the platted lots which back up to the roadway and plan for stormwater drainage, in order for this proposed commercial development to benefit from its location along the City's major arterial. In this area, commercial uses which complement downtown businesses rather than compete with them are preferred.

Andale's downtown has the potential to become a local gem — the small walkable heart of the community. Existing assets include the view of St. Joseph's Church to the north, Main Street's masonry architecture, and public buildings downtown (including the City Hall, Police Department, Library, and Post Office). There is great potential for streetscape improvements, and increased activity through community events.

Downtown Revitalization

The National Trust for Historic Preservation established the National Main Street Center in 1980, and since then has successfully helped more than 1200 cities and towns across the country revitalize their downtowns. The **Main Street Program** utilizes a four point approach that integrates historic preservation principles with sound economic development practices.

The Main Street Approach

Organization

*means getting everyone working toward the same goal.
The work of building consensus and cooperation among groups
that have an important stake in the district can be eased
by using the commonsense formula of a volunteer-driven program,
an organizational structure of a board of directors and committees
and a financially strong organization.*

Promotion

*means selling the image and promise of Main Street to all prospects.
By marketing the district's unique characteristics
to shoppers, investors and visitors, an effective promotional strategy
forges a positive image through advertising, retail promotional activity
and special events carried out by local volunteers.*

Design

*means enhancing the visual quality of downtown
through attention to all elements of the physical environment.
An inviting atmosphere, created through window displays,
parking areas, signs, sidewalks, street lights, landscaping
and the buildings themselves, conveys a visual message
of what Main Street is and what it has to offer.*

Economic Restructuring

*means strengthening the existing economic assets
of the business district while diversifying its economic base.
By helping existing businesses expand and recruiting new ones
to respond to today's market, Main Street programs help convert
unused space into productive property and
sharpen the competitiveness of business enterprises.*

From Kansas Main Street —

<http://ksmainstreet.kansascommerce.com/about/Pages/default.aspx>

The **Kansas Main Street** program began in 1985, and is based in the Business & Community Development Division of the Kansas Department of Commerce. Kansas Main Street staff can provide technical assistance in the form of training, consultation visits, local program evaluation, design assistance, business enhancement strategies, and even incentive dollars – but Kansas Main Street is a self-help program, and the responsibility for success belongs to community leaders who are willing to give their time and energy to revitalize their own hometowns.

Andale's downtown has been in a process of slow decline for years. If that course is allowed to continue, the cost and effort to reverse it could easily become unfeasible. Right now, the community still has a chance to turn that situation around with a minimum of investment. Andale's downtown is compact, and still in relatively good physical condition. Too many buildings are vacant, but downtown still has a solid core of active businesses. These are advantages that could be, and should be, exploited before they're gone – whether the community chooses to pursue membership in Kansas Main Street, or not.



Lee's Summit, MO

*Missouri images
from the
National Trust for
Historic Preservation –
Main Street Program*



*Image from the Intuit Small Business Blog
(<http://blog.intuit.com/local/saving-americas-main-streets/>)*



Columbus, MO

Industrial – The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Industrial Development Sites.

Community Questionnaire – Industrial Development Sites						
	Adequate		Inadequate		Don't know	
In City of Andale	27	23%	41	35%	49	42%
Outside City / In Planning Area	15	18%	33	39%	36	43%
Total Responses	42	21%	74	37%	85	42%

Most responses (42%) indicate a lack of public knowledge regarding potential industrial sites. Only 21% of respondents rated Andale's industrial development sites as "Adequate".

An area south of the railroad tracks on the east side of North 247th Street West (shown on Figure 8-C) is recommended for potential industrial development. Trucking access is provided via 247th Street, and there is potential rail access along the northern edge of the site. The County Yards and Fire Station provide some buffering, however, any industrial development south of future residential development in Andale Crossing should be screened. North of 53rd Street, future industrial development along 247th Street should provide screening along the road frontage, since the area is an important gateway when entering the City from the south. Issues of screening and buffering should be studied at the time of Site Plan Review as part of rezoning to industrial use.

Future Land Use Outside the City

The Planning Area outside the City should continue to be used mainly for agricultural purposes. Urban types of development should be encouraged in and adjacent to the City, but discouraged in the outer area. This approach to future development is in keeping with the desire of the Community to maintain a small town character.

Conservation of desirable farmland is significant to the long-range economic viability of the Planning Area. When managed properly, the soil is a reusable resource – the most important natural resource of the area. Agriculture should be viewed as the highest and best use for such land.

If increased demand for non-farm housing is experienced in the rural area, and for some reason cannot be accommodated adjacent to the City, scattered lots should be discouraged and platted areas established.

CHAPTER 9. Transportation

Transportation Planning

Planning for transportation must address various modes of travel and transport for both passengers and freight, and make sure those modes interconnect appropriately. Roadways, railroads, air travel, public transit, bicycle and pedestrian paths, and sidewalks are all part of a transportation network.

Andale has an excellent local road system, as well as direct access to freight train service. Regionally, Andale's residents have very good access to the interstate highway system, and to air travel.

The City's transportation plan should address the development of a total transportation system – one which serves community facilities, responds to both existing and future land use patterns, and supports desired development. Planners should consider all potential transport modes, and select alternatives based on economic feasibility, energy efficiency, and low long-term maintenance costs.

State and Regional Transportation Planning

Much of the transportation system that serves Andale is not under the City's direct control, although the City has the ability to influence regional decisions.

Metropolitan Planning Organizations (MPO's) provide a forum for regional transportation decision-making. They recognize the critical connection between a good transportation system and other societal goals such as economic health, air quality, social equity, environmental resource preservation, and overall quality of life. Transportation planning for the region around Andale is coordinated by the *Wichita Area Metropolitan Planning Organization* (WAMPO), which incorporates all of Sedgwick County, plus the Andover area in Butler County and the Mulvane area in Sumner County.

WAMPO, in cooperation with the Kansas Department of Transportation (KDOT), is responsible for regional transportation planning in the Wichita Metropolitan Area, including Andale and its Planning Area. WAMPO has developed the Metropolitan Transportation Plan (MTP) 2035, a 25-year strategic plan for all regionally significant transportation projects. Although MTP 2035 does not specify any projects within the Andale Planning Area, its existence qualifies local jurisdictions for access to federal transportation funds.

Functional Classification System – Federal

The entire Planning Area is part of a nationwide system of federal street classifications. Functionally, streets are classified into a hierarchy based on how they balance speed and traffic volume against access to adjacent land uses. **Arterials** maximize traffic flow and speed, but have limited access. **Collectors** balance traffic with access, and **local** roads maximize access at the expense of speed and traffic volume.

There are numerous categories and sub-categories within this general hierarchy, but only two sub-categories apply directly to Andale. In the federal functional classification system, **Rural Collector Roads** typically support shorter trips than roads designated as arterials, serving travel within adjacent counties rather than statewide. Rural Collector Roads are subcategorized into **Major Collectors** and **Minor Collectors**.

Major Collectors connect towns and cities that are not on arterial routes to each other, to arterial roads, or to destinations such as consolidated schools or shipping points. Within the Andale Planning Area, the major collectors are:

- North 247th Street West
- North 215th Street West
- West 61st Street North, west from 215th
- West 53rd Street North, east from 247th

Minor Collectors provide service to smaller communities, and connect locally important traffic generators to major collectors or arterials. Within the Andale Planning Area, the minor collectors are:

- North 279th Street West, north from 61st
- North 295th Street West, south from 61st

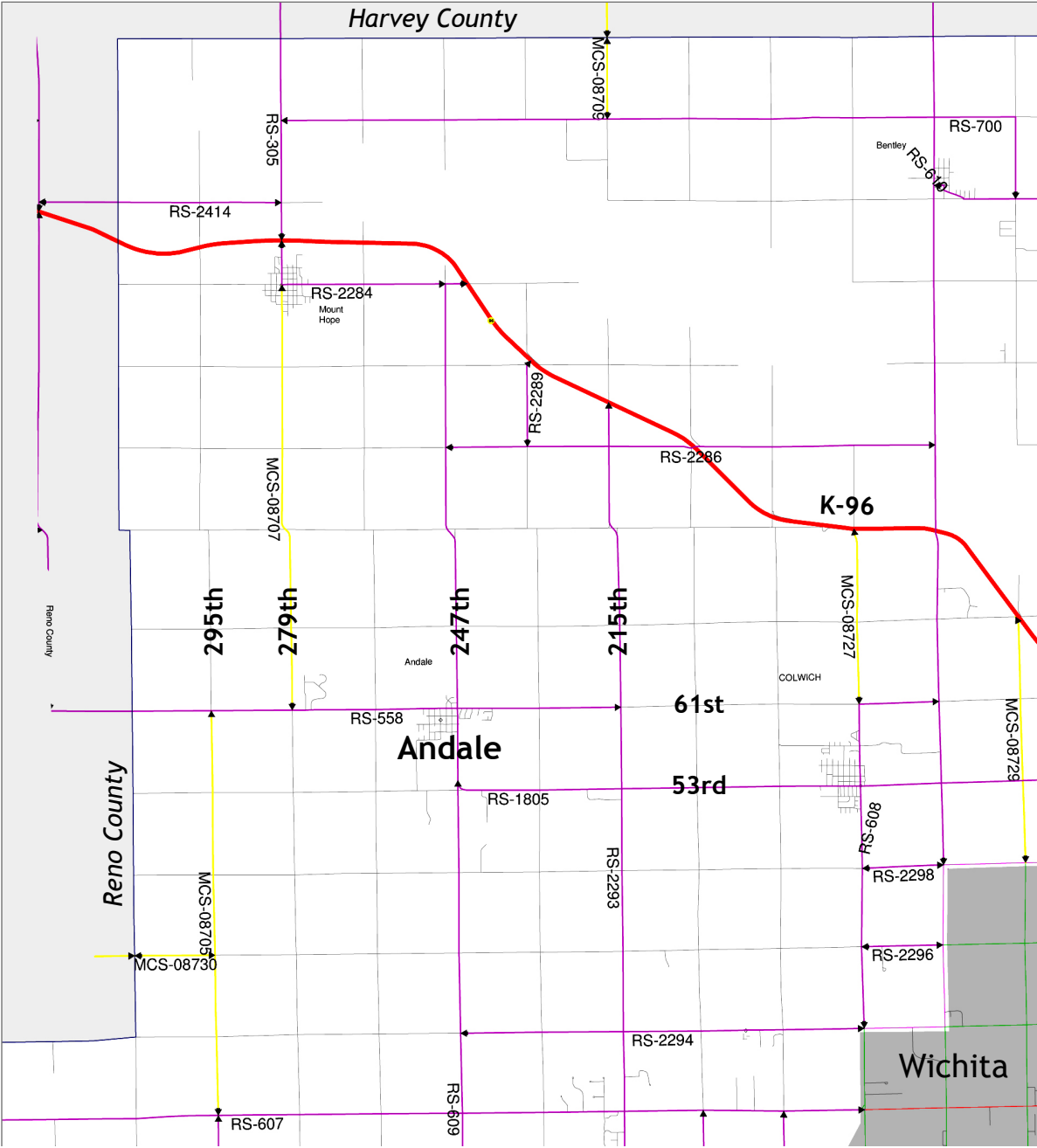
Maps showing federal functional street classifications in Kansas are maintained by the state Department of Transportation (KDOT) for each county. Street designations are reviewed periodically, and must be approved by local County Commissioners. **Street designations affect funding availability for road improvements.**

A portion of the KDOT Functional Street Classification Map for Sedgwick County, showing street classifications for the area around Andale, follows. All the KDOT County Roadway Functional Classification Maps are available at www.ksdot.org/burtransplan/maps/CountyFunClass.asp.

Comprehensive Development Plan
for the Andale Area, Kansas: 2012 – 2032

KDOT
Functional
Classification
Map

Legend			
	Interstate		Major Coll.
	Freeway Express.		Minor Coll.
	Other Prin. Arterial		Local
	Minor Arterial		



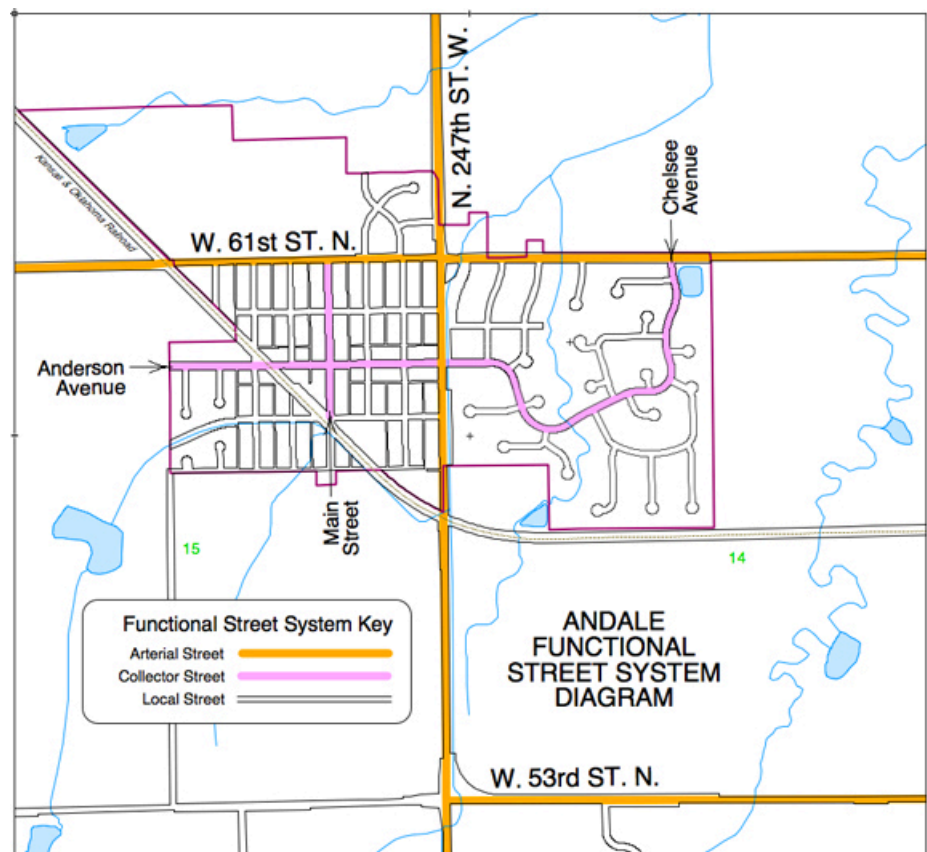
Functional Classification System – Urban

In addition to the federal functional street classes just described, City streets are also classified with a local urban functional system – which uses the same terminology, but applies it on a far smaller scale. In Andale's case, the same roads designated as *major collectors* in the federal system are designated as *arterials* in the urban system.

Arterial Streets are major thoroughfares which carry traffic to, from, and through a city; they tend to be wider to support more traffic at higher speeds, and have fewer connections to adjacent land uses. Andale's three arterial streets are all mile-line roads. The City's north-to-south arterial is North 247th Street West. East-to-west arterials are West 61st Street North, and West 53rd Street North from 247th on east.

Collector Streets gather traffic from local streets and carry it to arterials; they tend to be medium widths, balancing moderate traffic, speeds, and connections to adjacent land uses. In Andale, the collector streets are Anderson Avenue and Main Street. As the subdivision on the east side of town develops, Chelsea Avenue will work as a continuation of the Anderson Avenue collector.

Local Streets are the smaller streets that provide access to individual properties; they generally carry little traffic, and have slower operating speeds. All Andale streets not specifically mentioned above are considered local streets.



Street & Parking Design Standards

Each type of street in the urban classification system – arterial, collector, and local – serves a different purpose, and requires different design criteria. Though a particular street may not require all of the following elements at any given point in time, any street right-of-way should have sufficient width to allow for the potential future development of all of the following elements, at some stage in the street's life:

- paved traffic lanes, with adequate turning radii at corners
- curbs and gutters
- signs for traffic control and other purposes
- stormwater drainage ditches and/or structures
- underground and overhead utilities
- sidewalks
- planting areas for street trees and landscaping
- on-street parking

Arterial Streets serve as an area's primary links to the state and federal highway system. Their right-of-way should be 80 to 120 feet wide; roadways are typically 24 to 48 feet wide. The more of the following elements that are likely to occur, the more right-of-way may be needed:

- considerable truck traffic, or large volumes of auto traffic
- substantial on-street parking
- significant drainage problems
- bicycle/pedestrian paths (8' to 12' wide), or sidewalks
- street trees

Collector Streets connect neighborhoods, and provide access to facilities such as schools, parks and shopping areas. Their right-of-way should be 70 to 80 feet wide. Roadways are typically 36 to 40 feet wide, and may accommodate two 10' to 12' traffic lanes plus two 8'-wide on-street parking areas.

Local Streets should incorporate traffic-calming measures to reduce their use by through traffic. Their right-of-way is typically 60 to 64 feet wide; roadway widths vary, and may be as wide as 30 to 34 feet, with the latter widths dependent upon whether two traffic lanes and on-street parking are desired. Minimum street width and turning radii are often determined by the needs of local fire-fighting vehicles.

Complete Streets

The complete streets planning concept calls for street design that supports safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, public transit users, and motorists. Complete street design recognizes that public rights-of-way are meant to serve more than just vehicular traffic.

Complete streets, also called livable streets, typically include sidewalks with curb ramps, good crosswalks (often with medians for pedestrian refuge), countdown signals, and shade for pedestrians, as well as bike lanes and bike racks. Depending on local needs, they may also include on-street parking, and bus pull-outs or bus lanes.

Complete streets vary widely because they are always designed to fit a community's specific local needs. Find more information at www.completestreets.org.

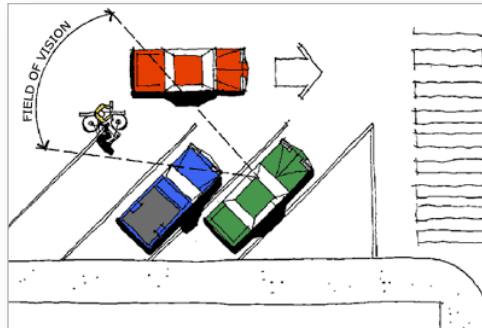
A complete streets strategy is highly recommended for the revitalization of the downtown retail area in Andale, and for renovation projects on streets in the vicinity of the school campus.

Parking

A vehicular circulation system must accommodate vehicles not only when they are traveling, but also when they are parked. An estimate derived from census data indicates that there are currently at least 628 vehicles based in Andale.

- **Vehicles** According to the *2006-2010 American Community Survey 5-Year Estimate*, of the 310 occupied housing units in Andale, 5 (1.6%) had no vehicles available, 77 (24.8%) had one vehicle available, 133 (42.9%) had two vehicles available, and 95 (30.6%) had three or more vehicles available.

Parking facilities are categorized as on-street or off-street. **On-street parking** may be parallel, angle, back-in angle (see following illustrations), 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) 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 <http://www.walkinginfo.org/faqs/answer.cfm?id=3974>.

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.

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.

Small town main streets were traditionally designed and intended to support both traffic flow and shared on-street public parking. Though out of style in recent decades, this parking solution is now being recognized again as a valuable and cost-effective parking strategy. Andale should strive for a balanced mix of public on-street parking for customers, and small lots suitable for staff parking, in its downtown retail district.

Roadways and Streets

Roadways and streets in the Andale area tend to be one of three broad design types: gridiron streets, subdivision streets, and rural roads. The following descriptions are generalized, and are only intended to describe typical conditions for each street design type; exceptions will undoubtedly occur.

Gridiron streets are in the originally platted part of the City. They form a grid of 90-degree intersections, creating rectilinear blocks typically about 300 by 450 feet in size, with alleys for utility access. Gridiron streets are usually surfaced with concrete or asphalt, and have curbs, gutters, and drainage structures.

Lots associated with gridiron street neighborhoods are typically small and of uniform size and shape, though multiple lots are often combined into a single parcel with a single owner. Alleys provide potential vehicle access to the detached back yard garages typical of older neighborhoods. *Gridiron streets maximize interconnectedness.*

Subdivision streets usually occur in neighborhoods platted after World War II. They incorporate curvilinear streets, T-intersections, and cul-de-sacs. Rather than alleys, they use a system of easements to allow utility access. Subdivision streets are usually surfaced with concrete or asphalt, and have curbs, gutters, and drainage structures.

Lots associated with subdivision street neighborhoods are large and of varying sizes and shapes. Houses often have wide driveways connecting to multi-bay attached garages. *Subdivision streets maximize privacy.*

Rural roads are typically mile-line roads – straight, oriented closely to north-south or east-west, and about a mile apart. They may be surfaced with asphalt, gravel, or be compacted dirt. They generally have drainage ditches.

Streets in Andale

Streets in older neighborhoods of the City are in need of ongoing maintenance and renovation to improve their function. The City has begun repairs on some streets.

Planning Area Roads Some rural roads in the Planning Area are paved and some are not. Studies have shown that adequately paved roads cost less to maintain than properly maintained unpaved roads. Unpaved roads are maintained by the Townships.

Community Perceptions of Street Issues

During the 2011 Community Questionnaire, Andale area residents were asked whether they would rate Street Paving, Street Signs & Signals, Street Lighting, and Street Maintenance and Cleaning as adequate or inadequate. The following four tables show the results of that survey.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Street Paving.

Community Questionnaire – Street Paving						
	Adequate		Inadequate		Don't know	
In City of Andale	100	81%	17	14%	7	6%
Outside City / In Planning Area	61	78%	12	15%	5	6%
<i>Total Responses</i>	<i>161</i>	<i>80%</i>	<i>29</i>	<i>14%</i>	<i>12</i>	<i>6%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Street Signs & Signals.

Community Questionnaire – Street Signs & Signals						
	Adequate		Inadequate		Don't know	
In City of Andale	108	87%	13	10%	3	2%
Outside City / In Planning Area	79	88%	4	4%	7	8%
<i>Total Responses</i>	<i>187</i>	<i>87%</i>	<i>17</i>	<i>8%</i>	<i>10</i>	<i>5%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Street Lighting.

Community Questionnaire – Street Lighting						
	Adequate		Inadequate		Don't know	
In City of Andale	98	84%	16	14%	2	2%
Outside City / In Planning Area	67	82%	8	10%	7	9%
<i>Total Responses</i>	<i>165</i>	<i>83%</i>	<i>24</i>	<i>12%</i>	<i>9</i>	<i>5%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Street Maintenance and Cleaning.

Community Questionnaire – Street Maintenance and Cleaning						
	Adequate		Inadequate		Don't know	
In City of Andale	103	83%	18	15%	3	2%
Outside City / In Planning Area	64	80%	7	9%	9	11%
<i>Total Responses</i>	167	82%	25	12%	12	6%

In general, residents seem reasonably satisfied with their street system, with no notable discrepancy between the satisfaction levels between those living in the City and those living in rural areas.

Street Financing The City's street financing policies require developers and property owners to participate in the construction cost of streets, with the City sharing the cost for intersections, major drainage, wider streets, etc.

Railroad & Air Travel Service

Like many towns in Kansas, Andale *became* a town because of its proximity to a railroad, and access to rail freight service is still important to the local economy. Andale is also very well placed to have convenient access to rail passenger service via Amtrak, and to the air travel system.

Railroad Service

Tracks of the **Kansas and Oklahoma Railroad** pass through Andale on their way from Wichita to Hutchinson and points west, carrying agricultural commodities and industrial products. According to the *WAMPO Railroad Crossing Plan*, the K&O tracks through Andale carry in the range of two to ten trains per day. Andale's Co-op, cement plant, and lumber yard all benefit from their direct access to rail-based freight services.

Passenger train service is available to Andale residents through Amtrak. The nearest stations are in Newton (24 miles northeast), and in Hutchinson (25 miles northwest).

The *2011 Kansas Statewide Rail Plan* is available on the website of the Kansas Department of Transportation (KDOT), at www.ksdot.org. The 2007 *WAMPO Railroad Crossing Plan*, which examines railroad crossings and traffic safety issues, is available from the Wichita Area Metropolitan Planning Organization (WAMPO) at www.wampoks.org. On request, KDOT staff can provide information from the *KDOT Crossing Inventory database and Hazard Index* regarding specific crossings. Andale's railroad crossings are all at-grade.

Air Travel

Andale has no airports within its Planning Area, but residents nevertheless have very good access to international air travel. Wichita Mid-Continent Airport is only 15 miles away, and hosts six airlines – AirTran Airways (which was purchased by Southwest Airlines in May 2011), Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines, and United Airlines.

Hutchinson Municipal Airport, just 23 miles away, is a business aviation center, with three runways capable of handling corporate aircraft, and charter service available. There are also numerous airfields suitable for private aircraft within easy driving distance of Andale, including Eagle Field in Bentley (7.7 miles northeast), Eck Field in Goddard (8.2 miles southeast), and Yoder Airpark in Goddard (9.0 miles south).

Public Transit

There is no City bus service or other public transit system in the City of Andale. However, taxi service in the Planning Area is available from several companies.

The Sedgwick County Transportation Program

The Sedgwick County Department of Aging sponsors a program that provides low-cost public transit for seniors and individuals with disabilities. Typical co-payment is currently \$3 each way. The Sedgwick County Transportation (SCT) program provides direct transportation service with wheelchair-accessible minivans and buses, and also contracts with vendors such as ABC Taxi and American Cab.

People must apply for this service with the County to determine their eligibility for rides. Appointments for transport must be scheduled in advance. The SCT program does not provide emergency transportation, transportation to nursing home residents, or rural origination to rural destination transportation. For more information, see the Sedgwick County website at www.sedgwickcounty.org/aging/transportation.asp.

Since this service is not available for transportation from one rural location to another, seniors in the Andale area may find it difficult to arrange for local transport. The City might want to consider organizing a team to provide local transportation services. Volunteers may be willing to do the driving, if someone with sufficient organizational skills takes on the communication and scheduling. Having such a service available could give more Andale seniors the option to age in place.



Bicycle/Pedestrian Pathways

In America, bicycling and walking have long been regarded more as forms of recreation than as serious transportation alternatives, but that attitude is changing. As fuel costs continue to rise, and the obesity epidemic becomes more severe (especially among children), more communities are realizing the value of offering residents safe venues for bicycling and walking.

Walking and biking provide great physical **exercise**, and paths that support these activities for recreation also provide an alternative transportation option. Successful bicycle and pedestrian pathway networks **connect** neighborhoods to community destinations, including schools, parks and downtown businesses.

Pathway networks are usually constructed in public rights-of-way. A typical right-of-way extends well beyond the road itself; in urban areas, it generally reaches from sidewalk to sidewalk. Pathways can be designed as *bike paths* (built within a right-of-way, but separated from the road itself), or as dedicated *bike lanes* on a road or its shoulder (defined with pavement markings), or they may simply be *bike routes* (designated with "Share the Road" signs).

The WAMPO *Regional Pathway System Plan*, updated in December 2011, proposes Andale as the western terminus of the 23-mile **53rd Street North Corridor** – a planned regional east/west bicycling corridor connecting Andale to Colwich, Maize, Wichita, Park City, Bel Aire, and the rest of the county's pathway network. The route would cross the county on 53rd Street, then turn north on 247th Street, to end in Andale. Each jurisdiction along the way will develop a local corridor segment that implements the intent of the plan.

When this corridor is operational, Andale businesses will have the opportunity to benefit from **bicycle tourism**. Bicycle groups such as Oz Bicycle Club, Prairie Travelers, and Kansas Singletrack regularly organize excursions to towns on the pathway network, and bicyclists at the turn-around point of a long ride are generally hungry, thirsty, and happy to stroll around and shop for a while.

Andale currently has no off-road bicycle paths or designated on-road bicycle routes in its Planning Area. Even if the City chooses to make no immediate plans to implement a pathway system, it would be wise to keep options open. Make sure that planning decisions made now do not foreclose the possibility of future development of a local bicycle/pedestrian pathway network, especially along the route of the 53rd Street North Bicycle Corridor, and its connections to Andale's park, schools, and downtown.

Bicycle Racks Even without dedicated bicycle routes, local cyclists do ride bikes on Andale's streets and sidewalks. Encourage this activity by giving them somewhere to put their bikes when they get where they're going. Consider instituting a Bicycle Rack installation program, implemented either through the City or through volunteer efforts, or both. Determine locations where racks are still needed, looking particularly at schools, the Park, the Library, downtown stores, and similar destinations. Recently, a bicycle rack was donated and installed in the Library's new pocket park.

Visit the website www.bicyclinginfo.org to find more about criteria for bicycle facilities, and educational programs for both drivers and cyclists.

Transportation Enhancement Program

Previous versions of federal surface transportation legislation (ISTEA, TEA-21, and SAFETEA-LU) contained provisions for funding **Transportation Enhancement** projects, which included a category for bicycle and pedestrian facilities. A new surface transportation bill is expected from Congress in 2012, and if it is similar, it would be a potential funding source for bicycle or pedestrian projects in Andale. If the Transportation Enhancement program continues to exist, there will be more information about it on the WAMPO and KDOT websites, at www.wampoks.org and www.ksdot.org.

In the past, the Transportation Enhancement program in Kansas was administered by the Kansas Department of Transportation. Proposed projects had to be submitted by a governing entity willing to fund a local match of at least 20% of the eligible project cost, and usually 100% of the project design cost. Projects within the Wichita metropolitan area had to be submitted through the Wichita Area Metropolitan Planning Organization (WAMPO).

Sidewalks

Walking is one of the very best and most widely accessible forms of exercise. A sidewalk network not only contributes to public health, but also enhances a sense of community, as walkers get to know their neighborhoods and their neighbors in a way not possible from the seat of a car.

Older neighborhoods were designed to be walkable, if for no other reason than that children regularly walked to school. Newer subdivisions are often built with limited sidewalks, in part because lot sizes are so large that sidewalks become prohibitively expensive, and in part because cul-de-sac street design makes pedestrian connections so difficult to achieve. As more home buyers seek walkable neighborhoods, older homes in downtown areas become more highly desirable real estate.

The City of Andale instituted a sidewalk repair program in 2005, and typically budgets \$7000 annually for sidewalk maintenance. The City pays the cost of all repairs, with no assessments to adjacent homeowners. Repairs are prioritized based on degree of existing damage, which is more likely to be significant in sidewalks in older neighborhoods.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the Sidewalks.

Community Questionnaire – Sidewalks						
	Adequate		Inadequate		Don't know	
In City of Andale	81	66%	42	34%	0	0%
Outside City / In Planning Area	68	72%	16	17%	11	12%
<i>Total Responses</i>	<i>149</i>	<i>68%</i>	<i>58</i>	<i>27%</i>	<i>11</i>	<i>5%</i>

Though the general level of satisfaction with sidewalks is fairly high, it is wise of the City to maintain an ongoing repair program. First, damaged sidewalks can be a trip hazard, and therefore a liability risk. Also, it is far more difficult to budget for major sidewalk infrastructure replacement than for a predictable annual maintenance fund.

Recommended City Policy A City policy to require sidewalks or bicycle/pedestrian paths on both sides of arterial streets, and sidewalk on one side of collector streets, is recommended.

Two national programs may be of interest to Andale. One provides a funding option for improvements to the sidewalk network, and one encourages use of existing sidewalks.

Safe Routes to School (SRTS)

This is a federal program intended to make it safer for more children to walk and bike to school, thereby reducing childhood obesity, as well as the traffic accidents, wasted fuel, and air pollution that result from traffic congestion near schools. More information on *Safe Routes to School* is available at www.saferoutesinfo.org, and on the KDOT website at www.ksdot.org.

A city or a nonprofit organization can apply for SRTS 100% funding to plan, design, and build projects that improve the ability of students to walk and bike to school. Eligible projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements within about 2 miles of schools. 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.

Safe Routes to School is funded by the Federal Highway Administration through legislation called the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), and administered in Kansas by the Kansas Department of Transportation (KDOT). Although SAFETEA-LU expired in 2009, funding for some of its programs has been renewed by Congress several times since then. For the 2011 fiscal year (revised), \$1,832,913 in *Safe Routes to School* program funds were apportioned to the state of Kansas.

Walking School Bus If there are children in Andale's original neighborhoods who are *not* walking to school, consider implementing a Walking School Bus program. Parents often cite safety issues as one of the main reasons they prefer not to let their children 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, go to the website at www.walkingschoolbus.org.

CHAPTER 10. Utilities and Stormwater Management Systems

An adequate and dependable utilities system is essential to maintain a high quality of life for current residents, and to support future development. Utility lines are typically located within or adjacent to transportation rights-of-way, utility and/or drainage easements, and are usually built and maintained in conjunction with road installation, repair projects, or subdivision development. It is essential to preserve enough space to accommodate future utilities in these public corridors. Without long-term planning, constricted utilities may limit growth, and become a financial burden on the community.

It is important to maintain accurate records and maps of both existing and new utilities, and to develop procedures for their installation and maintenance. Policies on the placement of structures, fences and vegetation in utility and drainage easements should be adopted and rigorously enforced.

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 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.

Water Supply System

Andale's water supply system consists of a battery of two groundwater wells, an elevated storage tank (water tower), and water mains ranging from 2" to 12" in diameter. The water supply system supports 45 fire hydrants.

Each of Andale's two groundwater wells is capable of pumping 200 gallons per minute, for a total pumping capacity of 400 gallons per minute. Both wells are located behind the First National Bank of Southern Kansas, at the northeast corner of 61st Street West (Rush Avenue) and 247th Street North. The wells are within a few feet of each other, and are close to the water tower.

The 150,000 gallon elevated storage tank (water tower) is a single pedestal spheroid shape and stands 130 feet tall. It was a used tank, brought to Andale and erected in November 1995 by Pittsburg Tank & Tower Company. Located at 24620 West 61st Street North, it is part of the City's original water system installation.



Problems with the current Water Supply System:

- An additional water well is needed
- Water isolation valves need to be replaced

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the Water Supply System.

Community Questionnaire – Water Supply System						
	Adequate		Inadequate		Don't know	
In City of Andale	93	76%	14	11%	15	12%
Outside City / In Planning Area	35	48%	9	12%	29	40%
<i>Total Responses</i>	<i>128</i>	<i>66%</i>	<i>23</i>	<i>12%</i>	<i>44</i>	<i>23%</i>

There is no rural water district in the outlying Planning Area, so residents have groundwater wells. When asked whether they have **problems with their well water** supply, 20% indicate they do and **80% say they do not**. When asked whether they **would like to see a Rural Water District created**, 39% would, and **61% would not**.

Sewage Disposal System

Andale's sewage disposal system consists of 8" mains, a lift station, and a wastewater treatment plant with four treatment ponds. The City's sewage collection system still has many blocks of vitrified clay mains, as well as PVC pipes. The wastewater runs through the sewer lines to the lift station, located at 24510 West 61st Street North, where it is pumped to the treatment facility. Treated water is then discharged into Cowskin Creek, east of the treatment plant.

Andale's wastewater treatment plant was constructed in 1970, and originally consisted of three ponds or cells. A fourth pond was added in 2003, to help support the additional population generated by the development of the platted subdivision in the City's southeast section. The treatment ponds are located about a half-mile northeast of the City, and cover 11.73 acres. The plant has a design flow capacity of 130,000 gallons per day; average flow is 72,000 gpd, and the maximum flow so far recorded was 90,000 gpd.

Andale updated its sewer system maps in September of 2011. Detailed maps (prepared by EBH & Associates, P.A. of Great Bend, Kansas) are on file at City Hall.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the Sewage Disposal System.

Community Questionnaire – Sewage Disposal System						
	Adequate		Inadequate		Don't know	
In City of Andale	94	76%	10	8%	20	16%
Outside City / In Planning Area	43	51%	3	4%	39	46%
<i>Total Responses</i>	<i>137</i>	<i>66%</i>	<i>13</i>	<i>6%</i>	<i>59</i>	<i>28%</i>

Of residents that live in the unincorporated areas, 61% have wastewater lagoons and 39% have septic tanks; 94% stated they had no problems with their system.

Problems with the current Sewage Disposal System:

- The old clay and tile sewer mains need to be replaced
- Old brick manholes need to be rehabilitated
- The City may soon need a bigger force main to the treatment ponds
- A fifth treatment pond will need to be added, before the platted subdivision in the City's southeast section can be completed

Future Expansion

The current wastewater treatment system is **designed to support a population of approximately 1300** people. However, the system must support not only Andale residents, but the students in the Andale schools as well. A school population is typically counted at a factor of about 25%, when estimating load on a sewer system. Projecting from 2010 Census data, it is estimated that the system will need to support an additional student population equivalent of about 178 people by 2032. Andale's population is expected to be 1250 people by the end of the Planning Period, so the sewage system **will need to be able to support an effective population of about 1428 people by 2032.**

Therefore, the City should plan to upgrade its sewage treatment facility before the end of the Planning Period in 2032. Available land at the sewage treatment facility site is fully utilized by the four existing ponds, so **additional land will need to be acquired** to provide room for future treatment ponds.

Attention should also be paid to new regulations for sewage treatment lagoons, currently being implemented, which may have a more immediate impact on requirements for the sewage treatment facility.

Stormwater Management System

Rainwater is absorbed by soil with its vegetative cover, and controlled by man-made drainage structures, through the actions of detention, infiltration and percolation. Stormwater runoff occurs when these systems are overwhelmed by too much precipitation, too fast. Problem areas which flood due to stormwater runoff affect the type of development that may occur, create traffic safety problems, limit the growth of vegetation, and create blighting conditions and inconvenience.

The stormwater drainage system in Andale consists of curb and gutter along most urban streets, storm sewers, open ditches along rural roads, retention/detention ponds, and a flood control dam at the Watersheds facility west of town. The system is maintained by City Maintenance staff.

The Watersheds dam is a dirt dam, classified as "High Hazard". Constructed in the early 1960's, the dam is built on leased land, which is owned by two separate property owners. The City is responsible for maintenance of the dam.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the Storm Drainage System.

Community Questionnaire – Storm Drainage System						
	Adequate		Inadequate		Don't know	
In City of Andale	75	61%	28	23%	20	16%
Outside City / In Planning Area	43	49%	7	8%	37	43%
<i>Total Responses</i>	<i>118</i>	<i>56%</i>	<i>35</i>	<i>17%</i>	<i>57</i>	<i>27%</i>

Problems with the current Stormwater Management System:

One problem area in Andale is located south of Second Avenue between South Main Street and Magnolia Street. Due to years of silt flowing in from the agricultural field south of First Avenue, the flow of rainwater has been impeded and silt has built up in the residential areas. A preliminary drainage plan for the area, designed by EBH & Associates in July, 2011, recommends the insertion of a new storm sewer pipe. The project would include acquiring easements from property owners and moving utility service lines.

For the benefit of future development, it is recommended that the culvert located between Jubilee and Rosebud Court at 61st Street, should be replaced and enlarged by the County. All new subdivisions should be required to provide proper storm drainage and, if at all possible, to allow zero increase of runoff water after development. Along with a zero runoff policy is the concept of a back yard drainage plan. This establishes the finished grade to the rear property lines at the time of platting to ensure drainage. This is known as a four-corner lot drainage plan and is designed for each lot in a subdivision, as required in the City Subdivision Regulations.

Clean Water Act

After a five-year study by the U.S. Environmental Protection Agency, ending in 1983, the Nationwide Urban Runoff Program concluded that heavy metals, coliform bacteria and suspended solids from urban stormwater runoff all posed a significant threat to aquatic life and the usability of the nation's surface water resources. As a result, the Clean Water Act was amended in 1987 to initiate certain permit requirements in cities under the National Pollutant Discharge Elimination System (NPDES) permit program.

Since that time, a phased system has been implemented, to both improve the quality and control the quantity of stormwater discharge for municipalities. While the stormwater systems of cities the size of Andale are not currently regulated by these regulations, it nevertheless confirms the need to control water contaminants.

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.

Land uses such as large salvage yards and trucking concentrations necessitate containment efforts, but the daily accumulation of small particles such as oil, the wear of tires, chemicals, leaves, grass clippings, litter, construction debris, animal droppings, paving disintegration, de-icing compounds and sand all contribute to stormwater pollution. Regular street cleaning service is a continuing part of the effort to reduce such pollution.

On-going maintenance and improvement of selected areas will be needed on a regular basis to solve storm drainage problems during the Planning Period.

Electric Power, Natural Gas, Telephone

The City has franchises with the following private, but publicly regulated, companies, which provide services in Andale:

- **Electric Power:** Westar Energy provides electricity within the City; some areas outside the city limits but within the Planning Area are served by the Sedgwick County Electric Cooperative Association.
- **Natural Gas:** Black Hills Energy
- **Telephone:** AT&T

It is not within the scope of this Plan to analyze such private companies, or make recommendations regarding their future operations. Developers of specific future projects should consult with each of these companies in order to insure that adequate service is available. Such companies normally maintain continuing short and long-range facility planning programs. All of the above companies maintain toll-free phone numbers and customer service websites for service contacts.

CHAPTER 11. Community Services and Facilities

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 health, education, and leisure time activities.

Traditionally, the following functions are supported by public funds, and maintained under public control:

- City Hall & City Maintenance Facility
- Law Enforcement
- Fire Protection
- Emergency Medical Services
- Parks & Recreation
- Community Center / Senior Center
- Library
- Educational Facilities

Other essential public services are provided by private firms, sometimes operating under contract with the City to ensure the most cost-effective delivery of services for citizens:

- Communication Services (newspaper, telephone, radio, television, internet)
- Solid Waste Management (trash collection)
- Health Services
- Cemeteries

When planning for future community facilities, it is very important to determine the optimum location for each facility, in relation to land use, streets and developmental influences, in order to maximize its efficiency and economy in serving the public. **It is crucial to identify and acquire suitable sites in advance of need**; they may otherwise be preempted for other purposes. Subdivision plats and rezoning applications should be reviewed in light of the need for land acquisitions appropriate for public facilities.

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

In general, Andale's existing public facilities and services are very good, and adequately meet current needs. This chapter evaluates how well they will continue to serve through the Planning Period to 2032, and projects future needs for public facilities in the Andale Planning Area during the twenty-year planning period.

City Hall

The City of Andale purchased the building at 326 North Main from Renwick School District 267 in May of 2004, to be used as the new Andale City Hall. Originally constructed in 1903, the building had been the District's main office for many years. About 2100 square feet in size, the building was remodeled, and opened as City Hall in June of 2005 when the City Clerk and the Police Department transferred to that location. A two-car garage for police vehicles was added to the building in 2007.

Andale City Hall currently houses the City Clerk and assistant City Clerk, the Police Department (a squad room, and an office for the Chief and Deputy Chief), and the Municipal Court Clerk. The building also has a meeting room, one bathroom, a storage room/kitchen, and a garage for the Police Department vehicles and evidence room.

The lot size is 50 feet by 140 feet. Parking is primarily on the adjacent street, though there is one paved handicap-accessible parking space behind City Hall, near an accessible entrance in the back of the building.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the City Building.

Community Questionnaire – City Hall						
	Adequate		Inadequate		Don't know	
In City of Andale	102	81%	15	12%	9	7%
Outside City / In Planning Area	78	78%	7	7%	15	15%
<i>Total Responses</i>	<i>180</i>	<i>80%</i>	<i>22</i>	<i>10%</i>	<i>24</i>	<i>11%</i>

Future: City Hall is currently large enough to support its essential functions, though the building does not support efficient operations. For example, the Police Chief has to go through the City Clerk's office in order to get to his own office. More space, with more efficient storage arrangements, will be needed during the course of the Planning Period. Plans exist to build additional storage shelves in the back room, which will help ameliorate the storage difficulties for a while.

One option may be to separate the Police Department from other City Services, and to relocate either Public Safety or City Administration to another building.



City Maintenance Facility

The Andale Maintenance Facility at 304 North Main was built in 1968 to serve as the City Hall and Maintenance Shop. The 32' by 48' concrete block building was built on a 50' by 140' lot and was divided into two sides – one side a maintenance shop, and one side for offices and a meeting room. The shop side contains maintenance equipment, a pick-up truck, a one-ton dump truck, and miscellaneous tools. Maintenance and repairs on vehicles and equipment are also performed here.

One of the offices is currently used by the Maintenance Engineer/Public Works Director, and the other office and meeting room are used by the Andale Area Chamber of Commerce for storage and monthly meetings. The meeting room is also used by the Sherman Township Board and one other organization for meetings.

Future: There is a small building at the rear of the Maintenance Shop lot that was once a City Hall and jail. The building is used to store the mower, Christmas decorations, and other items that space can't be found for in the Shop. This building is in disrepair and needs to be repaired or replaced.

The City Council has also discussed the possibility of constructing a new Maintenance Facility across the street from the existing Shop, at the southwest corner of Main and Anderson on a vacant lot that is owned by the City.

Within the Planning Period, the Andale governing body will need to decide whether it is more cost-effective in the long run to repair the existing storage building, or to build a new Maintenance Facility – and then move forward with one of the options.

FUTURE CITY BUILDINGS The City needs to estimate the amount and type of space required to fulfill necessary functions of City Hall, the Police Department, and the Maintenance Facility, over the next ten to twenty years. An evaluation of available buildings and properties can then clarify which locations are most suitable to support each City service.

Law Enforcement

The Andale Police Department facility consists of two offices and a garage in the City Hall building at 326 North Main Street— 309.5 square feet for the Chief's office and squad room, and 276.25 square feet for the garage and evidence room. It has no detention facility, so the Sedgwick County Jail in Wichita is used when needed.

Currently, Police Department staff consists of two full-time and three part-time officers. There is no auxiliary force. This level of staffing is not sufficient to allow Andale to have local police on duty at all times. When not on duty, on-call officers are able to respond at need within twenty minutes. The Sedgwick County Sheriff's Department also responds to 911 calls within the area.

The Police Department has two patrol cars, one purchased in 2009, as well as an SUV purchased in 2012. Typically, one vehicle is replaced about every four years.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Police Protection.

Community Questionnaire – Police Protection						
	Adequate		Inadequate		Don't know	
In City of Andale	119	96%	4	3%	1	1%
Outside City / In Planning Area	85	83%	0	0%	18	17%
<i>Total Responses</i>	<i>204</i>	<i>90%</i>	<i>4</i>	<i>2%</i>	<i>19</i>	<i>8%</i>

Future: Could the existing City Hall building be easily remodeled to accommodate the needs of Andale's Police Department for the next twenty years? If not, then it may be more cost-effective to move the Police Department to a more suitable location, and continue to use the existing City Hall for administrative functions.

Fire Protection

Andale is very fortunate to have a Sedgwick County Fire District #1 fire station virtually within the City. Although Fire Station #31 is actually on Sedgwick County property, on the east side of K-96 Highway and just north of the railroad tracks, the Andale city limits line is adjacent on three sides of the site. The fire station was built in 1998; it is approximately 2,500 square feet in size, with one bay.

There are eight other fire stations in Sedgwick County Fire District #1, which back up this facility. Fire calls for the Andale area are dispatched by the Sedgwick County Enhanced 911 Emergency System. In 2010 there were 45 calls in Andale and 95 calls outside the city limits.

Station #31's response area covers 36 square miles, both urban and rural, including most of the Andale Planning Area. Only those portions of the Planning Area that are north of West 77th Street North are in the Mount Hope Fire District. Those areas are protected by the Mount Hope Volunteer Fire Department.

Nine Sedgwick County firefighters are assigned to Fire Station #31, working three shifts that operate twenty-four hours a day, seven days a week, with three firefighters per shift. There is no volunteer firefighter organization in Andale.

Engine #31 is a 2010 CAFS (Compressed Foam System) Pumper with a tank capacity of 2250 gallons, and a pump capacity of 2000 gallons per minute.

The National Insurance Services Office (ISO) rates fire departments on a wide variety of factors, on a scale of 1 to 10, with one being the highest rating. The latest ISO inspection for the department was in 2005. The City was rated as a 3 and the service area outside the City was rated 5. As distances increase from the City, ISO ratings decrease to 9 or 10. Water pressure is good within the city limits.

Future: The funding for Station #31 is provided by the Sedgwick County Fire District #1 budget from the county. The entire department is in need of more personnel, stations and equipment for the large area it covers. The station in Andale needs to be replaced, as it was originally built as a temporary building. One additional firefighter per shift would also be a great improvement.

The station and equipment are well maintained, but the fate of the station is controlled mostly by the budget of Sedgwick County. Recently two stations have been closed and rebuilt within a few miles of their original locations. If the station in Andale is rebuilt, the community should do what it can to assure it will remain in the City. If it does not, then a volunteer department may have to be organized.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Fire Protection.

Community Questionnaire – Fire Protection						
	Adequate		Inadequate		Don't know	
In City of Andale	102	94%	1	1%	5	5%
Outside City / In Planning Area	77	86%	2	2%	11	12%
<i>Total Responses</i>	<i>179</i>	<i>90%</i>	<i>3</i>	<i>2%</i>	<i>16</i>	<i>8%</i>

Emergency Medical Services

Ambulance service for the City of Andale is provided by the Sedgwick County Emergency Medical Service, which provides 24-hour emergency medical response throughout the County. Sedgwick County EMS Paramedics are Kansas certified Mobile Intensive Care Technicians. Many firefighters are also trained Emergency Medical Technicians (EMT's). Vehicles are typically Type III Ambulances, providing Type I Advanced Life Support emergency care.

Sedgwick County Fire Station #35, which includes EMS Post 7, is located at 1535 South 199th Street West in Goddard. Built in 2011, it has four bays for fire apparatus, and another bay for an ambulance. It responds to calls from Andale within about 7 to 10 minutes. Backup is provided by another County EMS Post, located at 4030 Reed Avenue in Maize, which was built in 2011, and has two ambulance bays. Sedgwick County Fire Station #31, located at 5848 North 247th Street West in Andale, and the City of Mount Hope's EMS service also respond to medical 911 calls in the Andale area.

Emergency medical calls for the Andale area are dispatched through a Medical Priority Dispatch System. In 2009 there were 38 medical emergency runs made in Andale.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Ambulance Service.

Community Questionnaire – Ambulance Service						
	Adequate		Inadequate		Don't know	
In City of Andale	79	64%	28	23%	17	14%
Outside City / In Planning Area	47	64%	20	27%	6	8%
<i>Total Responses</i>	<i>126</i>	<i>64%</i>	<i>48</i>	<i>24%</i>	<i>23</i>	<i>12%</i>

Future: Sedgwick County funds the operation of the ambulance service, and maintains the equipment and supplies. Without a local hospital, the ambulance service is very important to the community, particularly with regard to concern for the elderly. Good emergency medical services are also important as part of the support system needed for economic development. Every effort should be made to maintain the service during the Planning Period.

Parks and Recreation

Andale City Park is located between Fourth Avenue and Anderson Avenue, east of Sherman Street and west of Andale Road. It is 3.1 acres in size, covering a full city block in the heart of Andale. Park facilities include a swimming pool with bath house and concession stand (built in 1971 with the aid of a Kansas Department of Wildlife & Parks grant, which funded 50% of the costs), two tennis courts, a basketball court, one sand volleyball court, horseshoe pits, playground equipment, and two covered picnic tables. The park also has a small Veteran's Memorial, erected in 1985 by the local VFW post.



Andale City Park



Andale City Swimming Pool in Andale City Park

The nearest regional recreation area is Cheney Reservoir, State Park, and Wildlife Area – ranging from 11 to 18 miles away from Andale. The nearest public golf course is Auburn Hills in Wichita, which is about 15 miles away; Rolling Hills Country Club in Wichita is about 18 miles away. Cherry Oaks Golf Course in Cheney is about 19 miles away.

The Andale Ball Club organizes the summer ball teams, which play their games at the Andale High School baseball field, and on the ball fields to the north and west of St. Joseph's Catholic Family Center.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Parks and Recreation Areas. This response reflects attitudes toward the park land itself, and the physical facilities.

Community Questionnaire – Parks and Recreation Areas						
	Adequate		Inadequate		Don't know	
In City of Andale	108	86%	16	13%	2	2%
Outside City / In Planning Area	83	89%	9	10%	1	1%
<i>Total Responses</i>	<i>191</i>	<i>87%</i>	<i>25</i>	<i>11%</i>	<i>3</i>	<i>1%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Recreation Programs. This response reflects attitudes toward available programs for sports and other recreational activities.

Community Questionnaire – Recreation Programs						
	Adequate		Inadequate		Don't know	
In City of Andale	66	52%	36	29%	24	19%
Outside City / In Planning Area	35	44%	23	29%	22	28%
<i>Total Responses</i>	<i>101</i>	<i>49%</i>	<i>59</i>	<i>29%</i>	<i>46</i>	<i>22%</i>

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked if they felt a fence should be built along the east side of the Andale City Park for safety purposes.

Community Questionnaire – Build Fence on east side of City Park				
	Yes		No	
In City of Andale	51	24%	66	31%
Outside City / In Planning Area	32	15%	64	30%
<i>Total Responses</i>	<i>83</i>	<i>39%</i>	<i>130</i>	<i>61%</i>

A strong majority of 61% of respondents did *not* want a fence built along the east side of Andale City Park. People outside the City opposed a fence more strongly than those in the City.

Future: Andale does not currently have a Recreation Commission, even though most recreational activities in the region utilize facilities at the Andale schools. The possibility of establishing an Andale Recreation Commission in the near future is certainly worth discussion. If the community decides to pursue this option, it could result in far more recreational opportunities for the people of the entire School District.

To see what programs and facilities are offered by some nearby Kansas School Districts, explore these Recreation Commission websites:

- Maize – www.maizerec.com
- Mulvane – www.mulvanerec.com
- Cheney – <http://home.hit.net/~crc/>
- Hesston – www.hrce.org
- Clearwater – www.clearwaterrec.org
- Winfield – www.winfieldrec.com
- Newton – www.newtonrec.org

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

Mill levies for Recreation Commission activities are subject to voter approval by residents of the School District. The tax dedicated to the Recreation Commission is typically collected by the County Clerk, distributed to the School District, and then passed on to the Recreation Commission. State statutes require that funds dedicated to Recreation Commissions may not in any way reduce the dollars provided to the School District for educational purposes. Recreation Commissions can and often do generate additional funding through user fees, rentals, investments, gifts, or grants. The following table shows typical levies (in mills) for Cities of the 3rd Class in Sedgwick County.

2011 Tax Levies for Recreational Commissions			
School District	Recreation Commission	Recreation Commission Employee Benefits	Total
Cheney USD 268	2.422	0.780	3.202
Clearwater USD 264	2.987	0	2.987
Maize USD 266	1.000	0	1.000
Sedgwick USD 439	1.973	0	1.973

Community Center / Senior Center

When residents were asked on the Community Questionnaire whether they **would like to have a Community Building in Andale**, **71% said they would**, and 29% said they would not. Those who wanted a Community Center were asked where they would like to see it located, and given the options of choosing City Park (40%), Downtown (42%), or Other (18%). Other options for location suggested by responders included "the old Bank Building on Main Street", "the outskirts of the City", and "on Andale Road".

Clearly there is significant public support for a Community Building in Andale, and there is a plurality of survey responders in favor of a downtown location. If this facility was sited downtown, it could help revitalize Andale's retail core.

The development of such a Community Building could be facilitated by support from a local Recreation Commission. The community would have to decide which step to take first — building a Community Building (for a faster, smaller-scale solution), or pursuing the creation of a Recreation Commission, which could then develop a Community Building (slower, but more comprehensive). Further study addressing community needs and scope for such a facility is recommended in the near future.

Library

The Andale District Library is located at 328 North Main in the Central Business District. The 2500 square foot building is on a 75' by 140' lot. Public parking is available on Main Street, and there are two unpaved off-street parking spaces for staff. Constructed in 1956, the 2500 square foot structure was originally used as a doctor's office, then became a library in 2003.



There are currently about 1455 registered borrowers, who can choose from 15,000 books and 16 periodicals, plus DVD's and VHS movies. There are also computers available to the public for internet access. There is a story hour provided for pre-kindergarten children, and a summer reading program for older children.

The Andale District Library is a member of the South Central Kansas Library System (SCKLS), which is a regional system of cooperating libraries. In order to ensure that many of the state's smaller libraries sustain at least a minimum level of service, Kansas state law established seven regional library systems, and allows each system to levy a property tax within its boundaries, where property is not otherwise taxed to support a public library. An elected twelve-member Executive Committee establishes policy and provides financial oversight. Membership is voluntary, and each member library retains its local self-government and independence.

More information on the SCKLS is available at www.sckls.info

A seven-member Library Board is elected by Sherman Township voters.

A benefit to the downtown streetscape, the library recently added an outdoor reading area just north of the building, with two park benches and a small tree. The building was painted inside and outside in 2011, and a new sign was installed. The benches and signs were made by a local welding business.

Currently, the Library's yearly budget is \$27,000 per year. As a result of this limited funding, the Library's hours of operation are very restricted – it is open three days per week for a total of eleven hours.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate the Library.

Community Questionnaire – Library						
	Adequate		Inadequate		Don't know	
In City of Andale	100	80%	16	13%	9	7%
Outside City / In Planning Area	72	77%	12	13%	10	11%
Total Responses	172	79%	28	13%	19	9%

Schools

Andale is part of the Renwick Unified School District 267, which is largely in Sedgwick County but includes a small part of Reno County, and covers about 54 square miles. Besides the two Andale schools, Renwick USD 267 has one other high school (Garden Plain High School in Garden Plain), and three other elementary/middle schools (Garden Plain Elementary, Colwich Elementary, and Saint Marks Elementary). All of the school buildings in the Renwick District are air-conditioned.

A small portion of the northern part of the Andale Planning Area (about 1/8 of a section) is in USD 312, the Haven School District. This area is agricultural, however, so its School District designation has no practical effect on educational planning for Andale.

There are currently two schools in Andale – Andale Elementary/Middle School, which serves grades K-8, and Andale High School, which serves grades 9-12. About 80% of the students at the two Andale schools live outside of the City of Andale. It is estimated that about 60% of the Elementary/Middle school students and 15% of the High School students are bussed. Most high school students drive to school.

The **Andale Elementary/Middle School** is a one-story brick building, about 75,000 square feet in size. The building at 500 West Rush Avenue was constructed in 1975, and underwent major remodeling in 1999, when the gym was renovated. In 2008, the upper floor of the USD 267 District Office at 600 West Rush Avenue was converted to the three classrooms of the Middle School, with lockers for seventh and eighth graders. The School has a newly renovated playground. There are approximately 65 paved parking spaces.

Andale Elementary/Middle School has a maximum capacity of 500 students, and currently houses 367 students. The average class size is 18 pupils per class.



Andale Elementary/Middle School

Andale High School is a two story brick building at 700 West Rush Avenue. The 185,000 square foot structure was originally constructed in 1999, with 26 classrooms, a gym and a weight room. An auditorium and band room/choir room were added in 2009. There is a football field/track complex located just north of the high school, and a baseball/softball complex was completed in 2011. Other buildings on the school property include three storage sheds. There are 675 paved parking spaces.

The High School is designed for a pupil capacity of 650, and currently has a total of 420 students, with an average of 24 students per class.



Andale High School

Enrollment The total number of full time equivalent pupils in Andale's schools began to experience a slight decline in numbers beginning in 2009, but increased a little in 2011. The projected enrollment for Andale Elementary and Andale High School for the 2012-2013 year is essentially flat at 777.

School Year	FTE Students			
	Andale Schools		USD 267	
2008-2009	810	—	1,967	—
2009-2010	808	-0.2%	1,936	-1.6%
2010-2011	769	-4.8%	1,975	2.0%
2011-2012	777	1.0%	1,975	0.0%

The Renwick Unified School District is projecting a drop in enrollment over the next few years, during the mid-2010s.

*Comprehensive Development Plan
for the Andale Area, Kansas: 2012 – 2032*

Data in the following two tables is from the Kansas State Department of Education.

Renwick USD 267	Total Assessed Valuation		Total Assessed Valuation per Pupil	
School Year	Amount	% Change	Number	% Change
2005-2006	\$82,502,079	—	\$42,712	—
2006-2007	\$94,475,562	14.5%	\$48,784	14.2%
2007-2008	\$96,480,840	2.1%	\$49,205	0.9%
2008-2009	\$92,966,485	-3.6%	\$48,224	-2.0%
2009-2010	\$93,413,748	0.5%	\$48,010	-0.4%
2010-2011	\$93,218,368	-0.2%	\$48,602	1.2%
2011-2012	\$97,613,213	4.7%	\$52,205	7.4%

After the 2006-2007 school year, the total assessed valuation per pupil in USD 267 dropped significantly; it has shown some recovery in 2011-2012.

Renwick USD 267 Bonded Indebtedness	2009-2010 (actual)	2010-2011 (actual)	2011-2012 (budget)
	\$23,780,000	\$31,040,000	\$29,760,000

Andale High School and Andale Elementary have a **bonded indebtedness** of \$10,000,000.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate School Facilities. The school facilities are very highly regarded by the citizens of Andale.

Community Questionnaire – School Facilities						
	Adequate		Inadequate		Don't know	
In City of Andale	121	97%	1	1%	3	2%
Outside City / In Planning Area	95	95%	2	2%	3	3%
<i>Total Responses</i>	<i>216</i>	<i>96%</i>	<i>3</i>	<i>1%</i>	<i>6</i>	<i>3%</i>

Higher Education There are ample opportunities for higher education within comfortable commuting distance of Andale. Wichita State University, Friends University, and Newman University are all located in Wichita, less than 25 miles away. Hutchinson Community College and the Hutchinson Vocational Tech Center are about 35 miles away. Butler County Community College in El Dorado is about 45 miles away.

Communications Services

Newspapers The local newspaper in Andale is *The Clarion*, published once per week on Thursdays; *The Clarion* serves as Andale's official newspaper for legal notices. The *Wichita Eagle* and the *Hutchinson News* are published daily, and are both delivered locally.

Phone Service The AT&T Company provides telephone service to the City. This system connects Andale to the toll-free Wichita metropolitan service area of over 250,000 telephones in Sedgwick and Butler Counties, which includes 21 other cities in addition to the MetroPlus system extensions to six more cities in these counties. This service is available at an additional charge to residents within the Planning Area.

Telephone service is available in the Andale area from AT&T, Birch Communications, Cox Communications, Gabriel Communications, Pyramid Communications, SC Telecom, SKT Inc., South Central Telephone Association, Wheat State Telephone, and Windstream.

Cell phone service is available in the Andale area from AT&T, A-OK Cellular, Best Phone, Boost Mobile, Chan Enterprise, Chit Chat Wireless, Gillian Wireless, T-Mobile, Motor Mouth Wireless, Sprint, T2 Wireless Inc., TMoble, Verizon Wireless, and WhyGoMonkey.

Radio and Television Many AM and FM radio stations can be received. Television reception in the Planning Area is excellent with six national networks broadcasting from local stations in Wichita (ABC, NBC, CBS, PBS, Fox, and MyTV). Dish Network and DirecTV provide satellite TV service.

Internet Internet access is available in the Andale area through a wide variety of service providers, including Access High Speed Internet, AT&T, Cox Communications, EarthLink, Hubris Communications, ICU.net, LocalNet Corp, NetReady Home, Our Town USA LLC, PeoplePC, Satellite Country, Sumner Communications Inc., Websurf Internet, and Windstream. Wireless internet access is available from Pixius Communication LLC.

The City's website is at www.cityofandale.com. This web page has the potential to be a significant factor in reinforcing a sense of community among local people, as well as encouraging interest in Andale by potential residents and businesses in other parts of the country.

Solid Waste Management

Solid waste is collected inside the City of Andale by Waste Connections of Kansas, Inc., a private firm which contracts with the City. The City bills for the service, and collects a fee from local residents to pay for the service. Trash is picked up once per week, and recyclables are collected once every two weeks.

Currently the service is only offered for residential clients within the city limits. Homes outside of the City and businesses may contract with any provider they prefer. Residential households inside the City are required to have a trash pickup service; Andale has a "no burning" ordinance.

Waste Connections provides single-stream recycling. Allowable recyclables are put in a 95-gallon cart that is picked up every other week and weighed. Each household is given points based on the weight, and households that sign up at the RecycleBank are able to trade those points for coupons or gift cards. The first year of this program, Andale's citizens recycled 179,491 pounds of material – an average of 52.11 pounds per household – and reduced the City's trash volume by 26%!

Waste Connections also provides Andale with roll-off dumpsters for about a week annually, for a City-wide clean-up week. This service allows residents to get rid of bigger non-hazardous trash items, such as furniture, mattresses, and appliances.

Hazardous household items can be disposed of at the *Sedgwick County Household Hazardous Waste Facility* in Wichita. Occasionally, remote collection events for household hazardous waste take place nearby, in Colwich.

*More information on the SCHWF is available at
www.sedgwickcounty.org/environment/householdhazardouswaste.asp*

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Refuse Disposal.

Community Questionnaire – Refuse Disposal						
	Adequate		Inadequate		Don't know	
In City of Andale	117	94%	2	2%	6	5%
Outside City / In Planning Area	58	64%	7	8%	26	29%
<i>Total Responses</i>	<i>175</i>	<i>81%</i>	<i>9</i>	<i>4%</i>	<i>32</i>	<i>15%</i>

Health Services

In the spring of 2011 the Via Christi Health Clinic in Andale closed its doors, leaving the City without a doctor's office. Now, Andale's nearest health service facility is St. Teresa Via Christi Hospital, located at 21st Street North and 151st Street West in Wichita — which is more than 11 miles or about 22 minutes away.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how they would rate Health Services. The replies to this question revealed a high level of dissatisfaction with the current situation, with 76% of respondents rating Health Services inadequate in Andale. Addressing this need is a very high community priority.

Community Questionnaire – Health Services						
	Adequate		Inadequate		Don't know	
In City of Andale	18	14%	96	76%	13	10%
Outside City / In Planning Area	9	10%	68	77%	11	13%
<i>Total Responses</i>	<i>27</i>	<i>13%</i>	<i>164</i>	<i>76%</i>	<i>24</i>	<i>11%</i>

Cemeteries

There is one cemetery within the Andale planning area: St. Joseph's Cemetery, located north of the church and rectory on Rush Avenue at Main Street. Between Wichita and Hutchinson, there are a number of additional cemetery options available in the region. The nearest other cemeteries to Andale are Eldridge Cemetery north of Colwich (about 7 miles away), Mt. Hope Cemetery (less than 7 miles away), and Maize Cemetery (less than 9 miles away).

CHAPTER 12. Plan Implementation

A comprehensive plan is a leadership tool, but it is only effective if it is implemented. When properly executed, a comprehensive development plan guides policy making decisions in both the public and private sector. Proposals in the plan provide ideas to accomplish planning goals.

Methods are provided in this chapter for implementing this Comprehensive Development Plan by governmental and administrative policies, community involvement, adoption of regulations and codes, grant programs, intergovernmental cooperation, annexations, leadership, economic development efforts, capital improvement programming, coordinated City administration and other techniques.

After a public hearing on the Plan document, and adoption of the Plan by the Andale City Planning Commission, the City Council then approves the Comprehensive Development Plan by ordinance. Once adopted and approved, Planning Commission members, City Council members, and City staff should then study the approved Comprehensive Development Plan in detail, to determine the best methods for implementing its goals and proposals.

A good working relationship between governmental agencies, private organizations, potential developers and citizens is essential, in order to achieve a coordinated community effort. 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. **Organization and leadership are the keys to successful implementation of this Comprehensive Development Plan.**

A Sustaining Community

Many Andale families have lived in the area for generations, but it is a community that also welcomes newcomers. People in Andale appreciate and nurture the small-town quality of life that makes existing residents want to stay, and also attracts new residents. Sustaining this small town quality of life should be the overarching goal of every decision made during the implementation of this Plan.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents were asked how long they have lived in or near Andale.

Community Questionnaire – Length of Residence						
	<5 years		5 to 10 years		>10 years	
In City of Andale	27	21%	25	20%	76	59%
Outside City / In Planning Area	18	18%	22	22%	59	60%
Total Responses	45	20%	47	21%	135	59%

Newcomers are about 20% of the population, 21% have lived there between 5 and 10 years, and 59% have lived in the community for more than 10 years. This indicates a stable but growing community.

The table below shows the responses received on the 2011 Community Questionnaire, when Andale area residents who had moved to the City since January 1, 2000 were asked what their major reasons were for moving to the Andale area.

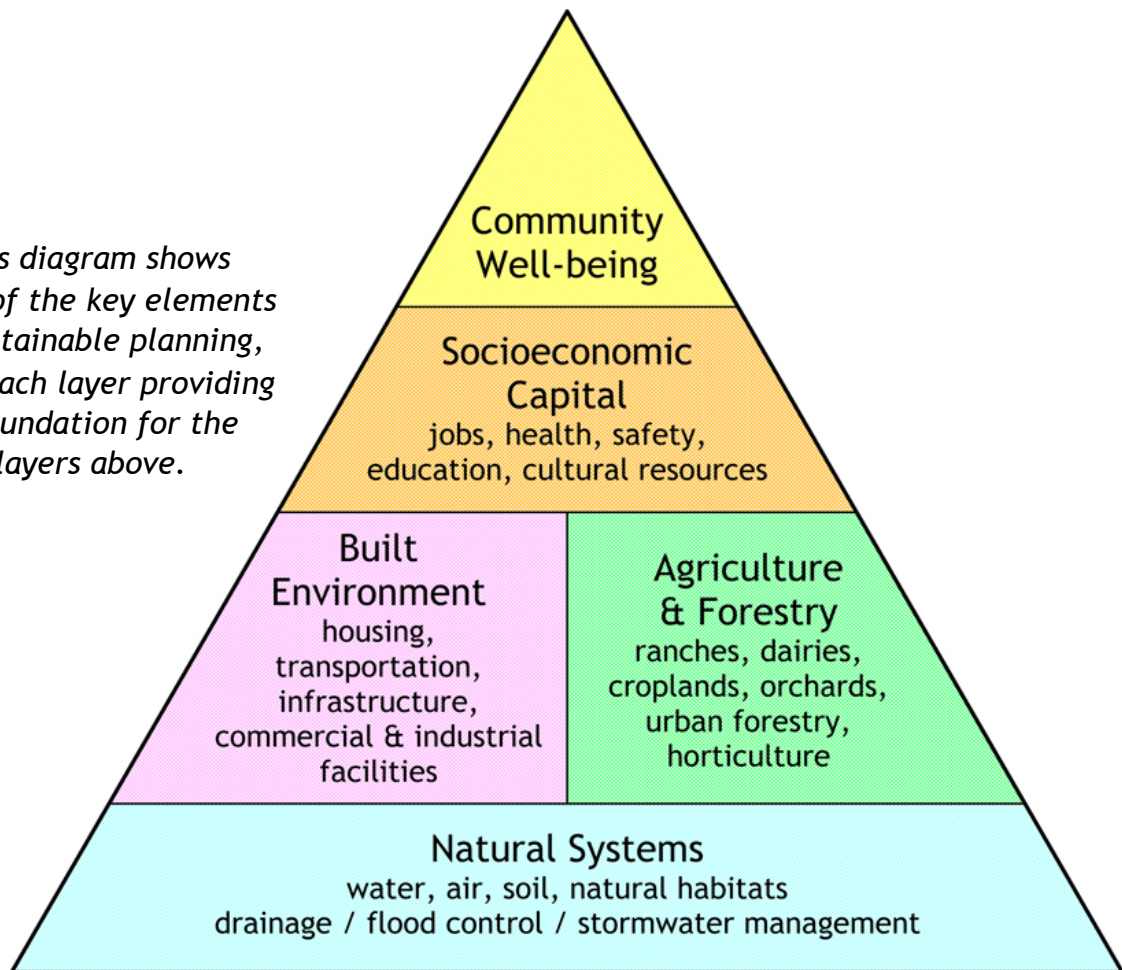
Community Questionnaire – Reasons for Moving to Andale						
	In City of Andale		Outside City / In Planning Area		Total Responses	
To live in a larger town	0	0%	1	1%	1	0%
To live in a smaller town	40	25%	30	29%	70	27%
To be close to work	14	9%	6	6%	20	8%
Economical place to live	7	4%	4	4%	11	4%
Good schools available	40	25%	27	26%	67	25%
Near to relatives and friends	33	20%	20	19%	53	20%
To retire	10	6%	8	8%	18	7%
Good housing available	17	11%	7	7%	24	9%
Total Responses	161	100%	103	100%	264	100%

Overall, the most important reason why people chose to move to Andale was to live in a smaller town (27%), closely followed by good schools (25%), and the desire to be near family and friends (20%).

Since its founding in 1885, Andale has sustained itself as a community, through tough economic times, the devastating 1917 tornado, and every other challenge its people have faced. It is Andale's people, and their connections with each other, that give the community its strength and resilience. Willingness to help others, a long-standing commitment to local schools, religious faith and church activities, and stewardship of the land have all helped Andale to grow and prosper when many other small Kansas towns have failed.

If Andale wishes to continue to grow and thrive, it needs to employ a strategy of **sustainable development**, a concept now at the forefront of community planning. It 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. This chapter provides tools to aid community leaders in making planning and policy decisions that support sustainable future development.

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



The Planning Commission

The Andale City Planning Commission was initially created by Ordinance No. 67-3 adopted on July 17, 1967. The Planning Commission was reestablished by Ordinance No. 91-5 effective January 1, 1992, to reflect the recodification of state statutes under K.S.A. 12-741, *et seq.* A new set of bylaws was also adopted by the Planning Commission as required by the new statutes and approved by the City Council.

With the consent of the Council, the Mayor appoints the seven commission members including (as required by state statutes) two persons from outside the City, but within three miles of the city limits. The City, however, limits the latter membership to their designated Planning Area. Members serve three-year staggered terms and meetings are held on a monthly basis if needed.

The Planning Commission's major responsibility as the "authorized" agency under state statutes is to prepare, adopt and maintain the Comprehensive Plan. It should also be available to undertake various responsibilities in implementing the Plan, some of which are described below:

- Reviewing the Plan annually as required by state statutes and reporting its status to the City Council. Such annual reviews may result in minor changes in the Plan with a major review conducted every five years.
- Preparing, adopting and maintaining Zoning Regulations for the City by way of holding public hearings and making recommendations to the City Council.
- Preparing, adopting, administering and maintaining Subdivision Regulations for the City to assist the City Council and developers in the design and improvements necessary for proper land development.
- Holding hearings on vacations of rights-of-way and easements for recommendations to the City Council.
- Reviewing improvement projects as proposed by the City Council and other organizations and making recommendations as to their conformance to the Plan.
- Reviewing potential properties for annexation and making recommendations thereon to the City Council.
- Undertaking neighborhood or project plans to provide more detailed data for new areas or rehabilitating older areas or for special projects in the Planning Area.
- Assisting the City Council on special planning projects including economic development efforts, capital improvement programming and grant applications.

- Maintaining a working relationship to implement plans with public and private organizations at the city, township, county, regional, state and federal levels of government.
- Establishing a convenient reference library of plans, information, maps and policy statements readily accessible to officials, citizens and potential developers.

Certain technical assistance and informational services are provided by the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) from their office in Wichita. The Andale Planning Area is included in elements of *Preparing for Change: The Wichita-Sedgwick County Comprehensive Development Plan*. Several years in preparation, the metropolitan area plan for the year 2030 was adopted in 1993 by the Wichita and Sedgwick County governing bodies. It was amended in 1996, and amended again in 2005 and 2006. In 2012, plans are under way for another update. City officials are invited to participate in the review process of various technical and policy plans. MAPD assistance at locally held public hearings before the Andale City Planning Commission is provided to review zoning cases in the "Area of Influence". The staff will also review and comment when requested on plans.

Community Involvement

An essential ingredient of the planning process is the involvement of not only officials, but of individuals and groups of citizens, civic organizations and potential developers. Their participation should go beyond simply informing the public of planning activities. Avenues should be provided which encourage feedback from people so as to communicate their desires as to the kind of community in which they want to live. 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.

The involvement of people to achieve an input and understanding of the planning proposals can be accomplished by the Planning Commission in many ways. Some examples are:

- Conducting business and hearings in open meetings for which notice has been adequately given, agendas provided, minutes taken and an opportunity made available for the public to voice their opinions and contribute their ideas.
- Involving the residents of an area when preparing plans and considering regulatory decisions which affect them.
- Appointing ad hoc committees as needed of residents to study and make recommendations on specific plans or proposed regulations.

- Arranging for liaison representation or periodic communications to and/or from organizations related to the implementation of Plan proposals, especially the City Council, Renwick Unified School District 267, township trustees, and the Wichita-Sedgwick County Metropolitan Area Planning Commission and Department.
- Scheduling meetings of public officials and leaders of community organizations to receive comments on the City's planning activities and to report back to their members.
- Taking a responsibility as members of the City Council and Planning Commission to keep the public informed on planning matters through personal contacts and group activities.
- Making local officials as well as outside resource technicians available to community organizations on planning matters.
- Distributing information regularly to the news media and encouraging them to attend and report on meetings.
- Printing plans, reports, maps and regulations in sufficient quantity so that they can be adequately circulated for review and later available to the public in final format.

By utilizing various techniques of community involvement as part of the planning process, leadership can be used effectively to implement the Comprehensive Development Plan.

Project Review

When this Comprehensive Plan or any elements thereof have been approved by the City Council and the effectuating ordinance published, a procedure is established under K.S.A. 12-748 to review projects proposed by the City which relate to the Plan. According to the state statutes, after Plan adoption:

"...no public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission as being in conformity with the plan. If the planning commission does not make a report within 60 days, the project shall be deemed to have been approved by the planning commission..."

The City Council may proceed with the project after the above procedure is completed. In the event the Planning Commission finds that the proposed project "...does not conform to the plan...", the Commission must submit their findings "in writing" to the City Council. The Council may override the findings of the Planning Commission by a majority vote and proceed with the project. In this event the Plan *"...for the area concerned shall be deemed to have been amended"*. The Planning Commission should proceed to make the necessary changes in the Plan by the formal adoption procedures as described in Chapter 1.

Projects can also be reviewed in such a manner as to satisfy this legal procedure during consideration of rezoning cases or the processing of plats, both of which should bear a relationship to the Comprehensive Plan. Other projects could be processed for "project review" by having the Planning Commission review an annual capital improvement program. K.S.A. 12-748(b) provides that if a project in a capital improvement program is reviewed and found to be in conformance to the Plan, then no further review process is necessary by the Planning Commission, except as may be required by zoning and subdivision regulations. The concept of project review enables the City Council to make current decisions in relationship to long-range planning and still retain their final decision-making authority.

Neighborhood and Project Plans

Due to their overall concepts and long-range purposes, a comprehensive plan tends to generalize rather than specify detailed proposals. As development takes place, more specific and current information is needed on which to base more detailed decisions. A regular part of the continuing planning process should be to prepare "neighborhood" and "project" plans as the need is foreseen.

Neighborhood plans may analyze in detail the land use, circulation and public facility needs of part of the Planning Area which poses unusual, difficult or new conditions. An area might cover a portion of the Planning Area or a block or a few blocks. Such plans are particularly useful in newly developing areas to properly connect streets and utilities and in determining areas in need of rehabilitation. They provide assistance in making current and future decisions on land use proposals, applications for rezoning, subdivision plats, annexations, capital improvement programming plus facilitating a working relationship between developers and area residents.

Project plans are different from neighborhood plans in that they involve specific site studies for limited purposes such as a park, recreation area, public building, industrial tract, etc. They are often prepared as a part of or a result of grant applications or bond issues.

These plans may be prepared by the Planning Commission to assist the City Council and/or area residents. They may be approved by the Commission or Council or both to serve as policy guidelines for future decisions. In their simplest format, they may consist of a drawing and an explanatory report. It is very important that property owners and potential developers who may be affected by such plans be participants in their preparation.

Areas for particular neighborhood or project plan study could be the central business district and the area around it, and the selection of potentially annexable areas.

Zoning Regulations

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 types of zoning districts which contain compatible residential, commercial and industrial land uses and establish densities for residential districts. The intensity of development can thereby be related to the necessary public and private facilities and utilities. Regulations also specify the maximum height and minimum building setback lines for structures which affect the degree of open space on the zoning lot. Provisions are included to ensure an adequate number of off-street parking spaces plus regulating the extent and location of signs, accessory uses and home occupations. Zoning seeks to prevent conflicts in the use of land, depreciation of property values and undue overcrowding or congestion. It is the major tool to resolve conflicts between adjacent land uses while also guiding the overall pattern of land use development for the future. The goal of zoning should be to ensure high standards for development without unduly restricting private initiative or causing excessive development cost. Zoning regulations in Kansas are not retroactive and, therefore, they are not effective in clearing up past mistakes except over long periods of time by the gradual demise of lawful, nonconforming uses, i.e. "grandfathered-in" land uses. This is why it is so important to adopt and enforce zoning before problems occur.

The state zoning enabling statutes make it possible for a city to establish zoning within its boundaries and to extend such zoning extraterritorially for a maximum of three miles outside the city limits but not more than one-half the distance to another city, unless a county assumes the responsibility for such zoning in that portion of the unincorporated area. As a prerequisite, the land for adoption of extraterritorial zoning according to K.S.A. 12-715b outside a city must be included within a "comprehensive plan." Such a plan must be recommended by a city or county planning commission and approved by either the city council or the board of county commissioners. As an exemption for agricultural uses and related structures except in designated floodable areas, cities are not authorized to adopt regulations outside the city which apply or affect *"...any land in excess of three acres under one ownership which is used only for agricultural purposes"*. Cities are required to notify the board of county commissioners in writing 60 days before initiating extraterritorial zoning regulations. If a city has the extraterritorial zoning jurisdiction, then at least two of the members on the planning commission who are required to live outside the city must reside within the area zoned. Floodplain zoning regulations may also be extended extraterritorially by a city for three miles unless a county has assumed this jurisdiction.

Any city which enacts zoning regulations must create a board of zoning appeals. Cities under K.S.A. 12-759 may establish boards of three to seven members who serve staggered three or four-year terms. All members must reside in the city limits whenever the city exercises zoning in the city only but must have at least one member from outside the city for extraterritorial zoning. Such boards decide appeals from determinations of the zoning administrator and grant variances and exceptions to the zoning regulations. If approved, variances permit modifications in such standards as the maximum height of structures, building setback lines and minimum lot sizes. Exceptions allow uses in zoning districts not otherwise permitted outright; provided, that such uses are specifically listed in the regulations. Exceptions in the city's Zoning Regulations are referred to as "**conditional uses**." The recodified state statutes, effective January 1, 1992, permit a planning commission to also be designated as a board of zoning appeals, and Andale has chosen to do so. Any appeal from a decision of the board itself is made directly to the Sedgwick County District Court and must be made within 30 days.

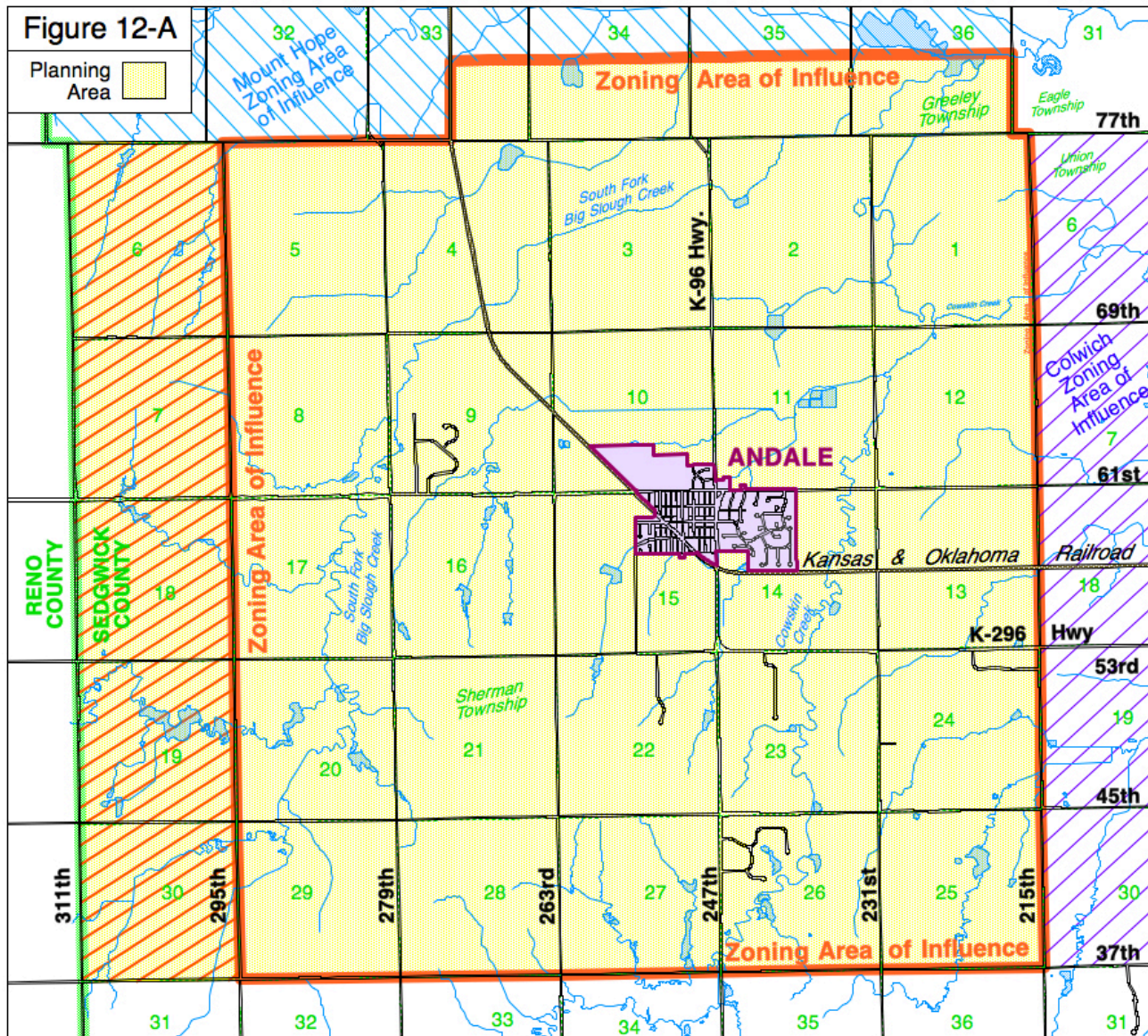
Court tests of all zoning cases are based upon the "reasonableness" of the decision. The importance of the comprehensive plan to zoning is noted in K.S.A. 12-757(a) of the state statutes by the fact that any amendment, i.e., changing a zoning district classification or boundary, *"...if in accordance with the land use plan or the land use element of a comprehensive plan, shall be presumed to be reasonable"*.

In Sedgwick County beginning in the late '50s, the Board of County Commissioners established County zoning when requested by a city for their so-called three-mile area. Such zoning was established around Andale in the late 1960's. Eventually, this hodgepodge of zoning jurisdictions with three-mile County zoning around eight cities, six cities with their own extraterritorial jurisdiction and one zoned township were all eliminated on January 1, 1985 by the adoption of Zoning Regulations for the Unincorporated Area of Sedgwick County, Kansas by Resolution #274-1984. The latter regulations recognized a zoning "Area of Influence" for which the Andale City Planning Commission holds hearings locally.

When a rezoning or conditional use case is filed within the city's Zoning Area of Influence, the W-SCMAPD notifies the city and sends out notice to the public. The city's Planning Commission considers the case and provides a recommendation to the W-SCMAPC. If they recommend to disapprove a case, regardless of the W-SCMAPC recommendation, the Board of County Commissioners must have a unanimous vote to override the city's recommendation of disapproval. This was an arrangement between the cities and the Board of County Commissioners when county-wide zoning of the unincorporated area was approved in 1985. At that time, the three mile extraterritorial zoning jurisdiction for cities which had it, was eliminated. Boundaries for Zoning Areas of Influence were established by the Board of County Commissioners, and have since been altered periodically at the request of cities and the recommendations of W-SCMAPD.

As a courtesy, plats which are located within a city's Zoning Area of Influence are sent to that city; however, the city takes no action in the review and approval procedure.

The **Zoning Area of Influence** for the City last adopted on July 11, 2007 by the Wichita-Sedgwick County Metropolitan Planning Commission and the Sedgwick County Board of County Commissioners is depicted in Figure 12-A. This current Area of Influence covers about 27.8 square miles. The configuration of the latter area leaves a strip of land along the Reno County border, about one mile wide and five miles long from north to south, which is currently within the Andale Planning Area but not in the City's Zoning Area of Influence (see hatched area in Figure 12-A). It is bordered on the north by the Area of Influence for the City of Mount Hope, which extends to the Reno County line. While this strip of land exceeds a three-mile distance from the City by over one-half of a mile, it should be included in the Andale Zoning Area of Influence for efficiency in planning administration. For these reasons, a request should be made by the City to Sedgwick County, to include this area in a future update of the Andale Zoning Area of Influence.



New, modern Zoning Regulations were adopted for the City effective July 30, 2007, replacing regulations adopted in the late 1960's. The new regulations contained six zoning districts. A higher level of urban standards are achieved by the new regulations. They reflect the mandated changes in state statutes which became effective January 1, 1992. Local aesthetic standards are included for residential-design manufactured homes which were mandated by statute in all single-family zoning districts. Aesthetic standards were also included by way of screening and landscaping plans, plus procedures for site plan review and approval of all non-single-family and duplex development. Further control over land use is achieved by the addition of the P-O Protective Overlay District.

When a city adopts new zoning regulations or makes revisions thereto, it is acting in a "legislative capacity". When holding a hearing and deliberating on a zoning request for a specific parcel of land, cities in Kansas since 1978 have been required to act in a "quasi-judicial" manner. This means that the Planning Commission must make its recommendations based on findings of evidence and an issue oriented analysis in order to prevent arbitrary and capricious zoning decisions. The City Council is held to the same standards and, thus, if it deems it desirable to differ or amend the recommendation of the Planning Commission then it must determine its own findings and analysis for its decision, and override the Planning Commission's recommendation by a $\frac{2}{3}$ vote or return it to the Planning Commission on a majority vote to be reconsidered. In any event, the governing body *"...shall establish in its zoning regulations the matters to be considered when approving or disapproving a zoning request..."* according to K.S.A. 12-757(a), i.e., the factors on which zoning decisions are determined. The Kansas Supreme Court has also determined that an analysis of such factors is appropriate in the review of special uses which if approved within a zoning district may be subject to "reasonable" conditions.

Subdivision Regulations

Land subdivision regulations are another important method of controlling the development of an area. They are effective in setting standards for the arrangement and design of streets, utility easements, lots, size of blocks, open space, installation of public improvements and proper drainage. Such regulations also provide a working arrangement between governmental bodies and developers to reserve sites for future public facilities, to guarantee the installation of public improvements and to provide the possibility of using impact fees.

As required by K.S.A. 12-749, cities must first adopt a "comprehensive plan" before proceeding to adopt subdivision regulations within or outside their city limits. These may be extended extraterritorially for a distance up to three miles from the city limits, but not more than one-half the distance to another city having such regulations. Counties may adopt subdivision regulations for all or part of the unincorporated area. If both a city and county want jurisdiction in the same three-mile area, a joint city-county subdivision committee composed of planning commission members from both entities must be formed to administer such regulations as may be mutually agreed upon. It is considered to be a very cumbersome method and rarely used in the state.

The County originally adopted subdivision regulations in 1968. They were and are still known as the "Subdivision Regulations of the Wichita-Sedgwick County Metropolitan Area Planning Commission" or simply, "MAPC Subdivision Regulations". Their jurisdiction covers all of the City of Wichita and the unincorporated area except for extraterritorial city control around Derby, Haysville, Mulvane and Andale. The latter jurisdictions were permitted in the 1960s and continue to this day. The County has disapproved all city requests to add any more such extraterritorial jurisdictions.

The City adopted Subdivision Regulations originally on September 28, 1995. The regulations provide design criteria for public improvements and methods for guaranteeing their installation. Procedures and standards are included for sketch plans, preliminary and final plats, plats for small tracts and lot splits. Vacation procedures for plats, streets, alleys, easements, access controls, setbacks and "other public reservations" now include a hearing and recommendation from the Planning Commission before formal consideration by the City Council as provided for in revised state statutes. Presently, regulations have just had a minor update, mainly to reflect changes in state statutes and strengthen the requirement to submit drainage plans.

Annexation

Andale does not have a written policy on annexation, but has simply followed state statutes when an individual property owner has requested annexation.

Annexation policies are another tool in how plans are implemented. Revisions to the state statutes on annexation procedures were adopted by the 2010 Legislature as amendments to K.S.A. 12-519 *et seq.* The changes created a much more difficult process for unilateral annexation by a city as distinguished from the petition or consent arrangement with a cooperating property owner. The latter methods are still possible and far less time consuming and complex.

Six conditions exist under which a city can unilaterally annex land. Many of these relate to the degree to which the annexable property adjoins the city. Adjoining platted areas of unlimited size are the most eligible. Limitations exist on unplatted land over 21 acres in size and unplatted agricultural land of 21 acres or more must have the consent of the owner. If the land does not meet one or more of the six conditions, the board of county commissioners can be requested to consider the matter at a quasi-judicial hearing and make findings from a list of 14 factors. The board must find by a preponderance of evidence that manifest injury would result to property owners before an annexation request may be denied. "Island" annexations not involving city owned property must still be approved by the county commissioners even if the landowner consents. Island annexations of city owned property may be annexed by a city without a formal hearing by a county. Additional annexations to an island annexation by a city are not allowed.

Extensive notification for unilateral annexations is now required to public agencies in the area including city, county or regional planning commissions having "jurisdiction." Presumably the latter means "planning jurisdiction" and in the case of Andale would involve both the City Planning Commission and the Wichita-Sedgwick County Metropolitan Area Planning Commission. The planning commissions so designated shall review the proposed annexation and make a finding of its compatibility or incompatibility with any adopted land use or comprehensive plan.

In order for the City to sustain its contiguous land use pattern, annexation of adjacent non-agricultural land uses is recommended.

In planning for an orderly, unilateral annexation approach so that in time the appropriate public facilities and services will be available when needed, a "plan" is required of the city as to the extent, financing and time-table for such improvements. The plan shall 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..."*. A procedure for the deannexation of land is established whereby the county commissioners are required to hold a hearing five years after an annexation to determine if services have been provided as promised. The land may be ordered to be deannexed by the county if services have not been provided within two and one-half years following the hearing.

Annexation in Kansas (under revision as of July 2012) is an extensive manual concerning the annexation powers and duties of cities which has been published by the League of Kansas Municipalities. Samples of plans for extensions of municipal services and various procedural forms are provided.

Basic to a city's annexation policy is not extending utilities or other services outside the city limits unless annexation takes place or a written agreement is signed between the city and the property owner agreeing not to oppose annexation in the future. Annexing land after development takes place can be very difficult and costly without such an agreement. Following such policies is important to the future tax base and to the orderly installation of streets and utilities. The City Subdivision Regulations contain such a policy.

Although there are only a few properties adjacent to the City that are not presently annexed, it is important to annex such land so that properties further away can be annexable. This policy may include annexing some non-taxable land uses. The size of a city sometimes is an issue in making it attractive for economic development, and of course the tax base is strengthened.

Construction and 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 and sanitary conditions. These objectives can be accomplished by a city through the adoption of various construction and environmental codes.

National model codes may be adopted which provide minimum standards for building construction and plumbing, mechanical, electrical and gas installations. **Housing codes** prevent overcrowding, and maintain a minimum level of health and safety features in dwellings. **Fire codes** set safety standards and attempt to prevent fires from starting and/or spreading. They are a factor in fire insurance ratings. **Local environmental codes** can be used in the regulation of refuse disposal, certain kinds of animals, the height of mowed grass, abandoned and inoperable vehicles, and the removal of dilapidated structures. All of these codes are important to upgrade and maintain the quality of the housing inventory, which in turn affects the quality of life and the tax revenue base.

More detailed descriptions of these codes, as well as proposals relative to housing conditions, are presented in Chapter 6. Andale has adopted some of these codes, and others are administered in the City by the Sedgwick County Department of Code Enforcement. Sedgwick County also has adopted and administers a similar set of codes outside the City within the Planning Area. Local advisory committees composed of citizens and technicians in the construction field are normally used to decide appeals in the event of unusual hardship circumstances, and to periodically review the codes to keep them up-to-date.

Intergovernmental Cooperation

Opportunities sometimes exist for plan implementation through intergovernmental cooperation. Such joint undertakings can reduce the cost of providing a facility or service singly, improve its quality, and often make possible something that was not economically feasible on an individual basis. Implementing plan proposals by cooperative methods becomes a matter of evaluating each project initially to determine if a better project could be achieved at equal or less cost through a combined effort on the city, county, or regional level. Occasionally state and federal grant programs require various degrees of joint cooperation in order to be eligible, or to qualify for added financial incentives.

Basically, what can be done separately, can be done together. The principal cooperation law is K.S.A. 12-901 *et seq.*, commonly referred to as the **Interlocal Cooperation Act**. It 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.

Economic Development

A community has many reasons for promoting economic development, including an overriding interest in improving local job opportunities and broadening the tax base. To implement this Plan, attention should be given to available economic development programs — and economic development must be viewed in its broadest sense. Not only is it a matter of trying to expand existing businesses and attract new ones, but promoting other types of economic activity as well. A community must...

- maintain a constant effort to see that adequate utilities and energy sources are available now and will continue to be in the future;
- ensure that the potential for enough affordable housing exists to meet the needs of new businesses;
- maintain and improve the transportation system; and
- encourage the cultural and recreational activities which interest and retain young people and promote enjoyable family life.

After anticipating that nine out of ten small towns in Nebraska would "die" by the year 2000, the **Heartland Center for Leadership Development** in Lincoln studied five cities which were prospering during the worst farm crisis in 35 years. The resulting 20 clues to small town survival in tough economic times were condensed into four categories:

- **Leadership** A strong family orientation with a general willingness to accept newcomers. Women and young people placed in leadership positions.
- **Community Pride** While businesses looking for new plant sites consider location, labor force and transportation most important, a positive self-image showed a greater willingness to spend money and time on the necessary services for a business to survive. The Center said that such towns were not "paralyzed by fear, but rather mobilized by opportunity."
- **Investment** Although successful communities are frugal with tax monies, they nevertheless have a willingness to maintain their infrastructure. Emphasis was also placed on good health facilities and education.
- **Economic Development** All successful communities have active economic development programs with a realistic attitude about their potential success.

This document contains ideas that promote or support various economic development activities. Communities that are most successful in achieving such efforts are those which utilize the most effective organizational structure. Such promotional activities take place at many levels – city, county, regional, state and national – and are carried out by both private and public groups. Each organizational level has a function to perform and each supplements and reinforces the other. Success at the local level entails the ability to harness the technical services and funding sources available at the other levels. Examples of such resource groups include the Kansas Department of Commerce (Topeka), the South Central Kansas Economic Development District (Wichita), and the K.S.U. Cooperative Extension Service (Hutchinson and Wichita). The services of these agencies vary in degree, type and availability. Thus, Andale officials should determine in detail what services may be available to the City.

Locally fragmented and undefined roles lead to frustration and lack of results. Continuing effort is needed to maintain a clear understanding of the role and goals of local economic development entities so that an effective coordinating structure is available to better utilize outside resources and to promote the best interest of the area. The function of economic development on an organized promotional basis at the city level is best carried on by a separate group other than a planning commission. Andale presently relies on the general activities of the City Council for economic development efforts. The Andale Chamber of Commerce is occasionally involved.

Under K.S.A. 12-1617(h), cities are authorized to annually level 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. Because of the highly competitive nature of economic development programs, such funding may be necessary for a successful effort. The City does not currently utilize this method of funding.

Additional legislation for improving a city's capacity for development may be found in publications by the Kansas Department of Commerce. The Legislature has adopted a broad package of economic development initiatives which have been converted to statutory language and periodically updated. While many of them create state programs, others provide local enabling legislation and should be monitored to evaluate them for local use.

Grant Programs

The availability of grant money from higher levels of government has become considerably limited in recent years and may decrease further. Whereas eligibility requirements in past years had changed so that more programs were available to smaller entities, it is not foreseeable at this point in time as to the extent, type and requirements for such grants. Neither the state nor the federal government now appear to have what might be called an "urban policy" which would provide direction in grant program activity. In any program, the advantages of outside funding should be weighed against the local overhead of administration and prerequisites.

Assistance on grant programs is available through such groups as the South Central Kansas Economic Development District (SCKEDD), the K.S.U. Cooperative Extension Service and from various functional agencies at the regional and state level. The services of the Kansas Department of Commerce are augmented by their regional office in Wichita. Their Community Development Division administers the federal **Community Development Block Grant** and the **Community Capacity Building Grant** programs for economic development and housing projects.

On behalf of the cities and the rural area, the Sedgwick County Board of Commissioners carry a significant burden in maintaining the necessary contacts, appointments and organizational memberships, as well as providing financing for regional organizations which assist in such endeavors. Such outside assistance does not preclude the need, however, for designating at the city level who is responsible for monitoring the availability of grants and who prepares and follows up on applications. This suggests that a recognized local communicative system is necessary to gain the most in working with other agencies. Competition is strong and while some cities employ a "grantsman" or private firm to assist in the process, Andale uses their in-house staff.

When a valid local need is recognized, those who succeed in securing grants develop a sense of timing, perception and knowledge of the requirements and, most important, have the data ready when the appropriate time arises. Patience is a virtue and if at first you don't succeed, try again. Experience gained by each grant application becomes of accumulative value in an effort to return state and federal tax monies for local use.

Comprehensive plans have often served to provide ideas for grant applications. This Plan provides basic data often required for preparation of applications. To assist the City Council, the Planning Commission should periodically review this Plan, to recommend projects for which appropriate grants might be sought. As part of the grant process, the Planning Commission should coordinate with county, regional and state agencies to ensure that its local plans are reflected in the plans at a higher level of government. For example, coordinate potential local road projects with the County's long-range highway program as implemented in their capital improvement program.

Policy Statements

The League of Kansas Municipalities has long been concerned with the need for governments to adopt and maintain written policies. In fact, according to Webster's dictionary, "govern" means "to control and direct the making and administration of policy." To govern then means "to make policy," not just "to make decisions." The League has published various booklets on a variety of subjects which provide sample policy statements. Some of these deal with subjects which in effect implement proposals and policies adopted in a comprehensive plan. Such a method for plan implementation through governing body policy formulation bears consideration.

Capital Improvements Program (CIP)

With the growing complexity of financing and constructing public improvement projects, it is important that a city establish procedures for making such determinations in an efficient manner. Such a process is referred to as capital improvements programming. The resulting program or "CIP" is a long-range financial plan covering a period of perhaps three to five years including the current year. This establishes the priority, timing, cost estimates and sources of funding for public physical improvements. It 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 first year of the CIP is the most clearly defined, financially estimated and timed and is often adopted as the city's capital improvements budget along with the annual operating budget.

A significant function of the CIP is to coordinate the sequence of financing and construction of a project that might involve joint funding between various agencies plus private organizations. The anticipated use of county, state or federal funds may necessitate scheduling ahead for several years. The use of a CIP is an effective way of guiding the direction and timing of subdivision development and is especially useful in relation to the legal requirements for unilateral annexations referred to previously in this chapter. Some of the advantages of CIPs are:

- To help focus attention on community goals
- To encourage citizen and group participation
- To improve intergovernmental cooperation
- To increase capability of utilizing various matching funds programs
- To improve project implementation
- To stabilize financial programs

The planning commission often assists the governing body in preparing the CIP and evaluating each project as to its conformance to the comprehensive plan. This procedure serves as the planning commission's "project review" for such items, as provided for in K.S.A. 12-748(b). As part of this process, a public hearing could be held for citizens and a method provided for other governmental entities to comment upon the CIP proposals.

While there are a number of exceptions, it is sufficient for general financial planning purposes to say that under Kansas law the general obligation of the city-at-large (G.O. debt) and special assessment debt combined may not exceed 30% of the total equalized assessed tangible valuations plus motor vehicle valuations, to calculate the **bonded debt limitation**. Bonds issued for general sewer and water work and revenue bonds are outside the debt limitations. Various financing methods used for CIP projects include:

- General fund
- General obligation bonds
- Utility revenue bonds
- Special assessments
- Trust funds
- Federal and state grant programs
- Private contributions

Sample Capital Improvement Program Concept						
Project Description	Project Year				Project Cost	Method of Financing
	2013	2014	2015	2016		
Park Bathrooms	X				\$20,000	G.O. / Gift
Community Building			X		\$500,000	G.O. / Gift
Police Car				X	\$24,000	G.O.

An example of the contents which might be included in a CIP.

Andale's Statutory Debt Limitation The City presently incorporates their capital improvement expenses into their annual budgeting process. As of November 2011, the City had \$1,790,000 in outstanding debt. Of this amount, \$580,182 was exempt, in mainly water and sewer installation, from the state debt limitation statutes governed by K.S.A. 10-308. Using the City's 2011 total tangible assessed valuation including that for motor vehicles of \$7,210,701, the City would be using 16.78% of its 30% debt limitation. This leaves \$1,209,818 for future bonded indebtedness under the statutory limitation to carry out the growth policies of Andale.

Good municipal managers maintain a continuing effort to keep public facilities up-to-date, while not allowing the mill levy for indebtedness to fluctuate too greatly. Potential CIP items for Andale are referred to in the chapters on Transportation, Utilities and Stormwater Management Systems, and Community Services and Facilities. The ability of the City to reach the population potential predicated for this Plan should be greatly enhanced by the continued prudent planning of its finances.

City Administration

Because of the increasing complexity of government, more cities in Kansas have turned to City Managers or Administrators to provide trained expertise in administering city operations. More responsibility is usually given a city manager than an administrator, but the latter is easier to establish than the former. In both, the governing body sets the policies and the manager or administrator carries them out.

The Kansas League of Municipalities has accumulated considerable information on these forms of governmental operation and is available to advise cities on their operation. The Hugo Wall Center for Urban Studies at Wichita State University has specialized in training urban administrators and conducting special seminars for officials and staffs.

To the extent that such a governmental organization facilitates planning and coordination within the city operation, the city administrator's position also serves as another method of implementing planning proposals in the Comprehensive Plan.

Action Program

During the process of developing this Comprehensive Plan, the community determined a number of both short-term and long-term goals for Andale, which are listed primarily in Chapter 3. The first major action to implement this Plan is to prioritize these goals, based on their urgency and the availability of resources during the course of the Planning Period.

Goals and their priorities should be regularly reviewed by community leaders, and revised as necessary. This process is often incorporated into the Planning Commission's required annual review of the Comprehensive Plan, and the City Council's annual budgeting process.

As each high-priority 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 objectives that must be achieved in order to reach each that goal. To be effective, an action program must include clear-cut implementation information for each goal:

- **Define the objectives** necessary to achieve the goal
- **Determine who is responsible** for making sure objective are achieved
- **Set a schedule** and a deadline
- **Assign resources** (funding, staff, etc.) sufficient to achieve each objective
- **Establish communication** hierarchies (Who needs to know what?)

Two goals were selected by the Planning Commission as the highest priorities for the near future: establishing a new **Community Building** and **revitalizing downtown Andale**. These goals are synergistic, since a new downtown Community Building could be the first step toward economic revitalization of the downtown business district. Some suggested elements of action programs for each of these goals follow on the next two pages.

Be willing to spend time and effort on the early stages of the planning process for such significant public projects—it will pay off later in community satisfaction with the overall success of the final project. Making good decisions throughout 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.

Priority Goal – New Andale Community Building

- *Explore development of a Community Building within the downtown area and incorporate an exercise center, day-care center and elder day-care program.*

Include the following steps in an action program for a new Community Building:

- Establish a *Community Building Committee* of five to ten individuals committed to the project. A Committee this size is large enough to represent a cross-section of interests, and small enough to efficiently schedule meetings and make decisions.
- Seek *input* from community stakeholders (City Council, Planning Commission, Chamber of Commerce, school representatives, the public, etc.), and come to *a consensus on the needs that the Community Building will serve*. Are other facilities and programs desired, beyond an exercise center, a day-care center, and an elder day-care program?
- Develop an *architectural program* for the Community Building, by determining the functional and operational requirements it must meet in order to support the desired activities. How much space? What kind of equipment and furnishings? How much parking? How many restrooms?
- Locate possible sites, establish a potential budget, and determine the *scope of work* for the project. This will require finding a balance between what the community wants, and what it is willing to pay for.

Following these steps will achieve the goal of "exploring the development of a Community Building". If that exploration results in a commitment to follow through and build or remodel a structure for a new Community Center, this step would be next:

- Present the proposed project to the Planning Commission for review and approval, then pursue City Council support for funding and construction of the new Community Building.

Priority Goal – Revitalize Downtown Andale

- Support and encourage Main Street revitalization.
- Pursue revitalization of the downtown core, both physically and economically. Explore the development of a Downtown District Plan to include land use, streetscape, landscape, focal points, and the roles of owners, users, nonprofit support groups and government.
- Revitalize the downtown business district. Consider participating in the **Kansas Main Street program** to achieve this goal efficiently.
- Determine ways to encourage and support local firms, especially restaurants and a local barbershop.
- Sponsor programs and events which promote the business district. Consider a holiday lighting program.
- Renovate the downtown streetscape.
- Establish additional community-wide celebrations and events.

A number of the goals delineated in Chapter 3 (Planning Goals) and Chapter 4 (Economy) relate to revitalizing downtown Andale, including those listed above. Downtown revitalization is a complex process, involving both physical and economic changes. To achieve this goal for Andale, take advantage of existing resources, and learn from the experiences of other Kansas communities.

These steps will establish a solid foundation for the process of revitalizing downtown:

- Contact **Kansas Main Street** to explore options for community participation. (<http://ksmainstreet.kansascommerce.com/Pages/Default.aspx>) Consider organizing a *community presentation* to familiarize local downtown stakeholders with the program. Ideally, find four individuals who are committed to downtown revitalization, and willing to undertake the Kansas Main Street *training program*, as preparation for becoming leaders in the downtown revitalization effort.
- Develop a *Downtown District Plan*.
- Develop a *streetscape concept plan* for Main Street, from the Co-op to St. Joseph's Church, with a focus on the downtown area in the block between Fourth and Anderson. Incorporate *complete streets* principals for a walkable downtown.

Turning downtown around will be a long process, ongoing over the course of years, demanding commitment and perseverance. The result will be a revitalized downtown that will improve the local economy and enhance Andale's quality of life.