EIGHTEENTH STREET

EXIST. SIDEWALK

PROPERTY LINE

Remove Existing Telephone Pole Barriers and Replace with 21'-0" Long [illegible] 4 1/2" Round Steel Pipe Bend 90 Degrees to Form [illegible] Set in 12" Diameter by 2'-0" Concrete Base.

5'-0"

5'-0" Space

17'-0"

2'-0" Space From Edge of Driveway

5'-0" SETBACK

Install 4" Concrete Curb to Prevent Washing out of Slope. Regrade and Install Compacted Soil to Grade and Proper Slope.

Remove Existing Gravel Parking and Install Asphalt Paving Parking Lot as per Specifications.

[illegible] Staff [illegible]

[illegible] ities and dimensions. [illegible] oper drainage.

2'-0" Space From Edge of Curb.

17'-4"

9'-0" Typ.

18'-0" Typ.

5'-0" Space

Regrade as Required and Install Asphalt Paving and Base as per Specifications.

Install Four Standard 9'-0" Parking Stalls.

Extend Dumpster's 8" Concrete Pad 6'-0", with Sand Base and 6 x 6 Road Matt Reinforcement.

[illegible] ing Signs for Service Vehicles with Dumpster (by Owner).

[illegible] crete Slabs,

6'-0"

10'-0"

6'-0"

12'-0"

TOS 68.0

Remove Existing 'Bump', Regrade and Level to Existing Grade.

New Stripped Drop-Off Area

66.0

68.0

67.9 MH

67.8

67.0

65.0

No Parking Stalls in this Area, to be Drop-Off Area.

68.0

68.57

68.67

NEW ADDITION

63.0

68.3

68.5

69.3 TOS 69.8

70.0

70.0

70.0

EXISTING BUILDING

64.0

63.0

62.0

61.0

60.0

50.0

Thirty Eight 9'-0" Standard Parking Stalls = 342'-0"±.

No Parking Stalls in this Area.

Concrete [illegible] to align with top of Asphalt. Bottom of Concrete Base to be a minimum of 2'-9" below ground.

24'-6" ± Pedestrian Walkway

24'-0"

18'-0"±

24'-0"±

18'-0"±

18'-0"±

24'-0"±

18'-0"±

Nine 9'-0" Standard Parking Stalls = 81'-0"±.

Six 9'-0" Standard Parking Stalls = 54'-0"±.

No Parking Stalls in this Area, to be Bus Pathway.

Radius 15'-0"

Radius 15'-0"

Remove Existing Steel Pipe Guardrail as required, Round Corner of Parking on both sides, then Reinstall Steel Pipe Guardrail.

Grade, and Prep. Ground, then Install Asphalt Paving as Specified.

BZA2005-00026

SITE PLAN

APPROVED 5-31-05 BY SK

N.

NORTHEAST MAGNET PAVING PLAN

Graphic Scale:

0 100'-0" 200'-0"

2) Impact on existing uses in surrounding areas: There should be no negative impact on the existing uses in surrounding areas as a result of the adjustment, as landscaping will be provided for the bus loading area to screen it from residential properties located across the street and no residential uses are located immediately adjacent to the bus loading area.

3) Compatibility with existing or permitted uses on abutting sites: Schools and associated accessory uses such as bus loading areas are permitted in residential zoning districts, and the allowance of a bus loading area within the setback should not compromise existing or permitted uses on abutting sites due to the minor nature of the encroachment into the setback.

4) Effect on public health, safety or welfare: There will be no encroachment into public utility easements or right-of-way; therefore, there should not be a negative impact on the public health, safety or welfare nor will properties or improvements in the vicinity be materially injured.

Our signatures below indicate that a Zoning Adjustment to permit a bus loading area for Northeast Magnet High School to be located within the street side setback along 18th Street North on property zoned "SF-5" Single Family but no closer than 8 feet from the property line is hereby granted, subject to the following conditions:

1) The bus loading area shall be developed in general conformance with the approved site plan.

2) The bus loading area shall be paved and marked.

3) The bus loading area shall be developed in general conformance with the landscape ordinance per a separate landscape plan to be approved prior to the issuance of a building permit.

4) If the Zoning Administrator finds that there is a violation of any of the conditions of the Zoning Adjustment, the Zoning Administrator, in addition to enforcing the other remedies set forth in the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Zoning Adjustment is null and void.

The "Development Application" sign should now be removed from the property.

John L. Schlegel
Planning Director

Kurt A. Schroeder
Superintendent of Central Inspection

cc: Kurt Schroeder, Office of Central Inspection
Paul Hays, Office of Central Inspection
Randy Sparkman, Office of Central Inspection
Herb Shaner, Office of Central Inspection

CITY OF WICHITA

FILE COPY

Wichita-Sedgwick County Metropolitan Area Planning Department

May 31, 2005

Joe Hoover
USD 259
3850 N. Hydraulic
Wichita, KS 67219

Re: **BZA2005-00026: Zoning Adjustment to permit a bus loading area for Northeast Magnet High School to be located within the street side setback along 18th Street North on property zoned "SF-5" Single Family.**

Legal Description: Odd Lots 49-95 on Volutsia, Even Lots 50-96 on Erie, Odd Lots 49-95 on Erie, and Even Lots 50-96 on Chautauqua, College Terrace Addition, Wichita, Sedgwick County, Kansas, together with vacated Erie right-of-way adjoining said lots. Generally located north of 17th Street North and west of Hillside (1847 N. Chautauqua).

Dear Mr. Hoover:

We have reviewed your request for a Zoning Adjustment to permit a bus loading area within the street side setback in a residential zoning district. From reviewing your application, we understand that you propose to pave an existing gravel lot to provide a paved bus loading area for Northeast Magnet High School. From reviewing your site plan, we understand that you propose to locate a portion of the bus loading area within the street side setback along 18th Street North. Therefore, you have requested an adjustment to permit the bus loading area within the street side setback but no closer than eight feet from the property line.

Section V-I.2.1. of the Unified Zoning Code allows an adjustment to permit a parking or loading area within the front or street side setback in a residential zoning district but in no case closer than eight feet from the property line when the four conditions required by Section V-I.6. of the Unified Zoning Code are met. We find that allowing the bus loading area within the street side setback meets the four conditions required by Section V-I.6. of the Unified Zoning Code as set out below:

1) Impact on safety and convenience of vehicular and pedestrian circulation: The proposed bus loading area should improve the safety and convenience of vehicular and pedestrian circulation in the vicinity by providing an off-street location for buses to load.