3) Compatibility with existing or permitted uses on abutting sites: Aircraft hangars, manufacturing, offices, and accessory uses such as parking are permitted in the "LI" Limited Industrial zoning district, and reducing the parking requirement should not compromise existing or permitted uses on abutting sites due to the minor nature of the reduction of the parking requirement.

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 reduce the parking requirement from 161 spaces to 126 spaces is hereby granted, subject to the following conditions:

1) All parking areas shall be paved with asphalt or concrete.

2) The Zoning Adjustment is for a parking requirement reduction only for a maximum of 47,200 square feet for aircraft hangars, 14,085 square feet for offices, and 4,715 square feet of manufacturing space. If an increase in building square footage and/or a change in use increases the parking requirement of the Unified Zoning Code for the property, then additional parking spaces over and above 126 shall be provided

3) 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: Lynn Nichols, Yingling Aviation, 2010 Airport Rd., Wichita, KS 67209
Merrill Gordon, 800 Main St., Winfield, KS 67156
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 5, 2005

John Oswald
Wichita Airports
2173 Air Cargo Rd.
Wichita, KS 67209

Re: **BZA2005-00021: Zoning Adjustment to reduce the parking requirement from 161 spaces to 126 spaces.**

Legal Description: Reserve F, Wichita Municipal Airport Addition, Wichita, Sedgwick County, Kansas. Generally located on the south of Kellogg and east of Mid Continent Rd. (2010 Airport Rd.).

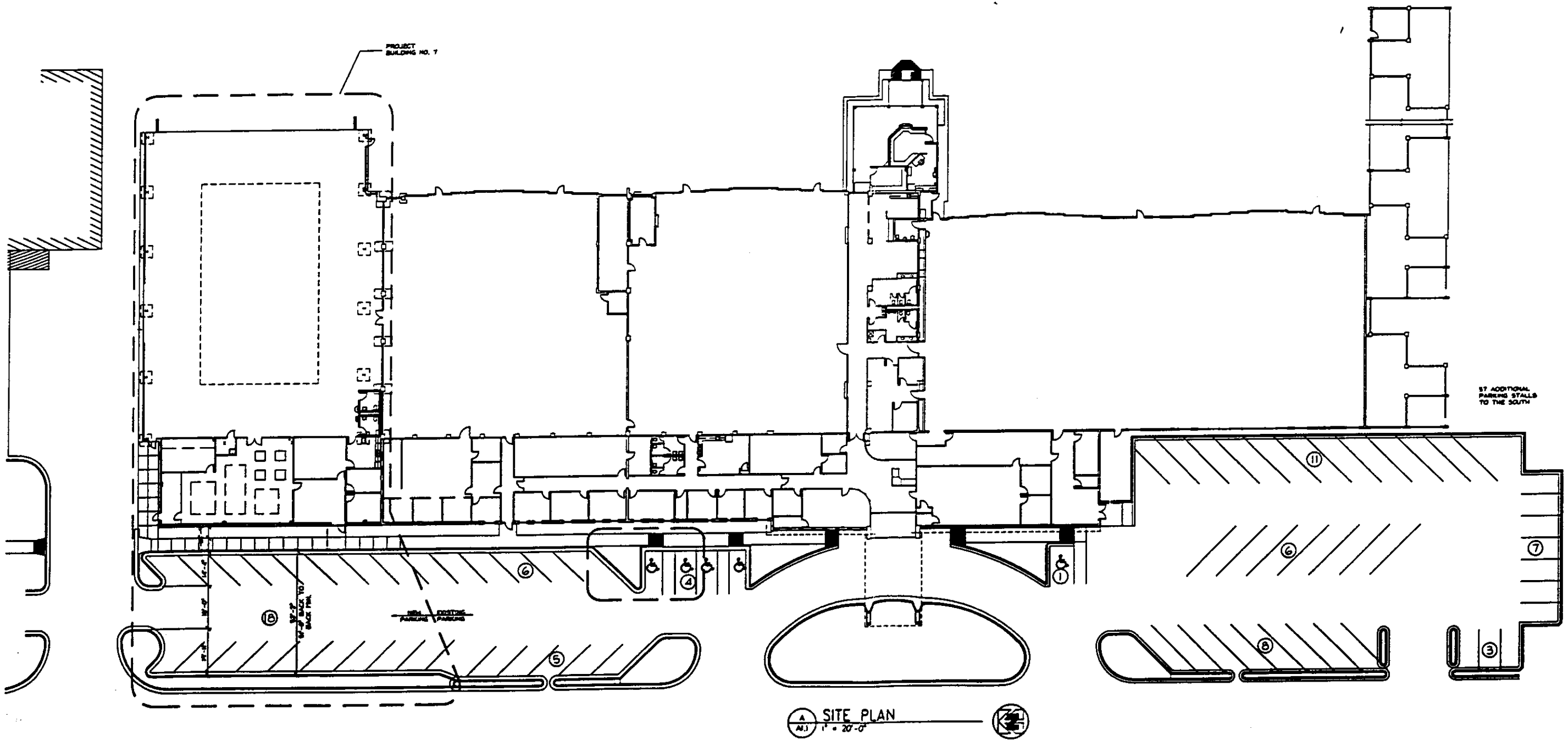
Dear Mr. Oswald:

We have reviewed your request for a Zoning Adjustment to reduce the parking requirement on the above-referenced property. From reviewing your application, we understand that you propose to construct an aircraft hangar on the property. With the addition of the hangar, space limitations on the property will only support 126 parking spaces. In your application, you indicate that only 65 employee parking spaces are needed, and the remaining 61 parking spaces is more than sufficient to serve your customers. Therefore, you have requested a Zoning Adjustment to reduce the parking requirement from 161 spaces to 126 spaces.

Sec. V-I.2.i. of the Unified Zoning Code allows an adjustment to reduce the parking requirement by up to 25 percent for remodeling/expansion projects when the conditions required by Sec. V-I.6. of the Code are met. We find that the reduction of the parking requirement as proposed meets the four conditions required by Sec. V-I.6. of the Code as set out below:

1) Impact on safety and convenience of vehicular and pedestrian circulation: Flexibility is provided within the Code to allow for minor reductions of the parking requirement to encourage reinvestment in existing properties. The extent of the parking requirement reduction is below the allowable limit; therefore, sufficient on-site parking should be provided such that on-street parking for the building should not exceed the amount of on-street parking available.

2) Impact on existing uses in surrounding areas: There should be no negative impact on uses in surrounding areas as a result of the reduction of the parking requirement, as sufficient parking should be provided on-site with no resulting off-site parking need being generated that would utilize parking provided for adjacent businesses.



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