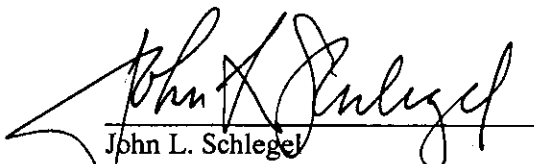


- 3) Compatibility with existing or permitted uses on abutting sites: Churches and accessory uses such as parking are permitted in residential zoning districts, and reducing the parking requirement should not compromise existing or permitted uses on abutting sites due to the minor nature of the reduction 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.

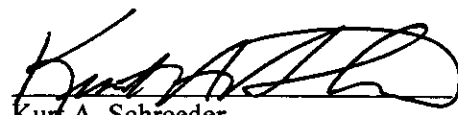
Our signatures below indicate that a Zoning Adjustment to reduce the parking requirement for a church from 50 spaces to 43 spaces for the aforementioned property is hereby granted, subject to the following conditions:

- 1) The parking areas shall be paved and marked in general conformance with the approved site plan.
- 2) The parking areas shall not be located within any front or street side setback.
- 3) The parking areas shall comply with the screening requirements of the Unified Zoning Code and the landscaping requirements of the Landscape Ordinance.
- 4) The Zoning Adjustment is for a parking requirement reduction only for a church with a largest assembly area of 200 persons. If an increase in occupancy 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 43 shall be provided
- 5) 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

Enclosure

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



Wichita-Sedgwick County Metropolitan Area Planning Department

December 8, 2004

Louis C. Beard
Faith Mission C.O.G.I.C.
2118 N. Kansas
Wichita, KS 67214

Re: BZA2004-00088: Zoning Adjustment to reduce the parking requirement for a church from 50 spaces to 43 spaces.

Legal Description: Odd Lots 37-47 and even Lots 28-40, on Kansas, Parkview Addition, Wichita, Sedgwick County, Kansas. Generally located south of 21st Street North and east of I-135 (2118 N. Kansas).

Dear Mr. Beard:

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 have constructed an addition to the church that requires compliance with the parking regulations. The sanctuary has a maximum occupancy of 200 persons; therefore, 50 parking spaces are required. Your application indicates that the parking need for the church is less than the number of parking spaces required because membership at the church is only 65 persons. Therefore, you have requested a Zoning Adjustment to reduce the parking requirement from 50 spaces to 43 spaces.

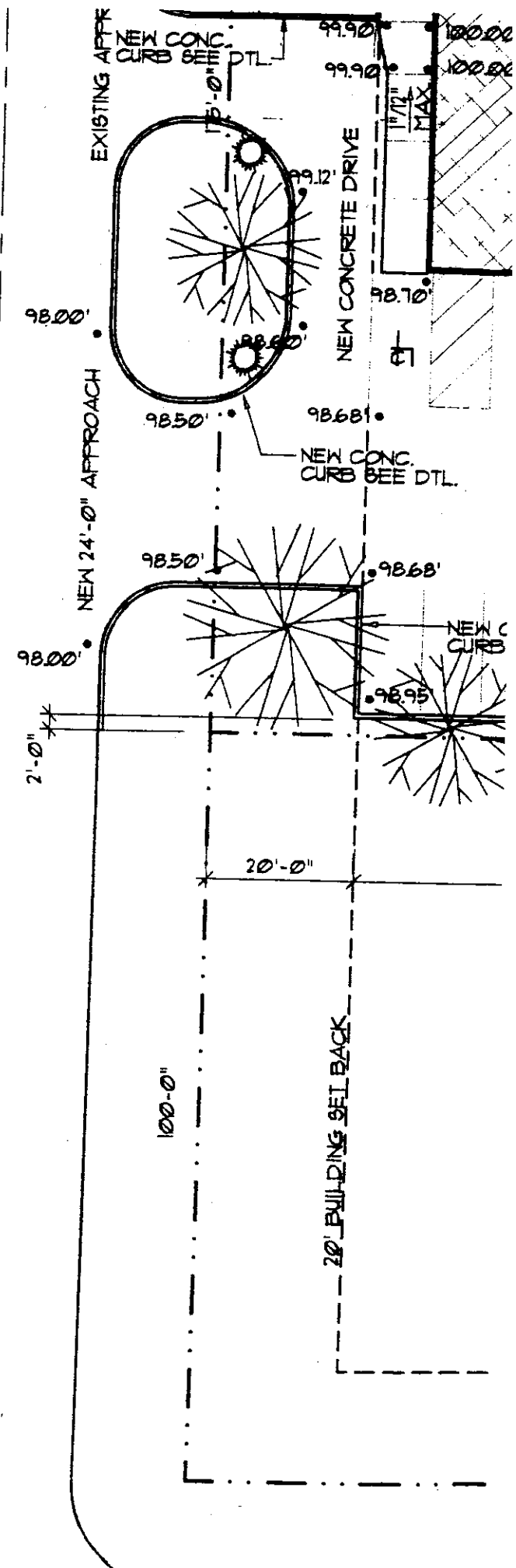
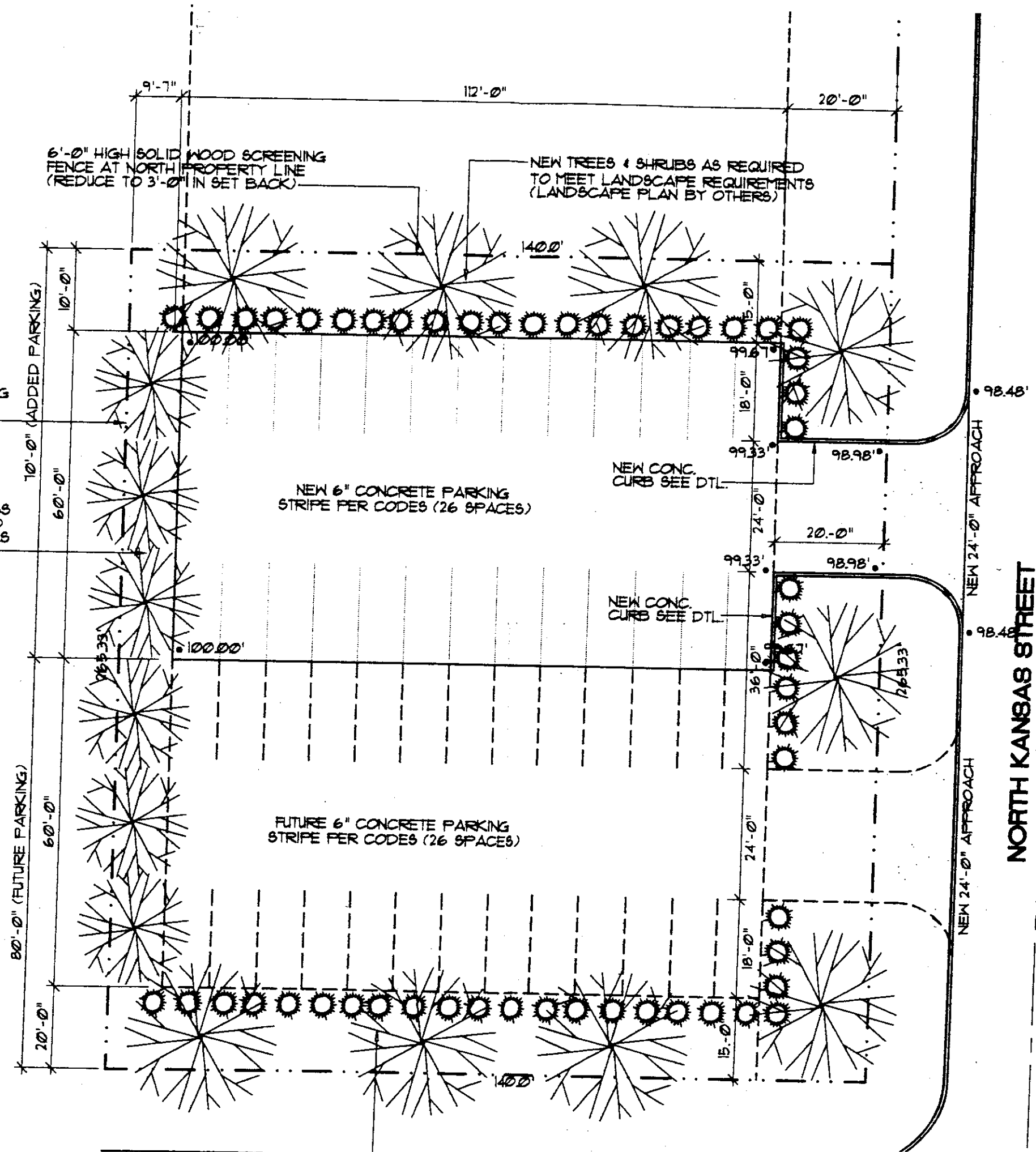
Sec. V-I.2.i. of the Unified Zoning Code allows an adjustment to reduce the parking requirement by up to 25 percent for remodeling/expansion projects when the conditions required by Sec. V-I.6. of the Code are met. We find that the reduction of the parking requirement as proposed meets the four conditions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

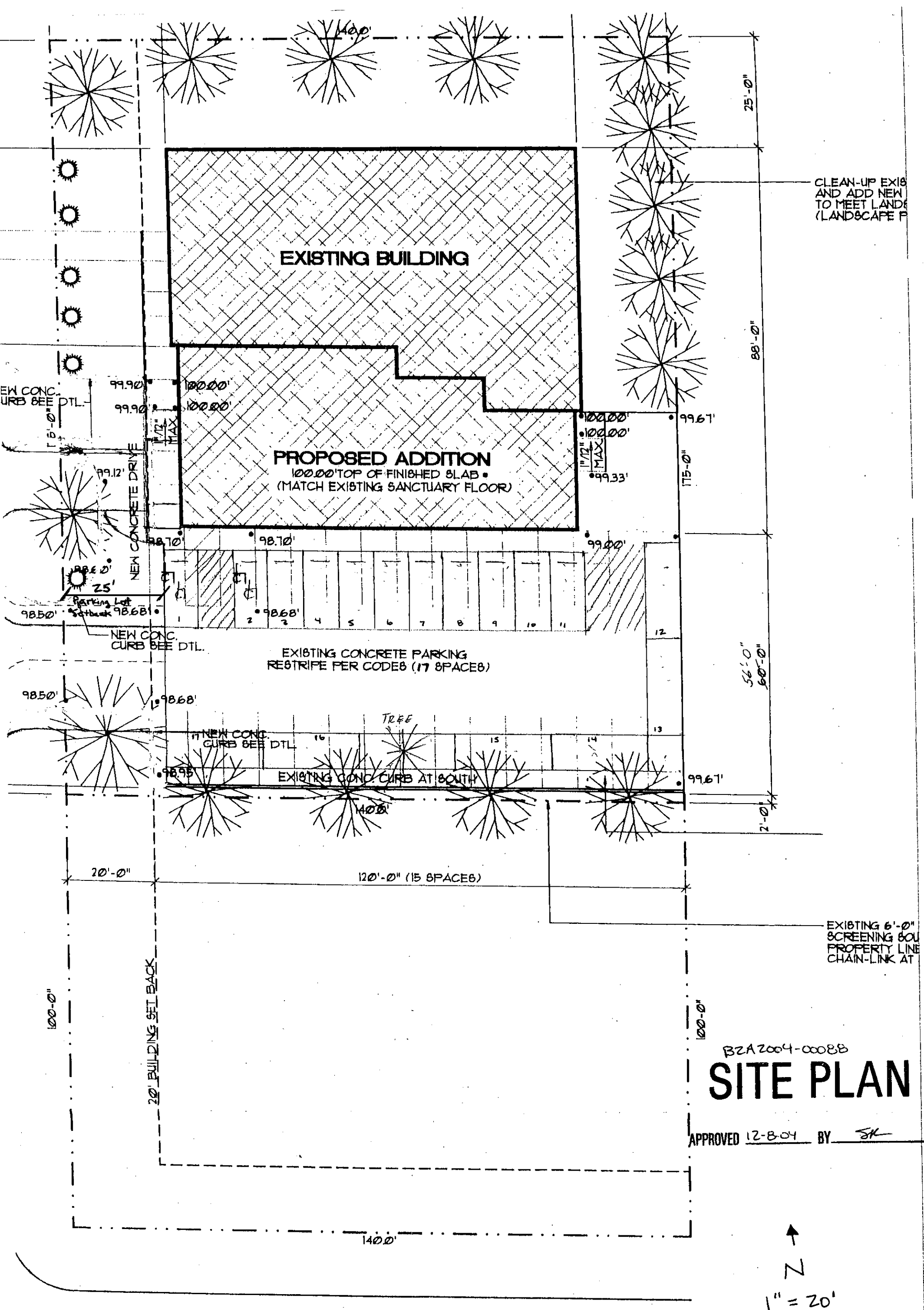
- 1) Impact on safety and convenience of vehicular and pedestrian circulation: Flexibility is provided within the Code to allow for minor reductions of the parking requirement to encourage expansion of existing buildings. The extent of the parking requirement reduction is within allowable limits; therefore, sufficient on-site parking should be provided such that on-street parking for the church 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 by the church that would encourage parking on private property in the area.

SITE PLAN

APPROVED 12-8-04 BY SK

↑
N
1" = 20'





BZA 2004-00088

SITE PLAN

APPROVED 12-8-04 BY SK

↑
N
1" = 20'