

Agenda Item # _____

City of Wichita
City Council Meeting
December 11, 2001

Agenda Report # _____

TO: Mayor and City Council Members

SUBJECT: ZON2001-00063 – Zone change from “B” Multi-Family Residential to “LI” Limited Industrial. Generally located at the southeast corner of Navajo and Bluff.
(District #III)

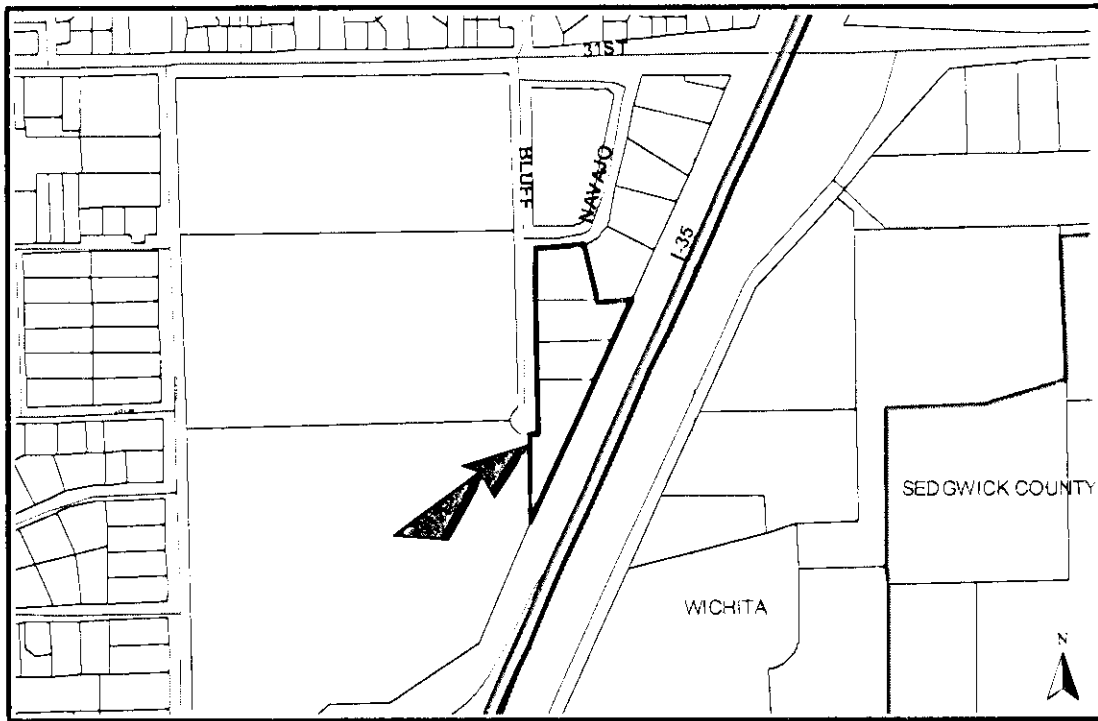
INITIATED BY: Metropolitan Area Planning Department

Kraus

AGENDA ACTION: Planning

MAPC Recommendation: Approve, subject to staff comments. Vote 11-0.

Staff Recommendation: Approve.



BACKGROUND: The applicant is requesting "LI" Limited Industrial zoning on a 3.95-acre triangular shaped tract located on the southeast corner of Navajo and Bluff, which is one block south of 31st Street South. The applicant owns an existing manufacturing facility, ZTM, Inc., located on the block to the northwest of Navajo. Also, ZTM has another building located north of the proposed application area but that is separated from the application area by a small woodworking operation under separate ownership. ZTM is an aircraft parts manufacturing firm.

The property is bordered on the west by a large manufactured home park, The Towneship at Clifton Manufactured Home Park; on the north by the woodworking shop, ZTM, and a plumbing/mechanical contractor; and on the southeast by the Kansas Turnpike. The area north of 31st Street South is Plainview. The Boeing complex is located to the east of the Turnpike.

At the MAPC meeting held November 8, 2001, MAPC voted (11-0) to recommend approval subject to staff recommendations. Staff had recommended a Protective Overlay with landscaping along the turnpike frontage and a prohibition of any off-site signs. The applicant did not speak and no members of the public were present to speak.

Recommended Action:

1. Concur with the findings of the MAPC and approve the zone change, subject to the additional recommended provisions of a Protective Overlay District; approve first reading of the ordinance; or
2. Return the application to the MAPC for reconsideration

(An override of the Planning Commission's recommendation requires a 2/3 majority vote of the membership of the governing body on the first hearing.)

Pub
() Published in The Wichita Eagle on DEC 22 2001

ORDINANCE NO. 45-171

AN ORDINANCE CHANGING THE ZONING CLASSIFICATIONS OR DISTRICTS OF CERTAIN LANDS LOCATED IN THE CITY OF WICHITA, KANSAS, UNDER THE AUTHORITY GRANTED BY THE WICHITA-SEDGWICK COUNTY UNIFIED ZONING CODE, SECTION V-C, AS ADOPTED BY SECTION 28.04.010, AS AMENDED.

BE IT ORDAINED BY THE GOVERNING BODY
OF THE CITY OF WICHITA, KANSAS.

SECTION 1. That having received a recommendation from the Planning Commission, and proper notice having been given and hearing held as provided by law and under authority and subject to the provisions of The Wichita-Sedgwick County Unified Zoning Code, Section V-C, as adopted by Section 28.04.010, as amended, the zoning classification or districts of the lands legally described hereby are changed as follows:

Case No. ZON2001-00063

Request for zone change from "B" Multi-Family Residential to "LI" Limited Industrial and to "P-O" **Protective Overlay District # 106**, on property described as:

Lots 6, 7, 8 & 9, Block 2, McCarty 2nd Addition, Wichita, Kansas, Sedgwick County, Kansas. Generally located at the southeast corner of Navajo and Bluff.

SUBJECT TO THE FOLLOWING PROTECTIVE OVERLAY RESTRICTIONS:

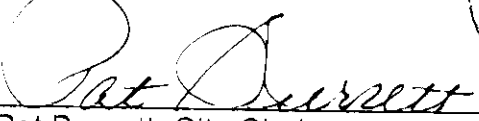
1. Landscaping shall be provided along the southeast property line abutting the Turnpike with landscaping equivalent to a landscaped street yard per the Landscape Ordinance. All outdoor work and storage areas visible from the Turnpike shall be screened from view with solid screening, either landscaping or fencing.
2. No off-site signs or billboards shall be permitted.

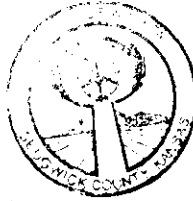
SECTION 2. That upon the taking effect of this ordinance, the above zoning changes shall be entered and shown on the "Official Zoning Map" previously adopted by reference, and said official zoning map is hereby reincorporated as a part of the Wichita-Sedgwick County Unified Zoning Code as amended.

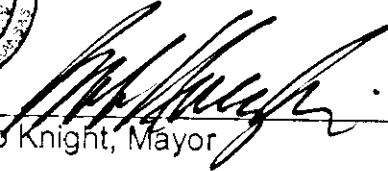
SECTION 3. That this Ordinance shall take effect and be in force from and after its adoption and publication in the official City paper.

ADOPTED AT WICHITA, KANSAS, DEC. 18 2001

ATTEST:

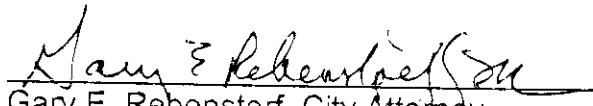

Pat Burnett, City Clerk




Bob Knight, Mayor

(SEAL)

Approved as to form:


Gary E. Rebenstorf, City Attorney

STAFF REPORT

MAPC November 8, 2001

CASE NUMBER: ZON2001-00063

APPLICANT/AGENT: Julius Properties, LP (owner); Smith Construction c/o Garrett Addison (agent)

REQUEST: Zone change to "LI" Limited Industrial

CURRENT ZONING: "B" Multi-Family

SITE SIZE: 3.95 acres

LOCATION: At the southeast corner of Navajo and Bluff

PROPOSED USE: Expansion of industrial use



BACKGROUND: The applicant is requesting "LI" Limited Industrial zoning on a 3.95-acre triangular shaped tract located on the southeast corner of Navajo and Bluff, which is one block south of 31st Street South. The applicant owns an existing manufacturing facility, ZTM, Inc., located on the block to the northwest of Navajo. Also, ZTM has another building located north of the proposed application area but that is separated from the application area by a small woodworking operation under separate ownership. ZTM is an aircraft parts manufacturing firm.

The property is bordered on the west by a large manufactured home park, The Township at Clifton Manufactured Home Park; on the north by the woodworking shop, ZTM, and a plumbing/mechanical contractor; and on the southeast by the Kansas Turnpike. The area north of 31st Street South is Plainview. The Boeing complex is located to the east of the Turnpike.

CASE HISTORY: The property is platted as Lots 6-9, Block 2, McCarty Second Addition, recorded December 16, 1964. A platted easement between Lots 6 and 7 bisects the application area but may not conflict with the proposed building alignment.

In 1964 the entire area between 31st Street South, the Turnpike, and Bluff was zoned "E" Light Industrial (Z-0584). Staff opposed this request based on the proximity of the site to nearby residential uses (the mobile home park already under development as well as Plainview to the north and the K-15 residential area under development further to the west) and eliminating the strong buffer formed by the Turnpike separating the industrial uses (Boeing complex) from the residential uses. However, the zoning was granted and two firms were located in the area within the next few years.

The property was rezoned from "E" Light Industrial to "B" Multi-Family on August 19, 1975 (Z-1716). According to MAPC hearing testimony the reason for the requested change from "E" to "B" was to build an apartment complex for students attending an automotive school then operating on the property to the north. This apartment use was never constructed, and the automotive school was acquired by the applicant and converted to an airplane parts manufacturing facility.

The property is located above grade from the Turnpike, and probably would not be subject to landscaping and screening requirements unless these are established as protective overlay conditions.

ADJACENT ZONING AND LAND USE:

NORTH:	"LI"	Manufacturing, construction sales and service
SOUTH:	"LI"	Turnpike, Boeing
EAST:	"LI"	Turnpike, Boeing, industrial firms
WEST:	"MH"	Manufactured home park

PUBLIC SERVICES: The property has access via Navajo or Bluff. The Towneship at Clifton Manufactured Home Park also has two entrances onto Bluff, which feed into 31st Street South.

Normal public water and sewer services are available.

CONFORMANCE TO PLANS/POLICIES: The "Wichita Land Use Guide" of the *1999 Update to the Wichita-Sedgwick County Comprehensive Plan* reflects the existing zoning pattern by showing the subject tract as "high density residential", the property to the north as "industrial", and the property to the west (the manufactured home park) as "medium density residential".

The Industrial Locational Guidelines indicate that industrial development should be located in close proximity to support services and be provided good access to major arterials, city truck routes, belt highways, utility truck lines, rail spurs, airports, and as extensions of existing industrial areas. The Industrial Locational Guidelines also indicate that industrial development generally should be located away from existing or planned residential areas so as not to generate industrial traffic through less intensive land use areas. The request conforms partially to these locational guidelines since it has access to a local street feeding to an arterial street, is located near a major arterial and in close proximity to the interchange with the Turnpike, and is an extension of the industrial area to the north and also east of the turnpike.

Industrial traffic on Bluff Street would combine with residential traffic from the abutting manufactured home park, which is not the desired separation between residential and industrial traffic. The manufactured home park has a good screening fence along Bluff to provide some measure of separation. Because of the MH zoning on the west side of Bluff, the proposed industrial use would be required to provide a landscaped street yard and to screen any outdoor work or storage areas on Bluff. This would soften the visual impact of the industrial use on the manufactured home park.

RECOMMENDATION: Based upon the information available prior to the public hearings, planning staff recommends that the request be APPROVED subject to a Protective Overlay with the following conditions:

1. Landscaping shall be provided along the southeast property line abutting the Turnpike with landscaping equivalent to a landscaped street yard per the Landscape Ordinance. All outdoor work and storage areas visible from the Turnpike shall be screened from view with solid screening, either landscaping or fencing.
2. No off-site signs or billboards shall be permitted.

This recommendation is based on the following findings:

1. The zoning, uses and character of the neighborhood: The surrounding area is characterized by industrial use on property zoned "LI" Limited Industrial to the north and southeast and residential use zoned "MH" Manufactured Housing to the west. The manufactured home park on the west was developed at approximately the same time as the industrial uses to the north and has installed a screening fence as a means of separation to the existing industrial uses.
2. The suitability of the subject property for the uses to which it has been restricted: The site is zoned "B" Multi-Family, which accommodates high-density residential use. It is unlikely that an apartment would be located on this triangular tract surrounded by industrial use, the Turnpike, and the manufactured home park. Expansion of the manufactured home park would require rezoning since the "B" zoning district does not permit this use.
3. Extent to which removal of the restrictions will detrimentally affect nearby property: The potential detrimental effect would be the impact on the manufactured home park; however, it would be mitigated by the presence of landscaping and the screening of outdoor work and storage areas along Bluff. It is also mitigated by the screening fence already installed on the west side of Bluff and the limitation of entrances to the manufactured home park to only two points. The Protective Overlay conditions will prevent potential visual impacts along the Turnpike.
4. Length of time the subject property has remained vacant as zoned: The subject property has remained vacant while the adjacent properties have been developed since the 1960s.
5. Conformance of the requested change to the adopted or recognized Comprehensive Plan and policies: The Wichita Land Use Guide" of the 1999 *Update to the Wichita-Sedgwick County Comprehensive Plan* identifies this area as appropriate for "high-density residential" development, but shows the property to the north as "industrial".

The request conforms partially to Industrial Locational Guidelines since it has access to a local street feeding to an arterial street, is located near a major arterial and in close proximity to the interchange with the Turnpike, and is an extension of the industrial area to the north and also east of the turnpike. However, industrial traffic on Bluff Street would combine with residential traffic from the abutting manufactured home park, which is not the desired separation between residential and industrial traffic.

6. Impact of the proposed development on community facilities: The site should not significantly impact the road or utility system although it would be expected to generate an increase in truck and vehicle traffic to the industrial site.