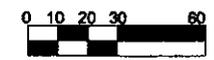


GLENVILLE BAPTIST CHURCH
ZONING AJUSTMENT PLAN
 1/64" = 1'-0"
 RANDAL STEINER ARCHITECT, PA



existing uses in the surrounding areas as a result of the reduction of setbacks. Parking will be intermittent with the facility use and should not encroach or encumber any uses adjacent to this property. The screening and landscaping requirements should mitigate adverse impacts of the parking areas on surrounding residential uses.

- 3) Compatibility with existing or permitted uses on abutting sites: Churches and associated accessory uses such as parking are permitted in residential zoning districts, and the allowance of a parking 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 and the provision of landscaping.
- 4) Effect on public health, safety or welfare: There will be no encroachment into public utility easements, except on Seneca where landscaping within the pipeline easement will be restricted to shrubbery, 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 parking area to be located within the front and side setbacks in a residential zoning district but no closer than 8 feet from the property line is hereby granted, subject to the following conditions:

- 1) The parking area shall be developed in general conformance with the approved site plan.
- 2) The parking area shall be paved and marked.
- 3) The parking area shall be developed in general conformance with the landscape ordinance.
- 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

Enclosure

cc: Randall Steiner Architect, PA, 333 N Waco, Wichita, KS 67202
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

August 15, 2005

Glenville Baptist Church
Attn: Bruce K Thomas
4604 S Seneca St
Wichita, 67217

Re: BZA2005-00040: Administrative adjustment to allow parking in the front and street side setback on property zoned "SF-5" Single-family Residential. Generally located on the east side of Seneca St between 45th Street South and Southerland Drive.

Legal Description: Lot 1, Glenville Baptist Church Addition to Wichita, Kansas, Sedgwick County, Kansas AND Lots 1, 2, 3, 4, 5 and 6, Paradise Gardens Second, an Addition to Wichita, Kansas, Sedgwick County, Kansas (4604 S Seneca St; 1001 W 45th Street S) AND Lot, 1, except the west 10 feet thereof for street, and all of Lot 2, Heath H8s, Sedgwick County, Kansas (4608 S Seneca St; 912 W Southerland Dr).

Dear Rev. Thomas:

We have reviewed your request for an administrative adjustment to allow parking in the front and side setbacks on the aforementioned property for the purpose of providing additional parking for the Glenville Baptist Church. You state in your application that allowing parking in the setback areas can provide additional parking spaces.

The Unified Zoning Code permits an administrative adjustment for parking in residential districts to be located within the front and street side setbacks, but in no case closer to the property line than 8 feet. Therefore, permitting parking within the front and street side setback no closer to the property line than 8 feet meets the four conditions required by Section V-1.6 of the Unified Zoning Code as set out below:

- 1) Impact on safety and convenience of vehicular and pedestrian circulation: The proposal should have no impact on the safety and convenience of vehicular and pedestrian circulation in the vicinity because sufficient separation between the parking area and the property line will remain to prevent the encroachment of vehicles onto the right-of-way.