



Wichita-Sedgwick County Metropolitan Area Planning Department

May 22, 2008

GRL Property Management, Inc.
Attn: Bill Johnson
4203 W. Harry
Wichita, KS 67209

Evans Building Co., Inc.
Attn: Bill Johnson
P.O. Box 12086
Wichita, KS 67277

RE: BZA2008-23 Zoning Administrative Adjustment on property zoned LI Limited Industrial ("LI") to defer screening abutting vacant residential zoning and reduce parking by 10 percent for an industrial use,

**Lot 1, Block A, Ecco Industrial Addition, Wichita, Sedgwick County, Kansas.
Generally located generally located 1/2 mile west of Hoover Road and 1/4 mile south of 31st Street South (3435 S. Hoover).**

Dear Applicant:

We have reviewed your request for a Zoning Adjustment to defer screening and reduce parking requirements on the property described above.

From reviewing your application, we understand that you are constructing two large industrial buildings on the above-mentioned property, which would trigger compliance with the screening requirements of the Unified Zoning Code for the west property line adjacent to property zoned SF-20 Single-family Residential ("SF-20") and RR Rural Residential ("RR"). However, you have indicated that the adjacent property is owned by Cessna Aircraft Company and have raised the possibility that it may be developed with industrial rather than residential use. Based on this possibility, you have asked to defer the screening requirements until the adjacent property is developed. In the event the adjacent property is developed industrially, no screening would be required. A hedgerow along the west property line already provides landscape buffering, complimentary to the UZC screening requirements.

Section V-I.2.m of the Unified Zoning Code allows an adjustment to modify screening requirements when a site is adjacent to residential zoned property with an institutional use and improvements on one or both properties provide adequate screening and when the four conditions required by Section V-I.6 of the Unified Zoning Code are met. We find that the screening deferral meets the four conditions required by the Unified Zoning Code as set out below:

- 1) Impact on safety and convenience of vehicular and pedestrian circulation: The proposed screening deferral should have no impact on the safety and convenience of vehicular and pedestrian circulation in the vicinity because the subject property lines are not used for public circulation.
- 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 screening deferral adjacent to the large, undeveloped acreage owned by the industrial user.
- 3) Compatibility with existing or permitted uses on abutting sites: The proposed site will comply with all other development standards; the screening deferral should not make the proposed site incompatible with the existing and permitted uses on abutting sites.
- 4) Effect on public health, safety or welfare: There will be no encroachment into public utility easements or right-of-way; therefore, there should be no negative impact on the public health, safety or welfare, nor will properties or improvements in the vicinity be materially injured unless future development of the adjacent tract as a residential use occurs to the west. To address this situation, the deferral is granted based on the conditions herein.

Secondly, you have indicated that this business (composite material parts for aircraft and other industry manufacturers) will be employing less than 100 employees onsite. The standard Unified Zoning Code (“UZC”) requirement for manufacturing use of this building is 171 spaces. You have provided 159 parking spaces, which is approximately 10 percent less than UZC requirement but well above the actual need. Therefore, you have requested a 10 percent reduction in parking requirements.

Sec. V-I.2.i. of the Unified Zoning Code allows an adjustment to reduce the parking requirement by up to 25 percent for manufacturing 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: The proposed reduction in parking requirement should have no detrimental impact on the safety and convenience of vehicular and pedestrian circulation in the vicinity of the application area. Sufficient parking should be available for the anticipated need, and the parking does not interfere with public right-of-way.
- 2) Impact on existing uses in surrounding areas: The proposed reduction in parking should not impact existing uses in surrounding areas, as all parking for this project

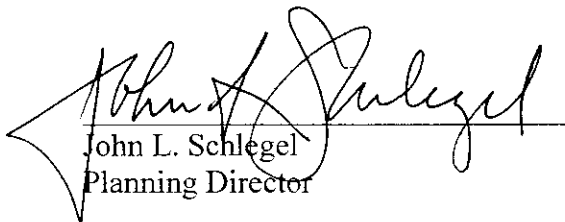
should be adequately provided on the site.

- 3) Compatibility with existing or permitted uses on abutting sites: A reduction of 10% of the parking requirement should not compromise existing or permitted uses on abutting sites, as all parking for this project should be adequately provided on the site.
- 4) Effect on public health, safety or welfare: There will be no encroachment into public right of way or utility easements; therefore there should be no impact on the public's safety, health or welfare.

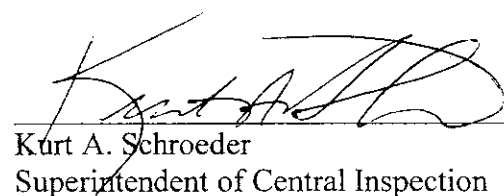
Our signatures below indicate that a Zoning Adjustment to defer the screening requirement on the west property line and reduce the parking requirement by 10 percent for the aforementioned property is hereby granted, subject to the following conditions:

- 1) The site shall be developed in general conformance with the approved site plan.
- 2) 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 the Zoning Adjustment null and void.
- 3) In the event the adjacent property or portion thereof to the north is developed with residential use, the owner of this tract shall be responsible for providing solid screening to meet the Unified Zoning Code requirements. A "flag" shall be placed on the adjacent property to ensure compliance if residential development occurs.

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: Dale Miller, MAPD
Paul Hays, Office of Central Inspection
Mark Janzen, Office of Central Inspection
Randy Sparkman, Office of Central Inspection
Herb Shaner, Office of Central Inspection
Lavonta Williams, WCC I, Mail Stop 1-13



Ecco Addition

- Selected Features
- City Limit Boundaries
- Property Parcels
- Lot Block
- Subdivisions
- Roads
 - State Highway
 - US Federal Highway
 - Interstate
 - KTA
 - Arterial
 - Collector
 - Minor
 - Ramp
- Railroads
- Township and Range
- Section
- Quarter Section
- HOA
- NoiseContours-2004
- NoiseContours-1994
- SDERASTER.S-DEDATA.ORTH-01FT
- SDERASTER.S-DEDATA.ORTH-0
- City Limits**
 - Andale
 - Bel Aire
 - Bentley
 - Cheney
 - Clearwater
 - Colwich



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