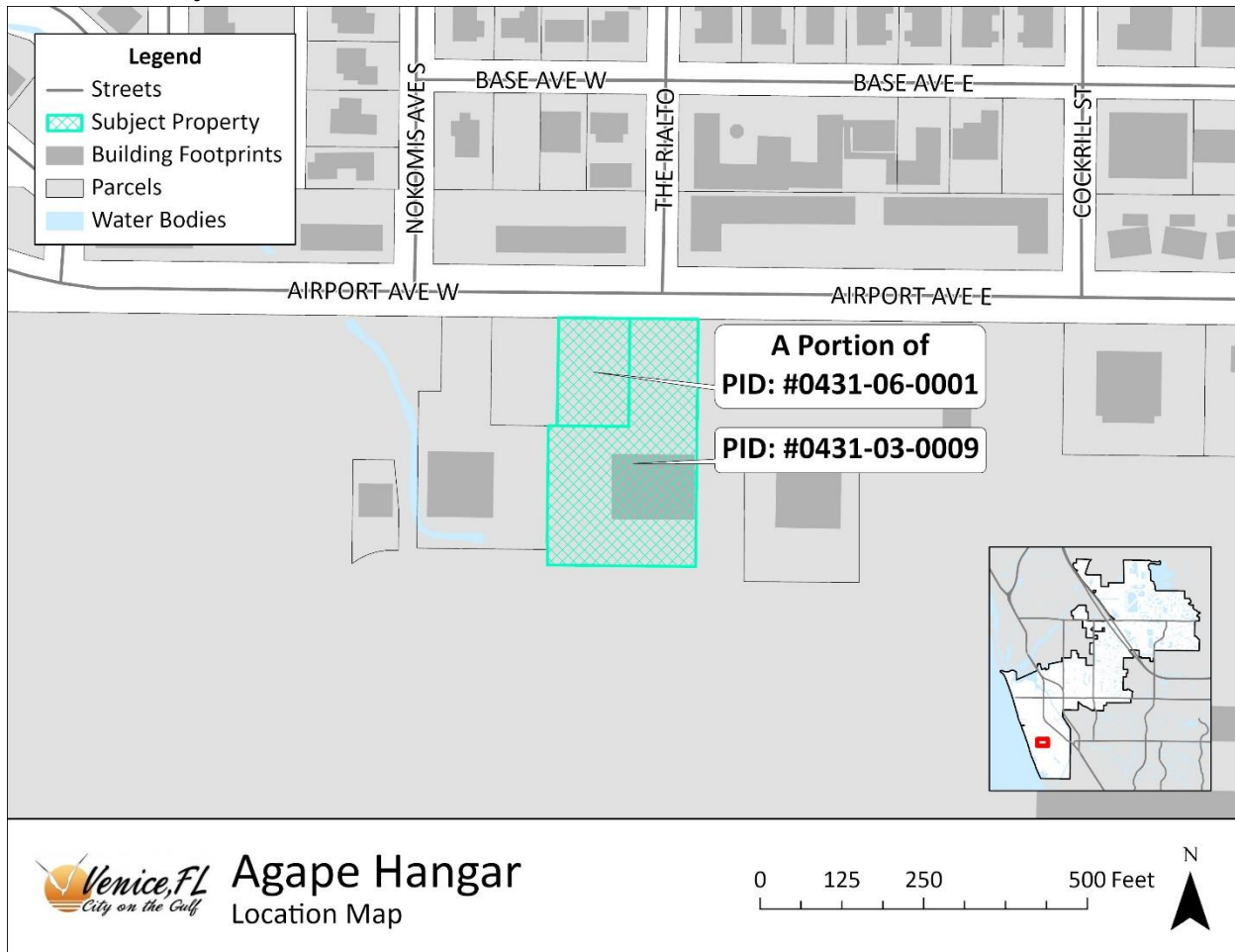


# 24-46SP Agape Hangar Staff Report



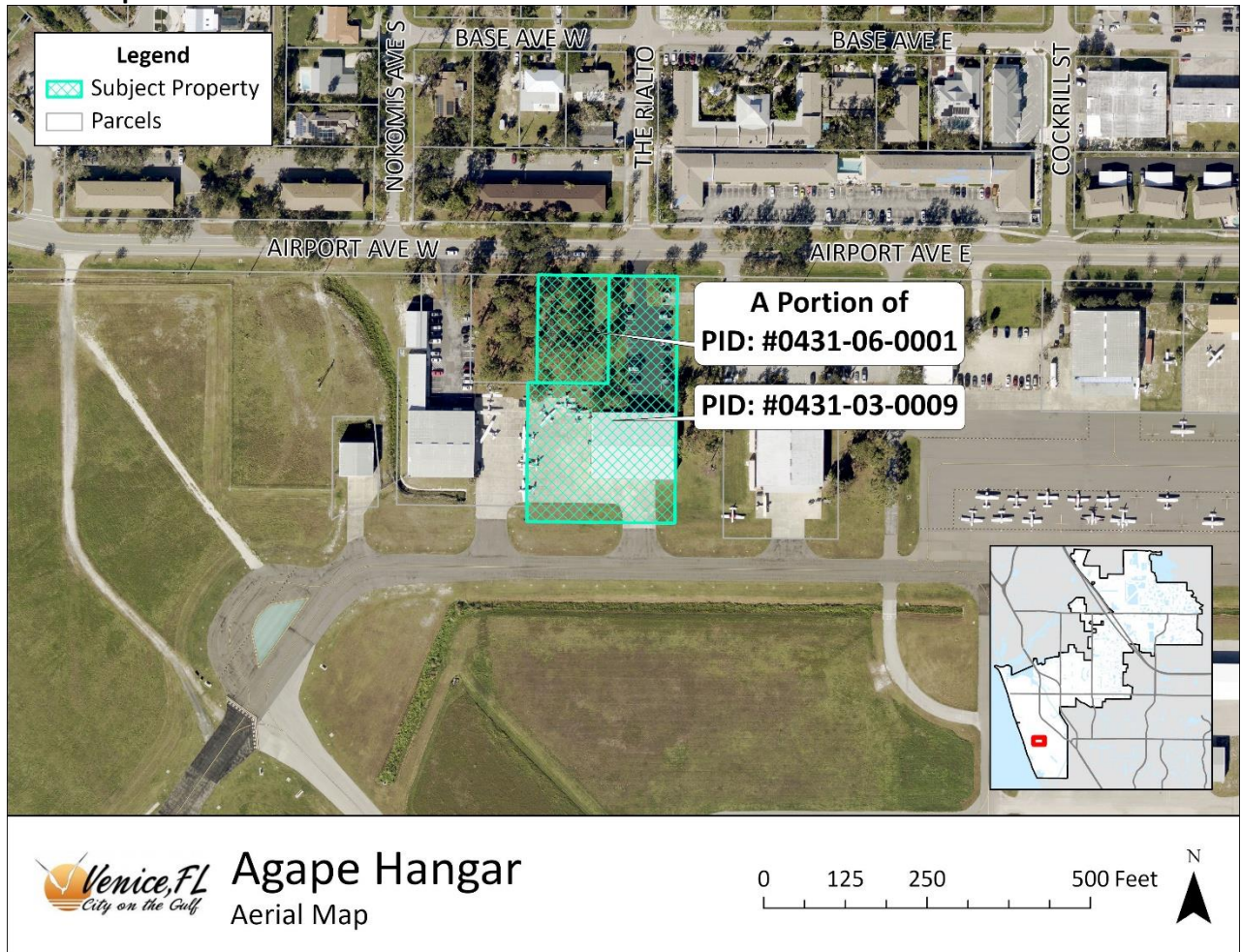
## GENERAL INFORMATION

<b>Address:</b>	100 & 104 Airport Ave West
<b>Request:</b>	Addition of a new airplane hangar
<b>Leaseholder/Applicant:</b>	Allen Speer for Agape Flights, Inc.
<b>Agent:</b>	Leonard Anderson, J2 Solutions
<b>Parcel ID:</b>	0431030009 and a portion of 0431060001
<b>Parcel Size:</b>	2.02± acres
<b>Future Land Use:</b>	Mixed Use Airport
<b>Zoning:</b>	Government
<b>Comprehensive Plan Neighborhood:</b>	Island
<b>Application Date:</b>	August 27, 2024

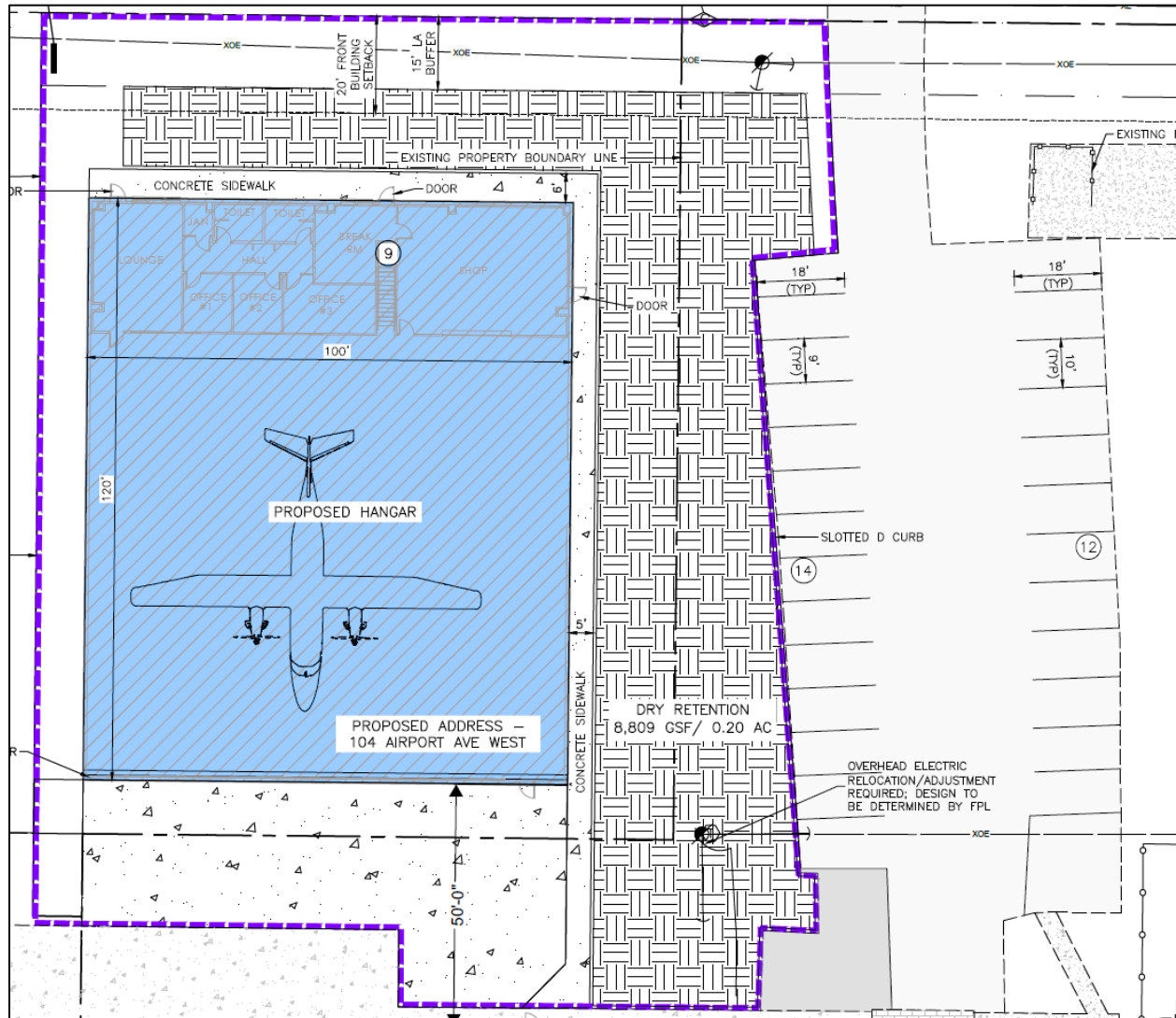
## I. PROJECT DESCRIPTION

The proposed project is a minor site and development plan for a new 12,000 square foot hangar for Agape Flights. There will be a new sidewalk along the north and east sides of the building for access to the hangar, and a dry retention area is proposed to the east of the building between the new hangar and the existing parking lot. No new parking or access is proposed.

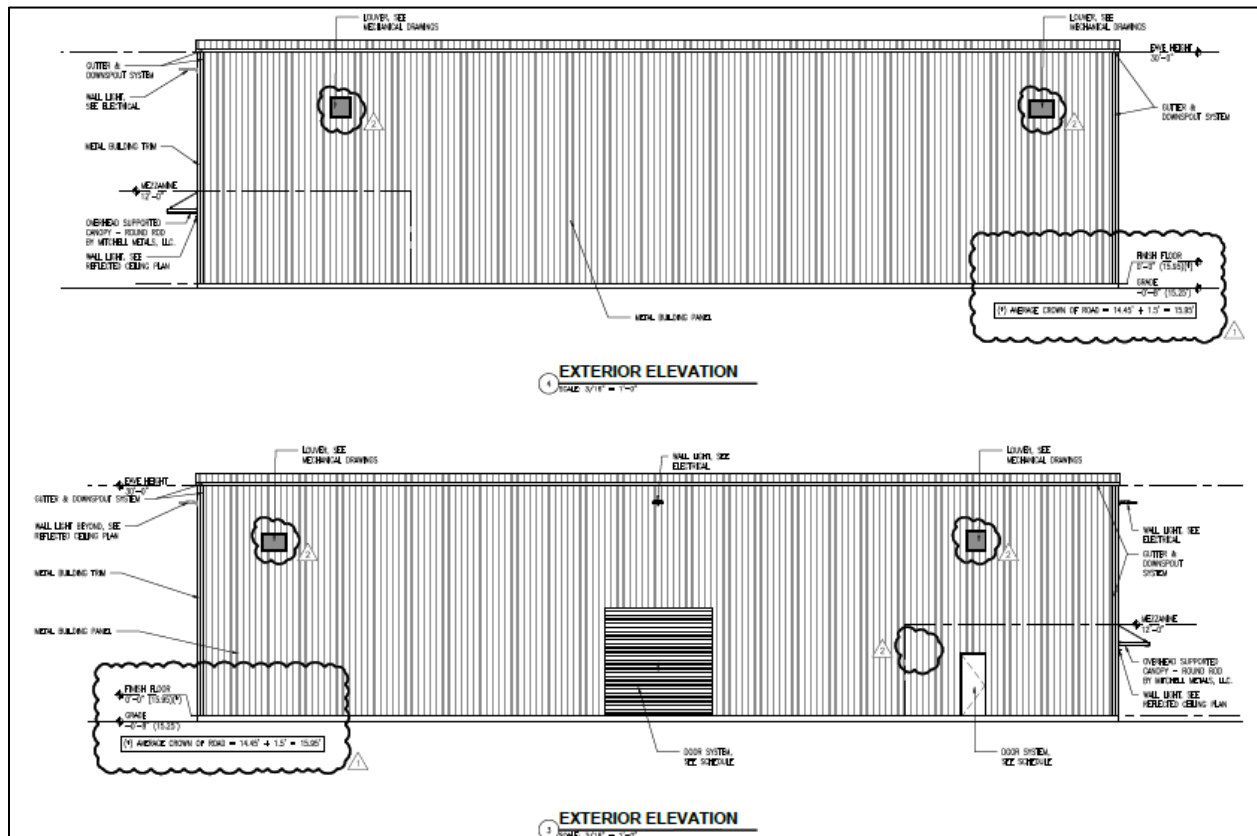
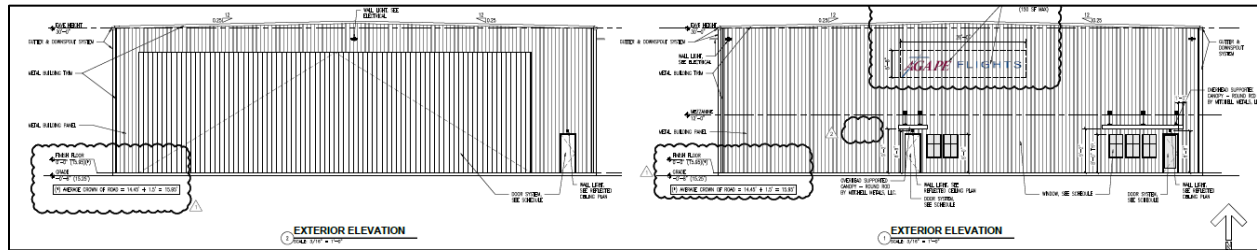
### Aerial Map



## Site Plan



## Elevations





## Site Photographs



*Existing Agape hangar*



*Area of proposed expansion*



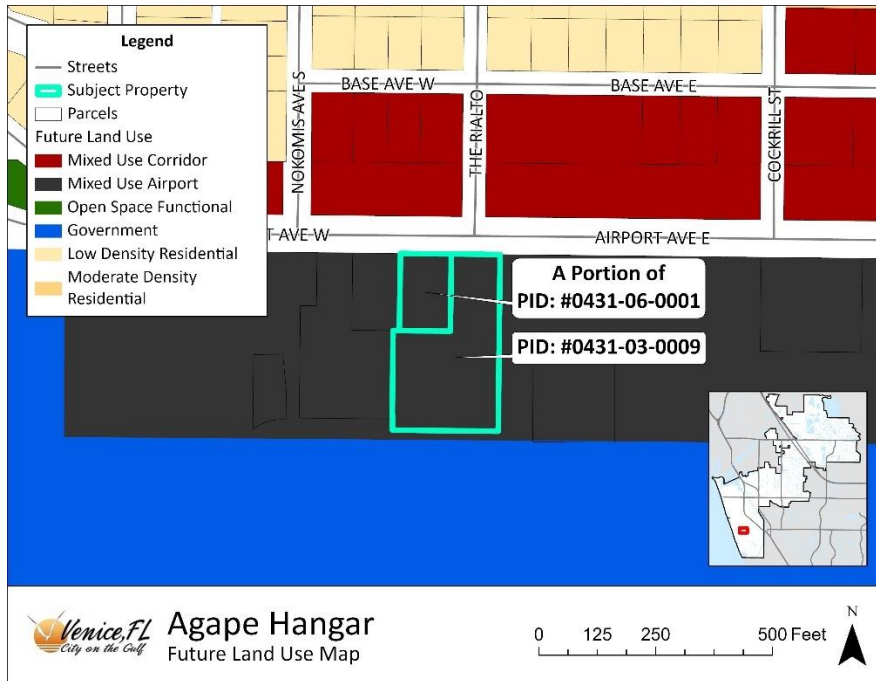


*View north across Airport Avenue*

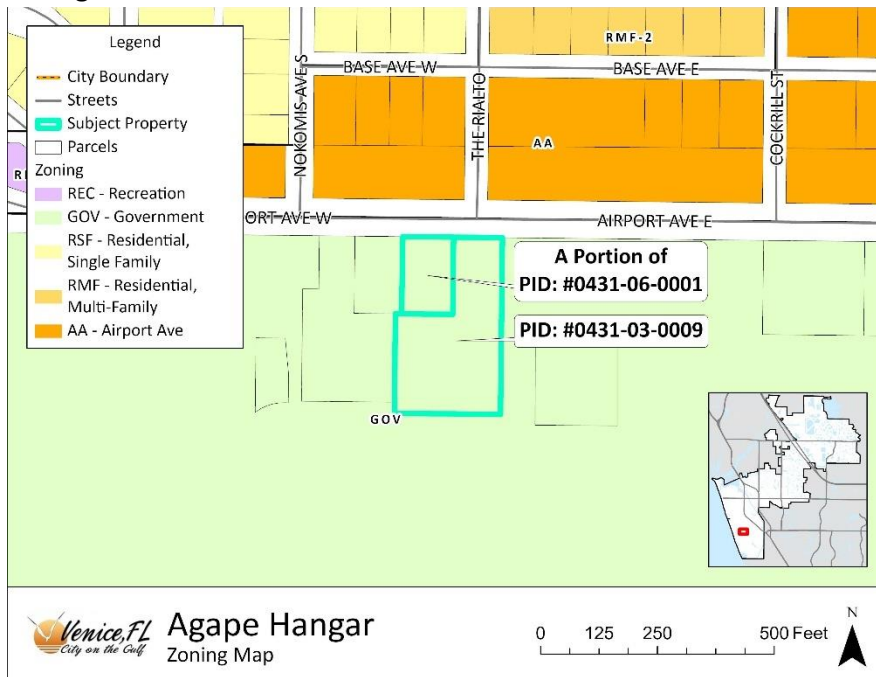
## Future Land Use and Zoning

The Future Land Use (FLU) designation for the subject property is Mixed Use Airport (MUA), and the zoning is Government, as depicted on the maps below. Properties to the east, west, and south are also part of the airport and have Government zoning; the leased areas have a future land use of MUA while the rest of the airport is Government. To the north across Airport Avenue is a Mixed Use Corridor FLU and Airport Avenue zoning.

### Future Land Use



### Zoning



## Surrounding Land Uses

Direction	Existing Land Uses(s)	Future Land Use Map Designation(s)	Current Zoning District(s)
North	Citadel Apartments and Crosswind Landing (condominiums)	Mixed Use Corridor	Airport Ave
South	Airport	Government	Government
East	Airport – leased area	Mixed Use Airport	Government
West	Airport – leased area	Mixed Use Airport	Government

## II. PLANNING ANALYSIS

In this section of the report, analysis of the subject Site and Development Plan evaluates 1) consistency with the Comprehensive Plan, and 2) compliance with the City's Land Development Code (LDC), and 3) compliance with requirements for Concurrency/Mobility.

### Comprehensive Plan Analysis

#### Strategy LU 1.2.9.d - Airport (MUA)

1. Primarily encompasses the non-aeronautical areas of the Venice Municipal Airport (i.e., not runways and taxiways).
2. Uses shall be consistent with the adopted Airport Master Plan
3. Intensity/Density:
  - a) Non-Residential Intensity (FAR): 0.35 (average) Designation-Wide; 1.0 maximum per individual property
  - b) Residential: not permitted

This is considered one of the non-aeronautical areas of the airport and there are no uses listed in the Airport Master Plan for this property. The FAR is negligible compared to the overall MUA designation area and roughly 0.13 FAR based on the individual leased area for Agape, and no residential uses are proposed.

No other strategies or intents were found to relate to the site and development plan.

#### Conclusions/Findings of Fact (Consistency with the Comprehensive Plan):

Analysis of the Land Use Element strategies applicable to the Mixed Use Airport Future Land Use designation, strategies found in the Island neighborhood, and other plan elements has been provided. This analysis should be taken into consideration upon determining Comprehensive Plan consistency.

### Compliance with the Land Development Code

#### Comparison of GOV Standards and Proposed Site and Development Plan

Standard	Required	Proposed
Height (max)	35'	30'
Setbacks (min)	Front: 20' Rear: 10' Side: 8'	Front: >20' Rear: >100' Side: >10'



Standard	Required	Proposed
Lot Coverage (max)	70%	28%

### Alternative Parking Plan

An alternative parking plan (APP) was filed for this project and has been administratively approved. To determine the code compliant number of spaces, the applicant compared their use to the parking rates for office and warehouse/storage in the LDC. The APP then compared these rates to the Institute of Transportation Engineers (ITE) manual and Agape's own expected parking needs. Their calculations indicate an LDC requirement of 29 spaces total (including the existing hangar), an ITE recommendation of 21 spaces minimum, and an actual provided number of 26 spaces. As this reduction is only about 10% less than the requirement, Sec. 87-3.6.4.A.4 authorizes the Zoning Administrator to approve the APP.

### 1.2.C.8 Land Use Compatibility Analysis

Site and Development Plan applications require a review of Land Use Compatibility 1.2.C.8 to ensure compatibility with surrounding properties. The items from these sections are reproduced below with applicant responses and staff comments.

a. Demonstrate that the character and design of infill and new development are compatible with existing neighborhoods. The compatibility review shall include the evaluation of the following items with regard to annexation, rezoning, height exception, conditional use, and site and development plan petitions:

i. Land use density and intensity.

**Applicant Response: *Land Use – Existing and proposed land use is Airport – proposed use is compatible.***

***Density and Intensity – Density and Intensity meets the Zoning code criteria – proposed site plan is compatible.***

ii. Building heights and setbacks.

**Applicant Response: *Density and Intensity – Density and Intensity meets the Zoning code criteria – proposed site plan is compatible.***

iii. Character or type of use proposed.

**Applicant Response: *Character of the proposed and existing Hangar, and therefore proposed and existing uses are consistent and compatible with the Mixed-Use Airport FLU and G Zoning.***

iv. Site and architectural mitigation design techniques.

**Applicant Response: *Location of the Hangar is proposed to limit the site visibility of the Airport use, as well as reduce impact of the operations of the existing airport to the neighborhood to the north, thereby utilizing the building architecture to mitigate for the existing and proposed uses of the site.***

b. Considerations for determining compatibility shall include, but are not limited to, the following:

i. Protection of single-family neighborhoods from the intrusion of incompatible uses.

**Applicant Response: *Single family uses are not currently present adjacent to the site. No incompatible uses proposed.***

ii. Prevention of the location of commercial or industrial uses in areas where such uses are incompatible with existing uses.

**Applicant Response: Existing use is Airport, Proposed use is Airport, and is located within the G Zoning, of which the FLU is Mixed-Use Airport. NO commercial or Industrial uses proposed where incompatible.**

iii. The degree to which the development phases out nonconforming uses in order to resolve incompatibilities resulting from development inconsistent with the current Comprehensive Plan.

**Applicant Response: Existing use is Airport, Proposed use is Airport, and is located within the G Zoning, of which the FLU is Mixed-Use Airport. NO commercial or Industrial uses proposed where incompatible.**

iv. Densities and intensities of proposed uses as compared to the densities and intensities of existing uses.

**Applicant Response: Density and Intensity – Density and Intensity meets the Zoning code criteria – proposed site plan is compatible.**

*Summary Staff Comment: The proposed FAR is very low compared to the overall airport property. The residential uses across Airport Avenue are built in a multifamily form and are presently adjacent to the same uses, as this proposal is for an expansion of the existing use. The new hangar will be closer to the street frontage but is compliant with required setbacks.*

#### **Decision Criteria 1.9.4**

Site and Development Plan applications require a review of 1.9.4 *Decision Criteria*, which states that in reaching a decision regarding the site and development plan as submitted, the Commission shall be guided in its decision to approve, approve with conditions, or deny by the following considerations (**Applicant responses are provided below in bold**):

1. Compliance with all applicable elements of the Comprehensive Plan;

**Applicant Response: The proposed Site Plan is compliant with all applicable elements of the Comprehensive Plan.**

2. Compatibility consistent with Section 4 of this LDR;

**Applicant Response: The proposed Site Plan is consistent with Section 4 of the LDR.**

3. General layout of the development including access points, and onsite mobility;

**Applicant Response: General Layout, access points, and onsite mobility have been designed for safe and convenient use by the public.**

4. General layout of off-street parking and off-street loading facilities;

**Applicant Response: General Site Layout, parking, and loading have been designed for safe and convenient use by the public.**

*Staff Comment: The existing access and parking lot will remain.*

5. General layout of drainage on the property;

**Applicant Response: The drainage of the proposed improvements have been designed to meet or exceed code requirements.**

*Staff Comment: The Engineering Department has not raised any issues regarding drainage on the property and has deemed this site and development plan compliant.*

6. Adequacy of recreation and open spaces;

**Applicant Response:** *Recreation and opens spaces meets or exceeds all code requirements.*

7. General site arrangement, amenities, convenience, and appearance; and

**Applicant Response:** *General site design meets or exceeds all code requirements.*

8. Other standards, including but not limited to, architectural requirements as may be required.

**Applicant Response:** *Not applicable.*

*Staff Comment: There are no architectural standards applied to this property, so no elements of the Venice Historic Precedent are required. This proposal is for expansion of an existing use.*

**Conclusions/Findings of Fact (Consistency with the Land Development Code):** The subject petition has been processed with the procedural requirements to consider the Site and Development Plan. In addition, the petition has been reviewed by the Technical Review Committee (TRC) and no issues regarding compliance with the Land Development Code were identified.

### **Concurrency**

The subject petition was reviewed for public facilities capacity by the relevant departments and concurrency has been confirmed.

Facility	Department	Estimated Impact	Status
Potable Water	Utilities	2.75 ERUs	Compliance confirmed by Utilities
Sanitary Sewer	Utilities	2.75 ERUs	Compliance confirmed by Utilities
Solid Waste	Public Works	Non-Residential	Compliance confirmed by Public Works
Parks	Public Works	N/A	Compliance confirmed by Public Works
Drainage	Engineering	Will not exceed 25-year, 24-hour storm event	Compliance confirmed by Engineering

### **Mobility**

The applicant has submitted a transportation statement for this project, which was reviewed and confirmed compliant by the City's transportation consultant. The project is not expected to generate 50 PM peak hour trips, and therefore a full traffic impact analysis was not required. No additional issues remain regarding transportation and mobility.



Facility	Department	Estimated Impact	Status
Transportation	Planning & Zoning	3-5 PM Peak Hour Trips	Compliance confirmed by City traffic consultant

***Conclusions/Findings of Fact (Concurrency/Mobility):***

No issues were identified by the Technical Review Committee regarding the Site and Development request.

**III. CONCLUSION**

**Planning Commission Report and Action**

Upon review of the petitions and associated documents, Comprehensive Plan, Land Development Code, staff report and analysis, and testimony provided during the public hearing, there is sufficient information on the record for the Planning Commission to take action on Minor Site and Development Petition No. 24-46SP.