

VNC Master Plan Update Citizen Advisory Panel Meeting #1

February 11, 2026

12:30 -2:00pm

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Community Hall Room 165

MEETING FACILITATOR:	Shane Ingolia, Estelle Boudassou	DATE TRANSCRIBED: February 16, 2026
NOTE TAKER(S):	Shane Ingolia, Estelle Boudassou	TRANSCRIBED BY: Estelle Boudassou
MEETING ATTENDEES	REPRESENTING	EMAIL
Nicholas Dumas	City of Venice	ndumas@venicefl.gov
David Surwilo	City of Venice	david.surwilo@venicefl.gov
Jennifer Gaona	Florida Department of Transportation (FDOT)	jennifer.gaona@venicefl.gov
Amanda Morrison	Florida Department of Transportation (FDOT)	N/A
Shane Ingolia	Ricondo & Associates, Inc.	VNCmasterplan@ricondo.com
Estelle Boudassou	Ricondo & Associates, Inc.	VNCmasterplan@ricondo.com
Rod Smith	Gulf Shore HOA President	rodney.smith@venicefl.gov
Chris Swathwood	Altivation Aircraft	chris.swathwood@venicefl.gov
Israel Salinas	Citizen of Venice	israel.salinas@venicefl.gov
Lorraine Best	Citizen of Venice	lorraine.best@venicefl.gov
Tracey Kehoe	Citizen of Venice	tracey.kehoe@venicefl.gov
Kathy Lehner	Venice Area Chamber of Commerce	klehner@venicefl.gov

SUMMARY OF MEETING DISCUSSION

The following points were discussed:

- The meeting began with a presentation from the City of Venice Clerk’s Office regarding Sunshine Law requirements and public records compliance. Mrs. Barcia and Mrs. Gregory emphasized that all Citizen Advisory Panel (CAP) members must use their official City-issued email accounts for any communication related to the Venice Municipal Airport (VNC) Master Plan Update (MPU). They reminded attendees that panel-related discussions should not occur outside official CAP meetings.
- The Clerk’s Office and Airport staff noted they would follow up individually with any panel members who had not yet received or accessed their City email accounts.
- After the Sunshine Law presentation, Mr. Clinch welcomed CAP members and public attendees, expressing appreciation for the high turnout. Mr. Dumas officially opened CAP Meeting #1 and highlighted the importance of the panel’s role in shaping the next 20 years of development at VNC. He noted that, per City direction, the meeting was open to the public in the interest of transparency, given the sensitivity surrounding airport-related topics. The meeting was then turned over to Mr. Ingolia and Mrs. Boudassou for the main presentation.
- Mr. Ingolia began by reviewing the meeting agenda and introducing both the project team and CAP representatives. Each CAP member introduced themselves and briefly shared their expectations for the MPU.

Several members expressed hopes that the process would address noise concerns associated with projected aviation growth. Others emphasized they hoped that this was not a growth project but rather an opportunity to enhance the airport's appearance and public amenities.

- Mr. Ingolia then presented an overview of the Master Plan process, including key objectives, study components, and the timeline. Mrs. Kehoe requested that no future CAP meetings or public workshops be scheduled between May 1 and October 31 to ensure that seasonal residents (“snowbirds”) could participate.
- Following this, Mr. Ingolia explained the responsibilities of the CAP and noted that Meeting #1 was the first of three opportunities for the panel to provide input that will help shape core deliverables of the MPU. He concluded with a summary of the Draft Vision and Goals before transitioning to the next section of material, presented by Mrs. Boudassou for additional material.
- Mrs. Boudassou provided an overview of key Airport characteristics, including its National Plan of Integrated Airport Systems (NPIAS) role, total acreage, runway dimensions, and recent operational activity. She also summarized projects completed since the 2011 Master Plan and presented preliminary findings from the Inventory of Existing Conditions, including results from the tenant survey. In response, Mrs. Kehoe stated that she would prefer the Airport prioritize public-facing amenities (such as parks or preserving the existing golf course) over additional industrial land uses.
- Addressing rumors about the golf course, Mr. Dumas clarified that the current lease expires in two years. Any future lease actions (whether renewal or otherwise) will require FAA coordination. He emphasized that this does not mean the golf course will be removed or replaced, whether by aeronautical or non-aeronautical development.
- Mrs. Boudassou then reviewed the FAA-approved aviation activity forecast (approved September 15, 2025), including the associated fleet mix. Mr. Salinas commented that the noise experienced by nearby residents is primarily associated with single-engine piston (A-I) aircraft. Mr. Swathwood added that establishing a control tower could enhance safety and help regulate traffic, potentially supporting the Fly-Friendly Program.
- Mrs. Kehoe asked how much aeronautical land would be required. Mrs. Boudassou explained that the need would be calculated in the next task based on future demand derived from the approved forecast. Per FAA guidelines, land needed for aeronautical purposes must be reserved first, and remaining land may be considered for other uses.
- Mrs. Boudassou also presented the Baseline High Forecast scenario, developed in response to rapid regional growth. She noted that increased operations may partly reflect shifts in general aviation activity from nearby airports such as Sarasota–Bradenton (SRQ) and Fort Myers (FMY). Mr. Hollowell supported this explanation, citing increased commercial activity at SRQ that displaced some general aviation tenants, as well as higher operating costs at other facilities.
- Regarding FAA tolerance limits, Mrs. Boudassou explained that the baseline forecast must remain within tolerance for only the first 10 years of the study period. Mr. Smith asked whether there were any ways to keep activity levels down, and Mrs. Best questioned whether activity could be kept within FAA limits through the 15-year horizon. Mrs. Boudassou clarified that forecasts represent estimates based on a set of assumptions and a chosen methodology; they do not control actual future demand, which could end up higher or lower.
- Mr. Salinas also asked whether FAA tolerance limits must be updated as activity grows. Mr. Ingolia responded that the limits are defined for FAA review but could be updated in the future for tracking and comparison purposes.

- Regarding limiting the development of industrial businesses at VNC, Mrs. Lehner added that many family-owned businesses in Venice benefit from the Airport and that it serves as an economic engine for both the City and the broader region.
- Mrs. Boudassou concluded by summarizing topics to be covered in future TAP Meetings #2 and #3. She and Mr. Ingolia thanked attendees and confirmed that the presentation would be emailed to CAP members' official City accounts.
- Mr. Surwilo opened the public participation segment by reminding everybody of the time limits and rules. The following statements represent the notetaker's best effort to capture all comments that were made by audience members. These notes serve as key takeaways and the best representation of the comments provided and should not be treated as an attempt to capture transcribed commentary from the meeting
 - Mr. Putnam stated that excessive aircraft noise—often exceeding 90 dB—along with associated pollution creates significant health concerns, including hearing loss and exposure to harmful emissions. He expressed concern that these conditions could reduce property values by up to 40 percent. He also noted safety issues, mentioning that some aircraft fly at low altitudes over residential areas. Mr. Putnam felt that the Fly-Friendly Program is not effective and hoped that the Master Plan would introduce changes to takeoff and landing procedures. He concluded by saying he wishes for “more working together and less lip service.”
 - Mr. Willard emphasized the importance of preserving open space at the Airport. He stated that medium-sized jet activity has increased, leading to fumes drifting into nearby homes and felt that the City should do everything it can to preserve the fairgrounds and avoid development.
 - Mrs. Willard added that landing fees and hangar rental rates should be increased.
 - Mr. Warren asked that the Airport quantify how its operations benefit the wider population and local businesses. He expressed support for the preservation of trees and wildlife, and recommended measuring noise levels in areas surrounding the Airport.
 - Mr. Furfari stated that the Airport should primarily serve the community. He expressed support for establishing a control tower to improve safety and reduce noise. He also supported implementing landing fees and stated that jet activity may be problematic and should be monitored using ADS-B or similar technology to ensure fees are levied appropriately.
 - Mrs. Riordan commented that significant changes have taken place since 2004, including increased jet activity, construction of additional hangars, approximately \$6 million worth of new buildings underway, and the possibility of increased industrialization on the island. She stated that drainage issues should be addressed in the Master Plan. She also expressed concern about the potential removal of the golf course and the development of a control tower.
 - Mrs. Davis stated that a Runway Protection Zone overlaps her property. She noted that the 2000 Master Plan Update indicated that runways were not originally designed for larger aircraft and that at that time the Gulf Shore neighborhood was not part of the City. She stated that a 2006 Categorical Exclusion for the rehabilitation of Runway 13-31 found no environmental impacts. She said she does not support a control tower, fearing it would significantly increase traffic, including operations from Amazon.
 - Mrs. Kivlan gave her time to Mrs. Davis.
 - Mrs. Waters expressed concern about continued Airport growth and stated that aircraft frequently fly over her property in violation of the Fly-Friendly Program.

- Mr. Spengler stated that residential areas near the Airport can experience noise levels up to 93 dB and he noted an increase in jet operations from Skyport. He expressed concern about new hangars and expensive condominiums being built, and said he believes FAA-driven growth could lead to the removal of the golf course.
- Mr. Wimberly, a former Air Force pilot, stated that the Fly-Friendly Program is regularly reviewed and is successfully enforced. He said a control tower could benefit nearby neighborhoods by regulating flight school traffic and reinforcing the use of Fly-Friendly procedures during calm weather.
- Mrs. McDonald stated that coastal areas should not be destroyed to accommodate a small group of users.
- Mr. Harms stated that the Fly-Friendly Program is the solution to noise concerns and should be more widely promoted, possibly with signage installed near runways. He noted that when winds come from the north, people cannot hold conversations outside due to noise, including at the beach. He stated that hourly activity continues to increase.
- Mr. Glass stated that the regulatory authority from Tallahassee creates challenges. He said Airport activity prevents residents from peacefully enjoying the area and raises safety and noise concerns, including Coast Guard training noise. He stated that Airport fees should be increased.
- Mr. Beiler stated that growth is inevitable and noted that many current residents themselves moved to the area. He said pilots follow the Fly-Friendly Program and are not intentionally causing disturbances.
- Mr. Hammond stated that the Fly-Friendly Program is only a recommendation, not an enforceable requirement. He recommended installing an ANOMS system to monitor aircraft activity. He expressed support for establishing a control tower.
- Mrs. Cunconan stated that while the Airport is regulated by the FAA, the City must still prioritize the well-being of residents. She cited concerns about ultrafine particles, noise, and fuel emissions, and stated that resident health, particularly that of children, should be more important. She stated that the City should not endorse a 20-year growth strategy that overlooks these impacts. She also requested that the City implement an unleaded fuel policy as soon as possible.
- Mr. Cote stated that he has observed aircraft flying as low as 175 feet above ground, producing noise levels up to 95 dB. He also mentioned fumes drifting onto nearby properties during run-up operations. He recommended raising landing fees and expressed strong opposition to jet activity, stating he would prefer jets to be banned entirely.

ACTION ITEMS LIST

Action items will be retained in this section until they are complete.

DATE OPENED	DESCRIPTION	RESPONSIBLE PARTY	DUE DATE	STATUS	RESOLUTION
2/11/2026	Submit meeting presentation to CAP members	Ricondo & Associates, Inc.	2/27/2026	2/27/2026	Completed
2/11/2026	Ensure all CAP attendees have access to their City's email	City of Venice	3/15/2026	3/9/2026	Completed

ATTACHMENTS:

None

DISTRIBUTION:

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 [Meeting Attendees]
 Read File

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