

DRAFT Design Criteria 24-49SP Venice Aircraft Hangar Phase 1 site plan review

Description and Location – The applicant proposes to construct two airport hangars within the City of Venice Municipal Airport property. The property is owned by the City of Venice and leased to Tristate Aviation Group of Florida LLC. The parcel ID number is 0431020003. The address is 400 Airport Avenue, Venice Florida 34285. Location maps are in the appendix.

1.9.4. Decision Criteria.

1. Compliance with all applicable elements of the comprehensive plan;

The proposed two aircraft hangars are sited within the existing Municipal Airport. This area is designated “Mixed Use – Airport” within the Comprehensive Plan (maps are within the appendix). Based on the policies found in the plan (select policies in the appendix), the proposed hangars are compatible and further the intent of the Mixed Use Airport future land use category. Specifically, Strategy LU-IS 1.1.4 - Mixed Use Airport (MUA) finds that an additional 1.8 million sq ft of airport square feet can be considered within the Mixed Use-Airport category (policy found within the appendix). Also, Strategy LU-IS 1.1.4.B specifically limits uses within the MUA designation to aeronautical, aeronautical support services (such as the proposed hangars), non-retail commercial, office, and limited light industrial uses. Residential uses shall not be permitted.

2. Compatibility consistent with section 4 of this LDR;

The zoning is “Government” which permits accessory airport uses such as the proposed aircraft hangars. The proposed buildings are completely surrounded by the airport property and airport uses. Thus, the proposed hangars are compatible. The buildings will be approximately 60 from Airport Avenue.

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

The general layout of the proposed two aircraft hangars will include access points and onsite mobility that meet the standards of the LDR. The two aircraft hangars will share the existing access points to the west. Sidewalk connections between the two aircraft hangars are proposed to provide accessible routes between the buildings.

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

The two aircraft hangars will provide parking in front of the building along Airport Avenue side for public access (as appropriate). As no off-street loading is contemplated, no loading area is being proposed.

5. General layout of drainage on the property;

The general layout of drainage on the property meets the standards of the LDR.

6. Adequacy of recreation and open spaces;

Two aircraft hangars are proposed. Residential uses shall not be permitted. Open space is not required.

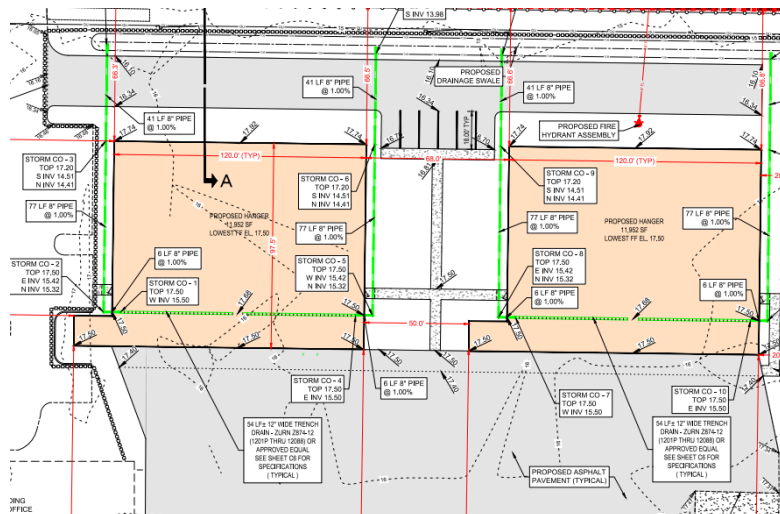
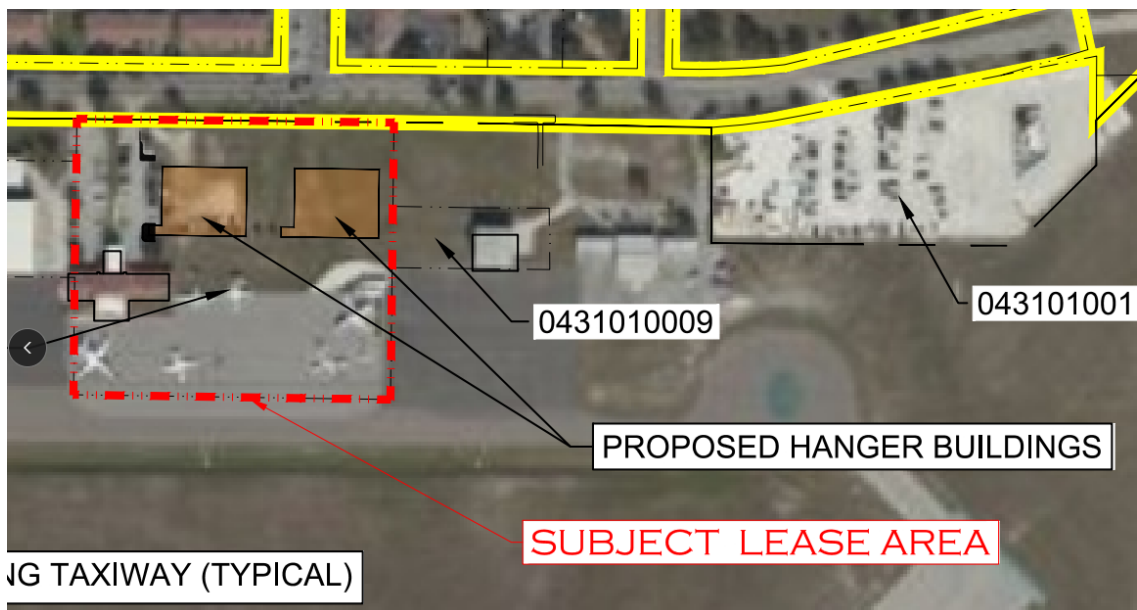
7. General site arrangement, amenities, convenience, and appearance; and

The proposed two aircraft hangars development will be identical and compatible with other buildings in the airport campus. Interconnected sidewalks, shared dumpster, roadway accesses, and shared parking facilities will allow interaction as appropriate throughout the airport site.

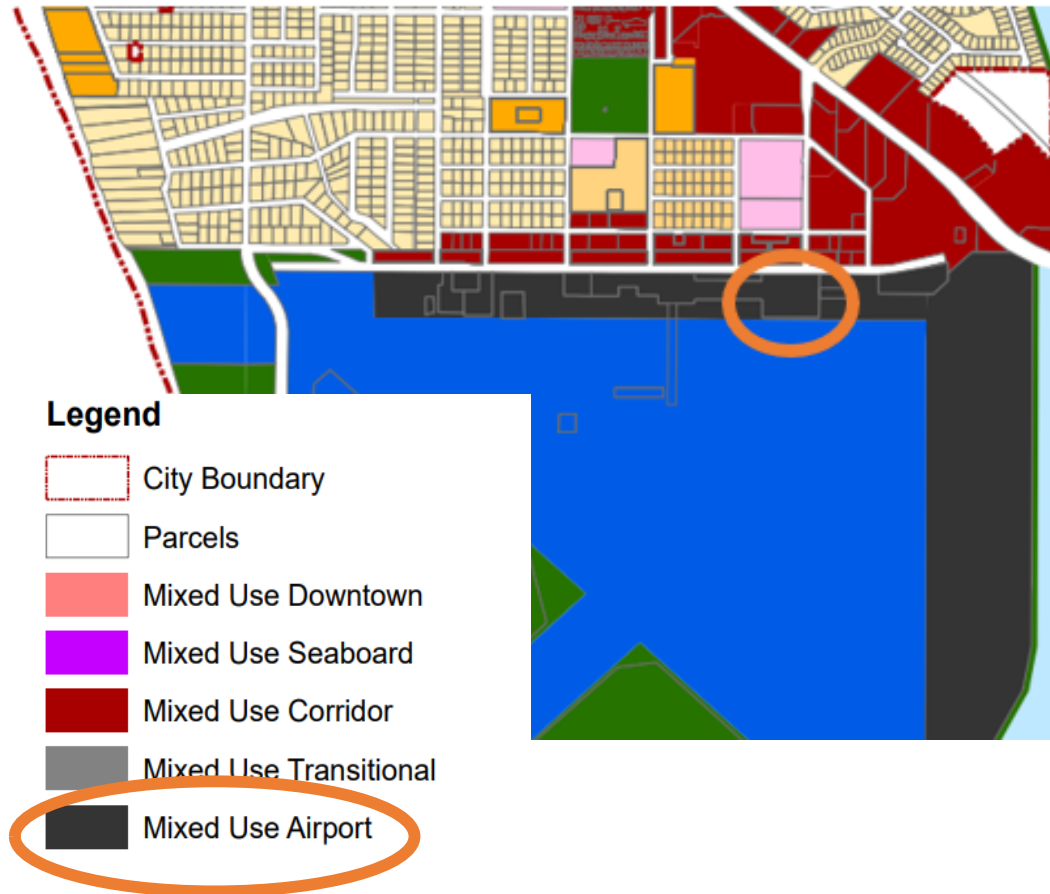
8. Other standards, including but not limited to, architectural requirements as may be required.

The subject property does not lie in any architectural overlay districts.

Aerials. Subject property circled in orange.



Comprehensive Plan FLUE map and Airport Mixed Use Policies Subject property circled in orange.



#### 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

#### Airport Land Use Compatibility Intent LU 2.1 - Airport Land Use Compatibility

The City shall promote and protect the value of the Venice Regional Airport and through land use planning and the adoption of airport compatibility and zoning standards shall support uses compatible with aircraft operations as identified through the Airport Master Plan.

##### Strategy LU 2.1.1 - Airport Compatibility

The City shall adopt and support land use policies that protect the airport from new development and redevelopment that is deemed to be incompatible with the Master Plan.

Airport zoning and land use standards shall provide standards that prevent obstructions of

aircraft operations by intersecting the airport's clear zones, approach zones, transition surface, horizontal surface, and conical surfaces. In support of this effort, the City shall adopt airport compatibility and zoning standards consistent with Chapter 333, F.S. and Part 77, FAR.

Strategy LU 2.1.2 - Airport Compatibility - Reviews The City shall include the Venice Regional Airport Manager or their designee in all development and redevelopment related petitions within the airport's review area as defined by Chapter 333, F.S.

#### Airport Operations and Facilities

Intent TR 1.6 - Airport Operations and Facilities. The City will continue to operate and maintain the Venice Municipal Airport as a general aviation facility in accordance with FAA and FDOT standards and requirements.

Strategy TR 1.6.1 - Airport Zoning As required by Florida law, the City shall amend its Land Development Code to include criteria which addresses compatibility of lands adjacent, or in close proximity, to the Airport (airport zoning Reference, Chapter 333, Florida Statutes

Strategy TR 1.6.2 - Airport Area Development Coordination The City shall utilize the findings and recommendations within the Venice Municipal Airport Master Plan so that developments in the airport vicinity meet local, state and federal airport regulations for land use and zoning compatibility.

Strategy TRS 1.6.3 - Federal and State Aviation Standards The City shall coordinate and comply with all applicable federal, state, and local aviation standards and requirements for airport operations, maintenance, and development.

Note: Previous Objective 5 Regional Coordination, and subsequent Policies have been relocated into the Intergovernmental Coordination Element. Previous Policies 2.2, 2.3, 2.4, 3.6, and 3.8 have been removed entirely as they are made obsolete by the adoption of a Mobility Fee system.

Strategy LU-IS 1.1.4 - Mixed Use Airport (MUA) The MUA within the Island Neighborhood comprises approximately 127 acres generally defined as including 400 feet along the south side of Airport Avenue, its western boundary aligned with the eastern right-of-way line of Shore Road, proceeding east to Approach Trail Venice Airport, and including approximately 860 feet along the eastern edge of the airport property, and as shown on the Future Land Use Map (see mixed use descriptions in the Future Land Use Element). The MUA recognizes the Venice Municipal Airport, Airport Master Plan and its proposed uses. The following shall apply when within the MUA designation: A. The maximum non-residential intensity for the overall area is calculated based on a FAR of 0.35 (designation-wide); 1.0 (for individual sites). The range of square footage permitted in the MUA is:

	Number of Acres	Area Wide FAR	Minimum Development %	Maximum Development %	Minimum Square Feet	Maximum Square Feet	Square Feet Existing as of 01/01/17	Sq ft available
MUA	127	0.35	NA	NA	NA	1,936,242	104,887	1,831,355

A. Within the MUA designation, development and redevelopment shall be limited to those uses designated and defined within the Airport Master Plan as may be amended, including aeronautical, aeronautical support services, non-retail commercial, office, and limited light industrial; residential uses shall not be permitted.

B. Uses within the MUA are subject to the adopted Airport Master Plan, Chapter 333, F.S., and the implementing Airport Zoning and Land Use Compatibility Standards.

Zoning – The zoning is “Government” which permits accessory airport uses such as the proposed two aircraft hangars. The proposed buildings will be approximately 66 from Airport Avenue.

