

VENICE AIRPORT HANGAR ADDITION

1.2.C.8 Land Use Compatibility Analysis

- 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.*

The Airport functions as a large open space with numerous buildings of various architectural styles functioning as support for the airport including FBO, maintenance and storage buildings.

- ii. *Building heights and setbacks.*

The proposed hangar buildings match the existing heights and setbacks and are in conformance with the surrounding area.

- iii. *Character or type of use proposed.*

The proposed hangar buildings match the character & type of the existing buildings.

- iv. *Site and architectural mitigation design techniques.*

Because the proposed hangar buildings match the character & type of the existing buildings, there are no proposed mitigation design techniques required.

- 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.*

The proposed project represents approximately 1% of the overall airport area, which is an existing use. Therefore, the project does not represent an intrusion of incompatible uses.

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

The proposed hangar buildings match the character & type of the existing buildings.

- 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.*

There are no non-conforming uses or incompatible uses present in the project area.

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

The proposed project represents approximately 1% of the overall airport area, which is an existing use. Therefore, the increase of density & intensity is negligible.