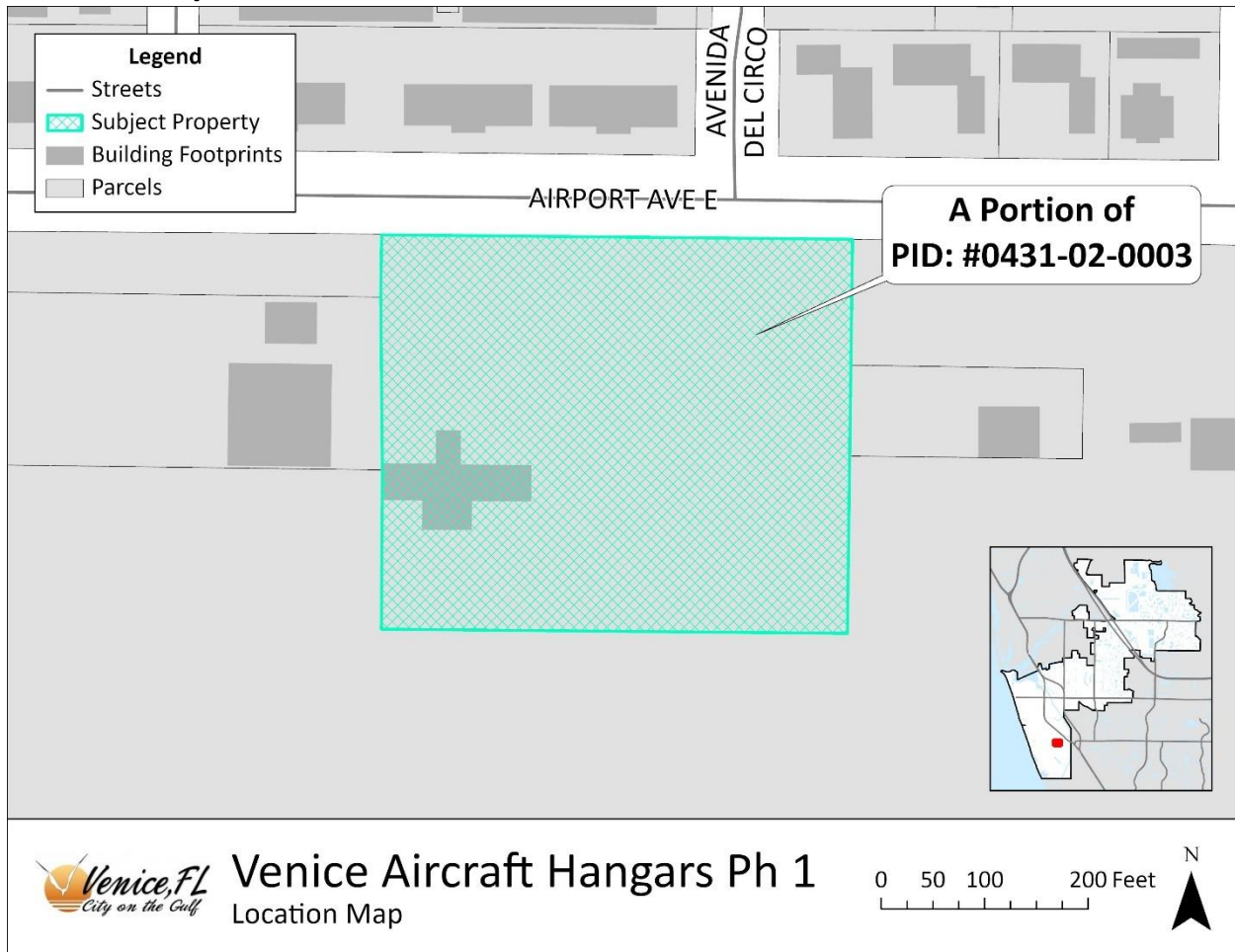


# 24-49SP Venice Aircraft Hangars Phase I Staff Report



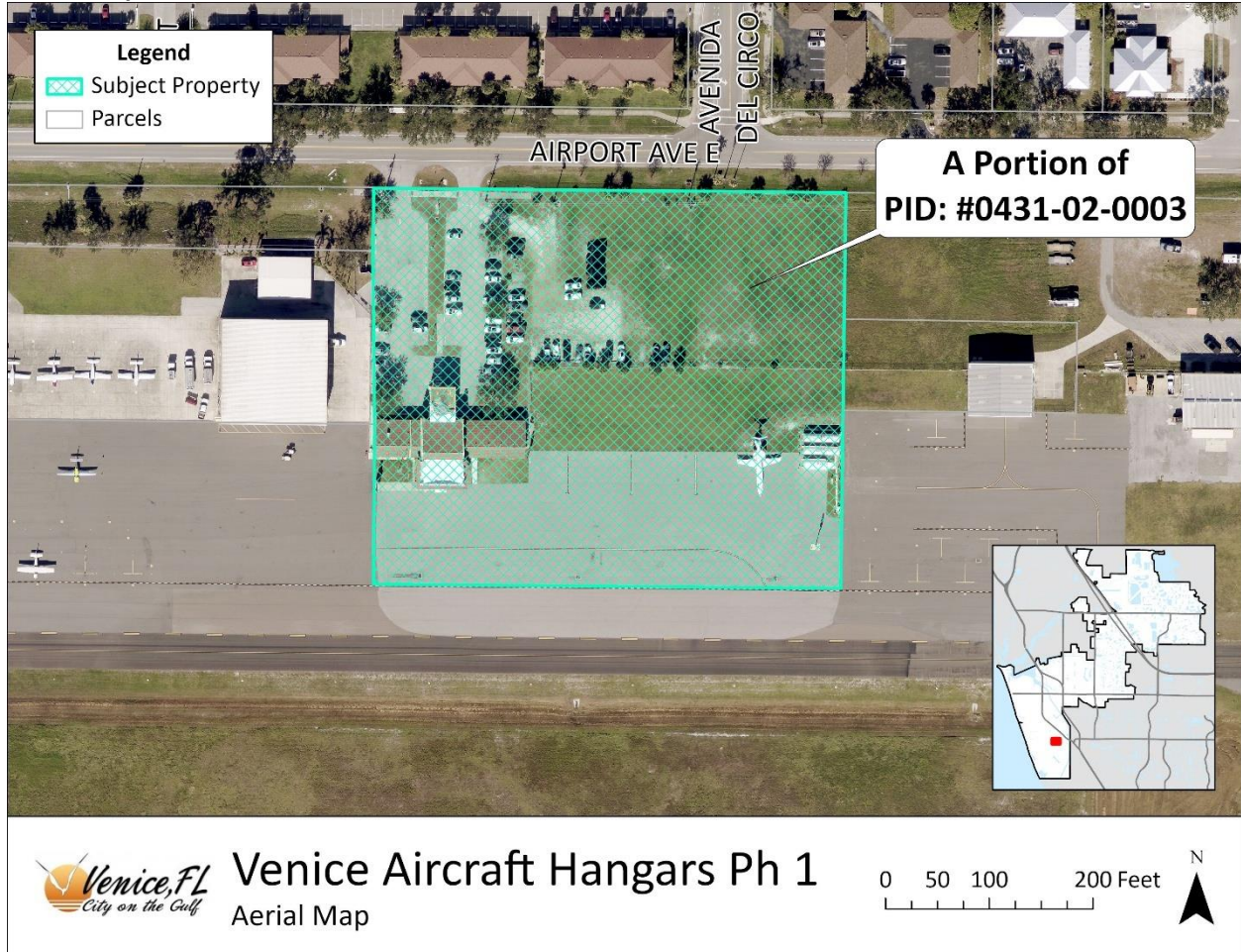
## GENERAL INFORMATION

<b>Address:</b>	400 Airport Avenue East
<b>Request:</b>	Development of two airplane hangars
<b>Owner:</b>	City of Venice
<b>Lessee/Applicant:</b>	Skyport Holdings Venice, LLC
<b>Agent:</b>	Todd C. Amaden, P.E., Landmark Engineering and Surveying
<b>Parcel ID:</b>	0431020003
<b>Parcel Size:</b>	4.05± acres
<b>Future Land Use:</b>	Mixed Use Airport
<b>Zoning:</b>	Government
<b>Comprehensive Plan Neighborhood:</b>	Island
<b>Application Date:</b>	January 6, 2025

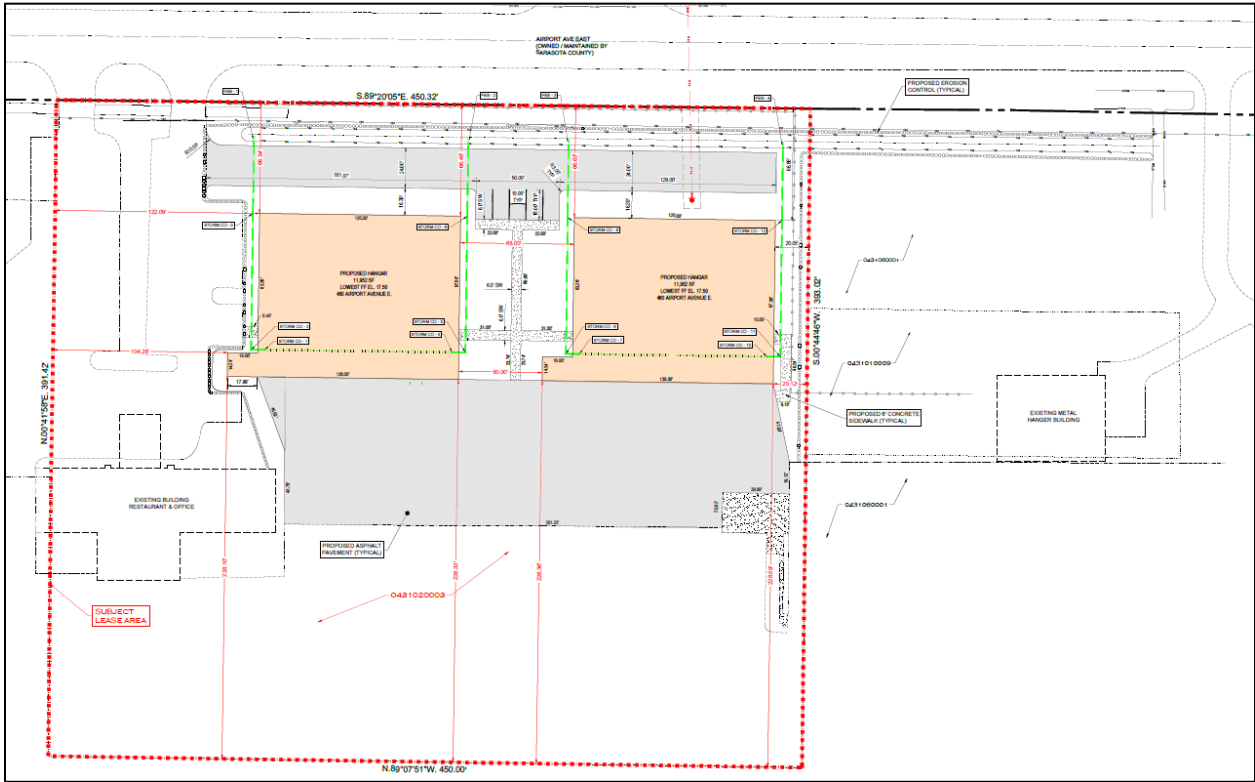
## I. PROJECT DESCRIPTION

The proposed project includes two new airplane hangars adjacent to the existing Skyport Aviation building. The intent is to house existing planes on this site. The project will be accessed via an existing internal drive and includes five new parking spaces and internal walkways.

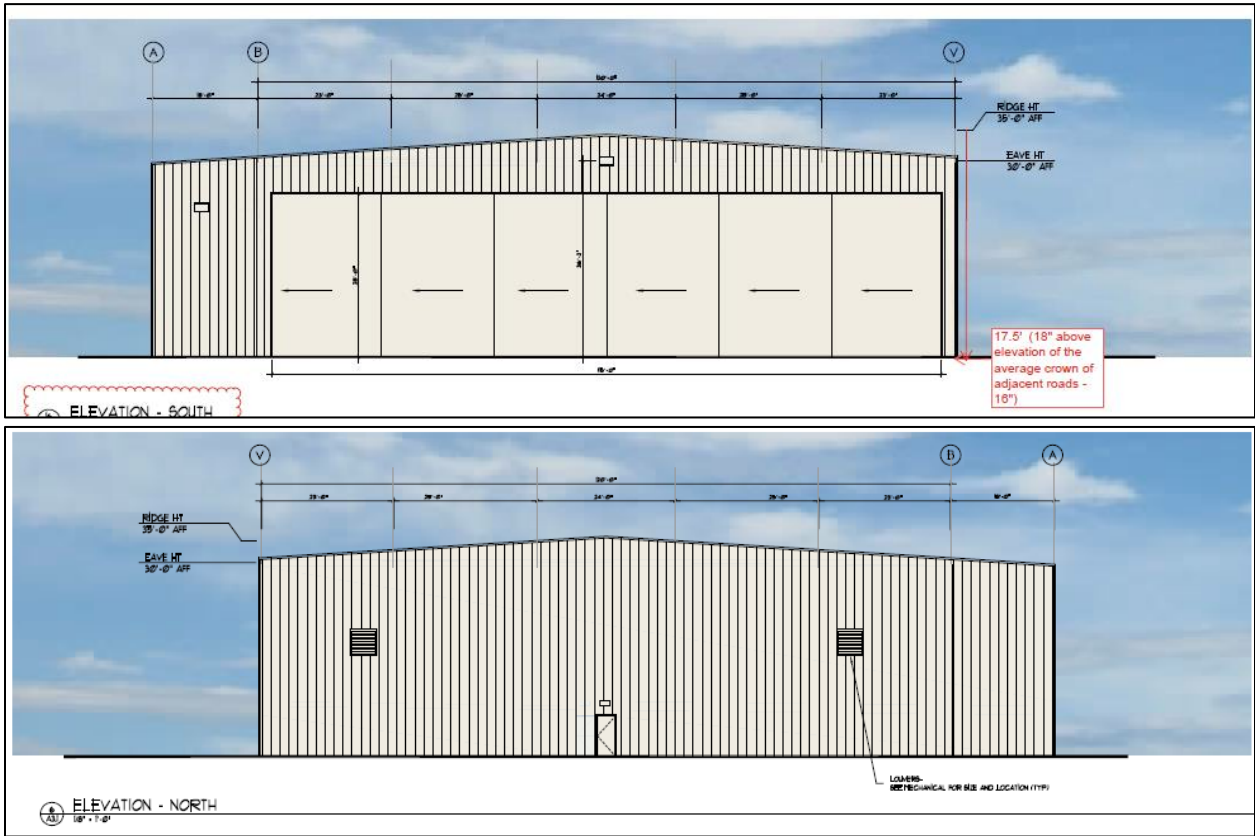
### Aerial Map



Site Plan



Elevations





## Site Photographs



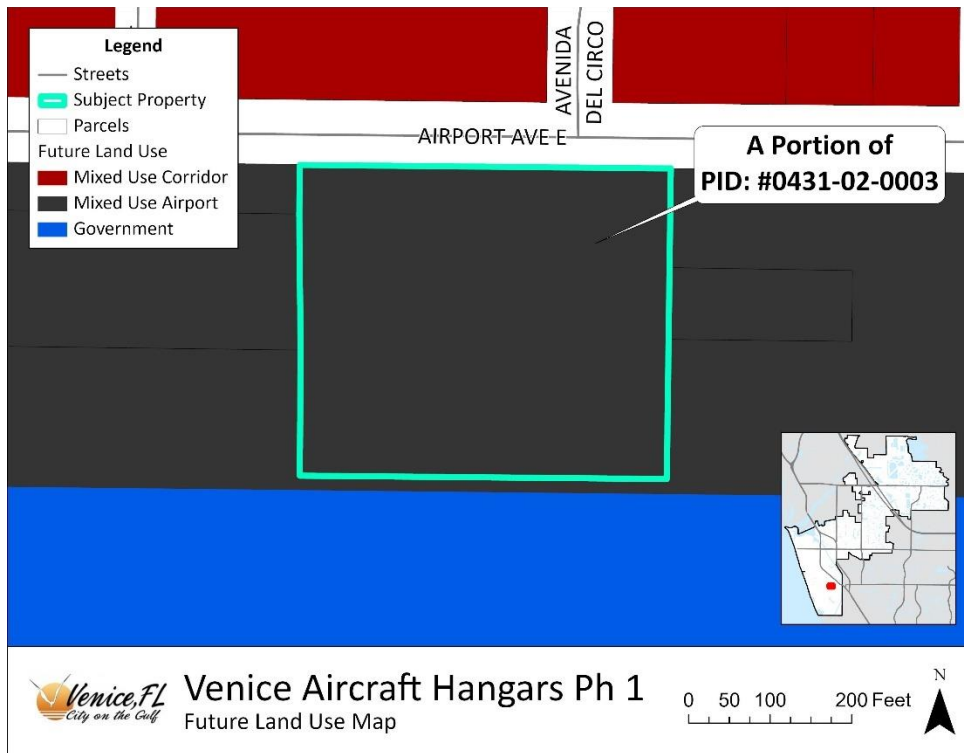




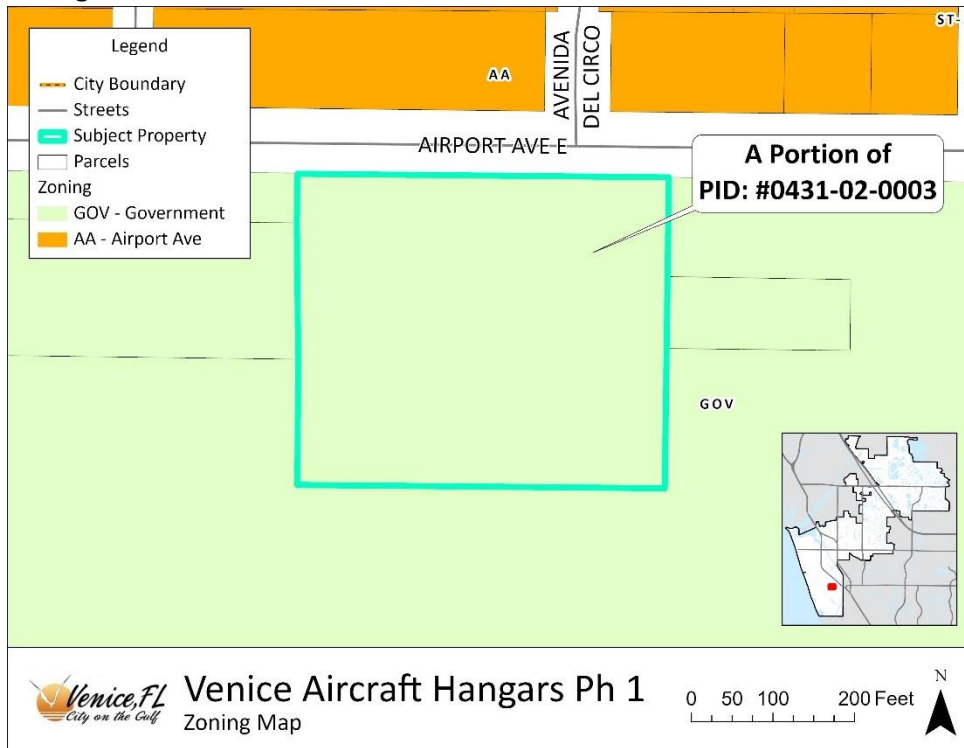
## Future Land Use and Zoning

The Future Land Use designation for the subject property is Mixed Use Airport, and the zoning is Government, as depicted on the maps below.

### Future Land Use



### Zoning



### Surrounding Land Uses

Direction	Existing Land Uses(s)	Future Land Use Map Designation(s)	Current Zoning District(s)
North	Residential	Mixed Use Corridor (MUC)	Airport Avenue
South	Airport	Government	Government (GOV)
East	Airport uses	Mixed Use Airport (MUA)	GOV
West	Airport uses	MUA	GOV

## 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 – Mixed Use Airport (MUA)**

This strategy references the Airport Master Plan for a list of uses; on the airport layout plan, this area is reserved for terminal and aeronautical uses. The strategy also states that the MUA designation “primarily encompasses the non-aeronautical areas of the Venice Municipal Airport (i.e., not runways and taxiways).” This proposal for hangars is consistent with the layout plan and this strategy. Intensity for this FLU designation is limited to a floor area ratio (FAR) of 1.0; the applicant is proposing approximately 0.03 FAR.

#### **Strategy TR 1.6.1 Airport Zoning**

This strategy states that the LDRs will include compatibility considerations for development on or near the airport. Section 87-6.3 addresses these, and the next section of the report includes additional detail about the proposal's compliance with the code.

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

#### **6.3 Airport Regulations**

This section of the code includes land use restrictions for the airport area and areas designated runway protection zones. 6.3.4.B states: “[i]ncompatible uses include residences, schools, churches/places of worship, hospitals/nursing homes, commercial/industrial buildings, recreational facilities, public roads, parking facilities, fuel storage facilities, hazardous material storage, wastewater treatment facilities,

above ground utility infrastructure, and other places of public assembly.” The subject proposal for two hangars is consistent with permitted airport uses and does not conflict with this section.

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

Site and Development Plan applications require a review of Chapter 87, Section 1.2.C.8 – Land Use Compatibility to ensure compatibility with surrounding properties. The items from these sections are reproduced below. Applicant responses and a summary staff comment are included.

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: 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.

**Applicant Response: 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.

**Applicant Response: The proposed hangar buildings match the character & type of the existing buildings.**

iv. Site and architectural mitigation design techniques.

**Applicant Response: 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.

**Applicant Response: 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.

**Applicant Response: 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.

**Applicant Response: 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.

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



*Summary Staff Comment: The proposed use is appropriate for the subject property based on the existing future land use and zoning, and the intensity is within the allowed range for this area. There are no nonconformities on the property. No single-family residential is directly adjacent to this property, though other residential uses are present in the neighborhood, especially condominiums and apartments in the Airport Avenue zoning district.*

#### **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 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.**

*Staff Comment: This property is proposing a use appropriate for its FLU designation with an intensity of 0.03 FAR within the leased area. No strategies in the Island neighborhood or other elements of the Plan were found to conflict with this proposal.*

2. Compatibility consistent with Section 4 of this LDR;

**Applicant Response: 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.**

*Staff Comment: Compatibility is a key consideration for any site and development plan and covers many aspects of the project, including use, buffering, noise, intensity, lighting, and transportation.*

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

**Applicant Response: 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;

**Applicant Response: 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;

**Applicant Response: The general layout of drainage on the property meets the standards of the LDR.**

*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: 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

**Applicant Response: 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.

**Applicant Response: The subject property does not lie in any architectural overlay districts.**

**Conclusions/Findings of Fact (Compliance 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. There will be no additional impact to the facilities and services listed in the concurrency application, with the exception of drainage, which has been confirmed compliant.

<b>Facility</b>	<b>Department</b>	<b>Estimated Impact</b>	<b>Status</b>
Potable Water	Utilities	N/A	Compliance confirmed by Utilities
Sanitary Sewer	Utilities	N/A	Compliance confirmed by Utilities
Solid Waste	Public Works	N/A	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**

No transportation impact statement was provided by the applicant because there will be no increase in trips; the hangars will house existing planes rather than increasing capacity for more.

Facility	Department	Estimated Impact	Status
Transportation	Planning & Zoning	N/A	No increase in trips proposed

***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 Site and Development Petition No. 24-49SP.