

City of Venice

Venice Municipal Airport Master Plan

Update 3

August 6, 2007



Agenda for Airport Advisory Board, Wednesday, Aug. 8 at 1:30 p.m.

1. Call to Order
2. Roll Call
3. Approval of Minutes: July 18, 2007 Regular Meeting
4. New Business
 - A. September and October 2007 Meeting Date Changes
 - B. Tie Down Rates
5. Audience Participation (five minute time limit per speaker)
6. Unfinished Business
 - A. Airport Master Plan Update Revisit
7. Airport Manager's Report
8. Board Member Comments
9. Adjournment

The Process

On Friday, Aug. 3, about 150 residents attended a meeting regarding federal regulations that affect the development of Venice Municipal Airport.

The greatest discussion centered on the airport's C-II designation and its ability to accommodate business jet traffic as opposed to limiting the service to single-engine propeller driven aircraft.

If the city accepts a grant from the Federal government to repave Runway 4/22 (now designated as 5/23) the FAA will force compliance of the safety zone requirements, forcing a new fence that will eliminate the driving range, golf cart area, and several holes along the fence line to be eliminated.

Naturally, most golfers don't want the golf course to go away or change in any dramatic way.

Without compliance, the runway will not be repaired and most aviation traffic will be forced to use Runway 13/31.

On Saturday, about 100 people attended the workshop. A list of the comments that came from that exercise are being compiled by MEA Group (now Hanson Inc.). Once they are completed, they will be posted on the city's Web site.

In the meantime, those who wish to comment may do so at: vnc-comments@hanson-inc.com.



Venice, Florida
"City on the Gulf"

If you would like to receive the updates by e-mail, send your request and e-mail address to: pjohnso@ci.venice.fl.us

Due to the nature of the public process, plans and information regarding the airport's future are subject to change.



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Update 2

July 26, 2007



Preliminary Agenda for Friday, Aug. 3:

Discussion of FAA guidelines, standards and requirements

Design aircraft and Airport Reference Code (ARC).

Re-address specific facility recommendations and potential impacts:

Phase 1 - 3 Master Plan facility recommendations and impact scenarios

1. Scenario 1 - Strict adherence to FAA guidelines,

2. Scenario 2 - What the City will request on behalf of the Community

Next Steps

Questions, Answers, and Comments from the Audience

Preliminary Agenda for Saturday, Aug. 4:

Project Overview

- What is a Charrette?
- What do we hope to accomplish?
- Who are the participants?
- Role and Responsibilities of Stakeholders
- Project Introduction
- Site Description
- Project Focus Areas

Project Focus Area Break-out Session 1

Project Focus Area Break-out Session 2

Project Focus Area Break-out Session 3

Break-out Session Presentations

Closing Remarks

There will be a break for lunch on your own.

The Process

The public will have opportunities to speak at all meetings listed below. Recognizing that everyone will not be able to attend all meetings, the object of the early meetings in August is to begin taking public input so that there are multiple opportunities for community participation.

Coming up

• **Friday, Aug. 3**, 6 p.m. at Venice Community Center, 326 S. Nokomis Ave., a **public informational meeting** to review FAA safety area impacts on potential new development.

• **Saturday, Aug. 4**, 10 a.m. - about 5 p.m., Venice High School cafeteria, 1 Indian Ave., an informational **workshop** for the public to identify preferred land uses at the airport. There will be several break-out sessions for group discussions, followed by reports from each group.



Did you know?

The airport master plan has been in existence since the late 1960s. It is updated every five to 10 years. The city and its consultant, MEA Group, are currently updating the plan. Until the new update is approved, the most recently approved plan remains in use.



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Update 1

July 23, 2007



The public is invited to participate in several meetings regarding airport land use and development.

The Process

A charrette is a collaborative planning process using the talents and energies of all interested parties to create and support a buildable, Smart-Growth plan.

The charrette for Venice Municipal Airport planning purposes will be led by a team of professionals representing Dover, Kohl & Partners, IBI Group, Spikowski Planning Associates and Stephen Albee of EXMART Group, under the management of MEA Group, consultants charged with updating the airport master plan. The team was chosen for its local and international experience in urban design, smart growth practices and environmentally sustainable development.

The team will be responsible for background analysis and data collection, and organizing a charrette

resulting in a public vision for the airport that is compatible with the surrounding community.

The two meetings in August will provide the public with current information and receive written comments from participants.

There will be group discussions centered around how the future entrance to the airport should look, golf course use and remediation, and development along the Intracoastal Waterway.

In December, the hands-on workshop will allow more input by the public.



Plans and information subject to change.

What's New

At the request of Mayor Fred Hammett, the actual hands-on workshop of the planning charrette has been delayed until **Dec. 8** in order to facilitate participation of those who are away for the summer months.



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Saturday, Aug. 4, 10 a.m. - about 5 p.m., Venice High School cafeteria, 1 Indian Ave., an informational **workshop** for the public to identify preferred land uses at the airport.

Saturday, Dec. 8, all day, beginning at 10 a.m. at **Venice Community Center**, 326 S. Nokomis Ave., hands-on workshop.

A **design studio** will be open to the public. Dates to be announced.

Did you know?

The designations of B-II and C-II for airports indicate the length and width of the airport's runways, safety zones and weight and size of aircraft the runways can accommodate.

Venice Municipal Airport was originally constructed with 5,000-foot runways for the United States Army Air Force and has been a C-II airport since the designations were first used.



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