

Section V – APPENDIX

Section V – [APPENDIX](#) includes the Intergovernmental Coordination Matrix, analysis, Plan summaries, and other supporting documents. The Appendix also includes the required Data, Inventory and Analysis, commonly referred to as the “DIA”

Intergovernmental Coordination Matrix

Each Element within the City’s Comprehensive Plan contains Strategies related to Intergovernmental Coordination specific to accomplishing the Vision, and Intents within that Element. Table IC-A1, below is intended to summarize the Intergovernmental Coordination from each element, for quick reference.

TABLE IC-A1 - INTERGOVERNMENTAL COORDINATION SUMMARY

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Growth Planning	Coordination infrastructure and public utility services
Sarasota County	Interlocal Agreement	Caspersen Beach Utilities	City of Venice provides utility service to this County owned and Maintained Park
Sarasota County	Interlocal Agreement	Curry Creek Improvement District Sewer Billing	City of Venice will bill and collect sewer charges and capacity fees on behalf of the County within a portion of the District
Sarasota County	Interlocal Agreement	Wastewater	Construction and Maintenance of certain wastewater facilities
Sarasota County	Interlocal Agreement	Potable Water	Construction and Maintenance of certain potable water facilities
Sarasota County, Southwest Florida Regional Planning	Technical Review Committee	Site and development plan reviews	Coordinate Site and Development Plan review

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
Council, Southwest Florida Water Management District, and Sarasota County School Board			
Sarasota County	Informal Planning Relationship	Infrastructure/Public Service needs	Development, expansion, maintenance, and financial feasibility of public services and infrastructure systems needs
Sarasota County (Cities of North Port, Sarasota, Venice, and Town of Longboat Key)	Informal Planning Relationship	City Council Coordination	Coordination between local planning authorities within Sarasota County
Sarasota County, Southwest Florida Regional Planning Council, Southwest Florida Water Management District, Sarasota-Manatee Metropolitan Planning Organization, Sarasota County School Board, and State of Florida	Informal Planning Relationship	Long Range Planning	Coordinate future long large planning efforts
Sarasota County	Informal Planning Relationship	Park and Recreational Services	Coordinate Maintenance, Operation, and Development, of Park and Recreational Services
Sarasota County, Florida Department of Environmental Protection, and United States Environmental Protection Agency	Informal Planning Relationship	Habitat and Natural Resource Protection	Protection and conservation of sensitive natural habitats, ecosystems, natural resources, and protected species.
Sarasota County, Florida Department of Environmental Protection, United States Environmental Protection Agency, and West Coast Inland Navigation District	Informal Planning Relationship	Estuarine Environmental Protection	Estuarine environment, water quality, and marine habitats
Sarasota County, Southwest Florida Water Management, and Peace River/Manasota Water Supply Authority	Informal Planning Relationship	Regional Water Supply System	Interconnected potable water supply system, regional water planning, and coordination of supply system lines
Southwest Florida Water Management District, Peace	Informal Planning Relationship	Groundwater Resource Coordination	Protection of artesian aquifers and natural

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
River/Manasota Water Supply Authority			groundwater recharge areas.
Florida Department of Environmental Protection, and Southwest Florida Water Management District	Informal Planning Relationship	Stormwater Management Coordination	Stormwater drainage permits, regulations, and restrictions
Sarasota County	Informal Planning Relationship	Solid Waste Coordination	Disposal of solid waste
Sarasota County, Sarasota County School Board, YMCA, Gulf Coast Community Foundation of Venice, and Boys and Girls Club	Informal Planning Relationship	Shared Facilities	Multi-use facilities with other and public partner entities
Sarasota County, State of Florida, FEMA, Army Corps of Engineers, Red Cross	Informal Planning Relationship	Emergency Management Coordination	Emergency management preparedness, mitigation, and response
Sarasota County	Informal Planning Relationship	Library Services	Providing library services
Sarasota County School Board	Informal Planning Relationship	School Facilities and Educational Services	Educational services and development of school facilities
Sarasota County	Informal Planning Relationship	Regional Linear Trail System	Urban trails, bikeways, footpaths, blueways, and sidewalks
Sarasota County	Informal Planning Relationship	Transit Access	Bus service, public facilities, and properties
Venice Historical Commission, Venice Area Historical Society, Venice MainStreet, Sarasota, County, State Office of Cultural and Historical Programs, National Trust, and United States Department of Interior	Informal Planning Relationship	Historic Preservation Coordination	Historic preservation resources
Sarasota County, State of Florida, and United States Department of Housing and Urban Development	Informal Planning Relationship	Coordinated Housing Solutions	Inventory, monitor, and maintain the quality and quantity of the region's community housing supply
Sarasota County, SWFRPC, SWFWMD, Florida Department of Community Affairs	Informal Planning Relationship	Planning and Development Coordination	Planning and development of land, transportation, public facilities, and infrastructure systems
SWFRPC	Informal Planning Relationship	Intergovernmental Conflict Coordination	Informal mediator

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
SWFWMD	Informal Planning Relationship	10-Year Water Supply Plan	Evaluation of impacts from developments and plan amendments
West Coast Inland Navigation District	Informal Planning Relationship	Coordination with WCIND	Preservation and conservation of the Intracoastal Waterway
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Future Land Use Map Series	Future annexations and planning activities
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Planning Areas	Implementation process
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Extrajurisdictional Impact Areas	Efficient provision of public facilities and services and compatibility of land uses
Sarasota County	Joint Planning and Interlocal Service Boundary Agreement	Development of Extrajurisdictional Impact Review	Comprehensive Plan Amendments, Rezoning or Special Exceptions

Joint Planning and Interlocal Service Boundary Agreement

The purpose of the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) is to Coordinate planning, development practices, land use, infrastructure, public services, and facility planning in the JPA/ILSBA planning areas. This section is divided into general requirements within all JPA/ILSBA planning areas, as well as more specific requirements for each JPA/ILSBA planning area.

General Requirements within JPA/ILSBA Planning Areas

Objective 17 **Establishment of JPA/ILSBA Planning Areas.** Establish a means by which future annexations and planning activities will be accomplished within the JPA/ILSBA Planning Areas and to provide for the regulation of future land uses and land use coordination as set forth in the Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County.

For the detailed map sheet that depicts these planning areas, see Map FLUM-14.

Policy 17.1 Joint Planning & Interlocal Service Boundary Agreement (JPA/ILSBA). Utilize the JPA/ILSBA as a means to coordinate future land use, public facilities and services, and protection of natural resources in advance of annexation within JPA Areas.

Policy 17.2 JPA/ILSBA Planning Area Annexation. The City may annex lands identified as JPA/ILSBA Planning Areas on the Future Land Use Map Series and listed below in accordance with the JPA/ILSBA upon receipt of a petition for annexation from the persons who own the property proposed to be annexed, provided the property is compact and contiguous, as defined in Chapter 171, Florida Statutes, to the municipal boundaries of the City of Venice. The City shall not create new or expanded enclaves in the JPA/ILSBA Planning Areas.

Area 1 – Knight’s Trail Park Area (Rustic Road) (FLUM-15)

Area 2A - Auburn Road to I-75 (Auburn Road to I-75) (FLUM-16)

Area 2B - I-75 to Jacaranda Boulevard (I-75/Jacaranda Boulevard) (FLUM-17)

Area 3 – Border Road to Myakka Corridor (Border Road to Myakka River) (FLUM-18)

Area 4 – South Venice Avenue Corridor (South Venice Avenue) (FLUM-19)

Area 5 – Laurel Road (Laurel Road Mixed Use) (FLUM-20)

Area 6 – Pinebrook Road Area (Pinebrook Road) (FLUM-21)

Area 7 – Auburn Road to Curry Creek (Auburn Road) (FLUM-22)

Area 8 – Gulf Coast Boulevard Enclave (Gulf Coast Boulevard) (FLUM-23)

Policy 17.3 JPA/ILSBA Planning Area Future Land Use Map Amendments. An amendment to the Future Land Use Map providing a City of Venice future land use designation shall be required following annexation of any property within a JPA/ILSBA Planning Area. Such Future Land Use Map amendment shall be processed as a small-scale amendment provided its future land use designation is consistent with the City of Venice Comprehensive Plan and the JPA/ILSBA.

Policy 17.4 JPA/ILSBA Planning Area Development Standards. The City has evaluated the land use densities and intensities established for each JPA/ILSBA Planning Area within the JPA/ILSBA and the Comprehensive Plan Objective 18 Policy Series provides the land use categories determined by the City in this Comprehensive Plan.

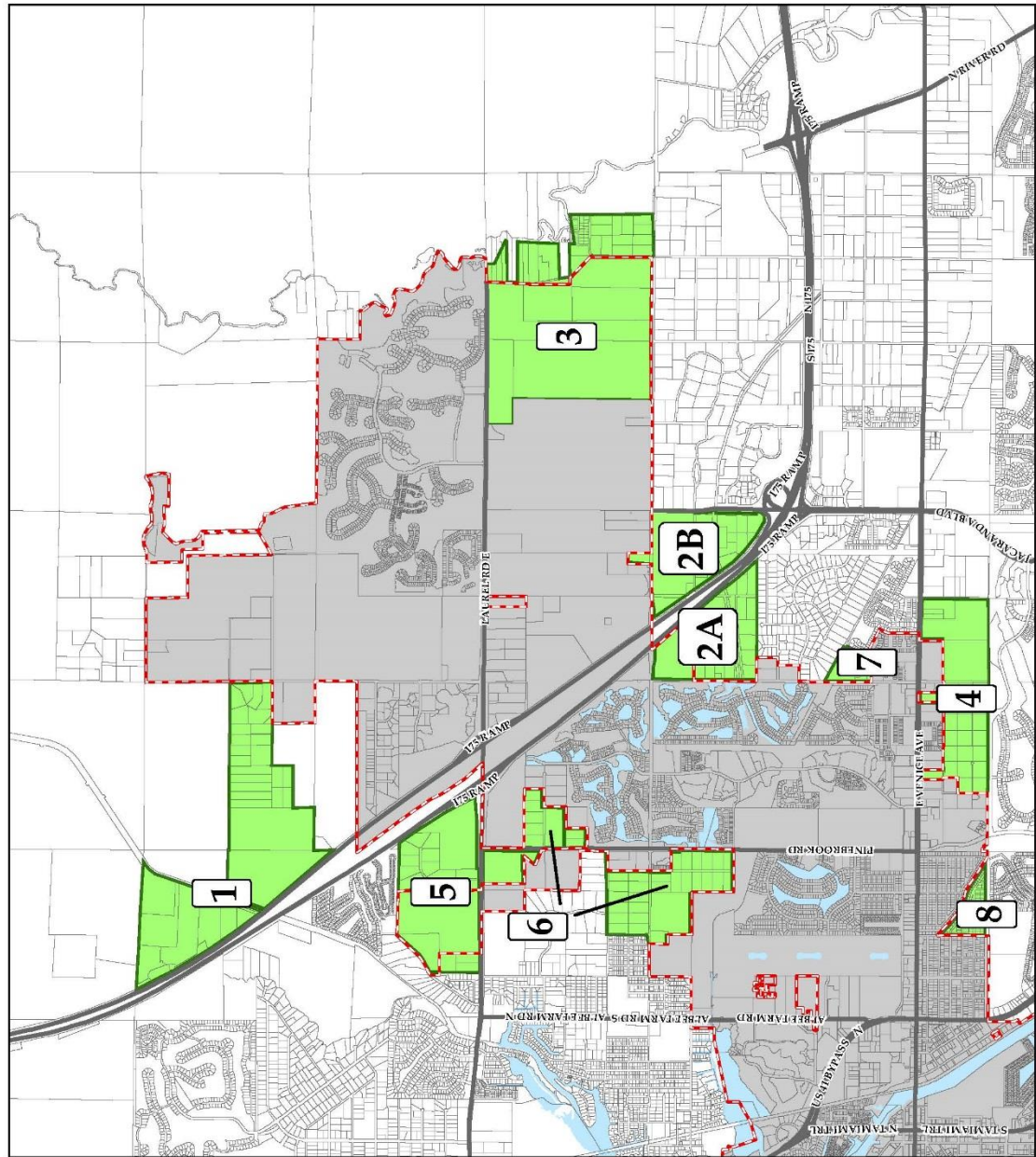
- Policy 17.5 JPA/ILSBA Planning Area Standards. At the time of annexation of any lands within a JPA/ILSBA Planning Area, such lands shall be subject to the standards set forth in the Objective 17 and 18 policy series as well as applicable Goals, Objectives and Policies contained within the Comprehensive Plan.
- Policy 17.6 Transportation Analysis. Concurrent with an application for a small-scale comprehensive plan amendment of any parcel within a JPA/ILSBA Planning Area, the applicant shall provide a transportation analysis utilizing the transportation concurrency evaluation criteria as provided within the City of Venice Code of Ordinances to ensure the development meets the adopted level of service standards.
- Policy 17.7 JPA/ILSBA Planning Coordination. The City will coordinate and cooperate with Sarasota County on the preparation and implementation of any neighborhood or community plans within the areas subject to the JPA/ILSBA.
- Policy 17.8 Development of Extrajurisdictional Impact. Utilize the JPA/ILSBA to ensure close coordination between the City and Sarasota County regarding a development of extrajurisdictional impact as defined in the JPA/ILSBA.
- Policy 17.9 JPA/ILSBA Evaluation. The City shall coordinate with Sarasota County on an as-needed basis evaluate and identify needed amendments to the JPA/ILSBA.

Specific Requirements within each JPA/ILSBA Planning Area

- Objective 18 Standards for Joint Planning Areas. Guide the growth and development of the City's future annexations as established through the adopted Joint Planning and Interlocal Service Boundary Agreement (JPA/ILSBA) between the City of Venice and Sarasota County by establishing planning concepts that address the area's specific needs and conditions. The City's JPA/ILSBA planning areas include:
1. Rustic Road (JPA/ILSBA Area No. 1)
 - 2a. Auburn Road to I-75 (JPA/ILSBA Area No. 2a)
 - 2b. I-75 / Jacaranda Boulevard (JPA/ILSBA Area No. 2b)
 3. Border Road to Myakka River (JPA/ILSBA Area No. 3)
 4. South Venice Avenue (JPA/ILSBA Area No. 4)

5. Laurel Road Mixed Use (JPA/ILSBA Area No. 5)
6. Pinebrook Road (JPA/ILSBA Area No. 6)
7. Auburn Road (JPA/ILSBA Area No. 7)
8. Gulf Coast Boulevard (JPA/ILSBA Area No. 8)

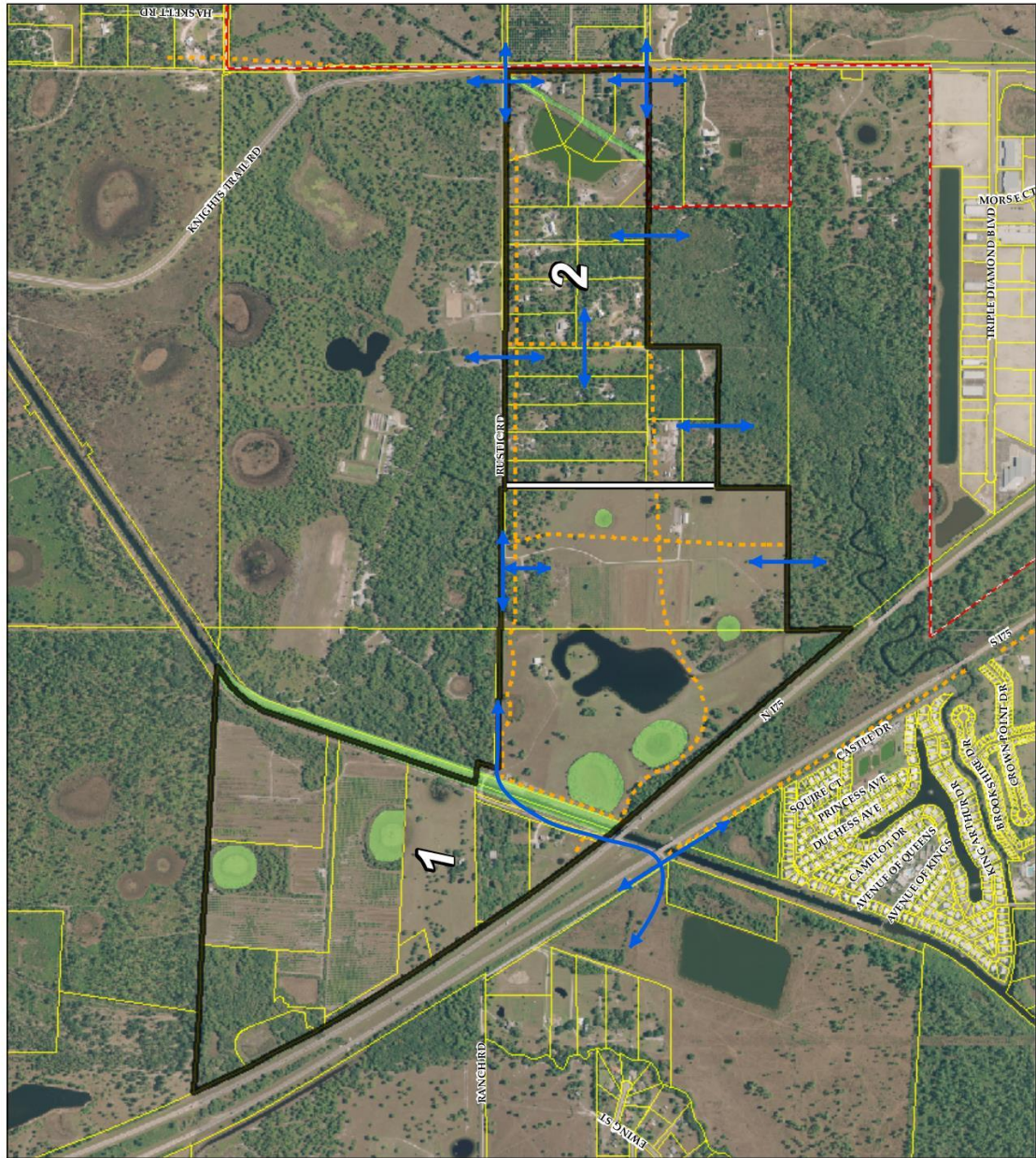
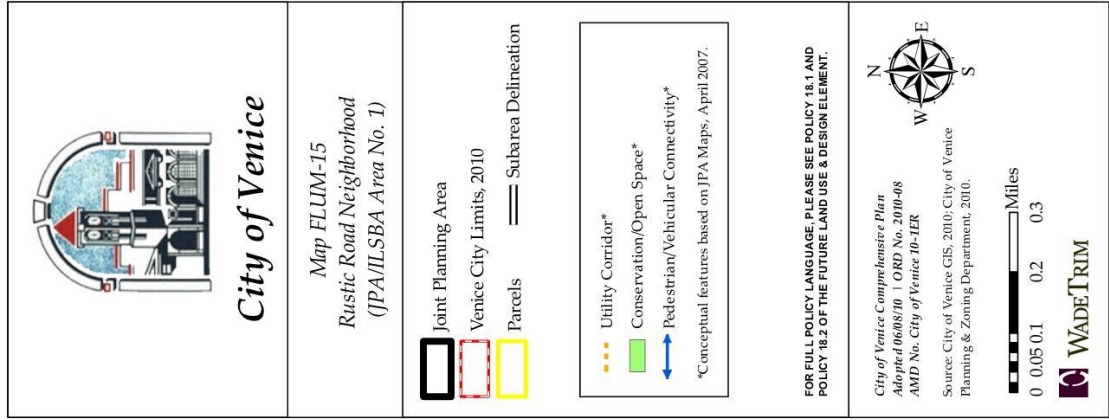
For the detailed map sheet that depicts these planning areas, see Map FLUM-14.

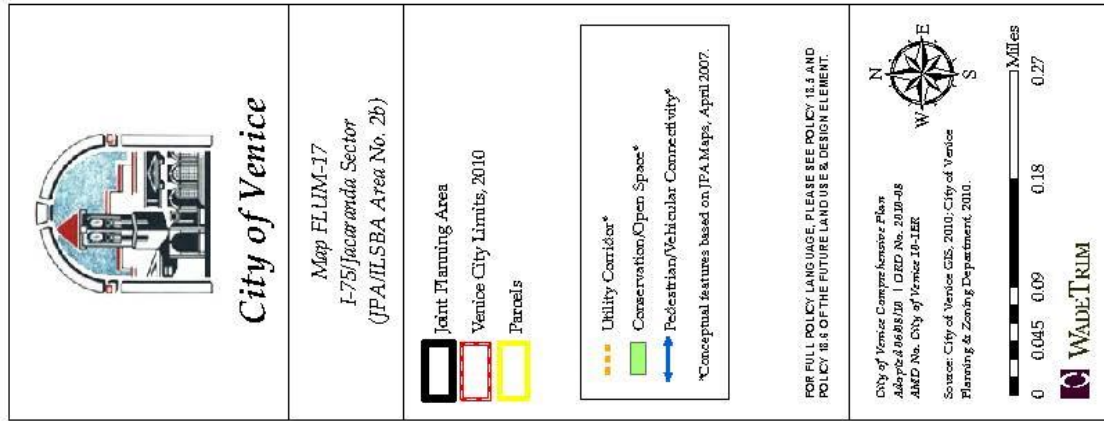
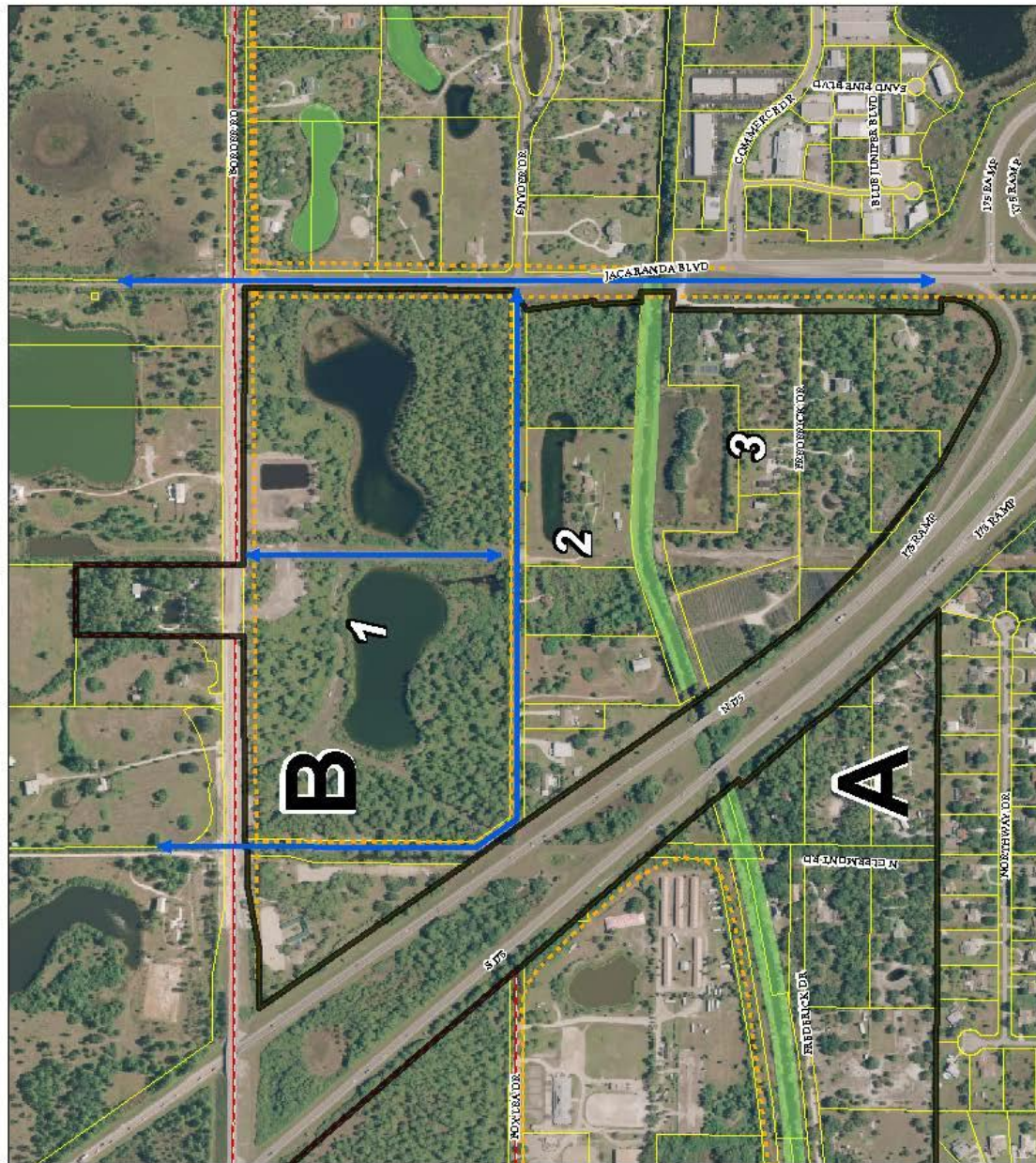


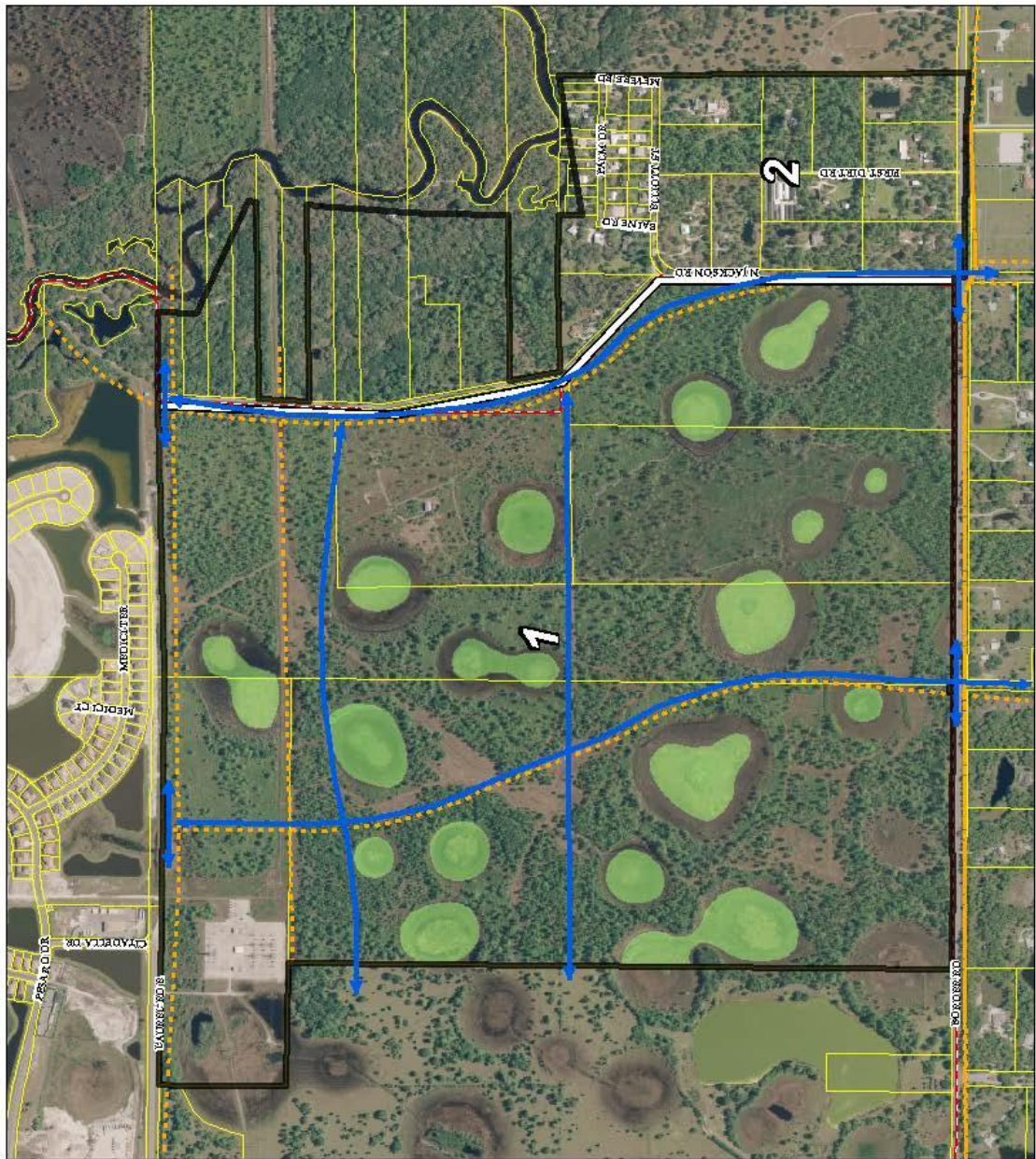
JPA/ILSBA	Development Standards			Building Envelope	Open Space Requirements
	Uses	Density	Intensity		
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) 489 Acres	<ul style="list-style-type: none"> Residential Retail Office Space Industrial Manufacturing 	<ul style="list-style-type: none"> <u>Subarea No. 1: 5 to 9 units per acre, calculated on a gross acreage basis</u> <u>Subarea No. 2: Up to 5 units per acre, calculated on a gross acreage basis</u> 	<ul style="list-style-type: none"> Up to 50% of the acreage non-residential Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage. 	<ul style="list-style-type: none"> 3 stories maximum height 	<ul style="list-style-type: none"> At least 34.2 gross acres shall be conservation/open space
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) 176 Acres	<ul style="list-style-type: none"> Residential Retail Office Space Commercial Equestrian uses in Subarea No. 2 	<ul style="list-style-type: none"> Up to 3 units per acre, calculated on a gross acreage basis 	<ul style="list-style-type: none"> Up to 10% of the acreage non-residential Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. Conversion between residential and accessory non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet accessory non-residential space, gross acreage 	<ul style="list-style-type: none"> <u>Subarea No. 1: 3 stories</u> maximum height (up to 42' including parking) <u>Subarea No. 2: 2 stories</u> maximum height (up to 30' including parking) <u>Subarea No. 3: 2 stories</u> maximum height (up to 30' including parking) 	<ul style="list-style-type: none"> At least 7.4 gross acres shall be conservation/open space
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) 175 Acres	<ul style="list-style-type: none"> Residential Retail Office space Industrial Manufacturing 	<ul style="list-style-type: none"> <u>Subarea No. 1: 9 units per acre, calculated on a gross acreage basis.</u> <u>Subarea No. 2: 13 units per acre, calculated on a gross acreage basis.</u> <u>Subarea No. 3: 18 units per acre, calculated on a gross acreage basis.</u> 	<ul style="list-style-type: none"> Up to 10% of the acreage non-residential Shall not exceed a Floor Area Ratio of 2.0 for the gross acreage. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet non-residential space, gross acreage 	<ul style="list-style-type: none"> 3 stories maximum height (up to 42' including parking) 	<ul style="list-style-type: none"> At least 4.6 gross acres shall be conservation/open space
Border Road to Myakka River Neighborhood (JPA/ILSBA Area No. 3)	<ul style="list-style-type: none"> Residential Retail Office Space Commercial 	<ul style="list-style-type: none"> <u>Subarea No. 1: Up to 5 units per acre, calculated on a gross acreage basis.</u> <u>Subarea No. 2: Up to 3 units per acre, calculated on a gross</u> 	<ul style="list-style-type: none"> Up to 5% of the acreage non-residential Shall not exceed a Floor Area Ratio of 0.25 for the gross acreage. Conversion between residential and non- 	<ul style="list-style-type: none"> 3 stories maximum height (up to 35' including parking) 	<ul style="list-style-type: none"> At least 57 gross acres shall be conservation/open space

629 Acres		acreage basis.	residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet non-residential space, gross acreage		
South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) 239 Acres	<ul style="list-style-type: none"> Residential Retail Office Space Commercial 	<ul style="list-style-type: none"> Up to 3 units per acre, calculated on a gross acreage basis 	<ul style="list-style-type: none"> Up to 33% of the acreage non-residential Shall not exceed a Floor Area Ratio of 1.5 for the gross acreage. Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage 	<ul style="list-style-type: none"> 3 stories maximum height (up to 42' including parking) 	<ul style="list-style-type: none"> No minimum
Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) 296 Acres	<ul style="list-style-type: none"> Residential Retail Office Space Commercial 	<ul style="list-style-type: none"> Up to 8 units per acre, calculated on a gross area basis 	<ul style="list-style-type: none"> <u>Subarea No. 1</u>: Up to 33% of the acreage non-residential <u>Subarea No. 2</u>: Up to 50% of the acreage non-residential <u>Subarea No. 3</u>: Up to 100% of the acreage non-residential Conversion between residential and non-residential land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 2,000 square feet commercial space, gross acreage 	<ul style="list-style-type: none"> <u>Subarea No. 1</u>: 2 stories maximum height (up to 35' including parking) <u>Subarea No. 2</u>: 3 stories maximum height (up to 42' including parking) <u>Subarea No. 3</u>: 3 stories maximum height (up to 42' including parking) 	<ul style="list-style-type: none"> At least 13.8 gross acres shall be conservation/open space
Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) 232 Acres	<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Up to 3 units per acre, calculated on a gross area basis 	<ul style="list-style-type: none"> None Permitted 	<ul style="list-style-type: none"> 2 stories maximum height (up to 30' including parking) 	<ul style="list-style-type: none"> At least 11.2 gross acres shall be conservation/open space
Auburn Road Neighborhood (JPA/ILSBA Area No. 7) 25 Acres	<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Up to 5 units per acre, calculated on a gross area basis 	<ul style="list-style-type: none"> None Permitted 	<ul style="list-style-type: none"> 2 stories maximum height (up to 30' including parking) 	<ul style="list-style-type: none"> At least 2.7 gross acres shall be conservation/open space

Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) 33 Acres	<ul style="list-style-type: none"> Residential 	<ul style="list-style-type: none"> Up to 3.5 units per acre, calculated on a gross area basis 	<ul style="list-style-type: none"> None Permitted 	<ul style="list-style-type: none"> 2 stories maximum height (up to 35' including parking) 	<ul style="list-style-type: none"> No minimum
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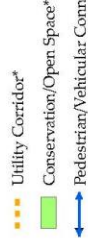
Map FLUM-19
South Venice Avenue Neighborhood
(JPA/ILSBA Area No. 4)



Joint Planning Area

Venice City Limits, 2010

Parcels



Utility Corridor*

Conservation/Open Space*

Pedestrian/Vehicular Connectivity*

*Conceptual features based on JPA Maps, April 2007.

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.9 AND POLICY 18.10 OF THE FUTURE LAND USE & DESIGN ELEMENT.



City of Venice Comprehensive Plan

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21

AMD No. City of Venice 10-1ER

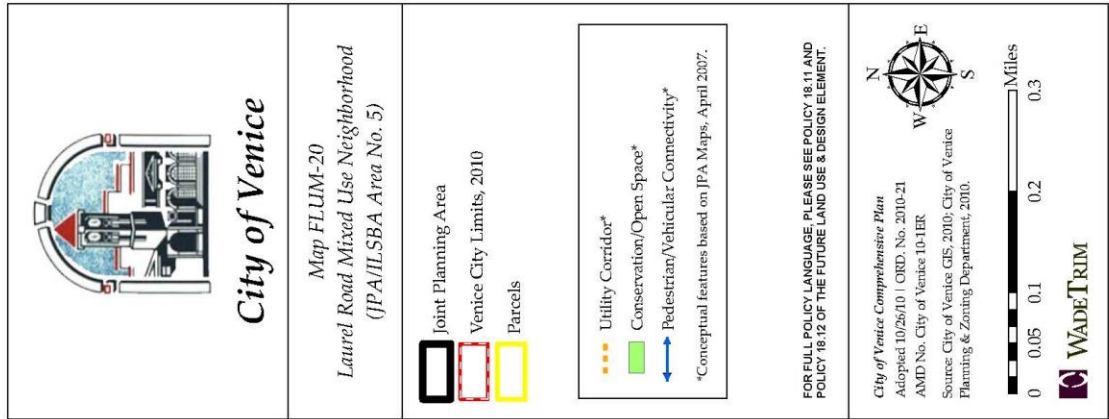
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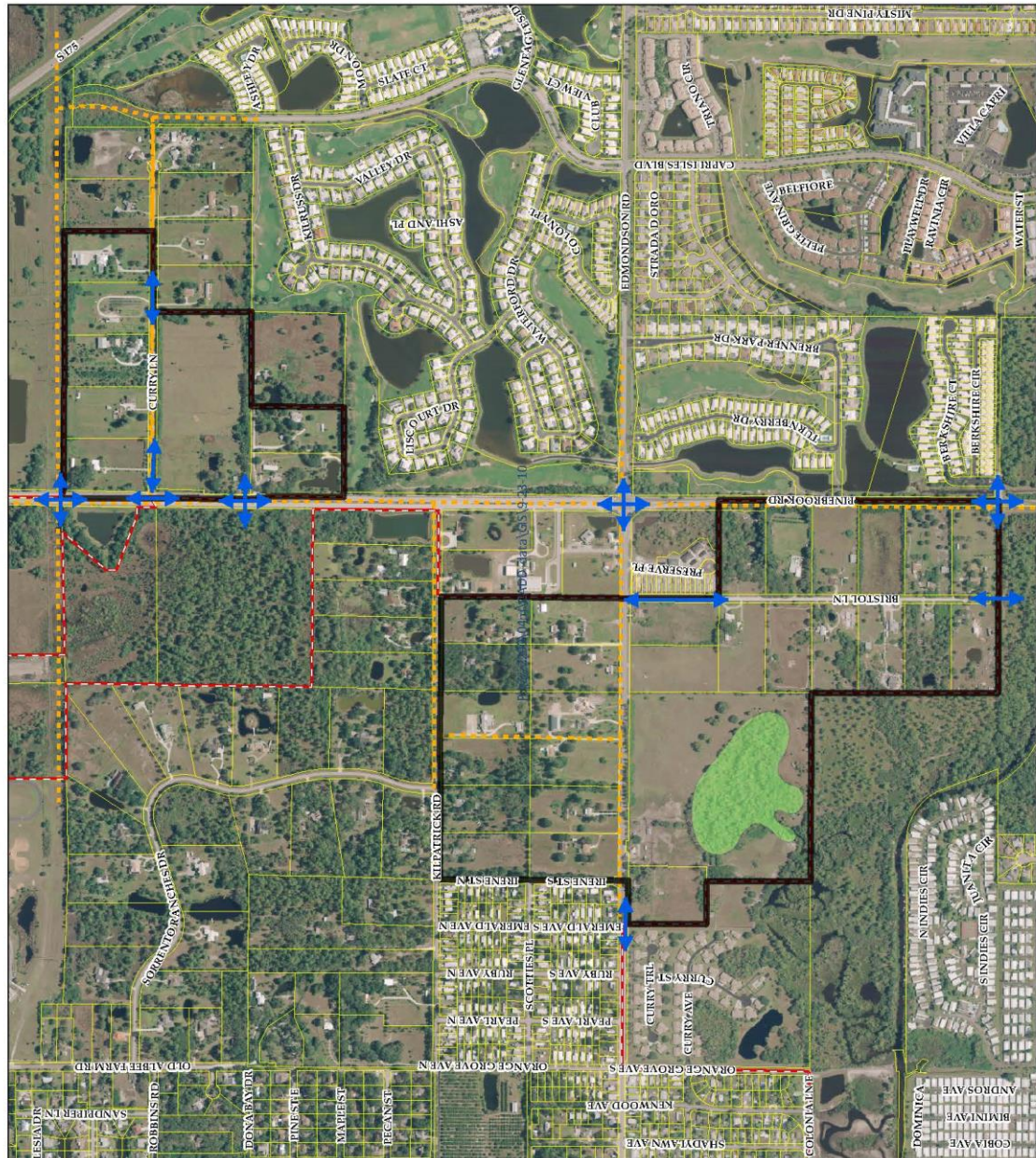
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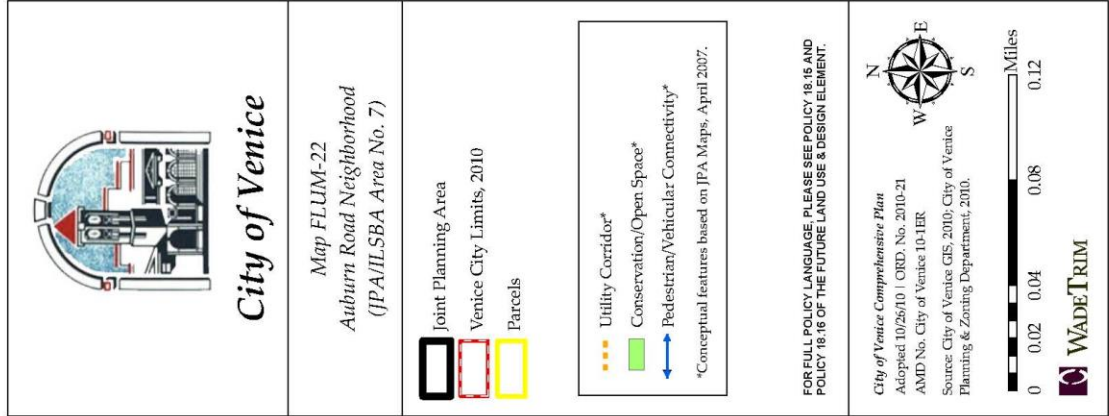


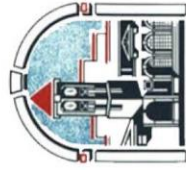
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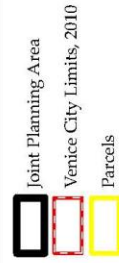






City of Venice

Map FLUM-23
Gulf Coast Boulevard Neighborhood
(IPA/ILSBA Area No. 8)



FOR FULL POLICY LANGUAGE PLEASE SEE POLICY 18.17 AND
POLICY 18.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
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Source: City of Venice GIS, 2010; City of Venice
Planning & Zoning Department, 2010.

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Areas of Unique Consideration

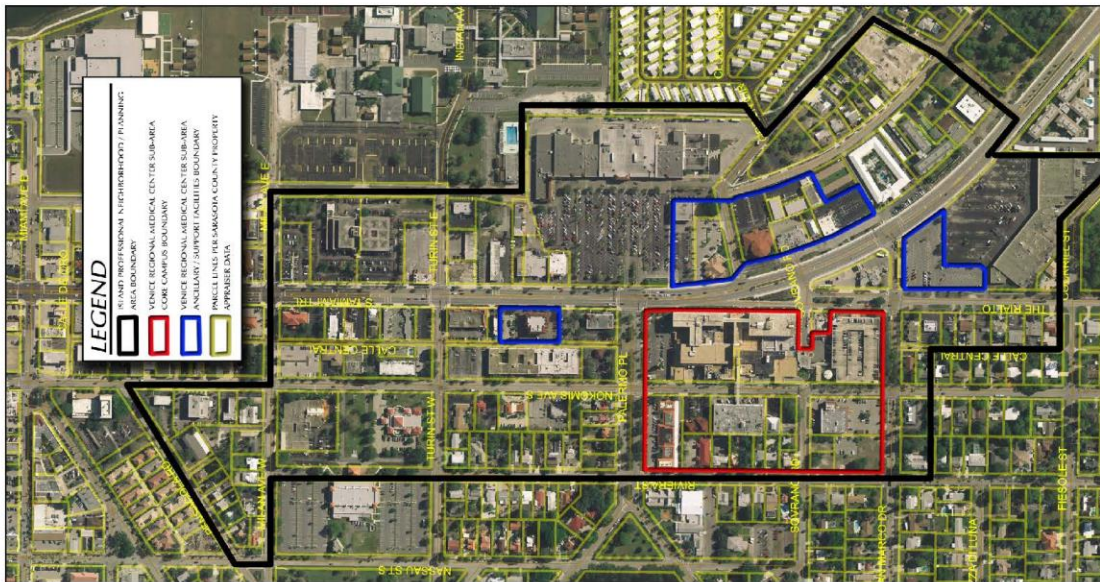
The Island Neighborhood contains two existing Areas of Unique Consideration: The Village on the Isle Campus, and the Venice Regional Medical Center Campus. The standards below are intended to guide the growth and development of these Areas of Unique Concern. See also **LU-IS-S 1.1.7 – Guidance for Existing Areas of Unique Concern** within the Island Neighborhood Element.

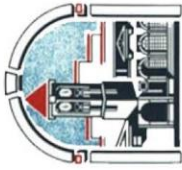
Objective 19 **Standards for Other Areas of Unique Concern.** Guide the growth and development of other areas of unique concern by establishing planning practices that address specific needs such as the provision of special needs housing, health care, or other services that benefit the community as a whole. The City's areas of unique concern include:

A. Village on the Isle Campus

B. Venice Regional Medical Center Campus

Unique Areas	Development Standards		
	Uses	Density	Intensity
Village on the Isle Campus	<ul style="list-style-type: none"> Assisted living Independent living. Skilled nursing facilities and services. Community services. Adult day care Related health care services and facilities. 	<ul style="list-style-type: none"> Assisted Living Facilities: <ul style="list-style-type: none"> 30 units per gross acre with individual kitchen facilities. 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities). Independent Living Facilities: <ul style="list-style-type: none"> 18 units per gross acre for age restricted (Independent Living Facilities). 	<ul style="list-style-type: none"> Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.
Venice Regional Medical Center Campus (Bayfront...need full name)	<ul style="list-style-type: none"> Medical and Health Care Center including emergency care, hospital, and related health care services and facilities 	<ul style="list-style-type: none"> 18 units per gross acre. 	<ul style="list-style-type: none"> Floor Area Ratios shall range from 3.5 to 6.5 (see attached FLUM Maps (need #). Conversion between residential and commercial land uses may be made on an equivalent dwelling unit basis of 1 dwelling unit per 4,000 square feet commercial space, gross acreage.








City of Venice

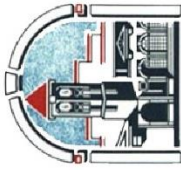


Map FLUM-25

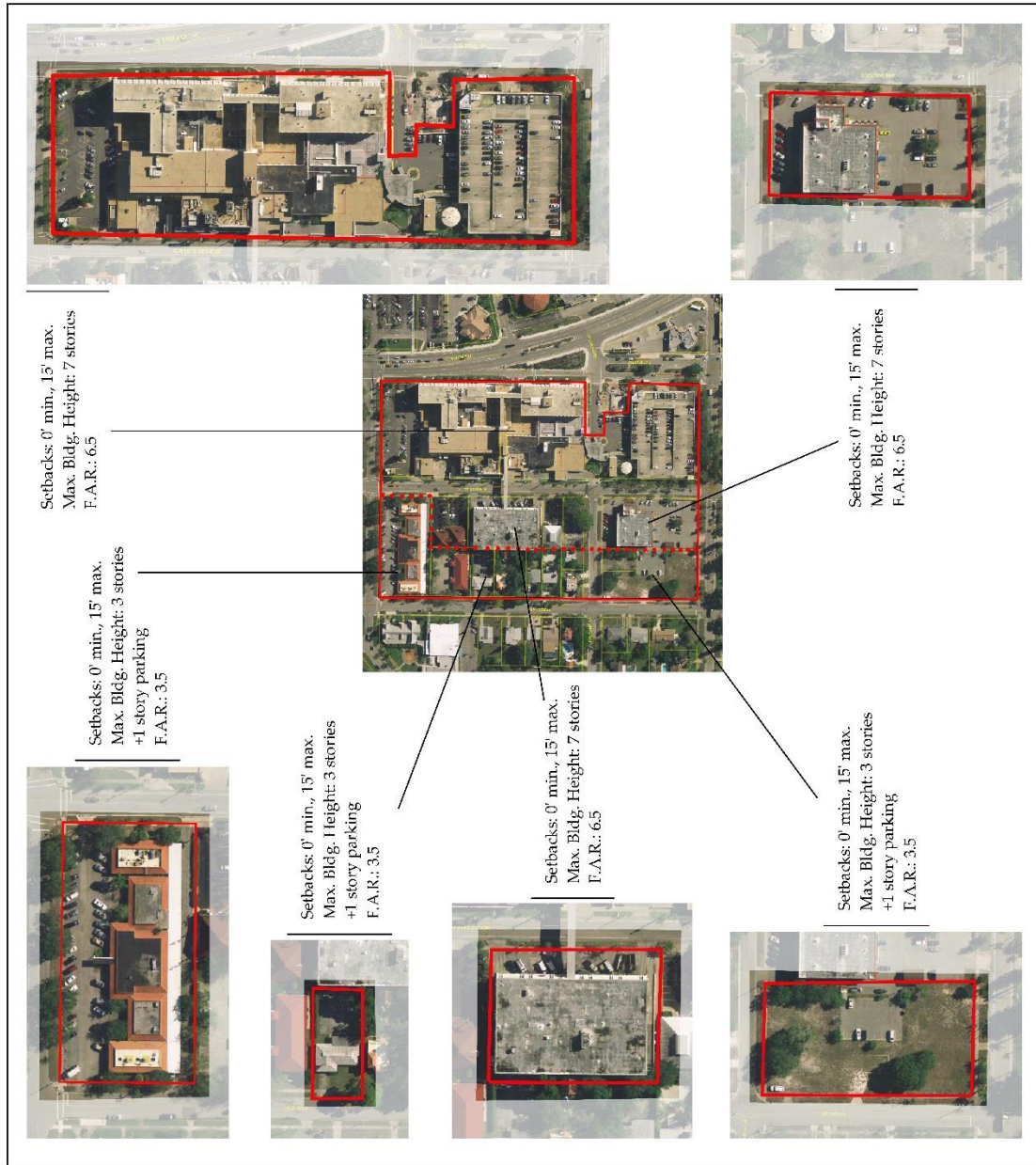
Venice Regional Medical Center Campus

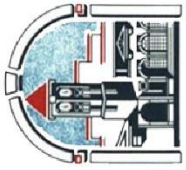

FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

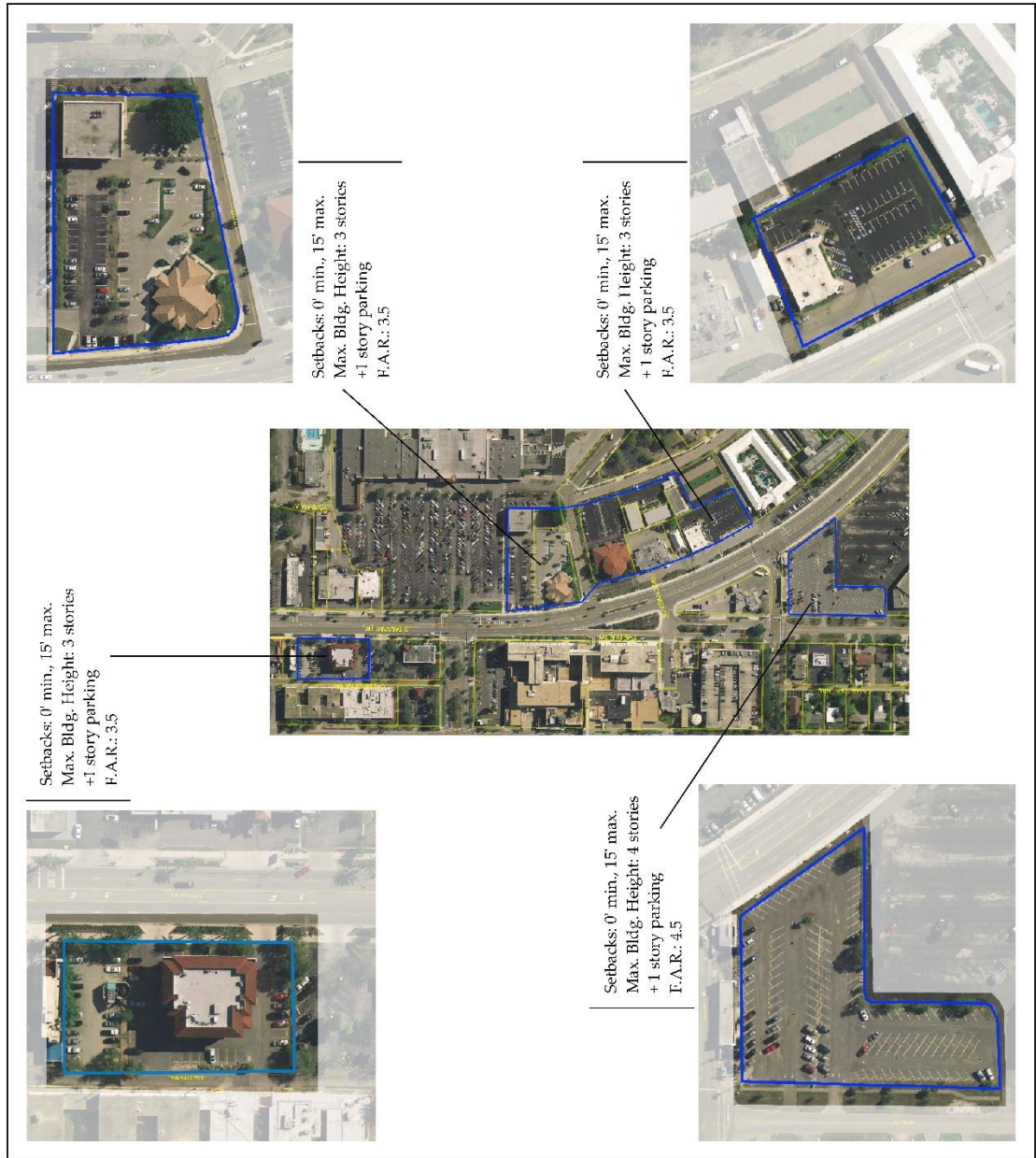
City of Venice Comprehensive Plan
 Adopted 10/26/10 | ORD. No. 2010-21
 AMD No. City of Venice 10-1ER
 Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

 <p>City of Venice</p>	<p>Map FLUM-25(a) VRMC Core Campus</p>		<p>FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.</p> <p>City of Venice Comprehensive Plan Adopted 10/26/10 ORD. No. 2010-21 AMD No. City of Venice 10-11R</p>  
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 <p><i>City of Venice</i></p>	<p>Map FLUM-25(b) VRMC Medical Campus</p>		<p>FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.3 AND 19.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.</p> <p>City of Venice Comprehensive Plan Adopted 10/26/10 ORD. No. 2010-21 AMD No. City of Venice 10-12R</p>  
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Capital Improvement Schedule

The Capital Improvement Schedule (CIS) is the implementing portion of the City's Capital Improvements Plan. Below is the adopted CIS for the 2016-2020 planning period.

Exhibit "A"

APPENDIX C

City of Venice

Comprehensive Plan

Five Year Capital Improvement Schedule (CIS)

Fiscal Years 2016 – 2020

Introduction and Overview of the CIS:

The five year schedule of capital improvements is required by F.S. 163.3177(3)(b), and contains those major capital projects identified to achieve or maintain adopted levels of service for those public facilities identified in Chapter V, Capital Improvements Element of the Comprehensive Plan. The majority of the projects contained within Tables 1-9 are City of Venice funded projects. In addition, the City of Venice also hereby incorporates by reference projects of outside agencies that directly or indirectly expand the capacity of city infrastructure and facilities. These agencies include, but are not limited to, Sarasota County, the Sarasota County School Board and projects included in the Metropolitan Planning Organization's 5 year Transportation Improvement Plan (TIP). The Tables included in the CIS describe capital projects for specific public facilities:

Table 1 – Sanitary Sewer

Table 2 – Potable Water

Table 3 – Parks and Public Spaces

Table 4 – Storm Water

Table 5a – Transportation (Roads)

Table 5b – Transportation (Bicycle and Pedestrian)

Table 5c – Transportation (Aviation)

Table 6 – Emergency Services

Table 7 - FY 2020 – 2035 Long Range Capital Improvement Schedule This Table of the CIS is a long-range schedule of capital projects for the following public facilities: Roads, Sanitary Sewer, and Potable Water. This schedule is intended to provide long term guidance for the identification of longer term projects that are not yet funded but anticipated to be needed within the long-range planning horizon, FY 2035.

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016-2020

Table 1: Sanitary Sewer

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Second Force Main Under I-75	Operating Revenue		\$480,000				\$480,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
2	Additional Reclaimed Water Storage Tanks	Operating Revenue		\$300,000	\$2,000,000			\$2,300,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
3	Convert Old Sewer Force Main to Reclaimed Water Main	Operating Revenue		\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
4	Reclaimed Water Distribution System Improvement R-100	Operating Revenue	\$120,000	\$450,000				\$570,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
5	Reclaimed Water Distribution System Improvement R-303 and R-313	Operating Revenue	\$147,000					\$147,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
6	Reclaimed Water SC Interconnect Improvements	Operating Revenue		\$75,000	\$500,000			\$575,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3

7	Force Main Replacement	Operating Revenue			\$150,000	\$150,000	\$150,000	\$450,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
8	Various Reclaimed Water Main Extensions	Operating Revenue		\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
	Sanitary Sewer Totals		\$267,000	\$1,705,000	\$3,050,000	\$550,000	\$550,000	\$6,122,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 2: Potable Water

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	PRMRWSA Emergency Interconnect	Operating Revenues			\$100,000	\$500,000		\$600,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
2	New Production Well RO 8E/79	Operating Revenues	\$500,000					\$500,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
3	WTP Second Stage Membrane Addition	Operating Revenues			\$3,000,000			\$3,000,000	Utilities Element, Goal, Objective 1, Policy 1.1 and Objective 3
4	Venetian Parkway Utilities Relocation	Revenue Bond	\$2,500,000					\$2,500,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
5	Water Main Replacement	State Revolving Fund	\$3,300,000	\$3,500,000	\$1,300,000	\$1,300,000	\$1,300,000	\$10,700,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
6	Eastgate Utilities Relocation – Phase 1	State Revolving Fund	\$300,000	\$2,500,000	\$500,000			\$3,300,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3

7	Eastgate Utilities Relocation – Phase 2	State Revolving Fund		\$300,000	\$3,000,000	\$500,000		\$3,800,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
8	Eastgate Utilities Relocation – Phase 3	State Revolving Fund	\$2,000,000		\$300,000	2,500,000	\$500,000	\$5,300,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
9	New Storage Tank and Booster Station	Operating Revenues	\$100,000	\$500,000	\$700,000			\$1,300,000	Utilities Element Goal, Objective 1, Policy 1.1 and Objective 3
	Potable Water Totals		\$8,700,000	\$6,800,000	\$8,900,000	\$4,800,000	\$1,800,000	\$31,000,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C

CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 3: Parks and Public Spaces

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Legacy Park Capital Development (City Project)	Sarasota County			\$400,000			\$400,000	Parks & Public Spaces Element Goal, Objective 1 Policy 1.5

2	Wellfield Park – Croquet Expansion	General Fund	\$15,000					\$15,000	Parks & Public Spaces Element Goal, Objective 1 Policy 1.1
3	Wellfield Park – Soccer Field Lights	General Fund	\$150,000					\$150,000	Parks & Public Spaces Element Goal, Objective 1 Policy 1.1
4	N. Pier Parking Area #3 Construction	One-Cent Sales Tax	\$500,000					\$500,000	Community Linkage & Design Element Goal, Objective 2, Policy 2.10
5	Purchase Ajax Property	General Fund	\$850,000					\$850,000	Parks & Public Spaces Element Goal, Objective 1 Policy 1.5
	Parks and Public Spaces Totals		\$1,515,000	\$0	\$400,000	\$0	\$0	\$1,915,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 4: Storm Water

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Beach Renourishment	Federal Grants, State Grants and Local Funds	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Conservation & Open Space Element Goal, Objective 3, Policy 3.11
2	Live Oak Drive Stormwater Improvements	State Grants and Local Funds		\$60,000	\$300,000			\$360,000	Utilities Element Goal, Objective 1, Policy 1.1
3	Airport Avenue Drainage Improvements	State Grants and Local Funds				\$850,000		\$850,000	Utilities Element Goal, Objective 1, Policy 1.1
4	Osprey Ditch Enclosure Project	State and Local Funds			\$75,000	\$900,000		\$975,000	Utilities Element Goal, Objective 1, Policy 1.1
5	Nokomis Avenue S. Stormwater Improvements	State Grants and Local Funds				\$150,000	\$900,000	\$1,050,000	Utilities Element Goal, Objective 1, Policy 1.1
	Storm Water Totals		\$250,000	\$310,000	\$625,000	\$2,150,000	\$1,150,000	\$4,485,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 5A: Transportation - Roadway Improvements

Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Pinebrook Road/Edmondson Intersection Improvements	Sarasota County Road Impact Fees	\$500,000					\$500,000	Community Linkages & Design Element Goal, Objective 2, Policy 2.8
2	South Harbor Drive Intersection Improvement at Airport Ave./Beach Rd.	Sarasota County Road Impact Fees	\$500,000					\$500,000	Community Linkages & Design Element Goal, Objective 2, Policy 2.8
3	125 ft. extension of eastbound left turn lane at Laurel Rd. and Knights Trail Rd. and 25 ft. extension of westbound left turn lane at Laurel Rd. and Albee Farm Rd.	Portofino Concurrency Improvement (Developer contributed funds to city)			\$51,225			\$51,225	Transportation Infrastructure & Service Standards Element Goal, Objective 1, Policy 1.2
	Transportation Roadway Totals		\$1,000,000	\$0	\$51,225	\$0	\$0	\$1,051,225	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 5B: Transportation - Bicycle Pedestrian Improvements									
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Install sidewalk connection from Ruscelletto Park to the US 41 Bypass (City Project)	Sarasota County Park Impact Fees			\$80,000			\$80,000	Community Linkage & Design Element Goal, Objective 2, Policy 2.6
2	Downtown Enhancements	MPO/Gas Tax				\$1,278,723		\$1,278,723	Community Linkages & Design Element Goal, Objective 2, Policy 2.6
3	Edmondson Road Multi Use Trail	FDOT/MPO	\$52,500	\$336,082				\$388,582	Community Linkage & Design Element Goal, Objective 1, Policy 1.3
4	ADA Improvements Sidewalks/Parks/Buildings	One-Cent Sales Tax	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	Community Linkages & Design Element Goal, Objective 2, Policy 2.9
5	Sidewalk Replacement/Connectivity	One-Cent Sales Tax	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$650,000	Community Linkage & Design Element Goal, Objective 2, Policy 2.6

	Transportation Bicycle/Pedestrian Totals		\$452,500	\$586,082	\$330,000	\$1,528,723	\$250,000	\$3,147,305	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 5C: Transportation - Aviation Improvements									
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Design and construct Taxiway D	Operating Revenues, State Grant and Federal Grant			\$200,000	\$1,500,000		\$1,700,000	Transportation Infrastructure & Service Standards Goal, Objective 4, Policies 4.3 and 4.4
2	Design and Construct Taxiway E	Operating Revenues, State Grant and Federal Grant		\$200,000	\$1,700,000			\$1,900,000	Transportation Infrastructure & Service Standards Goal, Objective 4, Policies 4.3 and 4.4
3	Design and Construct Taxiway F	Operating Revenues, State Grant and Federal Grant				\$250,000	\$1,500,000	\$1,750,000	Transportation Infrastructure & Service Standards Goal, Objective 4, Policies 4.3 and 4.4
4	Design and Construct Airport Commerce Park Road	Operating Revenues, State Grant and Federal Grant		\$4,000,000				\$4,000,000	Transportation Infrastructure & Service Standards Goal, Objective 4, Policies 4.3 and 4.4
	Transportation Aviation Totals		\$0	\$4,200,000	\$1,900,000	\$1,750,000	\$1,500,000	\$9,350,000	

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
CAPITAL IMPROVEMENTS SCHEDULE FISCAL YEARS 2016 - 2020

Table 6: Emergency Services									
Project No.	Project Name	Fund Source	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Five Year Total	Consistency With Other Plan Elements
1	Rebuild/Relocate Fire Station 1	One Cent Sales Tax				\$3,715,785		\$3,715,785	Public Facilities & Properties Element Goal, Objective 1, Policies 1.4, 1.5 and 1.7
2	Relocate and Rebuild Police Station with New Emergency Operations Center and Training Facility	Bond		\$12,000,000				\$12,000,000	Public Facilities & Properties Element Goal, Objective 1, Policies 1.4, 1.5 and 1.7
3	Relocate/Rebuild Fire Training Facility	One Cent Sales tax				\$460,000		\$460,000	Public Facilities & Properties Element Goal, Objective 1, Policies 1.4, 1.5 and 1.7
Emergency Services Totals			\$0	\$12,000,000	\$0	\$4,175,785	\$0	\$16,175,785	

Note: The above projects are not listed in the 2015/2016 FY Capital Improvement Budget and have been added to this schedule at the request of the Fire and Police Departments.

CITY OF VENICE COMPREHENSIVE PLAN, APPENDIX C
LONG RANGE SCHEDULE OF CAPITAL PROJECTS FY 2020 - FY 2035

Table 7: Long Range Capital Projects: Roads, Potable Water, and Sanitary Sewer

Source of Project	Project Name	Project Description	Funding	Consistency With Other Plan Elements
Roads				
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Advanced Traffic Management System (ATMS)	ATMS Expansion	n/a	Transportation Infrastructure & Service Standards Goal, Objective 5, Policy 5.1
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Multi-Modal Emphasis Corridor (MMEC)	Various Multi-Modal Emphasis Projects from Transportation Management Area Funds	n/a	Transportation Infrastructure & Service Standards Goal, Objective 5, Policy 5.1
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Congestion Management System (CMS)	Various Congestion Management Projects from Transportation Management Area Funds	n/a	Transportation Infrastructure & Service Standards Goal, Objective 5, Policy 5.1
Additional Projects from LRTP Needs Plan Requested 12/17				
Potable Water				

City of Venice	n/a	Construct Additional Supply Wells	n/a	Utilities Element, Goal, Objective 1, Policy 1.1 and Objective 3
Sanitary Sewer				
City of Venice	n/a	Add Influent Equalization	n/a	Utilities Element, Goal, Objective 1, Policy 1.1 and Objective 3

School Long Range Plan

Sarasota County

Schools Long Range Growth Plan Table of Contents

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Enrollment Trends and Student Generation Rates	16
Inventory	21
Future Needs	27
Funding and Implementation of the Growth Plan.....	40

Appendix A – Planned/Proposed Development

Executive Summary

After a period of severe economic decline, Sarasota County started to experience an economic rebound. The impact of growth is especially significant in the case of educational facilities because the school system is different than most other public infrastructure in that school level of service is mandated by the State of Florida through the Class Size Amendment legislative requirements. In the case of most other public infrastructure programs, local governments have the discretion to adjust level of service standards to address funding limitations for capital projects necessitated by growth. Article IX, Section 1 of the State of Florida Constitution that became effective in 2010, places caps to class sizes. Given this and the requirement of providing public education to all school-age children, school districts have to continue to build classrooms and schools that comply with the standards established by the Constitution. Although efficient design characteristics can help reduce the costs associated with this process, the school system is still the only public infrastructure type that is subject to level of service requirements imposed by the State of Florida.

The School Board of Sarasota County retained Tindale Oliver to prepare a long range planning study and an impact fee update study that would address the following:

- Timing and location of residential development within Sarasota County;
- The ability for the District to meet future needs with capacity available at the existing schools vs. new schools;
- The influence of other school options, such as charter, private, home, and virtual schools; and
- Identification of capital funding needs and options.

It is important to note that the Long Range Growth Plan and the impact fee study are two related documents with different final goals:

- The purpose of the Long Range Growth Plan is to provide the School District with a planning tool to mitigate and plan for upcoming growth. It is based on sources that are endorsed by the State government and used by other local governments/entities in Sarasota County and Florida as well as upcoming development activity in the county. If anything, this plan needs to estimate the high end of the growth so that the District can be prepared for it and the quality of public school education is not

compromised in Sarasota County.

- The impact fee is one of the potential funding sources for the District and its calculation follows legally required criteria. It is much more conservative in its calculations compared to the Long Range Growth Plan since one of the primary objectives is to ensure the new development is charged correctly, but is not overcharged.
- The need for the impact fee is clearly one of policy in that there are several ways new growth can be mitigated other than building new schools, such as with major re-districting, using portables for permanent stations, going to dual sessions, etc. It has been the School Board's policy not to use any of these methods so far.
- Impact fees are different from taxes in that they are collected only if there is growth. In addition, if there is no need for capacity expansion projects, impact fee revenues that are collected and not spent within seven years are returned to the payee. In these respects, this revenue option that is much more sensitive to growth and do not provide the stability taxes tend to provide.

The analysis for the Long Range Growth Plan incorporated the following assumptions and policy direction:

- It is the policy of the School Board to provide permanent student stations and use portables only to accommodate temporary fluctuations.
- There will be limited or no re-districting of attendance boundaries.
- Charter/private school enrollment ratio to the traditional school enrollment ratio will remain relatively stable.

The study methodology included the following approach:

- Review of trends in population, age distribution, and student generation rates in Sarasota County;
- Review of future population projections by the State of Florida and Sarasota-Manatee Metropolitan Planning Organization.
- Review of planned/proposed development in Sarasota County and the municipalities.
- Evaluation of student generation of all homes versus new homes.
- Evaluation of student generation rates by school level.
- Review of existing capacity by attendance boundary.

- Review of anticipated growth by attendance boundary and school level.

Based on this analysis, it was estimated that the District will need to plan for up to 4 elementary schools, 1 middle school, and 1 high school over the next 10 years. Table ES-1 presents timing of school planning and opening over the next 25 years.

Table ES-1 Planning vs. Opening Year

Planning vs. Opening Years						
Period	Elementary		Middle		High	
	Planning	Opening	Planning	Opening	Planning	Opening
15-21	3	2	0	0	0	0
22-26	1	1	1	0	1	1
27-31	1	2	0	1	0	0
32-36	1	1	0	0	1	0
37-40	1	1	1	1	0	1
Total	7	7	2	2	2	2

In terms of funding, it is estimated that the District will need approximately \$210 million over the next 10 years to address new school construction. Table ES-2 presents this information as well as funding that can be obtained through impact fee versus other revenue sources.

Table ES-2
Growth Plan Cost and Impact Fee Revenue Summary

Variable	In Millions, 2015 Dollars		
	2016-2020	2021-2025	Total 2016-2025
Estimated Capital Expansion Funding Need ⁽¹⁾	\$104.4	\$104.4	\$208.8
Impact Fee Funding:			
- 100% Adoption	\$70.1	\$98.4	\$168.5
- 75% Adoption	\$52.6	\$73.8	\$126.4
- 50% Adoption	\$35.0	\$49.2	\$84.2
- 25% Adoption	\$17.5	\$24.6	\$42.1
Additional Funding Need:			
- 100% Adoption	\$34.3	\$6.0	\$40.3
- 75% Adoption	\$51.8	\$30.6	\$82.4
- 50% Adoption	\$69.4	\$55.2	\$124.6
- 25% Adoption	\$86.9	\$79.8	\$166.7

(1) Represents the mid-point of the range provided in Table 1

Based on the data and analysis presented in this report, the primary recommendations for the District includes the following:

- During the initial five-year period, it is important that the District review the growth patterns and identify potential sites for purchase. The District currently has a system in place through an interlocal agreement where the School District collaborates with the County and municipalities to track and estimate growth levels and student enrollment levels. Information obtained during this process is essential in monitoring upcoming growth levels.
- During the same period, the District should start creating a fund balance or consider borrowing as needed for the construction of future schools. Although Sarasota County Schools benefit from a moderate student generation rates, new schools require significant investment and it is recommended that an allowance for capital budget is incorporated into the funding plan.

Student generation rates and enrollment trends indicate that approximately half the student population consists of elementary school students. These schools are also the

smallest in terms of capacity. With a prototype capacity of 970 stations and no available capacity at the existing schools, it is reasonable to expect the District will need to construct 3 schools, and fund the 4th elementary school over the next 10 years.

In the case of middle schools, the District has available capacity countywide, but not necessarily at growth locations. Unless significant level of re-districting is considered, it will be difficult to utilize available capacity, which may require the District to start a funding plan for a middle school toward the end of the 10-year period.

The District has some capacity at the high school level, but it is likely that there will be a need for an additional high school over the next 10 years due to a combination of additional students and locational considerations.

- During the next five years and beyond, the District should review the enrollment growth patterns on an annual basis and reprioritize future school projects and needs. Given that Sarasota County tends to lag in recovery compared to other counties, the 10-Year growth projections may lag as well, allowing for a longer planning period for the District.

Introduction

After a period of severe economic decline, Sarasota County started to experience an economic rebound. Similar to other counties in Florida, the construction industry is recovering and new housing projects are being planned. The County is estimated to grow at an average annual rate of 0.9 percent through 2040, adding a total of 95,000 people. Sarasota County Schools (SCS or District) is the 18th largest district in the state and houses approximately 35,700 traditional school students. Given the expected growth in the future, the District retained Tindale Oliver to prepare a long range planning study that would address the following:

- Timing and location of residential development within Sarasota County;
- The ability for the District to meet future needs with capacity available at the existing schools vs. new schools;
- The influence of other school options, such as charter, private, home, and virtual schools; and
- Identification of capital funding needs and options.

The analysis incorporated the following assumptions and policy direction:

- It is the policy of the School Board to provide permanent student stations and use portables only to accommodate temporary fluctuations.
- There will be limited or no re-districting of attendance boundaries.
- Charter/private school enrollment ratio to the traditional school enrollment ratio will remain relatively stable.

Primary findings of this analysis includes the following:

- Sarasota County experienced a growth rate of 3.4 percent between the 1970s through 2000, which was reduced to 1.7 percent between 1990 and 2000. Between 1990 and 2000, the District added approximately 700 student per year. The future projected growth rate through 2040 is 0.9 percent and an addition of 400 to 600 students annually.
- The current planned and proposed projects suggest addition of approximately 60,000 housing units through 2040, which is consistent with the population and housing

projections provided by Bureau of Business and Economic Research (BEBR)'s medium projections. The Long Range Transportation Plan prepared by the Sarasota-Manatee Metropolitan Planning Organization suggests a higher level of development.

- The current school inventory has virtually no available permanent program capacity at elementary schools and has ability to house 2,840 additional students in middle schools and 470 additional students in high schools. These countywide figures do not take into consideration the location of new students compared to the location of available stations.
- When the growth rates and location of additional students compared to available capacity are taken into consideration, it is estimated that over the next ten years, the School District will need to plan funding for 4 elementary schools, 1 middle school, and 1 high school. During this same period, it is estimate that the District will need to construct 3 elementary schools and 1 high school. In addition, it is estimated that the need to plan funding for an additional elementary school will arise by 2026 (Year 11). It is important to note that portion of this need, especially in the case of middle schools, is due to locational overcrowding. In addition, the Plan takes into consideration that the funding for a new school needs to be secured approximately 2 to 3 years before the opening of the school, which is the time frame to design and construct a new school.
- As shown in Table 1, the estimated cost of this investment ranges from \$172 million for the opening of 3 elementary and 1 high school to \$245 million to secure funding for 4 elementary, 1 middle, and 1 high school, which suggests the District should plan to set aside approximately \$20 million annually (in 2015 dollars, not adjusted for inflation).
- Available and potential primary revenue sources to fund this investment include impact fees, sales tax, capital millage, and issuance of additional bonds/Certificates of Participation (COPs).

Table 1 Sarasota Schools
Estimated Construction Costs (2015 \$)

School Level	2016-2025	
	Construct	Plan
Elementary	\$81,900,000	\$109,200,000
Middle	N/A	\$45,900,000
High	\$90,400,000	\$90,400,000
Total	\$172,300,000	\$245,500,000
Per Year	\$17,230,000	\$24,550,000

The remaining sections of this report is organized as follows:

- A review of economic and demographic trends in Sarasota County;
- Enrollment trends and student generation rate estimates;
- Inventory and available capacity;
- Future school need estimates; and
- Capital funding needs and options.

Information supporting this analysis was obtained from the SCS and other sources, as indicated.

Economic and Demographic Trends

An analysis of economic and demographic conditions is pertinent to the development of the Long Range Growth Plan for the School District. The county's demographic and socioeconomic profile provides insight into the composition of the county's population profile, enhancing the understanding of citizen needs and, ultimately, projections of future public school needs and a list of recommendations.

Community Profile

Located in the middle of Florida's western coast, Sarasota County is home to approximately 400,000 residents and encompasses more than 570 square miles. There are four municipalities within Sarasota County: City of Sarasota (also the County seat), North Port, Venice, and Longboat Key. In 2013, Sarasota County ranked 14th in population in the State and 30th in the population growth rate, with a projected average annual growth rate of 0.9 percent. The county has the 4th largest income per capita among other Florida counties. The School Board of Sarasota County (SBSC) is the 18th largest district in the state and houses approximately 35,700 students. In terms of student generation rates, Sarasota County ranks 62nd among the 67 Florida counties. This relatively low student generation rate provides some flexibility for the District to plan for future growth.

Population Estimates and Growth Projections

Sarasota County experienced an annual average growth rate of approximately 2 percent between 1980 and 2015. As shown in Figure 1, historically, Sarasota County's population growth rate has been lower than the state average, which is expected to continue. For population projections, information from the University of Florida, Bureau of Economic and Business Research (BEBR) as well as

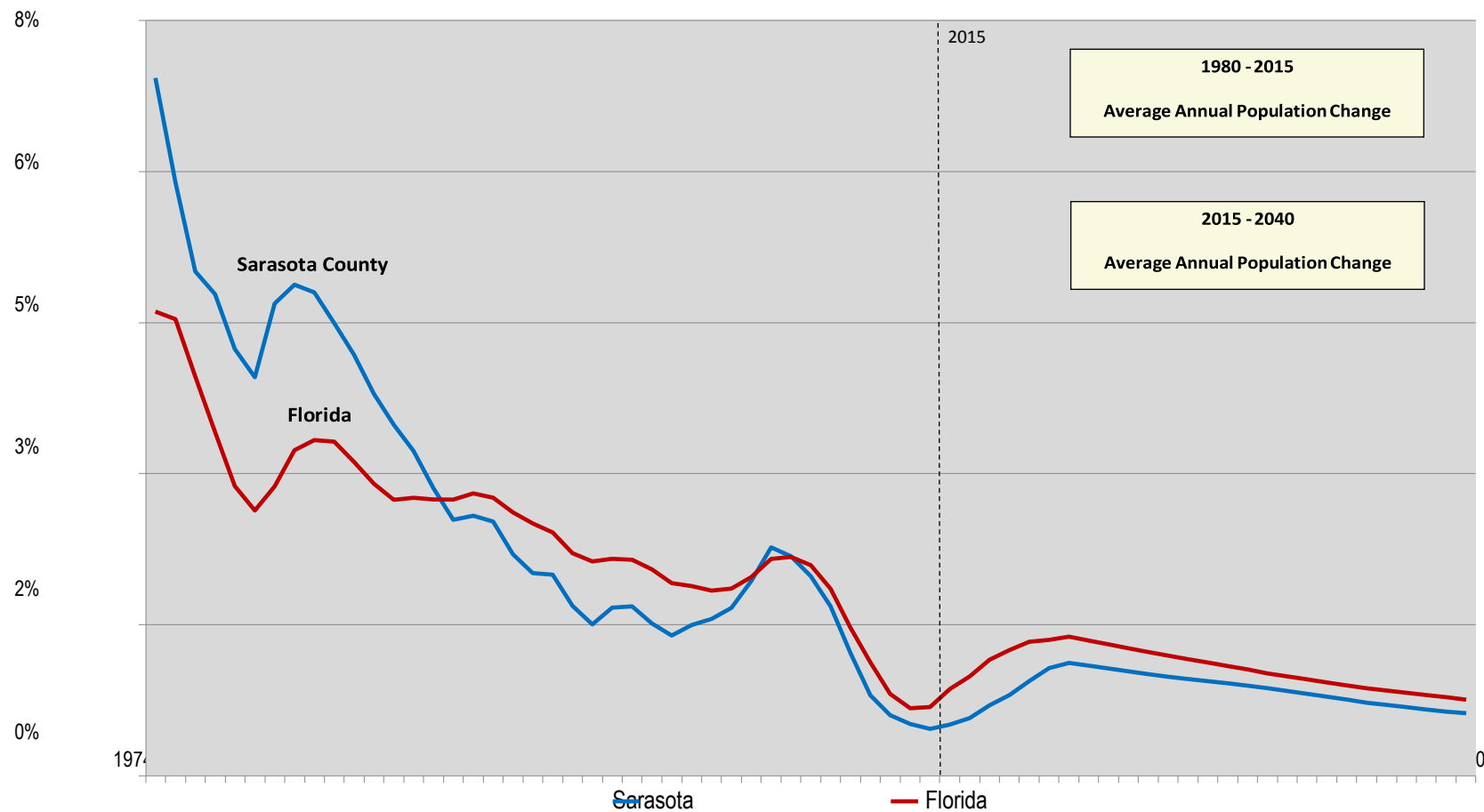
*Sarasota County's
population growth is
projected at 0.9%
annually through 2040,
which suggests the
addition of an average
6,000 people*

projections developed by the Sarasota/Manatee Metropolitan Planning Organization (MPO) were used. BEBR's both medium and high projections were evaluated and compared to the projections prepared by the MPO in 2015 as part of the update of the Long Range Transportation Plan.

Between 1980 and 2015, an average of approximately 5,500 population was added annually. BEBR medium projections for the county suggest an average growth rate of 0.9 percent

through 2040, with an average annual population increase of approximately 4,000 while BEBR high projections suggests an average growth rate of 1.5 percent, adding an average of 7,000 population per year. Projections provided by the MPO represent the mid-point of this range.

Figure 1
Percent Growth Rates – Sarasota County and Florida



Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)

When these population projections were converted to housing units, the projected growth is estimated to result in an additional 26,000 homes between 2016 and 2025 and an additional 31,000 homes between 2025 and 2040. This conversion is based on 1.66 persons per housing unit and does not account for an adjustment to the existing vacancy rate. As presented in Table 2, 1.66 persons per housing unit figure is obtained using historical data. When BEBR high projections are evaluated, the projected housing units increase to 40,000 additional units between 2016 and 2025 and 61,000 additional units between 2025 and 2040.

Table 2
Persons per Housing Unit

Year	Sarasota County			Florida		
	Population ⁽¹⁾	Housing Units ⁽²⁾	Persons per Housing Unit ⁽³⁾	Population ⁽¹⁾	Housing Units ⁽²⁾	Persons per Housing Unit ⁽³⁾
2005	359,783	209,010	1.72	17,382,511	8,256,847	2.11
2006	364,612	219,926	1.66	17,677,671	8,531,860	2.07
2007	363,641	215,496	1.69	17,600,712	8,504,557	2.07
2008	365,515	219,611	1.66	17,759,982	8,684,100	2.05
2009	365,048	221,391	1.65	17,985,811	8,794,682	2.05
2010	371,766	225,913	1.65	18,094,624	8,863,057	2.04
2011	373,148	227,606	1.64	18,269,007	8,944,635	2.04
2012	375,207	228,117	1.64	18,461,796	8,983,414	2.06
2013	377,746	228,395	1.65	18,666,285	9,003,933	2.07
Avg	368,496	221,718	1.66	17,988,711	8,729,676	2.06

1) Source: American Community Survey

2) Source: American Community Survey

3) Population (Item 1) divided by housing units (Item 2)

Table 3 presents additional housing unit estimates under medium and high population projections provided by BEBR. These figures were later adjusted for the increase in earlier years prior to being used in the estimate of additional students.

Table 3 Projected Housing Units

Year	BEBR Medium			BEBR High		
	Population ⁽¹⁾	Housing Units ⁽³⁾	Housing Units Added	Population ⁽²⁾	Housing Units	Housing Units Added
2015	390,500	235,241		405,900	244,518	
2016	394,874	237,876	2,635	410,446	247,257	2,739
2017	399,297	240,540	2,664	415,043	250,026	2,769
2018	403,769	243,234	2,694	419,691	252,826	2,800
2019	408,291	245,958	2,724	424,392	255,658	2,832
2020	412,900	248,735	2,777	440,330	265,259	9,601
2021	416,946	251,172	2,437	444,645	267,858	2,599
2022	421,032	253,634	2,461	449,003	270,484	2,625
2023	425,158	256,119	2,486	453,403	273,134	2,651
2024	429,325	258,630	2,510	457,846	275,811	2,677
2025	433,600	261,205	2,575	474,900	286,084	10,273
2026	437,372	263,477	2,272	479,032	288,573	2,489
2027	441,177	265,769	2,292	483,200	291,084	2,511
2028	445,015	268,081	2,312	487,404	293,617	2,533
2029	448,887	270,414	2,333	491,644	296,171	2,554
2030	452,800	272,771	2,357	509,800	307,108	10,937
2031	456,105	274,762	1,991	513,522	309,351	2,242
2032	459,435	276,768	2,006	517,271	311,609	2,258
2033	462,789	278,789	2,020	521,047	313,884	2,275
2034	466,167	280,823	2,035	524,851	316,175	2,292
2035	469,500	282,831	2,008	543,300	327,289	11,114
2036	472,411	284,585	1,754	546,668	329,318	2,029
2037	475,340	286,349	1,764	550,057	331,360	2,042
2038	478,287	288,125	1,775	553,467	333,414	2,054
2039	481,252	289,911	1,786	556,898	335,481	2,067
2040	484,300	291,747	1,836	576,200	347,108	11,628

1) Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)

2) Source: BEBR Volume 48, Bulletin 171, April 2015 (High Level Projections)

3) Housing unit figures calculated by dividing population by average number of persons per housing unit Note: BEBR only provides data in five-year increments; interim data is extrapolated.

Location of Future Development

In determining where the future units will be built, the following analysis was conducted:

- A review of historical development patterns;
- A review of existing developable land; and
- A review of upcoming development.

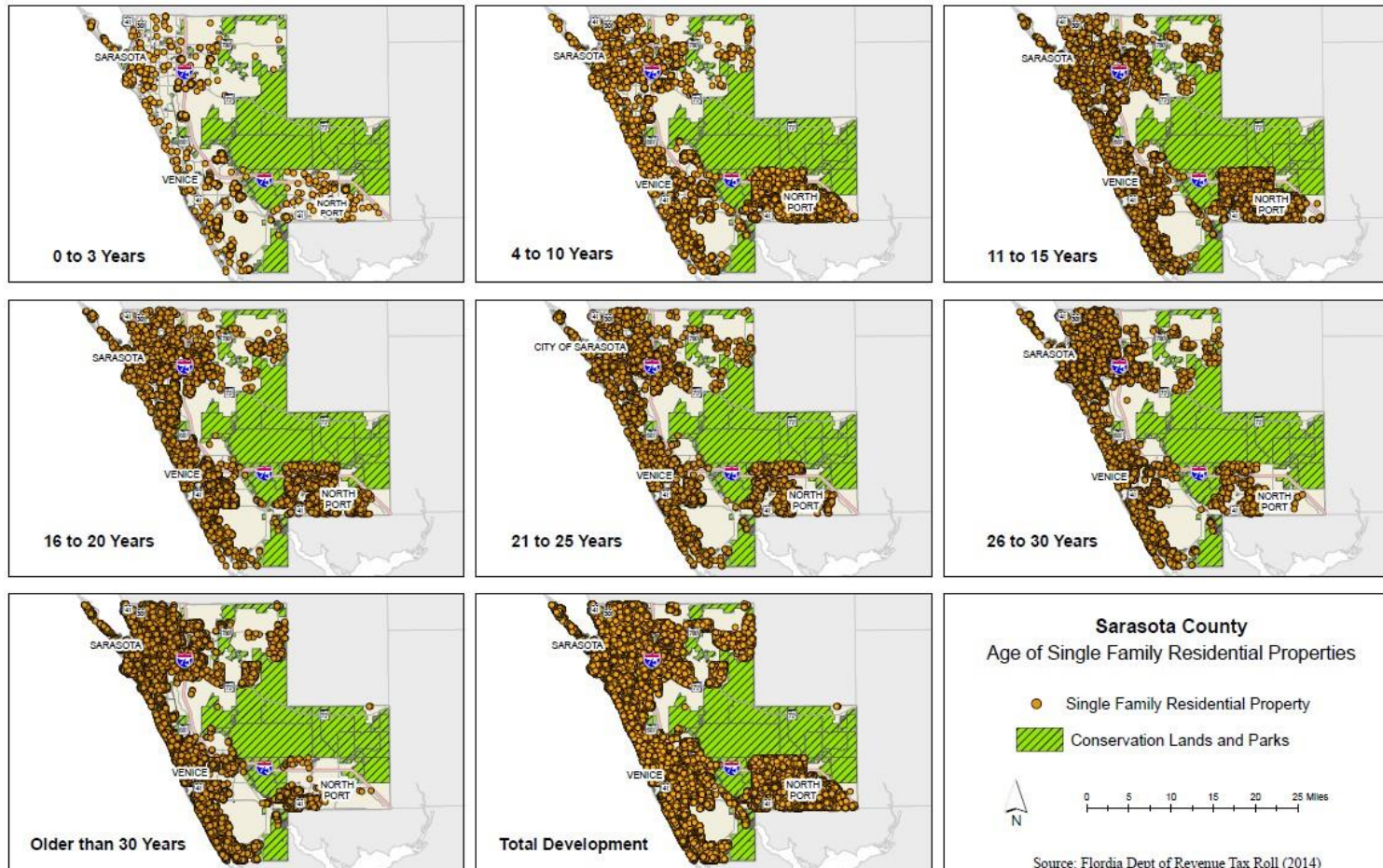
As presented in Map 1, Sarasota County's housing development typically followed west to east pattern. Although there are opportunities for redevelopment, at this time, most of the coast is developed, leaving little available space for new development.

Map 2 shows available land based on the County's Future Land Use map and identifies environmentally protected/undevelopable land areas. It also indicates available vacant lots with more than 18 acres, which is the minimum lot size for an elementary school.

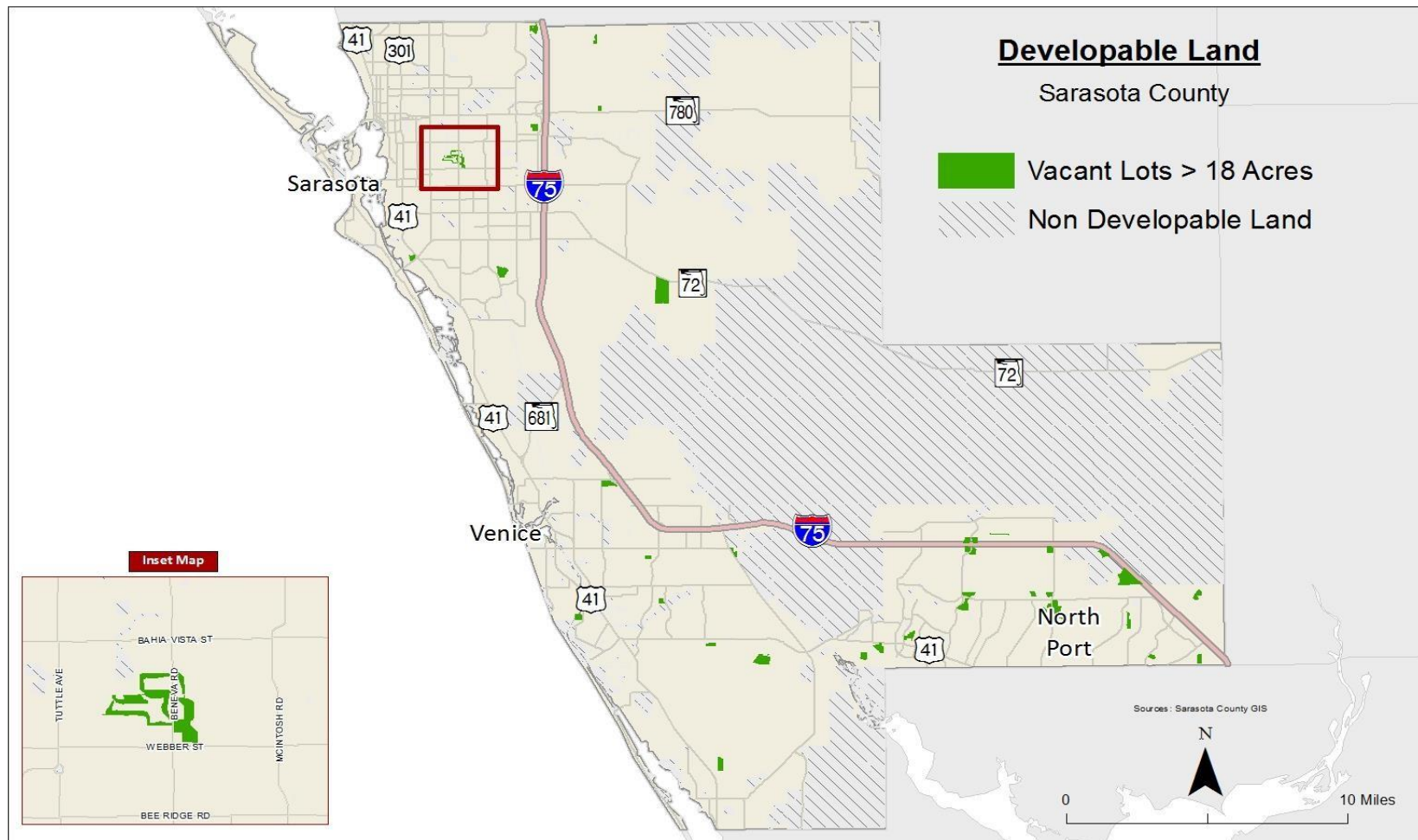
As presented, most of the potentially developable land is in the mid- and south-county. To supplement this analysis, a review of proposed development was conducted based on the information obtained from the County and local governments. Map 3 presents this information while Appendix A provides a listing of these developments and development stages they are in.

Map 1

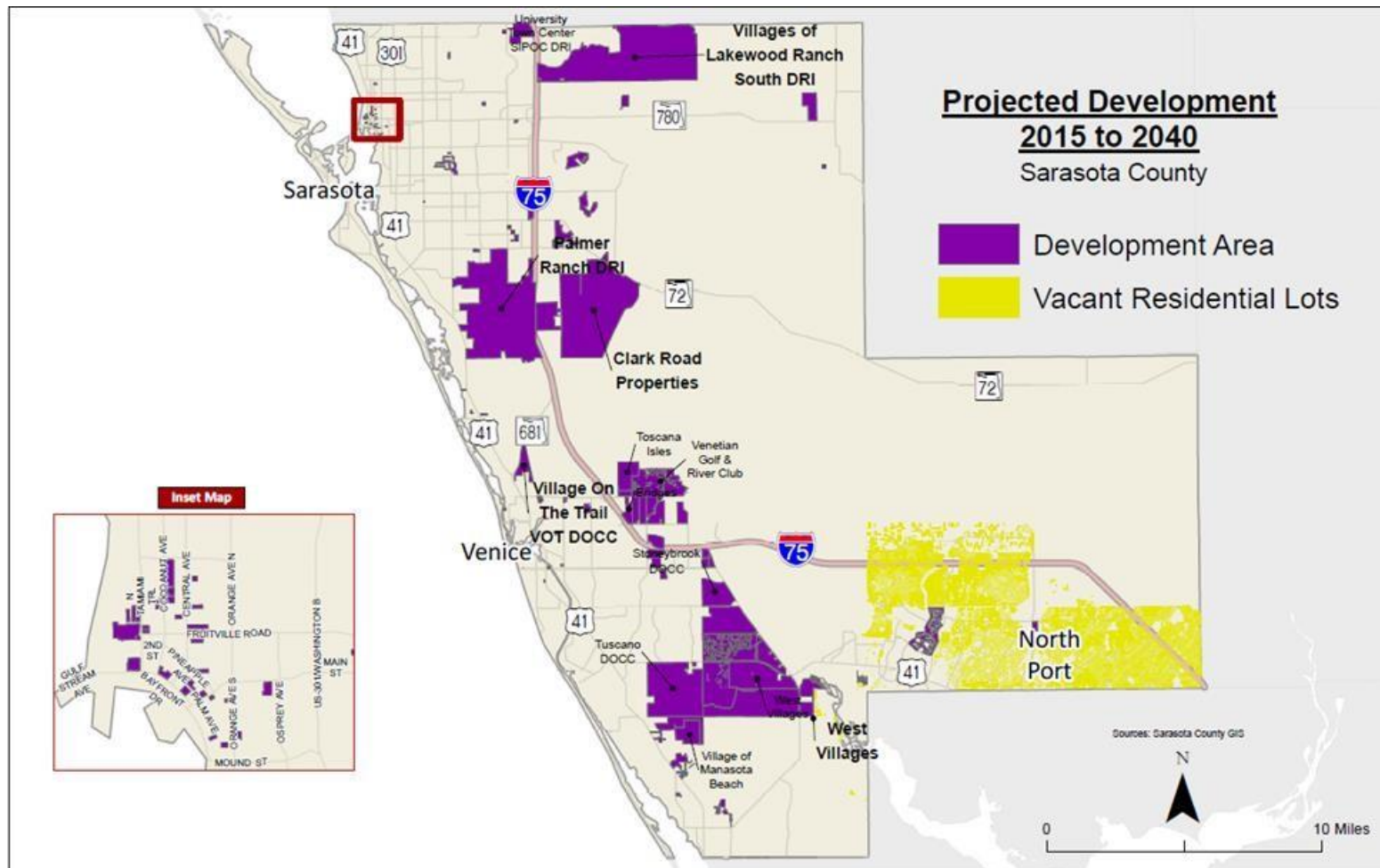
Historical Development Patterns in Sarasota County by Age of Homes



Map 2
Undevelopable/Protected and Vacant Developable Land – Sarasota County



Map 3 Sarasota County - Projected Development



Age Distribution

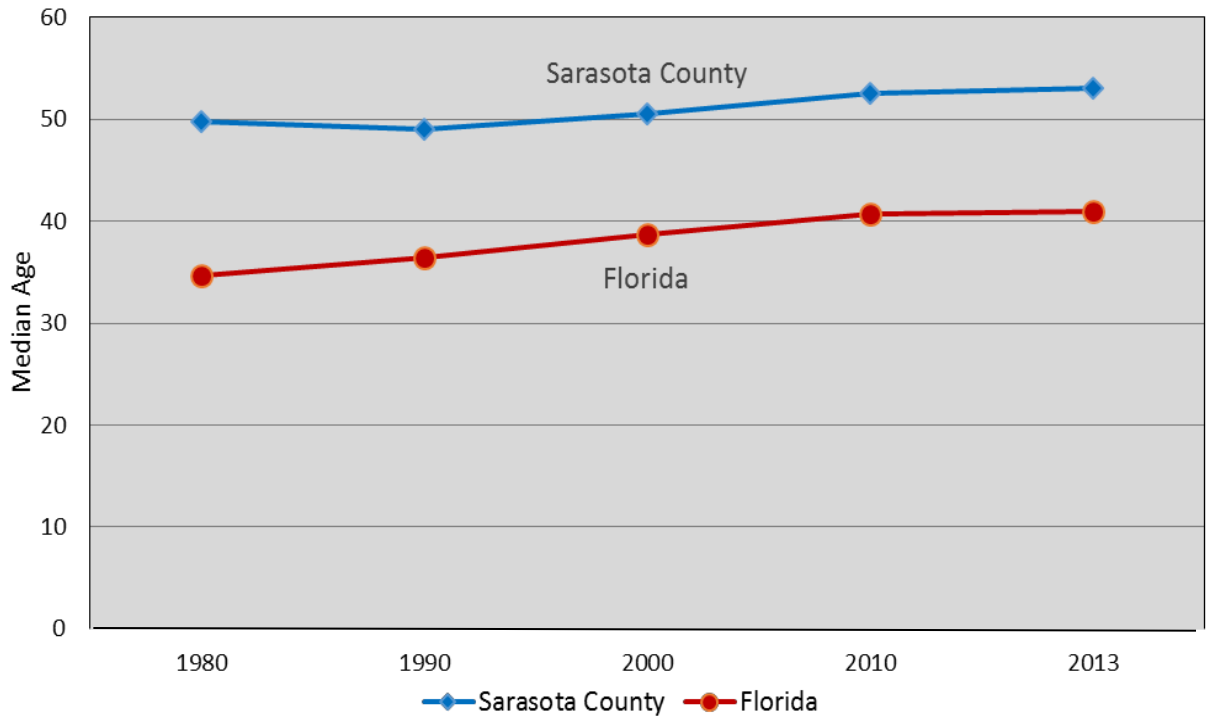
As part of the demographic analysis, the County's age distribution was evaluated since the age profile of a community is one of the indicators of the student generation rates. A younger community is likely to have a larger student generation rates, while a community that consists more of the retirees and older age groups is likely to have a lower student generation rate. To understand this impact, a review of both the historical age trends of the county, as well as the current age composition of the residents was undertaken. As presented in Table 4 and Figure 2, the median age in both Sarasota County and Florida has been trending upward since 1990. Table 5 and Figure 3 show that based on Census data, the largest age group in Sarasota County is 65 years and older, followed by the 55 years to 64 years group. This relatively older population is one of the reasons the student generation rate of the county is lower than some of the other counties in Florida.

Table 4
Median Age (1980 – 2013)

Year	Sarasota County	Florida
1980	49.8	34.7
1990	49.0	36.4
2000	50.5	38.7
2010	52.5	40.7
2013	53.1	41.0

Source: U.S. Census Bureau (1980 – 2010), American Community Survey (2013)

Figure 2
Median Age (1980 – 2013)



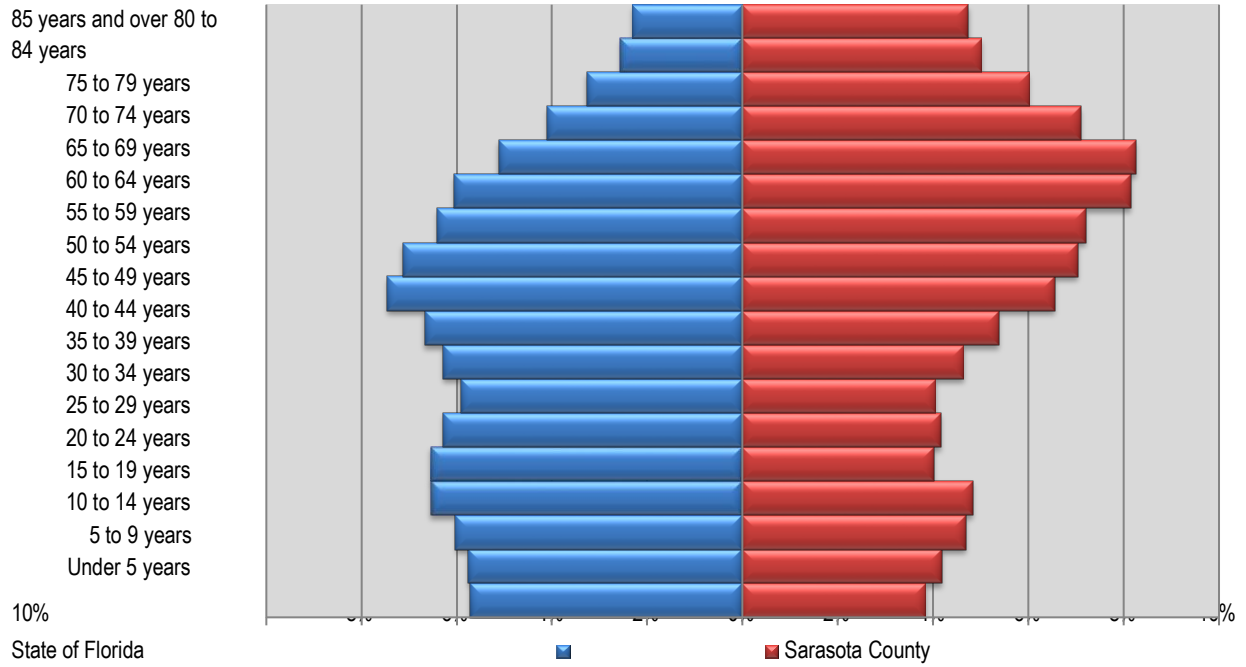
Source: Table 4

Table 5
Age Distribution by Category

Age	Sarasota			Florida		
	2010	2012	2014	2010	2012	2014
Under 5 years	3.9%	3.8%	3.7%	5.7%	5.6%	5.5%
5 to 19 years	13.7%	13.4%	12.9%	18.3%	17.6%	17.3%
20 to 34 years	12.2%	12.5%	12.7%	18.7%	19.2%	19.3%
35 to 49 years	16.6%	15.5%	14.6%	20.4%	19.5%	18.7%
50 to 64 years	22.4%	22.3%	22.1%	19.6%	19.9%	20.1%
65 and older	31.2%	32.5%	33.9%	17.3%	18.2%	19.1%

Source: U.S. Census Bureau (2010), American Community Survey (2012, 2014)

Figure 3
Age Distribution 2010 Sarasota County vs. Florida



Source: U.S. Census Bureau

Enrollment Trends and Student Generation Rates

SCS provides public education facilities that are available to all Pre-Kindergarten through 12th grade (PK-12) students throughout the entire county as well as adult career and technical education. **Table 6** presents the historical student enrollment since 2000.

The number of students living in a household typically varies depending on the type of residential housing. Therefore, student generation rates are calculated both by school level and by housing type.

This study employs a methodology using Geographic Information Systems (GIS) to develop the student generation rate for SCS. Specifically, GIS was used to link student addresses to parcels in the Sarasota County Property Appraiser's database in order to determine the number of students per unit by school type and land use based on the latest property database.

Table 6
Sarasota County School Enrollment

School Year	Enrollment ⁽¹⁾	Students Added	Annual Percent Change ⁽²⁾	Three-Year Average ⁽³⁾	Population ⁽⁴⁾	Enrollment/Population Ratio ⁽⁵⁾
1990-91	26,732				286,249	0.09
1991-92	27,361	629	2.4%		288,852	0.09
1992-93	28,091	730	2.7%		293,277	0.10
1993-94	28,856	765	2.7%	2.6%	299,472	0.10
1994-95	29,142	286	1.0%	2.1%	304,165	0.10
1995-96	30,228	1,086	3.7%	2.5%	308,435	0.10
1996-97	31,646	1,418	4.7%	3.1%	313,810	0.10
1997-98	32,591	945	3.0%	3.8%	318,837	0.10
1998-99	33,275	684	2.1%	3.3%	322,839	0.10
1999-00	33,932	657	2.0%	2.4%	325,961	0.10
2000-01	34,743	811	2.4%	2.2%	332,224	0.10
2001-02	35,964	1,221	3.5%	2.6%	339,003	0.11
2002-03	36,319	355	1.0%	2.3%	346,305	0.10
2003-04	37,522	1,203	3.3%	2.6%	355,288	0.11
2004-05	38,791	1,269	3.4%	2.6%	364,650	0.11
2005-06	39,358	567	1.5%	2.7%	370,035	0.11
2006-07	39,569	211	0.5%	1.8%	373,928	0.11
2007-08	39,233	-336	-0.8%	0.4%	376,390	0.10
2008-09	37,689	-1,544	-3.9%	-1.4%	377,360	0.10
2009-10	37,182	-507	-1.3%	-2.0%	379,448	0.10
2010-11	36,261	-921	-2.5%	-2.6%	381,319	0.10
2011-12	35,717	-544	-1.5%	-1.8%	383,664	0.09
2012-13	35,278	-439	-1.2%	-1.7%	385,292	0.09
2013-14	35,515	237	0.7%	-0.7%	387,140	0.09
2014-15	35,676	161	0.5%	0.0%	390,500	0.09

1) Source: Sarasota County Schools; includes only the students attending traditional schools, and excludes enrollment associated with charter schools, virtual schools, home schooling, and private schools.

2) Percent change from one year to the next

3) Average change over the past three years

4) Source: BEBR, Volume 48, Bulletin 171, April 2015 (Medium Level Projections)

5) Enrollment divided by population

Note: BEBR only provides data in five-year increments; interim data is extrapolated

Determination of Total Housing Units by Type of Land Use

The Property Appraiser's database is used to identify the number of housing units for student generation rate calculations for the single family, multi-family, and mobile home land uses. For all land uses, the total number of countywide units for 2015 were extracted from the parcel database based on the appropriate use code.

Determination of Students by School Type and Land Use Code

The determination of the number of students per land use by type of school (e.g., elementary, middle, and high school) for traditional schools was completed using the following process.

First, SCS provided a GIS shapefile containing geocoded student addresses. Then, the student addresses were linked to its respective parcel in the Property Appraiser database using address point data.

The student generation rates used as the demand component for the impact fee only includes those students who attend the District's traditional schools. Therefore, the school code associated with each student record was used to exclude students attending schools or other facilities, such as charter schools, private schools, etc.

As previously mentioned, once the GIS shapefile with the geocoded student addresses was provided, the second step in the analysis was to link each student address to data from the parcel database. This allows for determining which type of land use is assigned to a given parcel (or address) where a student lives. This was accomplished by spatially joining the student address to the respective parcel in the database using GIS.

Approximately 98 percent of the traditional school students that reside in Sarasota County were successfully linked to a parcel. Of those, a portion of the addresses indicated a non-residential or vacant property, which are excluded from the generation rates. Student records that were not linked to a parcel or those with a vacant residential land use designation were redistributed among all three residential land uses.

The results of this analysis are presented in **Table 7**, which includes the student generation rates calculated by school level and residential land use, based on the methodology described above. As presented, approximately half of the generation rate consists of elementary school students, 20 percent of middle school students, and 30 percent of high school students.

Table 7
Student Generation Rates (All Homes)

Residential Land Use	Elementary Schools	Middle Schools	High Schools	Total
Traditional Schools				
Single Family Detached	0.105	0.047	0.076	0.228
Multi-Family	0.033	0.012	0.018	0.063
Mobile Home	0.013	0.003	0.005	0.021
Total/Weighted Average	0.071	0.030	0.049	0.150
Percent of Total	47%	20%	33%	100%

Source: Sarasota County Property Appraiser; the Sarasota County School District Multi-Family includes apartments, townhouses, and condominiums

Student generation rates presented in Table 7 represent average rates over the life of a home. These rates tend to be different for newer homes. To evaluate the generation rate of a new home, a separate analysis was conducted. Homes built between 2002 and 2007 were identified and the generation rate of these homes were calculated separately. Table 8 provides this information by school level. As presented, while the total average student generation rate is 0.15 students per home, new homes generate 0.22 students per home. In terms of school needs planning, new home generation rate of 0.22 represents the short- term demand increase and the locational overcrowding. As the School District balances the available school inventory with demand for additional student stations, the generation rate will equate to 0.15 over time.

Table 8
Student Generation Rates (Homes Built Between 2002 and 2007)

Residential Land Use	Elementary Schools	Middle Schools	High Schools	Total
Traditional Schools				
Single Family	0.146	0.067	0.096	0.308
Multi-Family	0.023	0.011	0.015	0.049
Mobile Home	0.011	0.003	0.008	0.022
Total/Weighted Average	0.102	0.047	0.067	0.216
Percent of Total	47%	22%	31%	100%

Source: Sarasota County Property Appraiser; the Sarasota County School District Multi-Family includes apartments, townhouses, and condominiums

It is important to note that the student generation rates are calculated based on traditional school students and do not take into consideration charter school, MacKay, Virtual, private, or home school students. Table 9 provides a comparison of traditional versus charter school student enrollment. As presented, charter schools house approximately 6,200 student, which is 15 percent of the students housed by traditional schools. Sarasota School District has the obligation to accept any charter or private school student to traditional schools as needed. Given this and the fact that the student generation rate used in the analysis already discounts charter and private school enrollment, no additional adjustment was made to the enrollment projections.

Table 9
Charter School Enrollment

Year	Traditional	Charter	% Charter of Traditional
1990-91	26,732	0	-
1991-92	27,361	0	-
1992-93	28,091	0	-
1993-94	28,856	0	-
1994-95	29,142	0	-
1995-96	30,228	0	-
1996-97	31,646	0	-
1997-98	32,591	60	0.2%
1998-99	33,275	213	0.6%
1999-00	33,932	282	0.8%
2000-01	34,743	407	1.2%
2001-02	35,964	473	1.3%
2002-03	36,319	962	2.6%
2003-04	37,522	1,193	3.2%
2004-05	38,791	1,665	4.3%
2005-06	39,358	1,934	4.9%
2006-07	39,569	1,886	4.8%
2007-08	39,233	2,298	5.9%
2008-09	37,689	3,009	8.0%
2009-10	37,182	3,695	9.9%
2010-11	36,261	4,163	11.5%
2011-12	35,717	4,959	13.9%
2012-13	35,278	5,479	15.5%
2013-14	35,515	5,759	16.2%
2014-15	35,676	6,155	17.3%

Source: Sarasota County Schools

Inventory and Available Capacity

As mentioned previously, the Sarasota County School District provides public education facilities that are available to all school-age residents of Sarasota County. Attendance boundaries are established for each of these schools.

SCS currently operates 39 traditional public schools that serve the students of Sarasota County and its municipalities, including 23 elementary schools, 7 middle schools, 6 high schools, and 3 multi-level schools. It is SCS's policy to provide permanent stations for its students and use portable stations only for

Sarasota County School District operates 39 traditional schools as well as other types of schools.

temporary fluctuations in enrollment. In addition, the School Board's current level of service standards are based on program capacity, which measures the actual use of permanent stations at each school, accounting for inability to use all of the stations at all times due to scheduling, testing, special needs students, etc. Table 10 presents the District's current inventory of traditional schools and associated number of permanent stations, FISH capacity associated with these permanent station, as determined by the Florida Department of Education, and permanent program capacity identified by the School District.

As shown, the District's program capacity is at approximately 85 percent of the FISH capacity in the case of elementary and middle schools, and approximately 97 percent of the FISH capacity in the case of high schools. This difference is due to the fact the program capacity measures actual use and reflects loss of space due to testing labs, special purpose classrooms, and other activities that prevent schools from being able to use a portion of their student stations.

Maps 4 through 6 present the current attendance boundaries of each school level. Four of the 39 schools have a countywide attendance boundary.

Table 10
Sarasota County School Inventory

School	FISH Permanent Stations	FISH Permanent Capacity	Permanent Program Capacity	Enrollment
Elementary Schools				
Alta Vista	848	848	682	633
Ashton	734	734	601	896
Atwater	1,028	1,028	885	717
Bay Haven*	593	593	474	591
Brentwood	1,043	1,043	890	669
Cranberry	761	761	701	792
Emma Booker **	738	738	657	550
Englewood	644	644	538	523
Fruitville	756	756	593	762
Garden	482	482	402	649
Glenallen	930	930	774	691
Gocio	584	584	491	668
Gulf Gate	913	913	767	749
Lakeview	594	594	499	607
Lamarque	1,069	1,069	949	805
Laurel-Nokomis ES **	1,014	1,014	852	626
Phillippi Shores	731	731	607	752
Southside	826	826	694	725
Tatum Ridge	779	779	668	669
Taylor Ranch	781	781	656	628
Toledo Blade	853	853	711	741
Tuttle	849	849	704	703
Venice	766	766	650	592
Wilkinson	786	786	633	480
Elementary Schools Subtotal	19,102	19,102	16,078	16,218

*Bay Haven Elementary does not have an attendance boundary – provides service countywide

** The permanent capacity figures for Emma Booker and Laurel-Nokomis Elementary Schools may be overstated.

Table 10 (continued) Sarasota County School Inventory

School	FISH Permanent Stations	FISH Permanent Capacity	Permanent Program Capacity	Enrollment
<i>Middle Schools</i>				
Booker	2,011	1,810	1,665	850
Brookside	1,649	1,484	1,229	816
Heron Creek	1,702	1,532	1,258	865
Laurel-Nokomis MS	721	649	597	405
Mcintosh	1,373	1,236	1,137	682
Sarasota	1,544	1,390	1,130	1,271
Venice	1,245	1,121	816	543
Woodland	1,567	1,410	1,297	858
Middle Schools Subtotal	11,812	10,632	9,129	6,290
<i>High Schools</i>				
Booker	1,616	1,535	1,487	1,094
Lemon Bay (Charlotte County)	-	-	-	-
North Port	2,942	2,795	2,707	2,325
Pineview*	-	-	-	-
Riverview	2,786	2,647	2,563	2,492
Sarasota*	2,450	2,328	2,254	2,129
Venice	2,207	2,097	2,030	1,953
High Schools Subtotal	12,001	11,402	11,041	9,993
Grand Total - All Schools	42,915	41,136	36,248	32,501

Source: Sarasota County School District

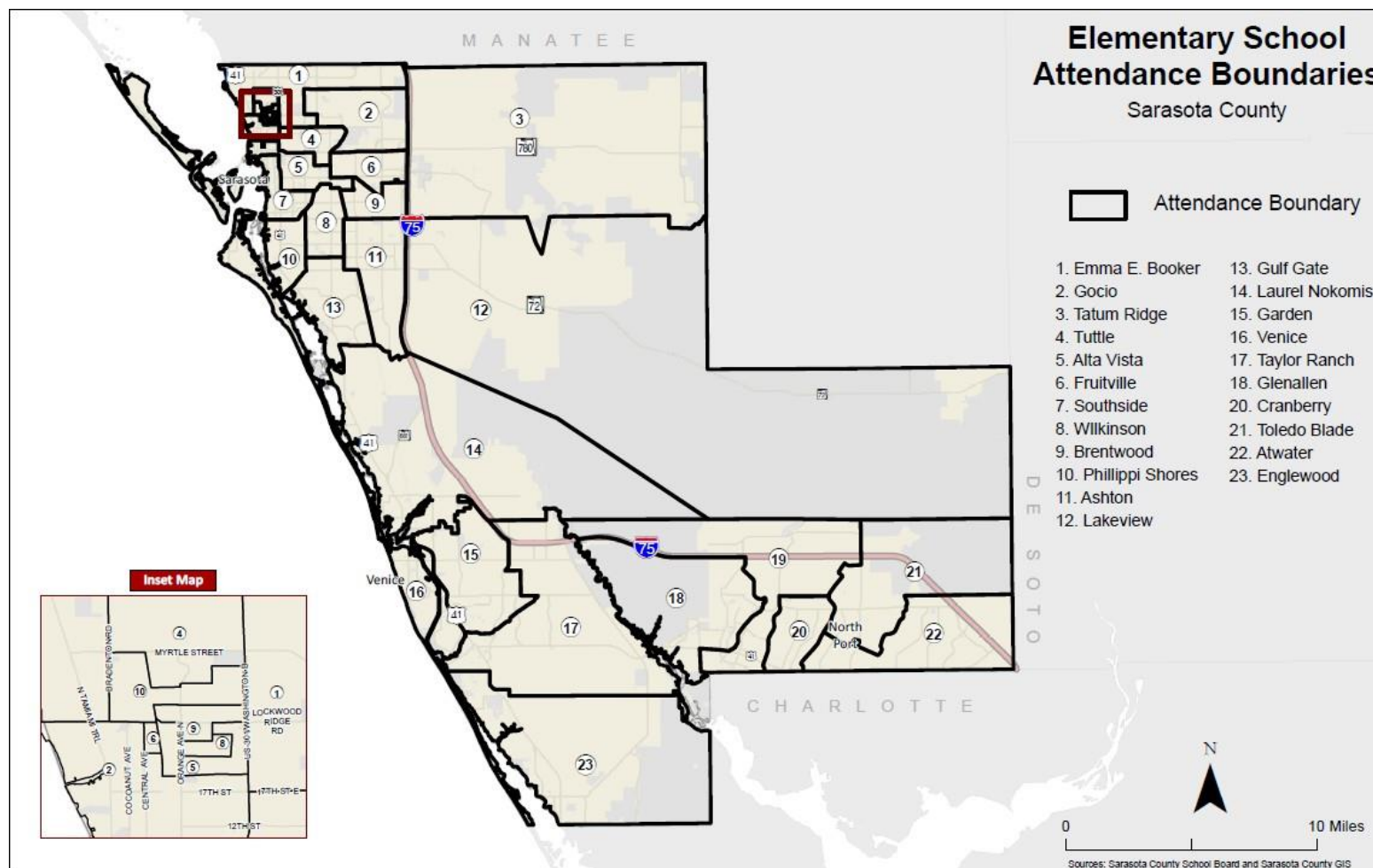
* Pineview High School does not have an attendance zone – provides service countywide and is over capacity.

Similarly, Suncoast Polytechnical and TriAd-Beneva (not shown in the table) have also have countywide attendance and a limited capacity. The capacities of these schools are excluded from the calculations.

Sarasota High School - Current project underway

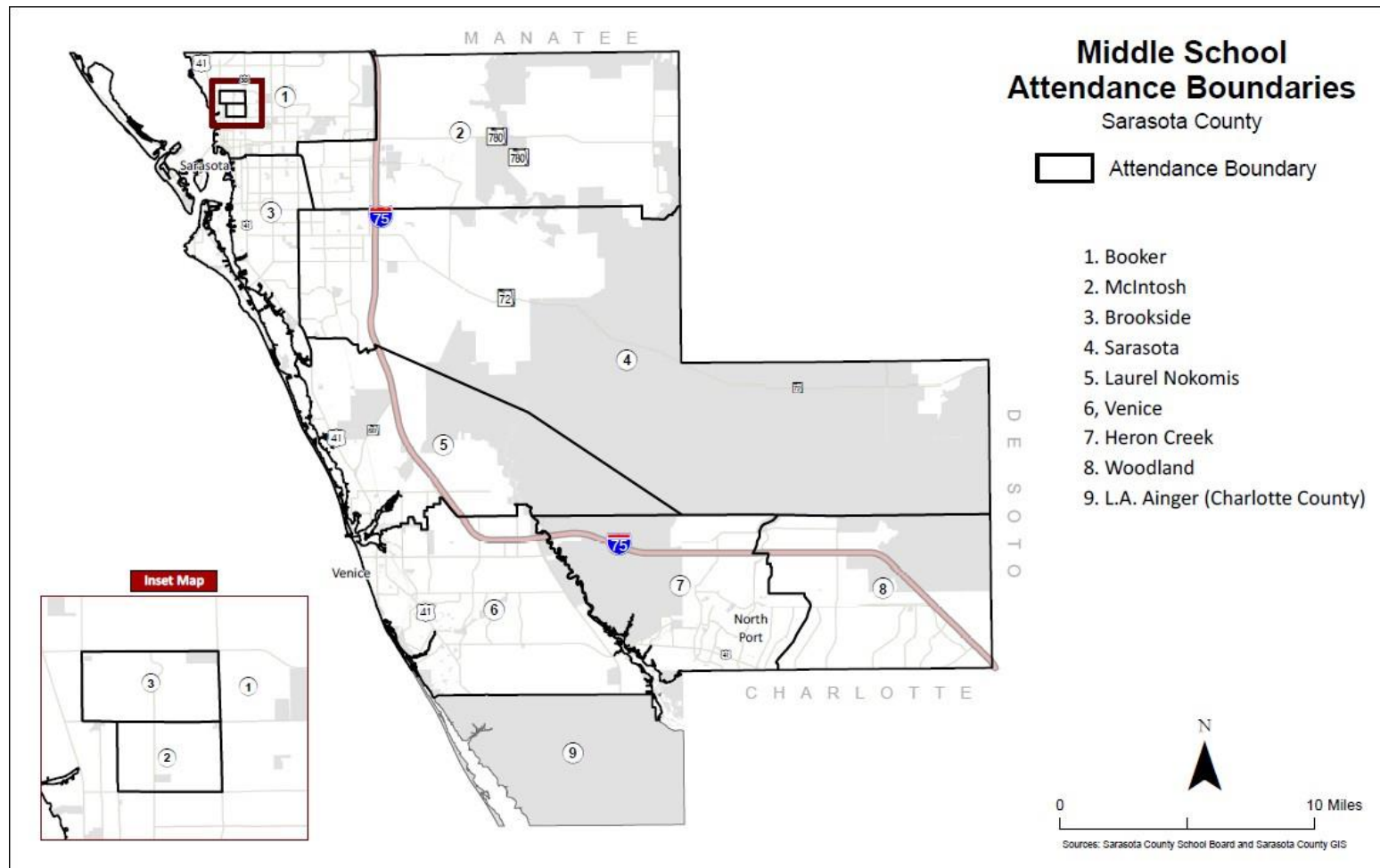
Map 4

Sarasota County - Elementary School Attendance Boundaries

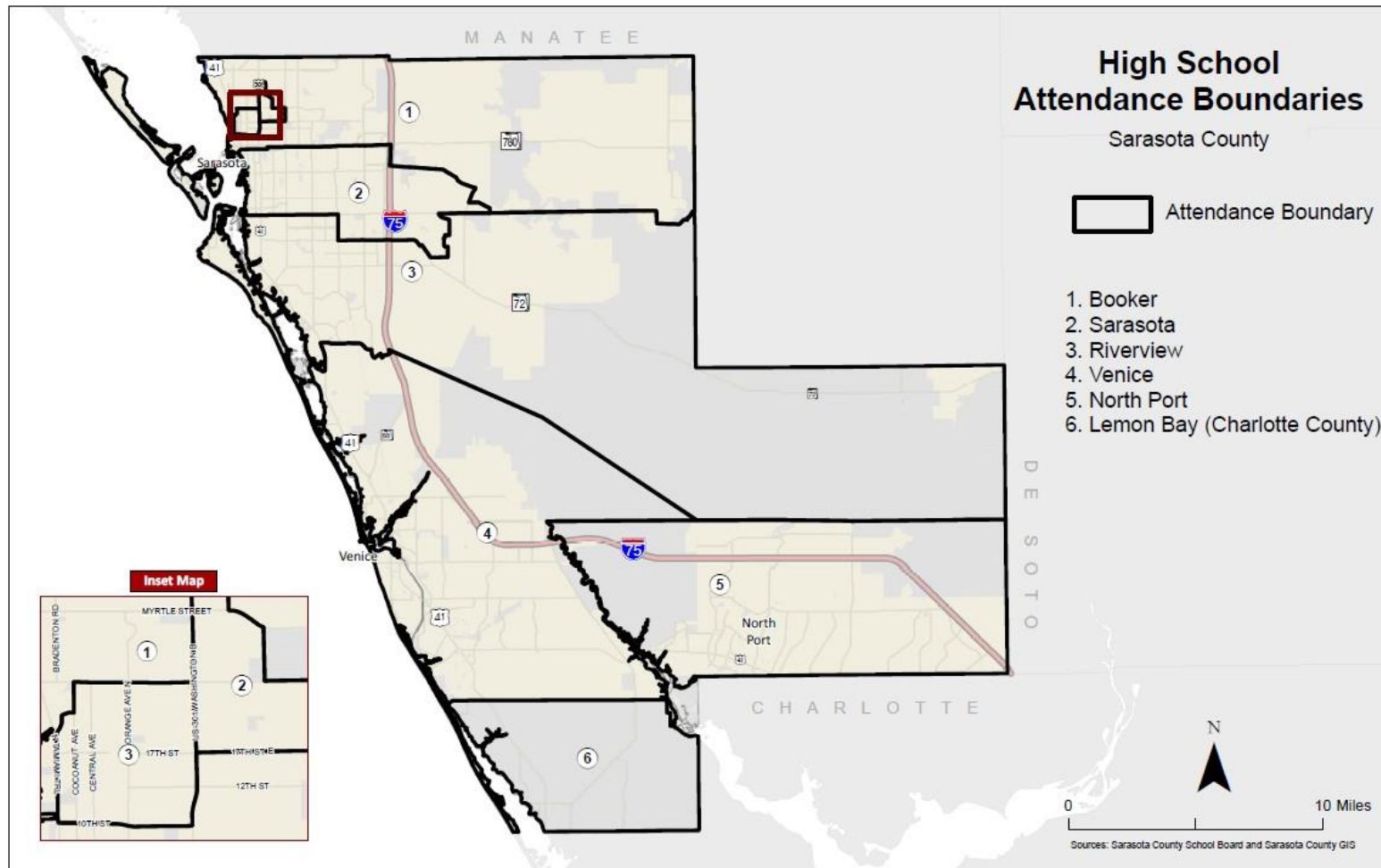


Map 5

Sarasota County - Middle School Attendance Boundaries



Map 6
Sarasota County - High School Attendance Boundaries



Future Needs

Based on the analysis conducted in the previous sections, it was estimated that, by 2040, the School District may need to build up to 7 elementary schools, 2 middle schools, and 2 high schools. In terms of the next 10 years, the District needs to plan funding for up to 4 elementary schools, 1 middle school, and 1 high school. It is estimated that, of these, 3 elementary schools and 1 high school will need to be opened within the next 10 years.

Future school needs estimates include up to 4 elementary, 1 middle and 1 high schools to accommodate growth through 2025.

More specifically, the range is dependent on the following:

- Rate and location of growth;
- The District's ability to use available capacity, especially in the case of middle and, to a lesser extent, high schools; and
- Enrollment levels at traditional schools versus charter and private schools.

Table 11 below provides a summary of the timing of future needs, which are also shown graphically in Figures 4 through 6. The District's prototype schools include 970 stations for elementary, 1,350 stations for middle, and 2,000 stations for high schools. The green dashed lines in Figures 4 through 6 indicate when the District's program capacity is short of approximately half of these stations, which suggests a need to start planning for future schools. The purples solid lines indicate the timing of actual construction. Based on discussions with the District, a 3-year planning time frame is utilized.

Table 11 Planning vs. Opening Year

Planning vs. Opening Years						
Period	Elementary		Middle		High	
	Planning	Opening	Planning	Opening	Planning	Opening
15-21	3	2	0	0	0	0
22-26	1	1	1	0	1	1
27-31	1	2	0	1	0	0
32-36	1	1	0	0	1	0
37-40	1	1	1	1	0	1
Total	7	7	2	2	2	2

Figure 4
Planning Chart – Elementary Schools

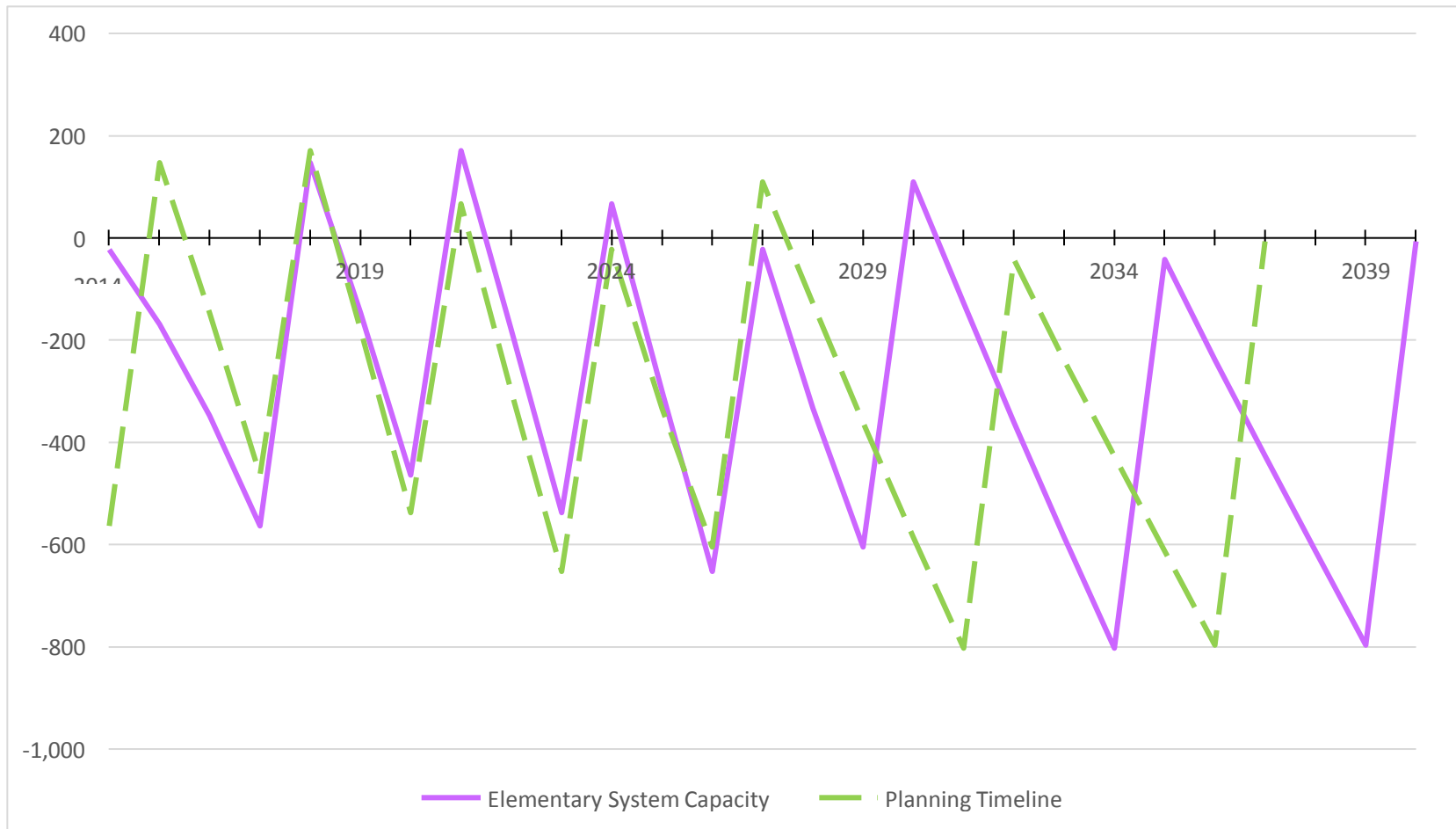


Figure 5
Planning Chart – Middle Schools

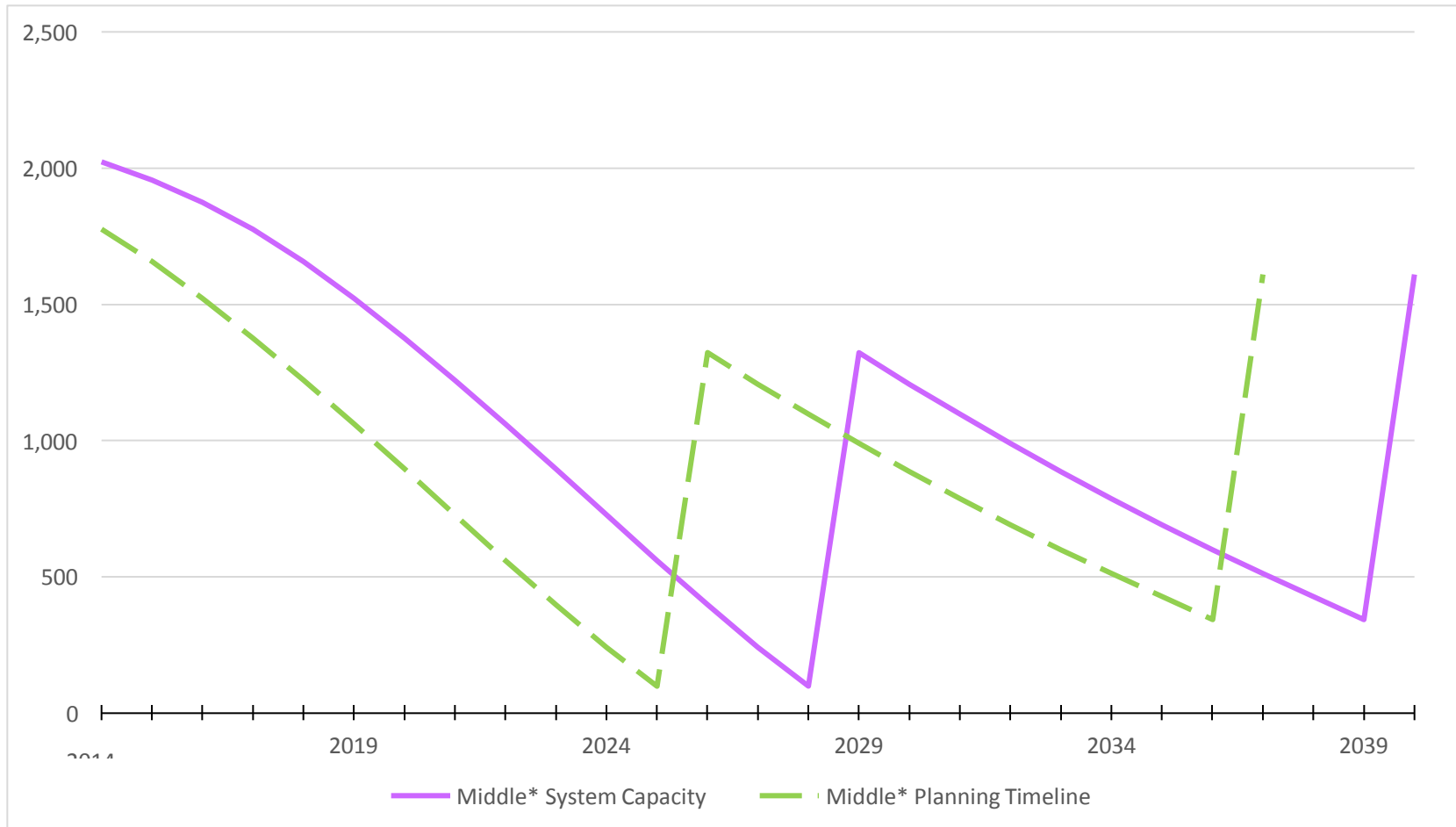
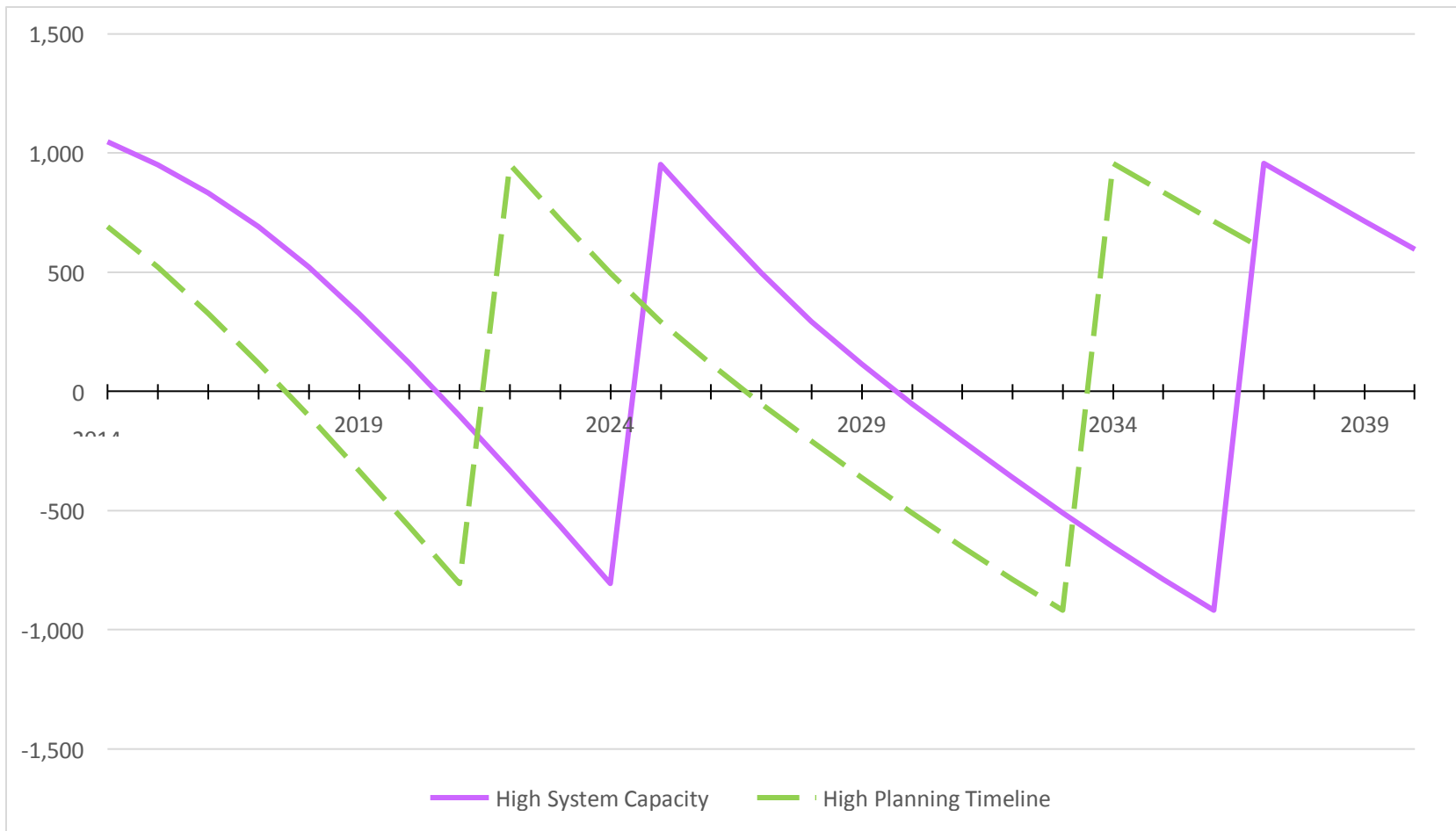


Figure 6
Planning Chart – High Schools



Figures 7 through 9 show the timing of schools by level under the moderate growth rate scenarios. As shown, multiple growth scenarios are presented in each chart and the enrollment growth is tied to the moderate growth scenario. Further explanation of each scenario will be provided later in this report, under the section titled “Funding and Implementation of Growth Plan.”

Figure 7
Growth Chart – Elementary Schools

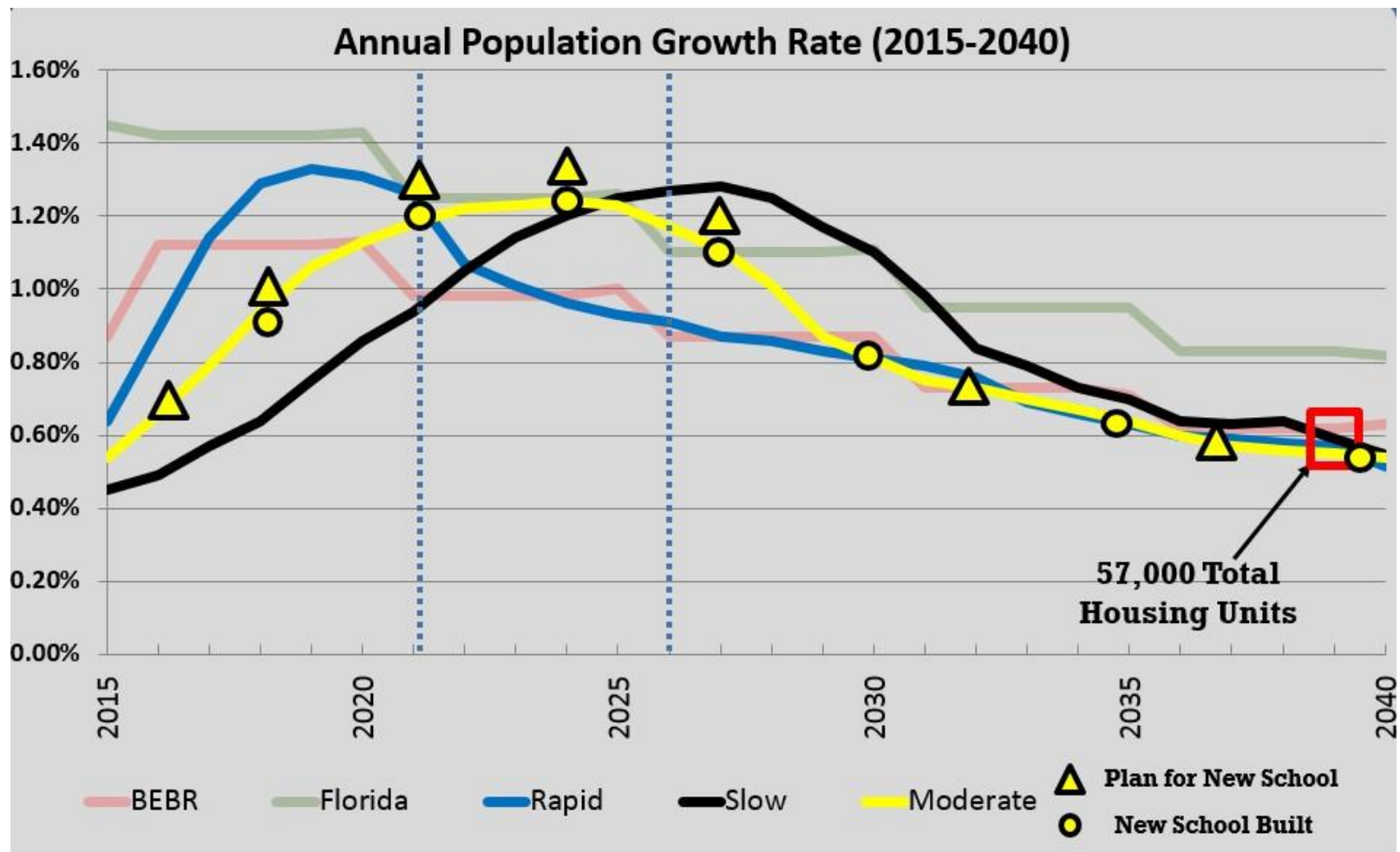


Figure 8
Growth Chart – Middle Schools

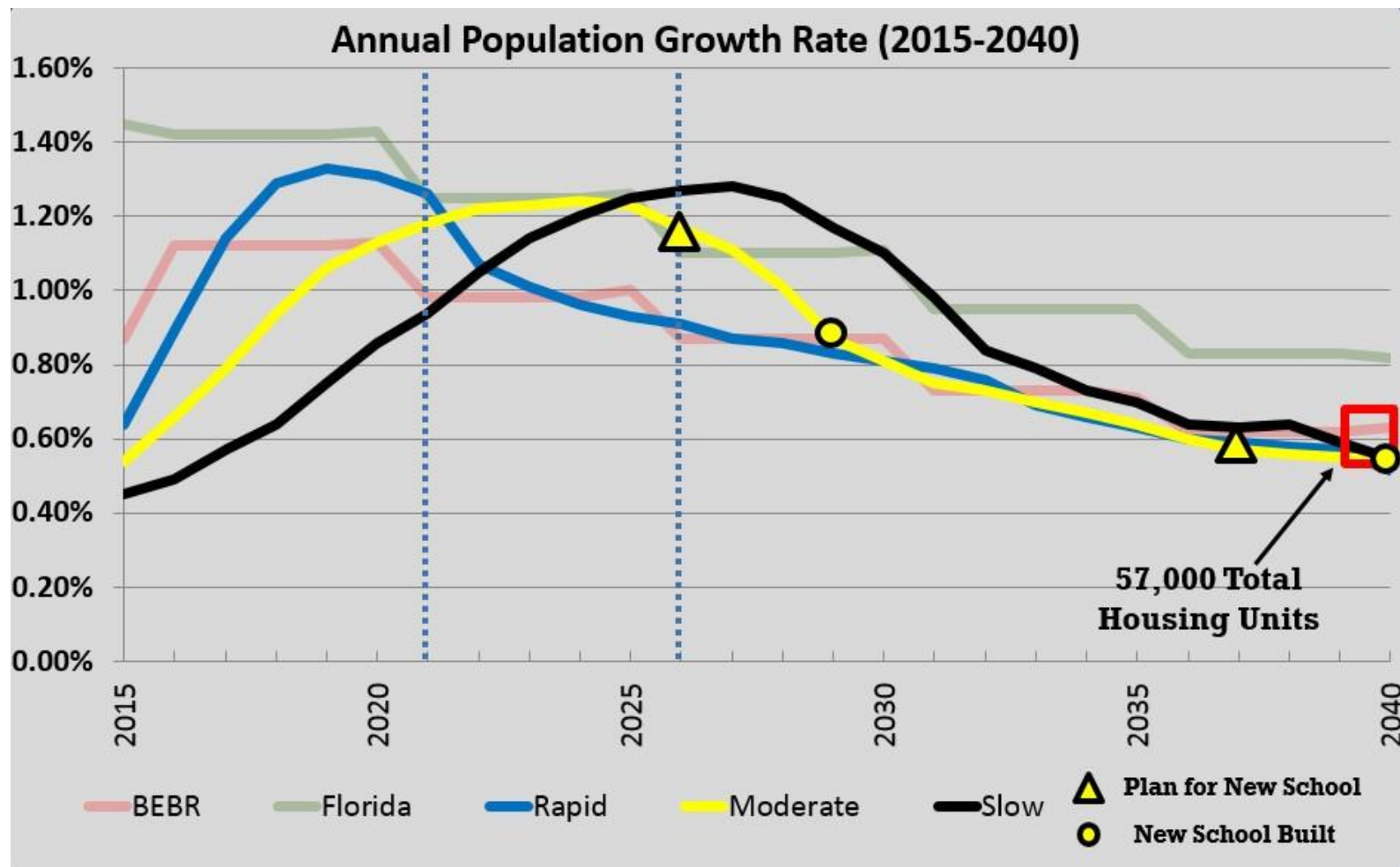
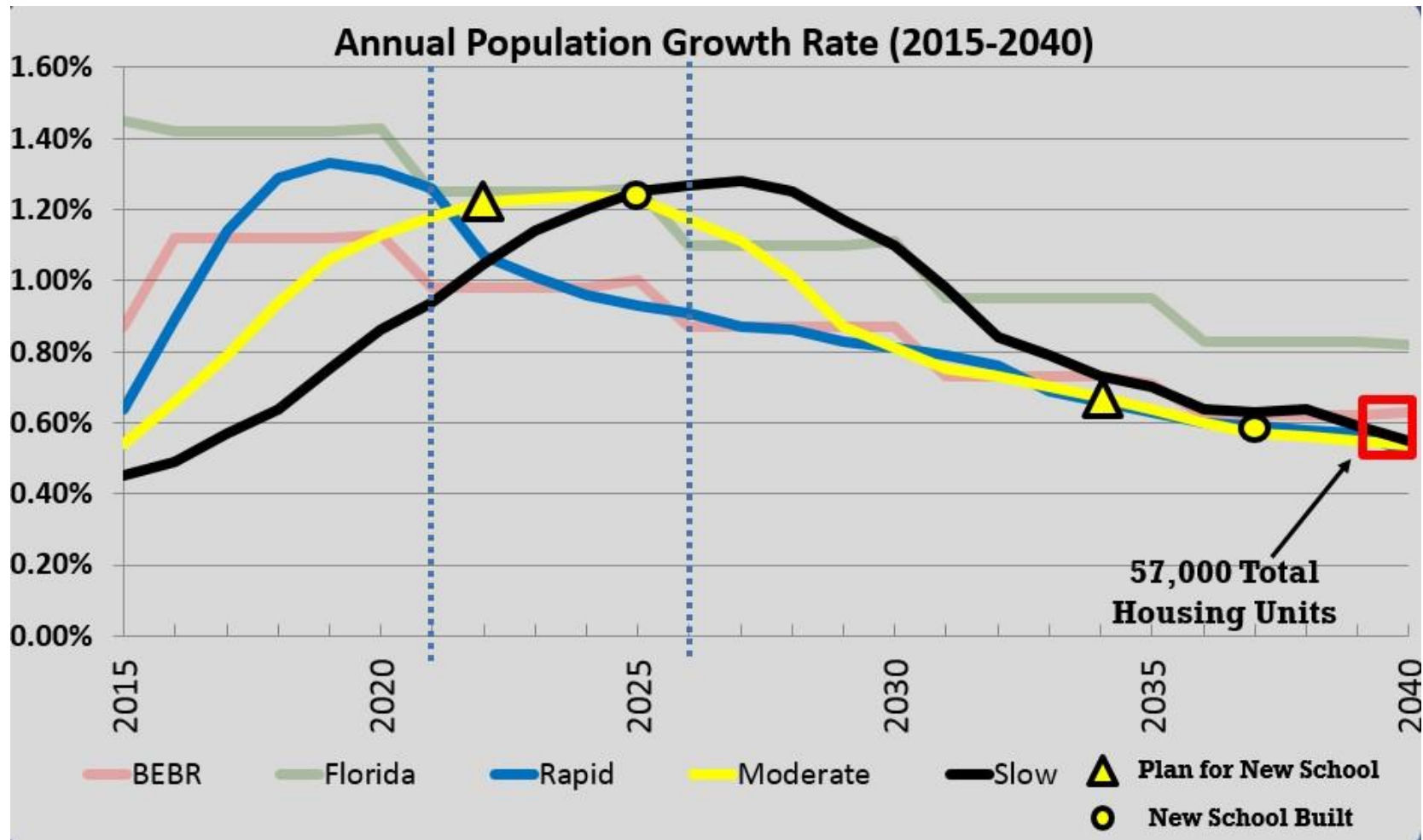


Figure 9
Growth Chart – High Schools



Location of New Schools

As mentioned previously, upcoming/proposed development projects throughout the county were reviewed in an effort to determine possible location of future schools. As part of this effort, a review of available permanent program capacity in each attendance boundary was reviewed and compared to the additional students that are likely to be generated in each district. Table 12 presents this information by attendance boundary.

Based on the information in Table 12, Maps 7 through 9 present potential location of future schools over the next 10 years.

Table 12
Capacity vs. Additional Students by Attendance Boundary

School	Available Program Capacity ⁽¹⁾	Additional Students ⁽²⁾				Available/Deficient Capacity ⁽³⁾		
		2015-21	2022-26	2027-40	2015-40	2015-2021	2015-2026	2015-2040
Alta Vista	49	18	19	33	70	31	12	-21
Ashton	-295	34	35	63	132	-329	-364	-427
Atwater	168	0	0	0	0	168	168	168
Bay Haven*	-	-	-	-	-	-	-	-
Brentwood	221	0	0	0	0	221	221	221
Cranberry	-91	0	0	0	0	-91	-91	-91
Emma Booker	107	11	11	21	43	96	85	64
Englewood	15	74	76	138	288	-59	-135	-273
Fruitville	-169	2	2	4	8	-171	-173	-177
Garden	-247	0	0	0	0	-247	-247	-247
Glenallen	83	0	0	0	0	83	83	83
Gocio	-177	5	5	8	18	-182	-187	-195
Gulf Gate	18	29	29	53	111	-11	-40	-93
Lakeview	-108	381	392	706	1,479	-489	-881	-1,587
Lamarque	144	10	10	17	37	134	124	107
Laurel-Nokomis ES	226	254	261	469	984	-28	-289	-758
Phillippi Shores	-145	0	0	0	0	-145	-145	-145
Southside	-31	4	4	8	16	-35	-39	-47
Tatum Ridge	-1	93	96	172	361	-94	-190	-362
Taylor Ranch	28	895	920	1,657	3,472	-867	-1,787	-3,444
Toledo Blade	-30	1	1	3	5	-31	-32	-35
Tuttle	1	0	0	0	0	1	1	1
Venice	58	1	1	0	2	57	56	56
Wilkinson	153	2	2	2	6	151	149	147
Total --Elementary	-23	1,814	1,864	3,354	7,032	-1,837	-3,701	-7,055
Booker	815	15	16	28	59	800	784	756
Brookside	413	4	4	6	14	409	405	399
Heron Creek	393	4	5	8	17	389	384	376
Laurel-Nokomis MS	192	117	120	216	453	75	-45	-261
Mcintosh	455	44	45	82	171	411	366	284
Sarasota	-141	204	209	377	790	-345	-554	-931
Venice	273	411	423	762	1,596	-138	-561	-1,323
Woodland	439	1	1	0	2	438	437	437
Total - Middle	2,839	800	823	1,479	3,102	2,039	1,216	-263
Booker	393	76	78	142	296	317	239	97
North Port	382	7	7	14	28	375	368	354
Pineview*	-	-	-	-	-	-	-	-
Riverview	71	289	297	535	1,121	-218	-515	-1,050
Sarasota*	125	15	16	28	59	110	94	66
Venice	77	755	776	1,400	2,931	-678	-1,454	-2,854
Total -- High	1,048	1,142	1,174	2,119	4,435	-94	-1,268	-3,387
Grand Total	3,864	3,756	3,861	6,952	14,569	108	-3,753	-10,705

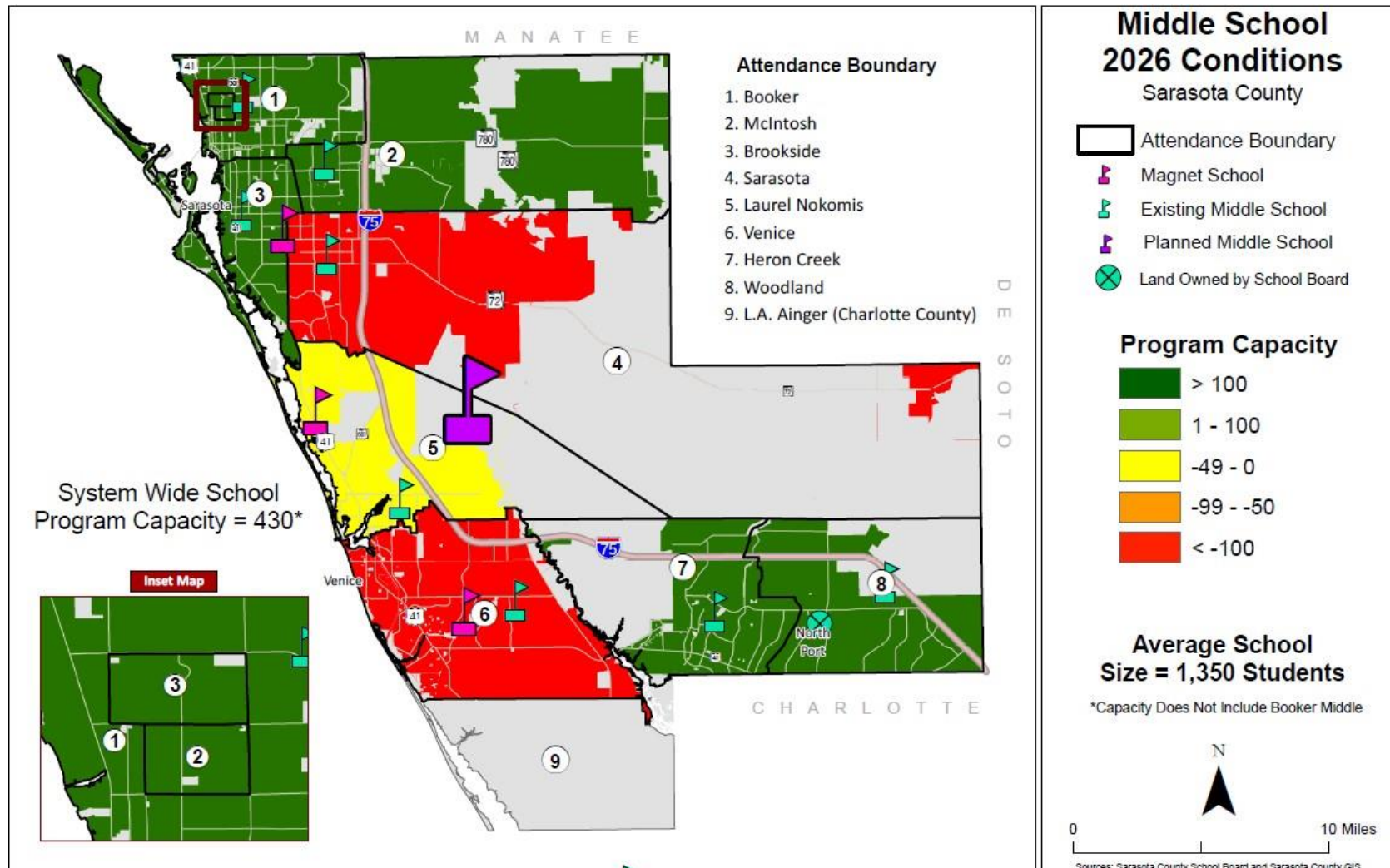
1) Source: Sarasota County School District

2) Estimated based on development activity and population projections

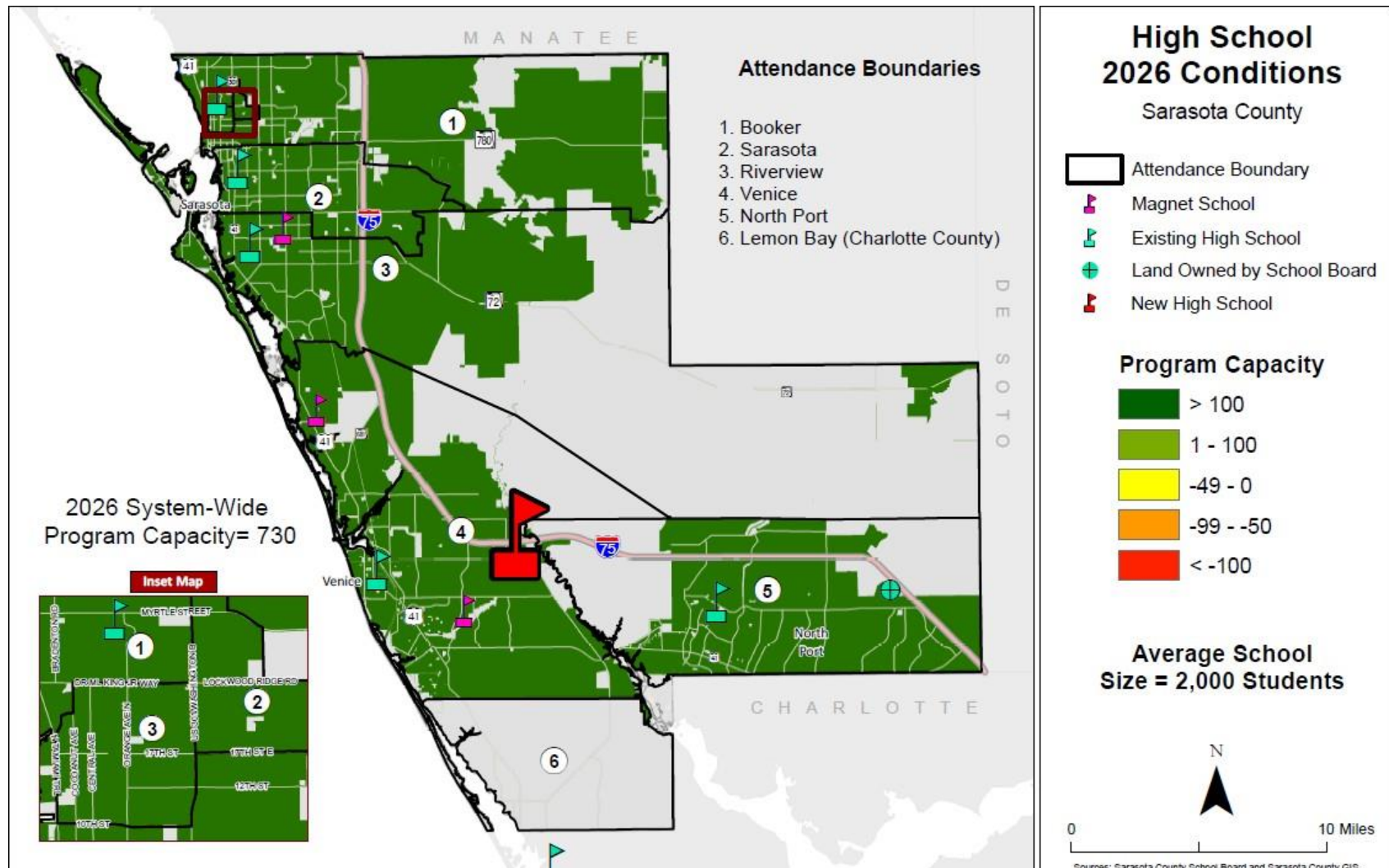
3) Available program capacity (Item 1) less additional students (Item 2) for each time period

*Sarasota HS - Current project underway; Bay Haven and Pineview do not have attendance zones.

Map 8 Sarasota County – Middle School Conditions 2026



Map 9 Sarasota County – High School Conditions 2026



Funding and Implementation of the Growth Plan

As presented in the previous sections, the key strategies for the School District over the next 10 years include:

- Monitoring growth conditions and identifying sites for up to 4 elementary schools, 1 middle school, and 1 high school;
- Construction of up to three elementary schools and one high school.

Funding Needs

As part of this study, cost to build new schools were estimated based on the following analysis:

- Review of cost associated with recently built schools;
- Insurance values of existing schools;
- Cost information obtained from other Florida School Districts; and
- Discussions with the District staff.

Based on this analysis, the following estimates are used for the District's prototype schools for planning purposes (2015 uninflated costs):

- Elementary schools: Total cost of \$27.3 million based on a prototype of 970-station school and \$28,200 cost per station;
- Middle schools: Total cost of \$45.9 million based on a prototype of 1,350-station school and \$34,000 per station; and
- High schools: Total cost of \$90.4 million based on a prototype of 2,000-station school and \$45,200 per student station.

Based on these prototype schools and estimated cost per school, the estimated funding need for the 10-year plan is estimated to range from \$172 million to approximately \$245 million, which requires appropriations of approximately \$20 million per year.

Potential Funding Options

Potential funding sources for the District's capital plan include:

- Capital millage (1.5-mil);
- Impact fees; and
- Bonding/COPs.

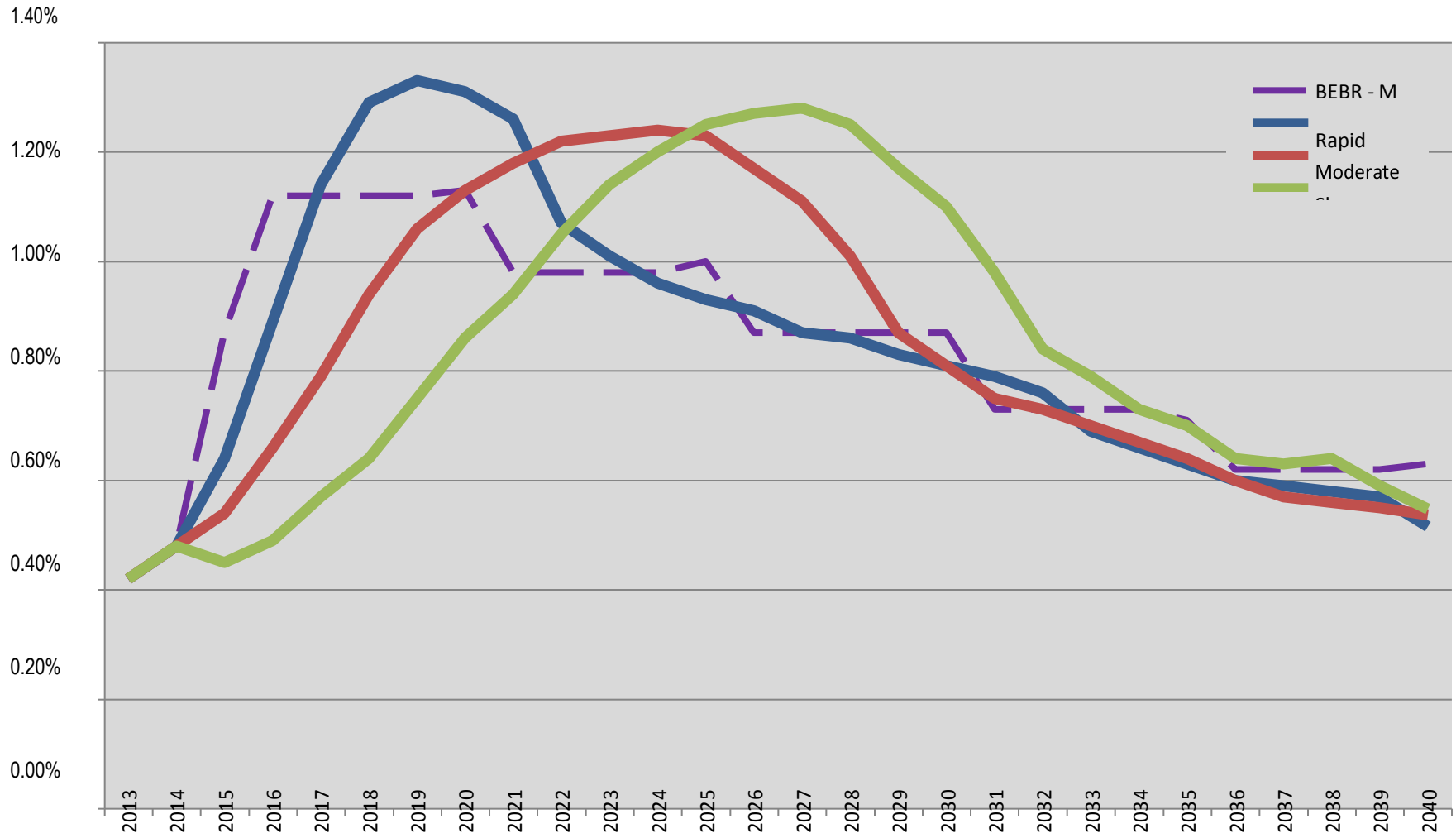
Of these, potential revenues from the capital millage and the District's bonding capability are provided by the School District. Impact fee revenue estimates are obtained in the following manner.

Impact Fee Revenue Projections

The first step in the development of school impact fee revenue estimates involved the review of the projected population for Sarasota County. As mentioned previously, three separate growth curves were developed, as illustrated in Figure 10. Each scenario arrives at the BEBR Medium-Level 2040 population figure, but the annual growth rates for earlier years are distributed differently:

- Rapid Growth – this scenario projects high growth rates in the next five years (up to 1.3%) and then drops to below 1.0% for the next five years, eventually moving toward 0.5% by 2040.
- Moderate Growth – this scenario projects a more gradual population increase over the next five years, with a peak annual growth rate of 1.2% during the second five- year time period. Growth rate decreases to 0.5% by 2040.
- Slow Growth – this scenario projects a slower initial population growth with a peak rate of 1.2% achieved in outside of the next 10 years. Similar to the other scenarios, the annual growth rate decreases to 0.5% by 2040.

Figure 10
Annual Population Growth Rate Projection Scenarios



Source: 2040 Medium-Level BEBR population projection

Housing Unit Projections

As explained previously, using the population scenarios, the projections were converted to housing units using the persons-per-household figure of 1.66 based on population and housing unit totals in the American Community Survey. Total units were then classified as single family (75%) or multi-family (25%) based on the projected distribution of units from the MPO's Long Range Transportation Plan.

Educational Facilities Impact Fee

Educational facilities impact fee revenue projections were tied to the population projections illustrated in Figure 10, with adjustments made for single family and multi-family permits. Table 13 provides a summary of projected revenues for each scenario for the next 10 years. These revenue figures are based on the maximum calculated rates and are not indexed over time. In addition, current vacancy rates or development credits are not taken into consideration, which may lower these revenues.

Table 13
School Impact Fee Projections

Growth Scenario	Estimated Revenues (in millions)		
	2016-2020	2021-2025	Total 2016-2025
Rapid Growth	\$91.9	\$85.3	\$177.2
Moderate Growth	\$70.1	\$98.4	\$168.5
Slow Growth	\$50.4	\$88.7	\$139.1

Notes: Based on 100% calculated rates
Impact fee revenues are not indexed (in 2015 dollars)

As shown in Figure 11, when compared to historical collections, estimated impact fee revenues at 100 percent of the calculated fee are significantly higher. This is because the current rate is approximately 25 percent of the full calculated rate. Table 14 presents revenue estimates under the moderate growth scenario for various adoption levels.

Figure 11
Educational Facilities Annual Impact Fee Revenues – Moderate Growth

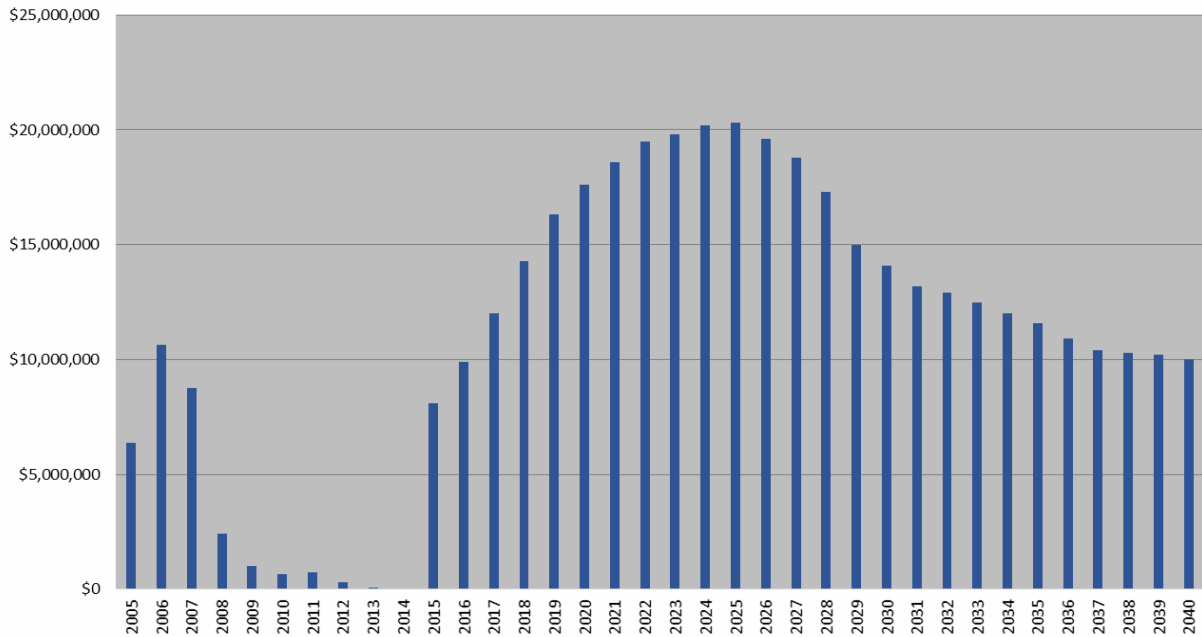


Table 14
School Impact Fee Revenue Projections Moderate Growth Scenario with Variation in Adoption Level

Impact Fee Adoption %	Single Family Impact Fee per Home	Estimated Revenues (in millions)		
		2016-2020	2021-2025	Total 2016-2025
100%	\$7,835	\$70.1	\$98.4	\$168.5
75%	\$5,876	\$52.6	\$73.8	\$126.4
50%	\$3,918	\$35.0	\$49.2	\$84.2
25%	\$1,959	\$17.5	\$24.6	\$42.1

Finally, Table 15 provides a summary of Long Range Growth Plan funding needs and the portion that can be paid with impact fees. The remaining amounts will need to be funded with ad valorem revenues and/or through borrowing.

Table 15
Growth Plan Cost and Impact Fee Revenue Summary

Variable	In Millions, 2015 Dollars		
	2016-2020	2021-2025	Total 2016-2025
Estimated Capital Expansion Funding Need ⁽¹⁾	\$104.4	\$104.4	\$208.8
Impact Fee Funding:			
- 100% Adoption	\$70.1	\$98.4	\$168.5
- 75% Adoption	\$52.6	\$73.8	\$126.4
- 50% Adoption	\$35.0	\$49.2	\$84.2
- 25% Adoption	\$17.5	\$24.6	\$42.1
Additional Funding Need:			
- 100% Adoption	\$34.3	\$6.0	\$40.3
- 75% Adoption	\$51.8	\$30.6	\$82.4
- 50% Adoption	\$69.4	\$55.2	\$124.6
- 25% Adoption	\$86.9	\$79.8	\$166.7

(2) Represents the mid-point of the range provided in Table 1

Summary and Conclusions

The primary purpose of this Long Range Growth Plan is to provide the School District with a planning tool to use in the future. This Plan provided estimates of potential growth in student enrollment based on the following assumptions:

- It is School Board's intent that to provide permanent stations;
- Limited/no re-districting options; and
- Stable charter school to traditional school enrollment ratio.

It is recommended that the District focus on the following:

- During the initial five-year period, it is important that the District review the growth patterns and identify potential sites for purchase. The District currently has a system

in place through an interlocal agreement where the School District collaborates with the County and municipalities to track and estimate growth levels and student enrollment levels. Information obtained during this process is essential in monitoring upcoming growth levels.

- During the same period, the District should start creating a fund balance or consider borrowing as needed for the construction of future schools. Although Sarasota County Schools benefit from a moderate student generation rates, new schools require significant investment and it is recommended that an allowance for capital budget is incorporated into the funding plan.

Student generation rates and enrollment trends indicate that approximately half the student population consists of elementary school students. These schools are also the smallest in terms of capacity. With a prototype capacity of 970 stations and no available capacity at the existing schools, it is reasonable to expect the District will need to construct 3 schools, and fund the 4th elementary school over the next 10 years.

In the case of middle schools, the District has available capacity countywide, but not necessarily at growth locations. Unless significant level of re-districting is considered, it will be difficult to utilize available capacity, which may require the District to start a funding plan for a middle school toward the end of the 10-year period.

The District has some capacity at the high school level, but it is likely that there will be a need for an additional high school over the next 10 years due to a combination of additional students and locational considerations.

- During the next five years and beyond, the District should review the enrollment growth patterns on an annual basis and reprioritize future school projects and needs. Given that Sarasota County tends to lag in recovery compared to other counties, the 10-Year growth projections may lag as well, allowing for a longer planning period for the District.

Appendix A Planned/Proposed Development

Appendix A – Planned Development

This Appendix provides a list of larger planned developments and information related to their status, type of development, units, etc.

Table A-1
Sarasota County – Planned Development

Project Name	Jurisdiction	Construction	Platted	Estimated BODate	Elementary School Boundary	Middle School Boundary	High School Boundary	Units Remaining
Suncoast Plaza Apartments	North Port	None	None	unknown	Toledo Blade Elementary School	Woodland Middle School	North Port High School	223
Talon Bay Replat		None	Platted	unknown	Lamarque Elementary School	Heron Creek Middle School	North Port High School	233
West Villages DRI		Vertical	Platted	Year 2022 7 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,749
West Villages DRI		Vertical	Platted	Year 2020 5 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	2,149
West Villages DRI		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	12,600
West Villages DRI		None	None	Unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,200
West Villages DRI		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1,800
1505 Dolphin St.	Sarasota (City)	None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	6
1st & Audubon		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	37
621 Gulfstream Ave		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	17
635 S. Orange Ave Orange Club		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	15
711 S. Palm Ave		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	15
City Place/Pineapple Square		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	276
Cityside		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	400
Dolphin Tower Renovation		Vertical	High-Rise	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	117
Florida Studio Theatre		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	5
Former United Way Property		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	168
Gulfstream Sarasota		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	144
Janies Garden, Phase 3		None	None	unknown	Fruitville Elementary School	McIntosh Middle School	Riverview High School	72
Oakridge Apartment Income-Restricted		None	None	unknown	Emma E. Booker Elementary School	Booker Middle School	Booker High School	121
One Palm Ave Aloft		Vertical	High-Rise	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	139
Renaissance Townhomes Same as Rosemary Place?		None	Platted	Year 2017/2018 3 years	Alta Vista Elementary School	Booker Middle School	Booker High School	30
Rosemary Square		None	None	Year 2015/2016 1 year	Alta Vista Elementary School	Booker Middle School	Booker High School	61
Sarasota Flats		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	228
Sarasota Marriott & Condos		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	40
School Avenue Townhomes		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	38
The DeMarcay		None	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	39
The Jewel		Vertical	High-Rise	Year 2015/2016 1 year	Alta Vista Elementary School	Booker Middle School	Booker High School	19
The Q		Vertical	Platted	Year 2015/2016 1 year	Southside Elementary School	Booker Middle School	Sarasota High School	39
The Vue		Vertical	High-Rise	Year 2016/2017 2 years	Alta Vista Elementary School	Booker Middle School	Booker High School	141
Vanguard Lofts		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	6
Villagio at Rosemary Place		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	32

Source: Sarasota County and Municipal Governments

Table A-1 (Continued)
Sarasota County – Planned Development

Project Name	Jurisdiction	Construction	Platted	Estimated BO Date	Elementary School Boundary	Middle School Boundary	High School Boundary	Units Remaining
Ashton Oaks	Sarasota (County)	Vertical	Platted	Year 2016/2017 2 years	Ashton Elementary School	Sarasota Middle School	Riverview High School	17
Ashton Palms		Horizontal	Platted	Year 2016/2017 2 years	Ashton Elementary School	Sarasota Middle School	Riverview High School	35
Ashton Pointe		Vertical	Platted	Year 2015/2016 1 year	Ashton Elementary School	Sarasota Middle School	Riverview High School	0
Baytown Square Townhouse		Horizontal	Platted		Gocio Elementary School	Booker Middle School	Booker High School	89
Beekman Place		None	None	unknown	Gocio Elementary School	Booker Middle School	Booker High School	35
Bent Tree		TBD	Platted	unknown	Lakeview Elementary School	Sarasota Middle School	Sarasota High School	78
Bispham Properties CPA 2013-E		None	None	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	264
Boca Royale		Vertical	Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	192
Calusa Park		Vertical	Platted	Year 2016/2017 2 years	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	77
Caribbean Village			Platted	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	187
Cassata Estates		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	7
Cassata Oaks			Platted	unknown	Ashton Elementary School	Sarasota Middle School	Riverview High School	18
Clark Road Properties		None	None	Year 2025 10 years	Lakeview Elementary School	Sarasota Middle School	Riverview High School	9344
Cottages of Curry Creek		Horizontal	Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	12
Enclave at Forest Lakes			Platted	unknown	Alta Vista Elementary School	Brookside Middle School	Sarasota High School	160
Forest Lakes				unknown	Wilkinson Elementary School	Brookside Middle School	Sarasota High School	213
Foxtrot Meadows		None	None	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	202
Gateway Square & Villas		None	None	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	31
Grand Palm DOCC fka Blackburn Creek		Vertical	Platted	1,859 units to buildout Year 2029, 14 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1859
Heron Creek Unit 2 Parcel K		None	None	unknown	Lamarque Elementary School	Heron Creek Middle School	North Port High School	150
Hidden Bay Estates North			Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	3
Hidden Creek		None	None	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	178
Indian Lakes			Platted	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	67
Indian Palms Estates			Platted	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Sarasota High School	126
Jacaranda 70		None	None	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	423
Keyway Place		Vertical	Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	70
Kurtz Property_Lena Lane, Mustico Lot Split		None	None	unknown	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	2
Lake Village East		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	89
Luna Bay fka Honore Court		None	Platted	unknown	Ashton Elementary School	Sarasota Middle School	Riverview High School	21
Maiden Lane Apartments		None	None	Year 2025 10 years	Wilkinson Elementary School	Brookside Middle School	Riverview High School	10
Muirfield Village at Honore		Vertical	Platted	Year 2015/2016 1 year	Emma E. Booker Elementary School	Booker Middle School	Booker High School	0
Palmer Ranch DRI		Vertical	Platted	2,276 units to buildout Year 2020, 5 years	3 - Gulf Gate, Ashton, Laurel Nokomis Elementary	2 - Sarasota Middle, Laurel Nokomis Middle	2 - Riverview High, Venice High	2276
Palms at Casey Key		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	31
Park Forest Dev/Phase 6A		Vertical	Platted	Year 2020 5 years	Englewood Elementary School	L.A. Ainger Middle School	Lemon Bay High School	10
Quay		None	None	unknown	Alta Vista Elementary School	Booker Middle School	Booker High School	695
Rapalo			Platted	unknown	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	109
Red Hawk Reserve Phase 3		Vertical	Platted	unknown	Lakeview Elementary School	Sarasota Middle School	Riverview High School	0
Residences at Commerce Center				unknown	Fruitville Elementary School	McIntosh Middle School	Sarasota High School	282
Sabal Palm Preserve			Platted	unknown	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	183
Sansara		Site cleared	None	unknown	Southside Elementary School	Booker Middle School	Sarasota High School	17
Sarabay Acres			Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	49
Sarasota Crew Dorms		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	0
SCIBC DRI		None	None	250 units to buildout Year 2017, 2 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	250
Springs at Sarasota		None	None	Year 2025 10 years	Ashton Elementary School	Sarasota Middle School	Sarasota High School	360
Stoneybrook DOCC		Vertical	Platted	467 units to buildout Year 2018, 3 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	467
Tuscano DOCC		Vertical	Platted	1,534 units to buildout Year 2018, 3 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	1534
University Town Center SIPOC DRI		None	None	1,750 units to buildout Year 2018, 3 years	Emma E. Booker Elementary School	Booker Middle School	Booker High School	1750
VICA		see below	see below	700 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	700
Village of Manasota Beach		None	None	1,564 units to buildout	Englewood Elementary School	L. A. Ainger Middle School	Lemon Bay High School	1564
Village On The Trail VOT DOCC		None	None	1,855 units to buildout Year 2018, 3 years	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1855
Villages of Lakewood Ranch South DRI		TBD	TBD	5,142 units to buildout Year 2034, 19 years	Tatum Ridge Elementary School	McIntosh Middle School	Booker High School	5142
Watercrest		None	Platted	Year 2025 10 years	Taylor Ranch Elementary School	Venice Area Middle School	Venice High School	283
Waverley		None	Platted	Year 2025 10 years	Lakeview Elementary School	Sarasota Middle School	Riverview High School	202

Source: Sarasota County and Municipal Governments

Table A-1 (Continued)

Sarasota County – Planned Development

								Units Remaining
Bridges	Venice	None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1,100
Chateau Venice		Vertical	Platted	nearly completed	Venice Elementary School	Venice Area Middle School	Venice High School	0
Higelville		Vertical	Platted	Year 2015/2016 1 year	Venice Elementary School	Venice Area Middle School	Venice High School	2
Island Court Multi-Family		Vertical	Platted	Year 2015/2016 1 year	Venice Elementary School	Venice Area Middle School	Venice High School	10
Laurel Lakes		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	805
Portofino		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	650
Toscana Isles		see below	see below	1,418 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	1,418
TraPonti Villaggio		Horizontal	Platted	Year 2017/2018 3 years	Venice Elementary School	Venice Area Middle School	Venice High School	24
Venetian Golf & River Club		Vertical	Platted	275 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	275
Venetian Walk II Income-Restricted		None	None	unknown awaiting funding	Venice Elementary School	Venice Area Middle School	Venice High School	52
VillaParadiso		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	699
Willow Chase		Vertical	Platted	10 units to buildout	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	10
Windwood		Vertical	Platted	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	90
Woods at Venice		None	None	unknown	Laurel Nokomis Elementary School	Laurel Nokomis Middle School	Venice High School	263
Totals								59,275

Source: Sarasota County and Municipal Governments

**AMENDED AND RESTATED
JOINT PLANNING AND
INTERLOCAL SERVICE BOUNDARY AGREEMENT
BETWEEN
THE CITY OF VENICE AND
SARASOTA COUNTY**

This Amended and Restated Joint Planning and Interlocal Service Boundary Agreement (the "Agreement") is made and entered into this 26th day of October, 2010, by and between the City of Venice, a municipal corporation organized and existing under the laws of the State of Florida (the "City") and Sarasota County, a charter county and political subdivision of the State of Florida (the "County").

WHEREAS, in January 2007, the City and the County entered into a Joint Planning and Interlocal Service Boundary Agreement; and

WHEREAS, in December 2008, the Joint Planning and Interlocal Service Boundary Agreement was amended by the City and the County; and

WHEREAS, the City and the County desire to amend and restate the Joint Planning and Interlocal Service Boundary Agreement to eliminate certain Potential Annexation Areas, update the maximum densities in the Potential Annexation Areas in a manner consistent with the City's EAR-based amendments to its comprehensive plan, limit the City's ability to annex in a manner that creates enclaves, and to require that annexed areas be compact; and

WHEREAS, the City possesses Municipal Home Rule Powers pursuant to Article VIII, Section 2(b), Florida Constitution. and Section 166.021, Florida Statutes; and

WHEREAS, the County possesses Home Rule powers as a Charter County pursuant to Article

VIII, Section 1(g), Florida Constitution and Section 125.01, Florida Statutes; and

WHEREAS, the Florida Interlocal Cooperation Act of 1969, Section 163.01, Florida Statutes, encourages and empowers local government to cooperate with one another on matters of mutual interest and advantage, and provides for interlocal agreements between local governments on matters such as annexation and joint planning; and

WHEREAS, the Municipal Annexation Or Contraction Act, Chapter 171, Part I, Florida Statutes, and the Interlocal Service Boundary Agreement Act, Chapter 171, Part II, Florida Statutes, recognizes the use of interlocal service boundary agreements and joint planning agreements as a means to coordinate future land use, public facilities and services, and protection of natural resources in advance of annexation; and

WHEREAS, the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida Statutes, requires that counties and cities include in their respective planning efforts intergovernmental coordination and particularly, mechanisms for identifying and implementing joint, planning areas, especially for the purpose of annexation; and

WHEREAS, the State Comprehensive Plan requires local governments to direct development to those areas which have in place the land and water resources, fiscal abilities and service capacities to accommodate growth in an environmentally acceptable manner; and

WHEREAS, the State Comprehensive Plan requires local governments to protect the substantial investment in public facilities that already exist and to plan for and finance new facilities in a timely, orderly, and efficient manner; and

WHEREAS, the City and the County wish to identify lands that are logical candidates for future annexations, the appropriate land uses and infrastructure needs and provider for such lands, ensure protection of natural resources and to agree on certain procedures for the timely

review and processing of development proposals within those areas; and

WHEREAS, the City and the County wish to identify lands within the existing City limits which will be subject to certain procedures and substantive standards during the development review process undertaken by the City; and

WHEREAS, the City and the County wish to identify lands within the unincorporated area of the County which will be subject to certain procedures and substantive standards during the development review process undertaken by the County; and

WHEREAS, the extension of City and County facilities and services can only be provided in prioritized phases if the process and timing of annexation and development review processes for certain designated areas of the City and County are clearly identified and jointly agreed upon in advance of the City and County capital planning, commitment, and expenditure; and

WHEREAS, Subsection 163.3171(3), Florida Statutes, provides for the adoption of joint planning agreements to allow counties and municipalities to exercise jointly the powers granted under the Act; and

WHEREAS, the agreement of the County to waive its rights to contest future annexations within a defined geographic area, pursuant to the conditions provided herein, and refrain from proposing or promoting any Charter amendment that negates the terms and conditions of this Agreement is a material inducement to the City to enter into this Agreement; and

WHEREAS, the agreement of the City to undertake annexation and joint planning efforts in a manner that is coordinated with the County is a material inducement to the County to enter into this Agreement; and

WHEREAS, the City Council of the City, after consultation with its staff, has determined

that the lands included in the Joint Planning Area described herein may be necessary to reasonably accommodate urban growth projected in the City during the term of this Agreement; and

WHEREAS, the City and the County find that the benefits of intergovernmental communications and coordination will accrue to both Parties, as evidenced by numerous existing Interlocal Agreements; and

WHEREAS, the elected officials of the City and the County have met and negotiated in good faith to resolve issues relating to annexation and joint planning and wish to memorialize their understanding in this Agreement; and

WHEREAS, this Agreement is entered into pursuant to the authority of Article VIII of the Florida Constitution, the Sarasota County Home Rule Charter, the City of Venice Charter, and Chapters, 125, 163, 166 and 171, Florida Statutes (2009).

NOW, THEREFORE, in consideration of the mutual covenants set forth in this Agreement, the receipt and sufficiency of which are hereby acknowledged, the City and the County agree as follows:

1. Incorporation of Preamble. The Preamble above is true and correct and incorporated into this Agreement as if fully set forth herein.
2. Establishment of Joint Planning Area. To establish the means and process by which future annexations and planning activities will be accomplished, the City and the County (the "Parties") hereby establish a Joint Planning Area (JPA), depicted in Exhibit "A," attached hereto and incorporated herein by this reference. All areas specifically delineated, mapped and referenced in the legend on Exhibit A are within the JPA.
3. Limitation on Future Annexations by the City.

- A. The City will not annex any lands other than those designated as Potential Annexation Areas on Exhibit A hereto during the term of this Agreement. Potential Annexation Areas consist of land likely to be developed for urban purposes under the term of this Agreement and which are therefore appropriate for annexation by the City. Notwithstanding this provision, the County agrees that the City may annex enclaves, as defined in Chapter 171, Florida Statutes, in existence on the date of this Agreement.
- B. The City and County agree that the City shall provide notice to the County within twenty (20) days of receipt of any petition to annex properties within the JPA and include a report confirming consistency of the City's planned service delivery with the terms of this Agreement.
4. County Consent to Annexations by the City. If the annexation ordinances of the City are adopted under the conditions set forth in this Agreement, the County will not challenge, administratively, judicially, or otherwise, any annexations by the City that annex lands within the Potential Annexation Areas unless the annexed property is not contiguous, as defined in Chapter 171, Florida Statutes, to a City boundary, not compact, or cannot be adequately and reasonably served by police and fire services, or is inconsistent with this Agreement.
5. Annexation of Lands Within the JPA: The City may annex lands within the JPA set forth in Exhibit A in accordance with this Agreement upon adoption of the comprehensive plan amendments required to implement this Agreement and upon the City's receipt of a petition for annexation from the persons who own the property proposed to be annexed and the property is contiguous, as defined in Chapter 171, Florida Statutes, to the

municipal boundaries of the city and the area to be annexed is compact. In addition, the City agrees that it will not create new or expanded enclaves within Potential Annexation Areas.

6. Land Use, Infrastructure and Environmental Agreements for Potential Annexation Areas.

A. Process for Incorporating Potential Annexation Areas into City Comprehensive Plan. Future land uses are identified herein and agreed to by the City and County

for each of the areas within the Potential Annexation Areas set forth on Exhibit A.

These future land uses were examined during the City's comprehensive plan update pursuant to the Evaluation and Appraisal Report. During the process to update the comprehensive plan, the City and County agreed on future land use categories for the specific lands in each of the joint planning areas identified below as Potential Annexation Areas. The City adopted the future land uses as an overlay to its comprehensive plan. Specific policies addressing allocations of acreage, density, and intensity of development have been included for each future land use category set forth in Exhibit B. Once in effect, the overlay will serve to govern any future land use map amendments occurring after annexation. Prior to annexation, the County will not revise its future land uses to redesignate any Potential Annexation Area parcels to a use incompatible with the designations set forth in this Agreement or the overlay. The County is under no obligation to change the land use designations for any parcel designated as a Potential Annexation Area and in the event of a change in the land use will apply the land use category which most closely meets the requirements set forth in Paragraph B, below.

B. Agreements on parcels. The matrix set forth as Exhibit B and the following provisions are applicable to the land uses, water and sewer provider, timing of likely infrastructure availability, transportation improvements and environmental considerations of the areas within the JPA whether they are annexed by the City or are developed within the unincorporated area of the County:

- (1) Area 1 — Rustic Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (area abutting I-75 and extending approximately 0.73 mile northward and approximately 0.60 mile eastward of the intersection of I-75 and Cow Pen Slough) is 5 to 9 units per acre, calculated on a gross area basis. The land use adopted for Subarea 2 (area abutting Knights Trail Road and extending approximately 0.75 mile westward of Knights Trail Road) is up to 5 units per acre. Up to 50% of the acreage in Area 1 will be allowable for nonresidential (retail, office space, industrial and manufacturing) uses. The total square footage of non-residential uses allowed in this area shall not exceed a floor area ratio (FAR) of 2.0. Development shall be served by City water and sewer. The Party with jurisdiction over the development application will require transportation improvements to the intersection of Knight's Trail and Rustic Lane to meet County standards and to be provided by the developer.
- (2) Area 2A: - Auburn Road to I-75 Neighborhood: The land use adopted in the Venice Comprehensive Plan for this area is a maximum of 3 units per acre, calculated on a gross acreage basis. Up to 10% of the acreage in Area 2 will be allowable for accessory nonresidential (retail, office, and commercial) uses.

The square footage of the accessory nonresidential uses allowed in this Area shall not exceed a 0.25 FAR. Development shall be served by City water and sewer.

- (3) Area 2B- 1-75 to Jacaranda Boulevard: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (north of Ewing Drive) is a maximum of 9 units per acre, calculated on a gross acreage basis. The land use adopted for Subarea 2 (south of Ewing Drive and north of Curry Creek) is 13 units per acre, calculated on a gross acreage basis. The land use adopted for Subarea 3 (south of Curry Creek) is 18 units per acre, calculated on a gross acreage basis. Up to 50% of the acreage in this sector will be allowable for nonresidential (retail, office space, industrial and manufacturing) uses. The total square footage of nonresidential uses allowed in this Area shall not exceed a 2.0 FAR. Development shall be served by City water and County sewer. The Party with jurisdiction over the development application shall require that right of way be dedicated by the developer for improvements to Jacaranda Boulevard and be completed with appropriate contributions from the developer consistent with the standards in the County's land development regulations.

- (4) Area 3 — Border Road to Myakka River Neighborhood: The land use adopted in the Venice Comprehensive Plan for Subarea 1 (west of North Jackson Road) is a maximum of 5 units per acre, calculated on a gross area basis. The land use adopted for Subarea 2 (east of North Jackson Road) is a maximum of 3 units per acre, calculated on a gross area basis. Development shall be served by City

water and County sewer. The Party with jurisdiction over the development application shall require that transportation improvements including the extension of Jackson Road from Border Road to Laurel Road as a two-lane facility will be required to be provided by the developer consistent with the standards in the County's land development regulations. The City will support the acquisition of conservation interests in properties along the Myakka River, or where they are not acquired, require a Conservation Easement for annexed properties along the Myakka River.

- (5) Area 4 — South Venice Avenue Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 7 units per acre, calculated on a gross acreage basis. Up to 33% of the acreage will be allowable for nonresidential (retail, office and commercial) uses. The square footage of nonresidential uses allowed in this Area shall not exceed a 1.5 FAR. Development shall be served by City water and sewer. Interconnections between City and County water and sewer facilities shall be evaluated. The Party with jurisdiction over the development application shall require necessary transportation improvements including a neighborhood roadway interconnection to Hatchett Creek Boulevard to be provided by the developer.

- (6) Area 5 — Laurel Road Mixed Use Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 8 units per acre, calculated on a gross acreage basis. For Subarea 1 (north of the proposed connection between Laurel Road and the proposed Honore Avenue extension),

up to 33% nonresidential acreage shall be allowed.. For Subarea 2 (south of the proposed connection between Laurel Road and the proposed Honore Avenue extension), up to 50% nonresidential acreage shall be allowed. For Subarea 3 (south of Laurel Road), up to 100% nonresidential acreage is allowed. The square footage of nonresidential uses allowed for each subarea shall not exceed a 2.0 FAR. Development shall be served by County water and sewer. The Party with jurisdiction over the development application shall require that transportation improvements shall be consistent with the proposed Pinebrook/ Honore Road Extension alignment as depicted on the County thoroughfare plan and be constructed with appropriate contributions from the developer consistent with the County's land development regulations.

- (7) Area 6 — Pinebrook Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 3 units per acre, calculated on a gross acreage basis. Nonresidential uses shall not be permitted in this Area. Development shall be served by City water and sewer. The Party with jurisdiction over the development application shall require dedication of right of way for future four-laning of Pinebrook Road if the City and County agree that such an improvement is necessary. The improvement shall be constructed, with appropriate contributions from the developer, consistent with the standards in the County land development regulations.
- (8) Area 7 — Auburn Road Neighborhood: The land use adopted in the Venice Comprehensive Plan for this Area is a maximum of 5 units per acre.

Nonresidential uses shall not be permitted in this Area. Development shall be served by City water and sewer.

- (9) Area 8 — Gulf Coast Boulevard Neighborhood: The maximum residential density adopted in the Venice Comprehensive Plan for this Area shall not exceed 3.5 units per acre, calculated on a gross acreage basis. Development shall be served by City water and sewer.

7. Intergovernmental Review and Coordination.

- A. Coordination of Developments of Extrajurisdictional Impacts. The City and County agree that the impacts of certain development, herein referred to as Developments of Extrajurisdictional Impacts, in close proximity to the municipal boundaries of the City, whether within the City limits or in the unincorporated area of the County, require close coordination between the Parties in order to assure the orderly and efficient provision of public facilities and services and compatibility of land uses.
- B. Developments of Extrajurisdictional Impact, defined. "Development of Extrajurisdictional Impact" shall have the following meaning: any development within the Joint Planning Area set forth on Exhibit A hereto that either results in the creation of more than-twenty-five (25) dwelling units or 25,000 square feet of non-residential building area or the consumption of five percent (5%) of the remaining, available capacity of an affected roadway.
- C. Coordination of County Planning Activity. The County will give the City Planning Director; or designee, written notice of the following matters or applications that relate to Developments of Extrajurisdictional Impacts, as defined above, located

within the unincorporated area of the County depicted on Exhibit A hereto:

- (1) Comprehensive Plan Amendments;
- (2) Rezoning; or
- (3) Special exceptions.

D. Development Proposals within the City's Jurisdiction. The City will give the County Planning Director, or designee, written notice of the following matters or applications that relate to Developments of Extrajurisdictional Impacts, as defined above, located within the municipal boundaries of the City depicted on Exhibit A hereto:

- (1) Comprehensive Plan Amendments;
- (2) Rezoning; or
- (3) Special exceptions.

E. Process for Coordination of Developments of Extrajurisdictional Impacts. The Parties will adhere to the following process in order to facilitate intergovernmental coordination regarding Developments of Extrajurisdictional Impact:

- (1) Not later than thirty (30) days after receiving the application, and in no event less than thirty (30) days prior to any public hearing on a proposed Development of Extrajurisdictional Impact, the Party with approval authority (the "Approving Party") will transmit the application packet for the proposed development, including all back-up material, to the other Party (the "Reviewing Party").
 - a. The Approving Party will transmit any substantive changes to the application packet made during the review process to the Reviewing

Party within five (5) business days of its receipt by the Approving Party.

- b. The Reviewing Party will transmit comments within twenty (20) working days of receipt of the item(s) listed in subparagraphs C. 1, 2, and 3, and D.1, 2, and 3, above. If the Reviewing Party does not respond in writing within twenty (20) working days, then it is deemed to have no recommended conditions for inclusion in the comprehensive plan amendment, rezoning, or special exception.
- c. The Parties agree to take reasonable steps to facilitate the review process set forth herein.

(2) Agreement to Incorporate Conditions.

- a. The City's recommendation to the City Planning Commission and City Council to approve, approve with conditions, or deny a proposed Development of Extrajurisdictional Impact will set forth all County-proposed stipulations that are based on adopted County standards, neighborhood and community plans, industry standards, or common agreement between the City and County.
- b. The County's recommendation to the County Planning Commission and County Commission to approve, approve with conditions, or deny a proposed Development of Extrajurisdictional Impact will set forth all City-proposed stipulations that are based on adopted City standards, neighborhood and community plans, industry standards, or common agreement between the City and

County.

F. Approval of Reviewing Party Not Required.

Notwithstanding the provisions set forth in Section 7. E. (2) hereof, unless otherwise specified herein in Paragraphs 6 and 1¹⁰, the Parties will not construe any provision of this Agreement to require:

- (1) City approval of the County's planning activities or of Developments of Extrajurisdictional Impact within the unincorporated area of the County; or
- (2) County approval of the City's planning activities, or of Developments of Extrajurisdictional Impact within municipal boundaries of the City.

8. Areas of Infrastructure Coordination: Within the JPA as designated on Exhibit A hereto, the Parties agree to coordinate and cooperate with each other to ensure the efficient provision of infrastructure within these areas and will endeavor to achieve parity in the location of public facilities and services. The Parties will investigate possible system interconnections, co-location of facilities and joint financing and construction of regional infrastructure.

9. Alternative Dispute Resolution.

- A. The Parties agree to resolve any dispute related to the interpretation or performance of this Agreement in the manner described in this Section. Either Party may initiate the dispute resolution process by providing written notice to the other Party. Initiation of the dispute resolution process shall operate as a stay of the action which is the subject of the dispute.
- B. Notwithstanding the foregoing, in the event that either Party determines in its sole discretion and good faith that it is necessary to file a lawsuit or other formal challenge in order to meet a jurisdictional time deadline, to obtain a temporary

injunction, or otherwise to preserve a legal or equitable right, such lawsuit or challenge may be filed, but upon the filing and any other act necessary to preserve the legal or equitable right or to obtain the temporary injunction, the Parties shall thereafter promptly file a joint motion with the reviewing court or administrative law judge requesting that the case be abated in order to afford the Parties an opportunity to pursue the dispute resolution procedures set forth herein. If the abatement is granted, the Parties shall revert to and pursue the dispute resolution procedures set forth herein.

C. After transmittal and receipt of a notice specifying the areas of disagreement, the Parties agree to meet at reasonable times and places, as mutually agreed upon, to discuss the issues.

D. If discussions between the Parties fail to resolve the dispute within sixty (60) days of the notice describe in subparagraph A, above, the Parties shall appoint a mutually acceptable neutral third Party to act as a mediator. If the Parties are unable to agree upon a mediator, the City Shall request appointment of a mediator by the Chief Judge of the Circuit Court in and for Sarasota County, Florida. The mediation contemplated by this Section is intended to be an informal and non- adversarial process with the objective of helping the Parties reach a mutually acceptable and voluntary agreement. The decision-making shall rest solely with the Parties. The mediator shall assist the Parties in identifying issues, fostering joint problem-solving, and exploring settlement alternatives.

E. If the Parties are unable to reach a mediated settlement within ninety (90) days of the mediator's appointment, either Party may terminate the settlement discussions

by written notice to the other Party.

F. Either Party must initiate litigation or move to end the abatement specified in Paragraph B, above, within thirty (30) days of the notice terminating the settlement discussions or such action is barred. Resolution by failure to initiate litigation shall not be considered to be acceptance of the interpretation, position or performance of the other Party in any future dispute.

G. The Parties agree that this dispute resolution procedure satisfies the requirements of Chapter 164, Florida Statutes.

10. Agreement on Additional Substantive Standards and Issues:

In addition to the matters set forth above, the Parties agree to the following additional substantive standards and issues:

A. Each party agrees that as a part of its review of development applications within the Joint Planning Areas set forth in Exhibit A it will apply its own comprehensive plan policies, land development regulations and methodologies to assess the impacts on the public facilities for which it is financially responsible. In addition, the application will be provided to the other party which will conduct a concurrency review based on its comprehensive plan policies, land development regulations and methodologies to address impacts to public facilities which are its financial responsibility. Any concurrency approval will incorporate the results of both reviews.

B. Right of way for roadways that are designated as future thoroughfares shall be dedicated to the City or the County or their respective designees, as applicable, and construction and maintenance responsibilities for the roadways will be assigned to development interests unless otherwise mutually agreed by the Parties.

- C. Any development authorized by the County within an enclave shall be conditioned upon a requirement that development shall connect to City utilities as they become available.
- D. The Parties will evaluate regional water supply sources, interconnections and joint storage facility locations.
- E. The Parties will support protection of the Myakka River corridor through the implementation of the Myakka Wild and Scenic River Management Plan and will prohibit new or increased access of motorized watercraft to the River within the Joint Planning Areas set forth in Exhibit A. Buffers for new developments within the Myakka River Protection Zone shall be a minimum of two hundred twenty (220) feet.
- F. The City commits to continue to participate in development and implementation of the Habitat Conservation Plan with the County.
- G. The Parties agree that the County's Manatee Protection Plan requirements shall apply to the areas of the Myakka River located within the Joint Planning Areas set forth in Exhibit A.
- H. The City agrees to enforce any lawful conditions imposed by the County in conjunction with the issuance of land use and development permits within an annexation area unless and until such conditions are modified, changed and/or deleted through the City's comprehensive plan and land development regulations. The County will serve a consultative role to provide assistance in enforcement action if requested by the City.
- I. The City agrees to use the County land use compatibility principles during the review of each zoning petition for any parcel located within the Joint Planning

* Areas set forth on Exhibit A and on properties within the City adjoining such areas.

Within the Coordination and Cooperation Areas set forth on Exhibit A, the County agrees not to revise its future land uses prior to confirmation of compatibility by the City. The land use compatibility reviews referenced above shall include an evaluation of land use density, intensity, character or type of use proposed, and an evaluation of site and architectural mitigation design techniques. Potential incompatibility shall be mitigated through techniques including, but not limited to: (i) providing open space, perimeter buffers, landscaping and berms; (ii) screening of sources of light, noise, mechanical equipment, refuse areas, delivery areas and storage areas; (iii) locating road access to minimize adverse impacts, increased building setbacks, step-down in building heights; and (iv) increasing lot sizes and lower density or intensity of land use.

- J. The Parties agree to undertake a review and evaluation of operational and maintenance responsibilities of transportation facilities located within City limits.
- K. The Parties agree to cooperate on the preparation and implementation of any neighborhood or community plans within the areas subject to this Agreement.
- L. The Parties agree to establish and maintain wildlife corridors and coordinate with the state and federal wildlife agencies when reviewing development proposals within the Joint Planning Areas set forth in Exhibit A.
- M. In the event that any modifications to permits of the Southwest Florida Water Management District are necessary to reflect changes in the entity responsible for managing surface water under such permits as a result of annexation, the Parties agree to jointly pursue such amendment within thirty (30) days of the annexation.

N. For purposes of this Agreement, "Conservation" includes, but is not limited to, wetland and upland habitat protection and management, establishing and maintaining habitat and wildlife corridors, establishing and maintaining environmental buffers, and providing for limited improvements to facilitate passive recreation. Conservation areas shall be designated on master, preliminary and final plans (or their equivalent), and site development plans, and shall be protected in perpetuity.

11. Other Rights and Agreements.

A. Other Rights. Nothing in this Agreement precludes either the City or the County from exercising its rights pursuant to Chapters 380, Florida Statutes, to challenge any regional impact development order.

B. Other Contemporaneous Agreements. The Parties do not intend for this Agreement to amend, modify, supersede, or terminate any other agreement between the City and County in effect as of January 9, 2007.

12. Notice to Parties.

All notices, consents, approvals, waivers, and elections that any Party requests or gives under this Agreement will be in writing and shall be given only by hand delivery for which a receipt is obtained, or certified mail, prepaid with confirmation of delivery requested. Notices will be delivered or mailed to the addresses set forth below or as either Party may otherwise designate in writing.

If to the County:

Sarasota County
Attn: County Administrator
1660 Ringling Blvd.
Sarasota, FL 34236

If to the City:

City of Venice
Attn: City Manager
401 West Venice Avenue
Venice, FL 34285

Notices, consents, approvals, waivers, and elections will be deemed given when received by the Party for whom intended.

13. Discharge.

This Agreement is solely for the benefit of the City and the County, and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party. Nothing in this Agreement, either expressed or implied, is intended or shall be construed to confer upon or give any person, corporation or governmental entity other than the Parties any right, remedy or claim under or by reason of this Agreement or any provisions or conditions hereof, and all of the provisions, representations, covenants, and conditions herein contained shall inure to the sole benefit of and shall be binding upon the Parties and their respective representatives, successors and assigns.

14. Validity of Agreement.

The City and the County each represent and warrant to the other its respective authority to enter into this Agreement, acknowledge the validity and enforceability of this Agreement, and waive any future right or defense based on a claim of illegality, invalidity, or unenforceability of any nature. The City hereby represents, warrants and covenants to and with the County that this Agreement has been validly approved by the Venice City Council at a public hearing of the Venice City Council held pursuant to the provisions of Section 163.3171(3), Florida Statutes, and Chapter 171, Part II, Florida Statutes, that it has been fully executed and delivered by the City, that it constitutes a legal, valid and binding

contract enforceable by the Parties in accordance with its terms, and that the enforceability hereof is not subject to any impairment by the applicability of any public policy or police powers. The County hereby represents, warrants and covenants to and with the City that this Agreement has been validly approved by the Sarasota County Board of County Commissioners at a public hearing of the Board held pursuant to the provisions of Section 163.3171(3), Florida Statutes, that it has been duly executed and delivered by the County, that it constitutes a legal, valid and binding contract enforceable by the Parties in accordance with its terms, and that the enforceability hereof is not subject to any impairment by the applicability of any public policy or police powers.

15. Enforcement.

This Agreement shall be enforceable by the Parties hereto by whatever remedies are available in law or equity, including but not limited to injunctive relief and specific performance.

16. Covenant to Enforce.

If this Agreement or any portion hereof is challenged by any judicial, administrative, or appellate proceeding (each Party hereby covenanting with the other Party not to initiate or acquiesce to such challenge or not to appeal any decision invalidating any portion of this Agreement), the Parties collectively and individually agree, at their individual sole cost and expense, to defend in good faith its validity through to a final judicial determination, unless both Parties mutually agree in writing not to defend such challenge or not to appeal any decision invalidating any portion of this Agreement.

17. Term and Review.

A. Original Term. This Agreement shall take effect upon its filing with the Clerk of the Circuit Court of Sarasota County and, unless amended or extended in accordance with

its terms, shall expire on June 30, 2032.

B. Extension: This Agreement shall be automatically extended past the original term for one additional ten (10) year term unless either the City or the County, as the case may be, delivers a notice of non-renewal to the other Party at least one hundred eighty (180) days prior to the expiration of the original term of this Agreement. If it is extended for an additional ten (10) year term, this Agreement shall be automatically extended for one additional five (5) year term unless either the City or the County, as the case may be, delivers a notice of non-renewal to the other Party at least one hundred eighty (180) days prior to the expiration of the ten (10) year extension. A Party delivering such a notice of non-renewal as aforesaid may, in such Party's sole discretion, revoke such notice of non-renewal at any time prior to the expiration date of the original term or any extended term of this Agreement.

C. Review. During the comprehensive plan Evaluation and Appraisal Report review process required by Chapter 163, Florida Statutes, each Party will review the terms of this Agreement and consider amendments, as necessary.

D. If the law does not allow this Agreement to have the term set forth above, then the term shall be twenty (20) years or the maximum term of years allowed by law, whichever is greater, and at least eighteen (18) months before the expiration of the twenty (20) year term the Parties agree to commence negotiations for another interlocal agreement to govern the matters addressed in this Agreement.

18. 19. Amendment. Amendments may be proffered by either Party at any time.

Proposed amendments shall be in writing and must be approved by a majority of the boards of both Parties or shall be considered not adopted.

19. Future Charter Amendments: The Parties agree that in the event the Sarasota County Charter is amended to require a joint planning agreement or similar agreement as a condition for future annexations or to otherwise provide restrictions or conditions on planning, design or regulatory functions and prerogatives currently within the authority of municipalities located in Sarasota County, that this Agreement shall constitute full compliance with such a requirement. The County agrees to provide the City with notice and an opportunity to provide charter amendment language sufficient to accomplish this purpose. During the term of this Agreement, Sarasota County shall not propose or adopt any charter amendment that negates the terms and conditions of this Agreement.
20. Subsequent Legislative Enactments. The Parties agree and covenant, having given and received valuable consideration for the promises and commitments made herein, it is their desire, intent and firm agreement to be bound by and observe the terms of this Agreement wherever such terms are more stringent than those subsequently enacted by the Legislature.
20. Miscellaneous.
- A. Entire Agreement. Except as otherwise set forth herein, this Agreement embodies and constitutes the entire understanding of the Parties with respect to the subject matters addressed herein, and all prior agreements, understandings, representations and statements, oral or written, are superseded by this Agreement.
- B. Governing Law and Venue. The laws of the State of Florida shall govern this Agreement, and venue for any action to enforce the provisions of this Agreement shall be in the Circuit Court of the Twelfth Judicial Circuit of Florida, in and for Sarasota County, Florida.

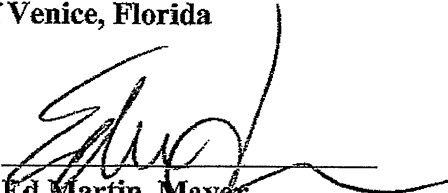
C. Compliance with Chapter 171, Part H, Florida Statutes. The Parties agree that this Agreement also meets the requirements of Chapter 171, Part II, Florida Statutes. The Parties agree that pursuant to Section 171.204, Florida Statutes, the restrictions on the character of land that may be annexed pursuant to Chapter 171, Part I, Florida Statutes, shall not be restrictions on land that may be annexed in accordance with this Agreement provided that such land is contiguous, urban in character, and compact and otherwise meets the terms and conditions of this Agreement.

21. Severability. Any term or provision of this Agreement that is invalid or unenforceable in any situation in any jurisdiction shall not affect the validity or enforceability of the remaining terms and provision hereof or the validity or enforceability of the offending term or provision in any other situation or in any other jurisdiction.

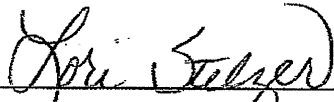
IN WITNESS WHEREOF, the CITY OF VENICE, FLORIDA has caused this Agreement to be executed by its Mayor and affixed its official seal, attested by its Clerk pursuant to the Authorization of the Venice City Council, and SARASOTA COUNTY, FLORIDA has caused this Agreement to be executed by its Chair and affixed its official seal, attested by its Clerk, pursuant to the authorization of the Board of County Commissioners, on the day and year indicated below.

**City Council
City of Venice, Florida**

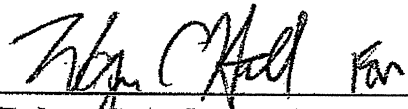
By:


Ed Martin, Mayor

ATTEST:


Lori Stelzer, City Clerk

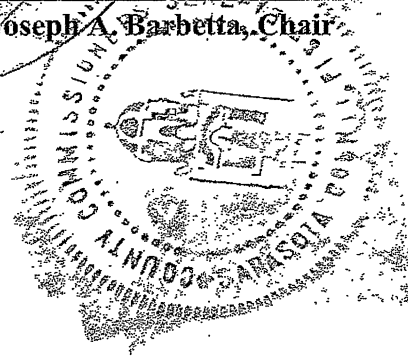
Approved as to form and Execution:

By: 
Robert C. Anderson, Attorney for
the City of Venice, Florida

**Board of County Commissioners
Sarasota County, Florida**

By:


Joseph A. Barbetta, Chair

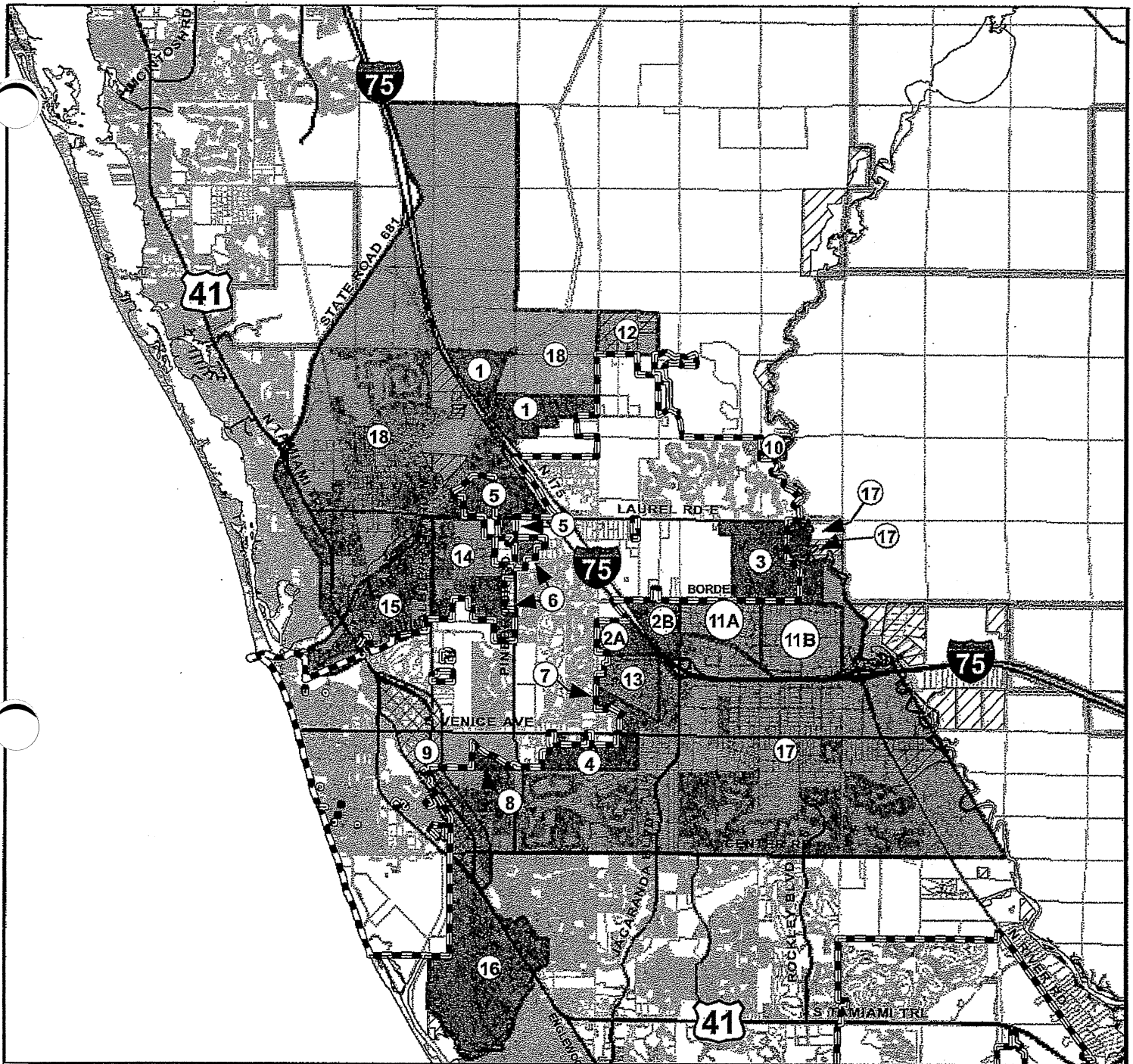


ATTEST:


Deputy Clerk





Approved as to form and Execution:

By: 
County Attorney



JOINT PLANNING AREA

Legend

-  POTENTIAL ANNEXATION AREAS
-  POTENTIAL COORDINATION/COOPERATION AREA (NO ANNEXATION)
-  EXISTING JOINT PLANNING STUDY
-  ESLPP PROTECTION PRIORITY SITE

NOTE: Area 6 clarification arrow added 5/20/08; additional clarifications made October 2010: four areas (former areas 4, 9A, 9B and 10 deleted from Potential Annexation Area (Green Areas) and added to Potential Coordination/Cooperation (Blue Areas as areas 10, 11A, 11B and 12 [all other areas renumbered accordingly]).

EXHIBIT A

(to the Agreement)

PREPARED BY SARASOTA COUNTY
PLANNING AND DEVELOPMENT SERVICES
PLANNING SERVICES - GIS
OCTOBER 2010



Exhibit B
City of Venice-Sarasota County
Joint Planning Agreement Matrix

POTENTIAL ANNEXATION AREAS (Green Areas on Exhibit A)							
Location	Approx. Acreage	Existing County Future Land Use	Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)	Transportation	Water and Sewer	Environmental	Timing of Infrastructure Availability (Years)
#1 (Rustic Road)	489	County Semi-Rural	Subarea 1: 5 to 9 d.u./ac. Subarea 2: 5 d.u./ac.	Intersection Improvements on Knight's Trail	City Water and Sewer	No Issues Identified	6 - 15
#2A (Auburn Road to I-75)	176	County Moderate Density Residential	3 d.u./ac.	No Issues Identified	West of I-75, City Water and Sewer	No Issues Identified	1 - 10
#2B (I-75 to Jacaranda Boulevard)	175	County Semi-Rural, Commercial	Subarea 1: 9 d.u./ac. Subarea 2: 13 d.u./ac. Subarea 3: 18 d.u./ac.	Require ROW Dedication for Jacaranda Blvd.	East of I-75, City Water and County Sewer	No Issues Identified	1 - 10
#3 (Border Road to Myakka River)	629	County Semi-Rural	Subarea 1: 5 d.u./ac. Subarea 2: 3 d.u./ac.	Extend Jackson Road from Border Road to Laurel Road as two-lane facility	City Water and County Sewer	City will support purchase or require conservation easement along River	6 - 20
#4 (South Venice Avenue)	239	Commercial, Medium Density Residential	7 d.u./ac.	Potential Neighborhood Roadway Interconnection to Hatchett Creek Road	City Water and Sewer, Evaluate Interconnections	No Issues Identified	1 - 10
#5 (Laurel Road Mixed Use)	296	County Moderate Density Residential, Medium Density Residential, Mixed Use	8 d.u./ac.	Maintain Consistency with Pinebrook / Honore Road Extension	County Water and Sewer	No Issues Identified	1 - 15

Note: Area 5 and 6 size clarifications made Nov. 12, 2008; additional clarifications made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

POTENTIAL ANNEXATION AREAS (Green Areas on Exhibit A)						
Location	Approx. Acreage	Existing County Future Land Use	Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)	Transportation	Water and Sewer	Environmental
#6 (Pinebrook Road)	232	County Moderate Density Residential	3 d.u./ac.	ROW for future four-laning of Pinebrook. Note: environmental and FCT funding issues with going in after the fact and running road further south. However, there is not a need for improvement given current traffic volumes.	City Water and Sewer	No Issues Identified
#7 (Auburn Road)	25	County Moderate Density Residential	5 d.u./ac.	No Issues Identified	City Water and Sewer	No Issues Identified
#8 (Gulf Coast Boulevard)	33	County Moderate Density Residential	3.5 d.u./ac.	No Issues Identified	City Water and Sewer	No Issues Identified
						Timing of Infrastructure Availability (Years)
						1 - 15
						1 - 5
						N/A (existing)

EXISTING JOINT PLANNING STUDY (Red Hatched Areas on Exhibit A)						
Location	Approx. Acreage	Existing County Future Land Use	Maximum Allowable Density per City of Venice Comprehensive Plan (Adopted 2010)	Transportation	Water and Sewer	Environmental
#9 (US 41 Bypass)	732	N/A	N/A	City and County support US 41 Bypass widening	City and County Water and Sewer within each respective jurisdiction	N/A within this JPA
						Timing of Infrastructure Availability (Years)
						N/A within this JPA

Note: Area 5 and 6 size clarifications made Nov. 12, 2008; additional clarifications made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

POTENTIAL COORDINATION / COOPERATION AREA (NO ANNEXATION - Blue Areas on Exhibit A)							
Location	Acreage	Existing County Future Land Use	Expected Continuing County Future Land Uses	Transportation	Water and Sewer	Environmental	Timing of Infrastructure Availability (Years)
#10 (Venice Myakka River)	52	County Rural	Rural	No Issues	County Water and Sewer	City will support conservation easement along River	1 - 5
#11A (Border/Jacaranda Boulevard)	307	County Major Employment Center, Rural	County Major Employment Center, Rural	Maintain Grid Network	County Water and Sewer	No Issues identified	10 - 25
#11B (Border Road/Curry Creek)	551	Rural	Rural	Maintain Interconnections with Grid Network; Include the extension of Jackson Road	County Water and Sewer	No Issues identified	10 - 25
#12 (Laurel Oaks Road)	250	County Rural	Rural	No Issues identified	County Water and Sewer	City will support	6 - 15
#13 (Venice Acres)	274	Low Density Residential, Medium Density Residential	Low Density Residential, Medium Density Residential	No Issues identified	County Water and Sewer	No Issues identified	6 - 10
#14 (Albee Farm East)	468	Low Density Residential, Moderate Density Residential	Low Density Residential, Moderate Density Residential	No Issues identified	County Water and Sewer	No Issues identified	1 - 10 water, 10 - 20 sewer
#15 (Albee Farm West)	803	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	No Issues identified	County Water and Sewer	No Issues identified	1 - 10 water, 10 - 20 sewer
#16 (South Venice)	1241	Moderate Density Residential, Commercial	Moderate Density Residential, Commercial	No Issues identified	County Water and Sewer	Alligator Creek is an impaired water body requiring a basin management action plan.	1 - 10
#17 (East Venice)	7417	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial, Major Employment Center, Office - Multi-Family, Government Use	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial, Major Employment Center, Office - Multi-Family, Government Use	No Issues identified	County Water and Sewer	No Issues identified	unable to determine
#18 (2050 Village)	7518	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	Low Density Residential, Moderate Density Residential, Medium Density Residential, Commercial	No Issues identified	County Water and Sewer	No Issues identified	unable to determine

Note: Area 5 and 6 site clarifications made Nov. 12, 2008; additional clarifications made October 2010 include: (1) four areas (former areas 4, 9A, 9B and 10) deleted from Potential Annexation (Green Areas on Exhibit A) and added to Potential Coordination/Cooperation (Blue Areas on Exhibit A) as areas 10, 11A, 11B and 12 with revised utility and environmental commitments; (2) name changes to reflect City of Venice Comprehensive Plan; and (3) revised acreages to reflect approximations.

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1.0 INTRODUCTION

This document provides the relevant data, inventory and analysis of transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This information was considered in developing the Goals, Objectives and Policies in the City's Transportation Element.

2.0 EXISTING CONDITIONS

The existing conditions within Venice were identified in this document, including an inventory of sidewalks, trails, bicycle facilities, transit service, roadway laneage, functional classification, jurisdiction and traffic counts.

This information was used to identify existing levels of service for each mode of travel – pedestrian, bicycle, transit and roadway.

2.1 Roadways

Venice is served by a network of state, county and local roads which range from Interstate 75 to local neighborhood streets. **Table 1** summarizes the number of lanes, functional classification and jurisdiction of the key roadways within the City. This information is also illustrated in **Map 1**: Number of Lanes, **Map 2**: Jurisdiction and **Map 3**: Functional Classification

2.1.1 Jurisdiction

The Jurisdiction refers to the “ownership” of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Sarasota County and the City have similar responsibilities for roads within their jurisdiction. It should be noted that the City has the authority to establish the level of service standard for all roads within the City, regardless of jurisdiction. In addition, jurisdictions can be transferred between FDOT, Sarasota County and the City upon the parties reaching agreement as to the transfer.

2.1.2 Functional Classification

All roadways within Venice are assigned a Functional Classification based on the agreement of the Florida Department of Transportation, the Sarasota/Manatee Metropolitan Planning Organization (MPO) and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census. Five functional classification categories are common to roads:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

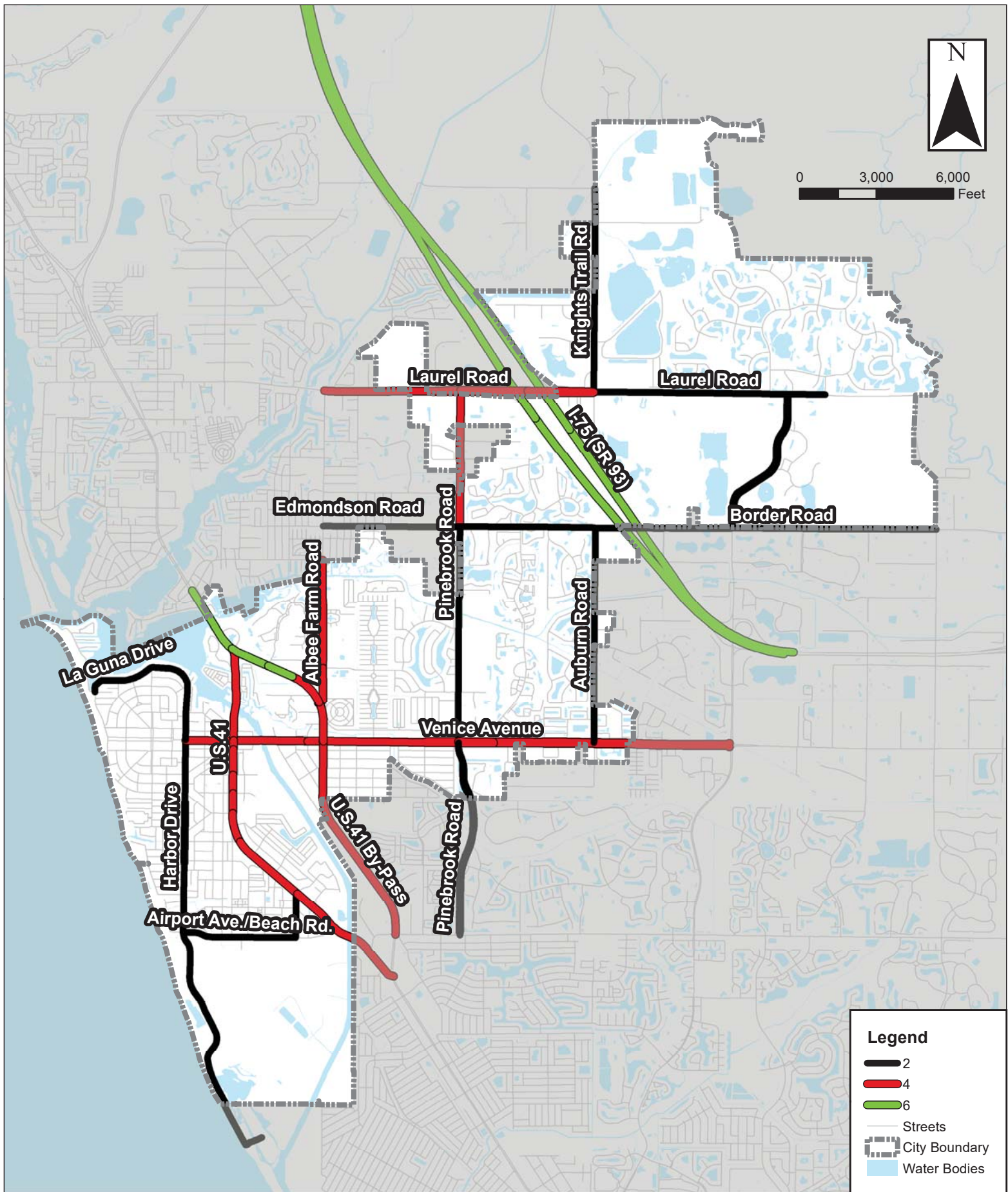


Table 1: Number of Lanes, Functional Classification and Jurisdiction

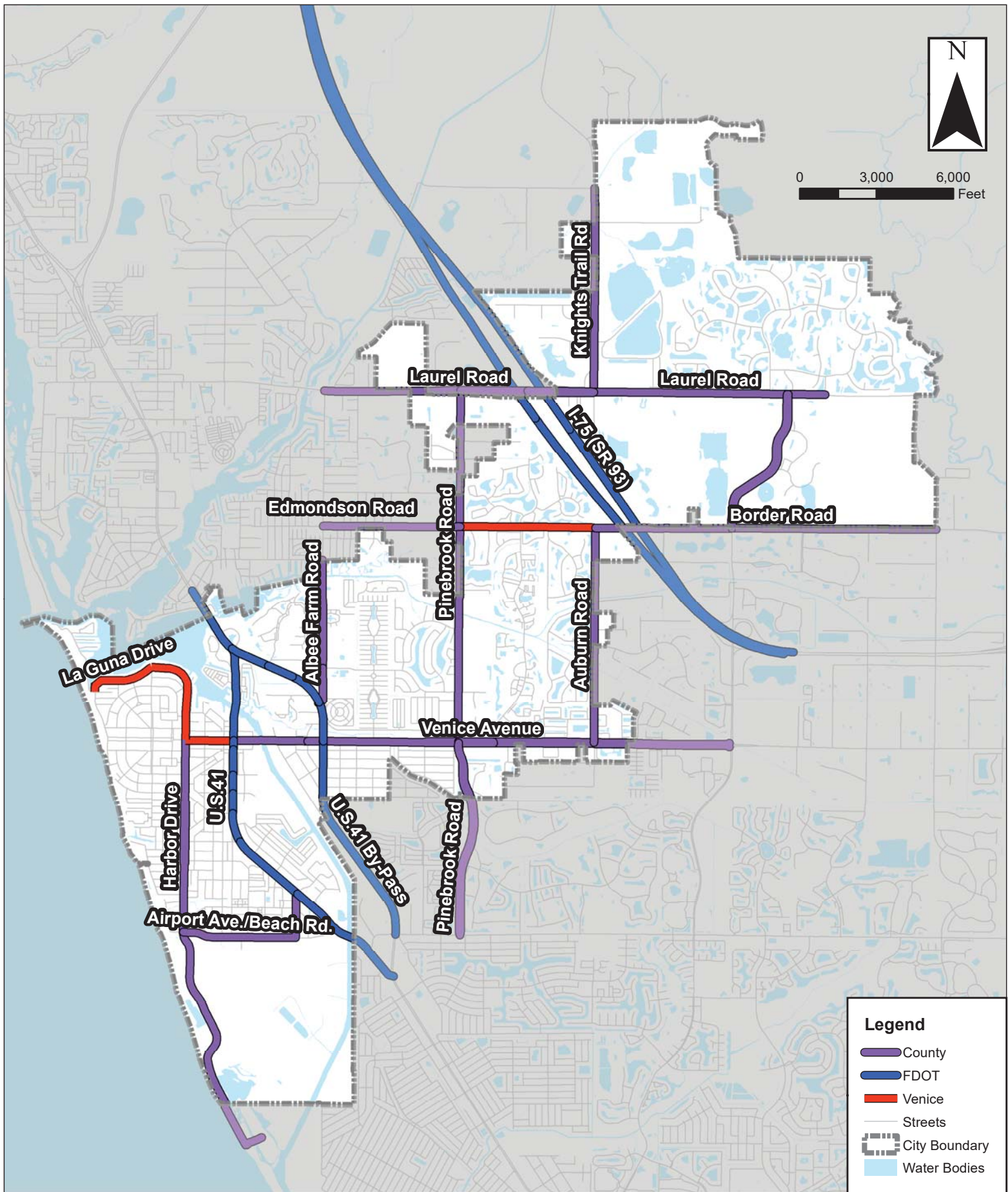
Roadway	From	To	No. Lanes	Functional Classification	Jurisdiction
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	Major Collector	County
Albee Farm Road	Colonia Ln	Lucaya Ave	4	Major Collector	County
Albee Farm Road	Lucaya Ave	U.S. 41	4	Major Collector	County
Auburn Road	Border Rd	Venice Ave	2	Minor Collector	County
Avenida del Circo	Airport Ave	U.S. 41	2	Major Collector	County
Border Road *	Auburn Rd	Jacaranda Blvd	2	Minor Collector	County
Border Road *	Jacaranda Blvd	Jackson Rd	2	Minor Collector	County
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	Minor Collector	County
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	Minor Collector	Venice
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	Minor Collector	Venice
Harbor Dr./Bayshore Dr	Park Blvd	Venice Ave	2	Major Collector	Venice
Harbor Drive	Venice Ave	Beach Rd	2	Major Collector	County
Harbor Drive	Beach Rd	South of Beach Rd	2	Major Collector	County
I-75 (SR 93) *	SR 681	Laurel Rd	6	Principal Arterial (Rural)	FDOT
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	Principal Arterial (Urban)	FDOT
Jacaranda Boulevard	Laurel Rd	Border Rd	2	Local	County
Knights Trail Rd	Laurel Rd	Rustic Rd	2	Minor Collector	County
Laguna Drive	Tarpon Center Dr	Park Blvd	2	Major Collector	Venice
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	Minor Arterial	County
Laurel Road	Pinebrook Rd	I-75	4	Minor Arterial	County
Laurel Road	I-75	Knights Trail Rd	4	Minor Arterial	County
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	Minor Arterial	County
Pinebrook Road	Laurel Rd	Edmondson Rd	4	Minor Arterial	County
Pinebrook Road	Edmondson Rd	Venice Ave	2	Minor Arterial	County
Pinebrook Road *	Venice Ave	Center Rd	2	Major Collector	County
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	4	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	4	Principal Arterial	FDOT
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	Principal Arterial	FDOT
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Milan Ave	Turin St	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Turin St	Palermo Pl	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	Principal Arterial	FDOT
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	Principal Arterial	FDOT
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	Principal Arterial	FDOT
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	Major Collector	Venice
Venice Avenue	Bus. U.S. 41	Grove St	4	Principal Arterial	County
Venice Avenue	Grove St	U.S. 41 By Pass	4	Principal Arterial	County
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	Principal Arterial	County
Venice Avenue	Cherry St	Pinebrook Rd	4	Principal Arterial	County
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	Principal Arterial	County
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	Principal Arterial	County

Note: * - A portion of the segment is outside the city limits.

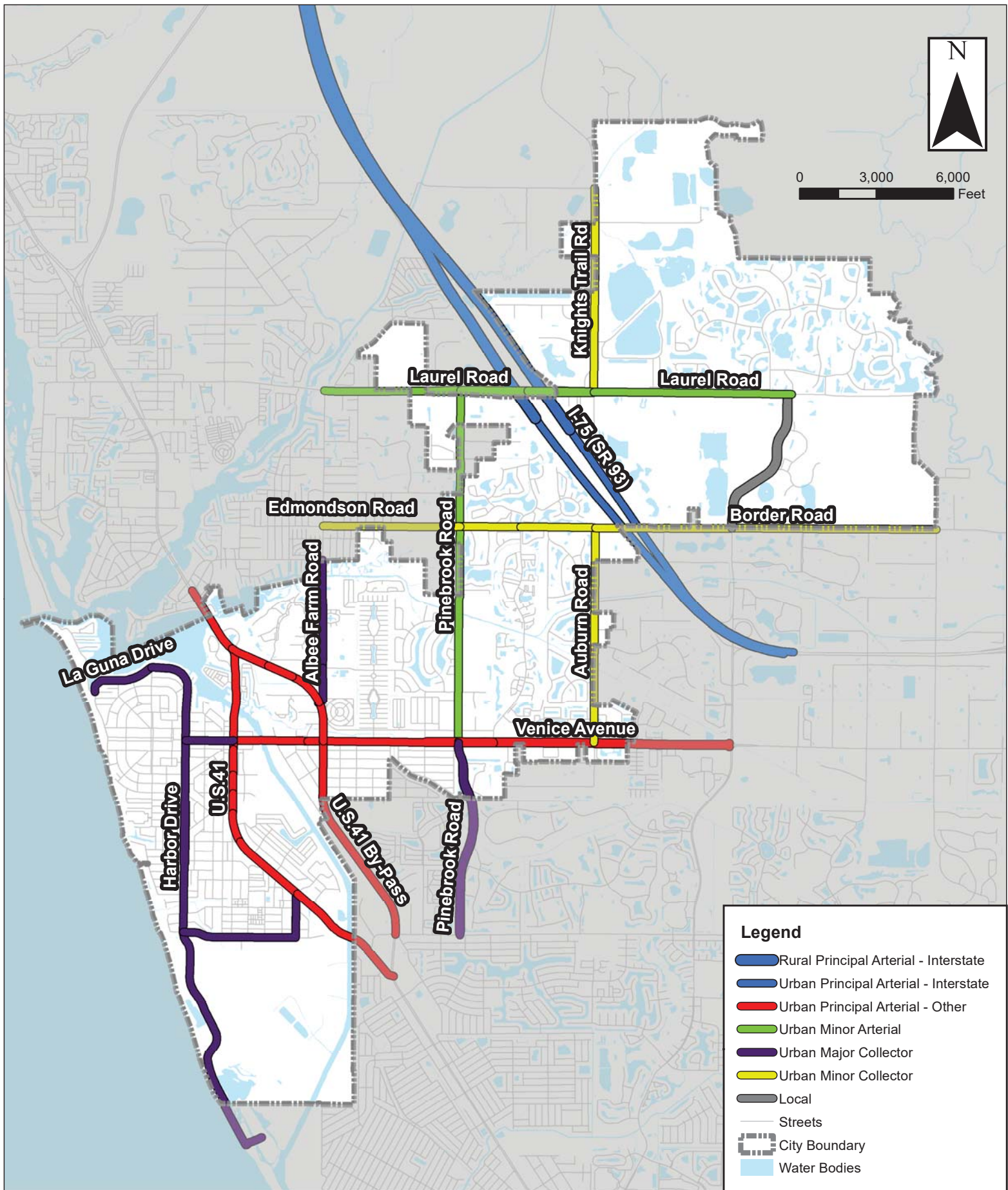




Map 1: Number of Lanes



Map 2: Jurisdiction



Map 3: Functional Classification

2.1.3 Level of Service

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. The LOS quality of service is divided into six letter grades, A through F, with A being the best and F being the worst. It is important to note that LOS for urban roadways which are controlled by signals is based on average travel speeds over a distance of 0.5 to 2 miles. **Table 2** summarizes the LOS for roadways based on the speed limit of the roadway.

Table 2: Roadway Level of Service Thresholds

Speed Limit	Average Travel Speed for 0.5 to 2 miles			
	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH
35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH

Source: *FDOT 2013 Q/LOS Handbook*

Recognizing that it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds, based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. **Table 3** summarizes the generalized peak hour directional volumes for levels of service for signalized roadways, based on the speed limit in miles per hour (mph) of the facility.

As part of the City's update to the Transportation Element, the City intends to adopt and seek to maintain a LOS standard of "D" for peak hour conditions for all roadways within the City. The City, through the Land Development Code and review process, will establish analysis and review criteria. Roadways unable to operate at the adopted LOS due to environmental constraints or are not financially feasible will be identified as constrained or backlogged roadways.

It should be noted that in 2012, FDOT revised its LOS standards to D in urbanized areas and C outside urbanized areas. Currently, all portions of Venice are urbanized (FDOT LOS Standard D).

Sarasota County's Comprehensive Plan does not identify any roads in Venice as constrained; however, the following roadways are identified as backlogged:

- US 41 By-Pass (SR 45A), from US 41 to Venice Avenue,
- Venice Avenue, from Business US 41 to Grove Street.

Note that the backlogged segments of US 41 By-Pass have either been improved or are currently being improved, so the backlogged designation should be removed.



Table 3: Generalized Peak Hour Directional Volumes for Signalized Roadways

Lanes	Median	LOS C	LOS D	LOS E
Speed limit ≥ 40 mph				
1	Undivided	830	880	n/a
2	Divided	1,910	2,000	n/a
3	Divided	2,940	3,020	n/a
Speed limit ≤ 35 mph				
1	Undivided	370	750	800
2	Divided	730	1,630	1,700
3	Divided	1,170	2,520	2,560
<i>Adjustments</i>				
<i>Lanes</i>	<i>Median</i>	<i>Exclusive Left Lanes</i>	<i>Exclusive Right Lanes</i>	<i>Adjustment Factors</i>
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
Any	n/a	n/a	Yes	+5%

It should be noted that FDOT does not identify service volumes for LOS A or B and that LOS E is not applicable for roadways with a speed limit of 40 (volumes greater than LOS D represent LOS F).

Table 4 identifies the generalize volumes by LOS for freeways (i.e., Interstate 75).

Table 4: Generalized Peak Hour Directional Volumes for Freeways

Lanes Each Direction	LOS B	LOS C	LOS D	LOS E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220

The existing levels of service for roadways within Venice are identified in **Table 5** and illustrated in **Map 4**. All roadways currently operate at, or better than, LOS D.

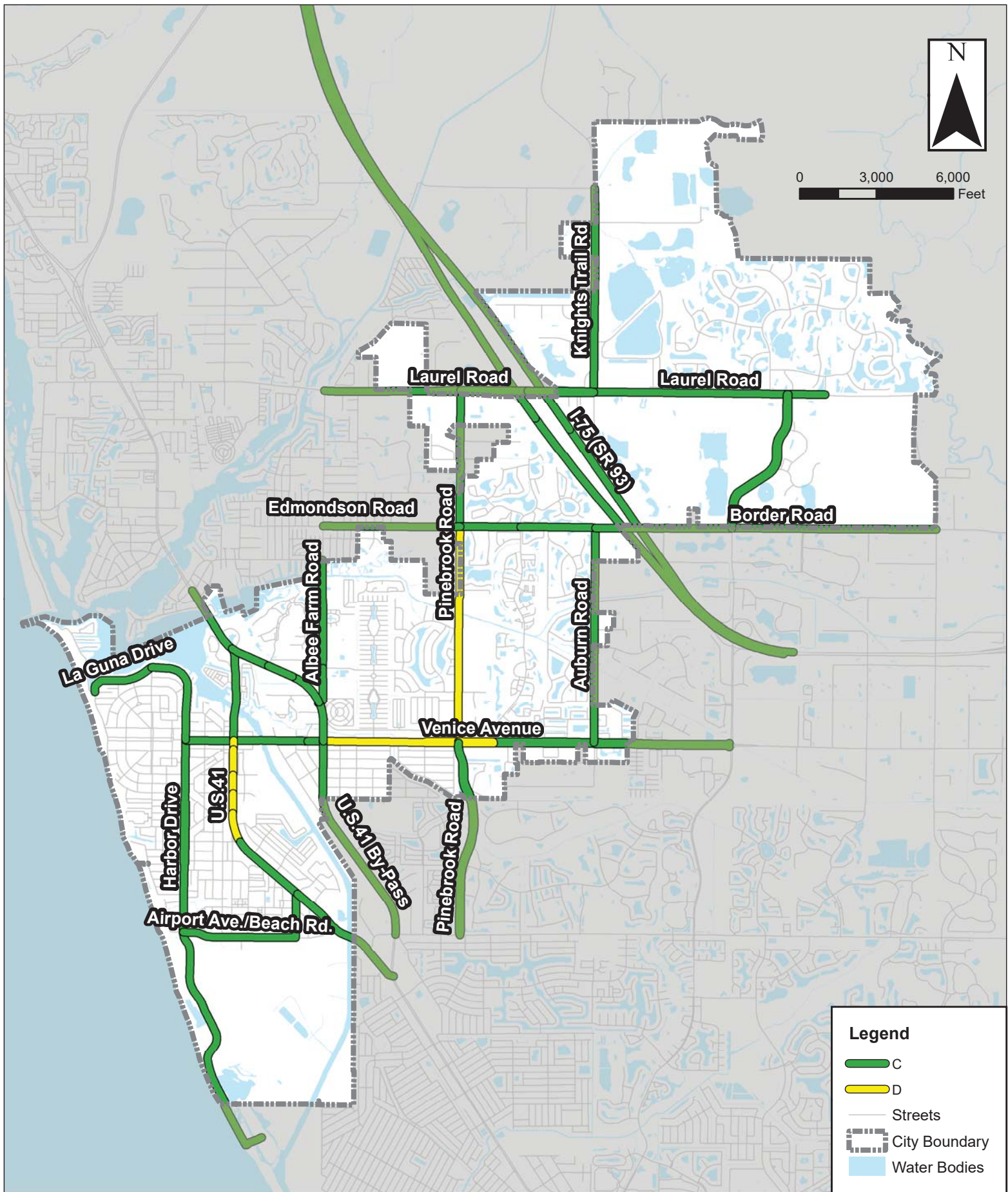


Table 5: 2015 Roadway Level of Service

Roadway	From	To	No. Lanes	Count Year	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	2015	3,700	170	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	2014	8,848	410	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	2014	8,156	370	C
Auburn Road	Border Rd	Venice Ave	2	2015	3,500	160	C
Avenida del Circo	Airport Ave	U.S. 41	2	2014	3,475	160	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	2015	2,700	130	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	2015	1,350	70	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	2015	3,200	170	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	2015	3,200	190	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	2015	3,200	190	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	2015	550	30	C
Harbor Drive	Venice Ave	Beach Rd	2	2015	3,200	150	C
Harbor Drive	Beach Rd	South of Beach Rd	2	2015	3,800	170	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	2015	78,500	4,270	C
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	2015	81,500	4,430	C
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2014	2,113	100	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	2015	6,900	410	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	2015	650	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	2015	14,400	660	C
Laurel Road	Pinebrook Rd	I-75	4	2015	14,400	660	C
Laurel Road	I-75	Knights Trail Rd	4	2014	14,931	690	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	2014	14,931	690	C
Pinebrook Road	Laurel Rd	Edmondson Rd	4	2015	6,200	691	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	2015	6,200	280	D
Pinebrook Road *	Venice Ave	Center Rd	2	2015	7,500	340	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	4	2015	32,500	1,490	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	4	2015	38,500	1,770	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	4	2015	39,500	1,810	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	2015	44,500	2,040	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	2015	15,000	690	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	2015	25,000	1,150	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	2015	25,000	1,150	D
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	2015	25,000	1,150	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	2015	25,000	1,150	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	2015	8,800	400	C
Venice Avenue	Bus. U.S. 41	Grove St	4	2015	14,200	650	C
Venice Avenue	Grove St	U.S. 41 By Pass	4	2015	14,200	650	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	2015	19,200	880	D
Venice Avenue	Cherry St	Pinebrook Rd	4	2015	19,200	880	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	2015	19,200	880	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	2015	15,400	710	C

Note: * - A portion of the segment is outside the city limits.





Map 4: 2015 Roadway Level of Service

2.2 Pedestrian Facilities

2.2.1 Sidewalks and Trails

The City maintains an inventory of sidewalks and trails within the City, which is illustrated in **Map 5**. Most of the roads classified as arterials or collectors have sidewalks on both sides of the road.

2.2.2 Pedestrian Levels of Service

The City uses the criteria summarized in **Table 6** to establish the pedestrian level of service for roadways.

Table 6: Pedestrian Level of Service Thresholds

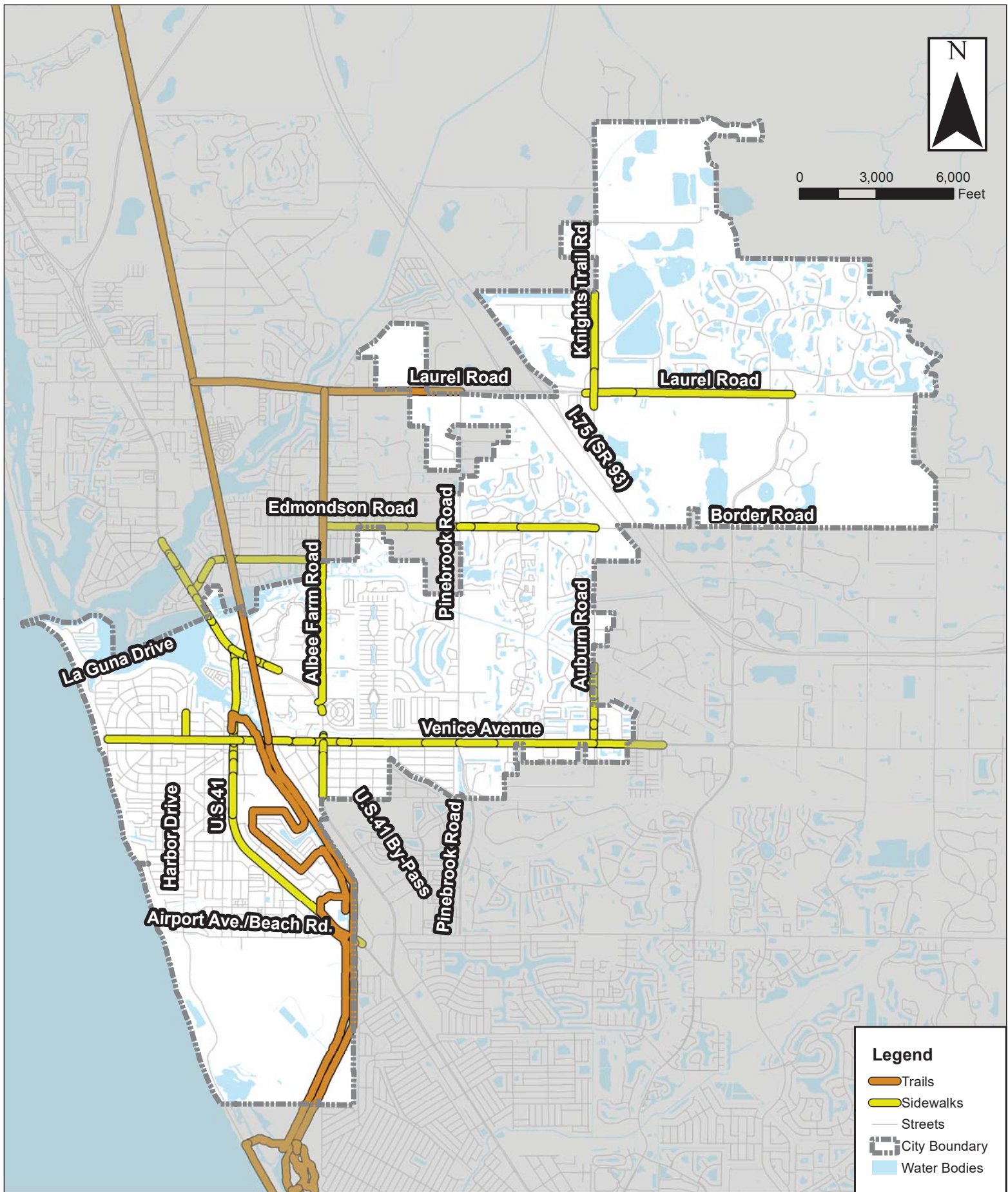
Functional Classification	Sidewalk Coverage		
	LOS C	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

Currently, the City does not have a LOS Standard for pedestrian facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all pedestrian facilities within the City.

The existing levels of service for pedestrian facilities within Venice are identified in **Table 7** and illustrated in **Map 6**. Approximately 57 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, 16 percent are at LOS D and 27 percent are at LOS E. The segments which are at LOS E include:

- Auburn Rd., from Border Rd. to Venice Ave.
- Border Rd., from Jacaranda Blvd. to Jackson Rd.
- Harbor Dr./Bayshore Dr., from Park Blvd. to Venice Ave.
- Harbor Dr., from Beach Rd. south
- Knights Trail Rd., from Laurel Rd. to Rustic Rd.
- Laguna Dr., from Tarpon Center Dr. to Park Blvd.
- Laurel Rd., from Pinebrook Rd. to Knights Trail Rd.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.





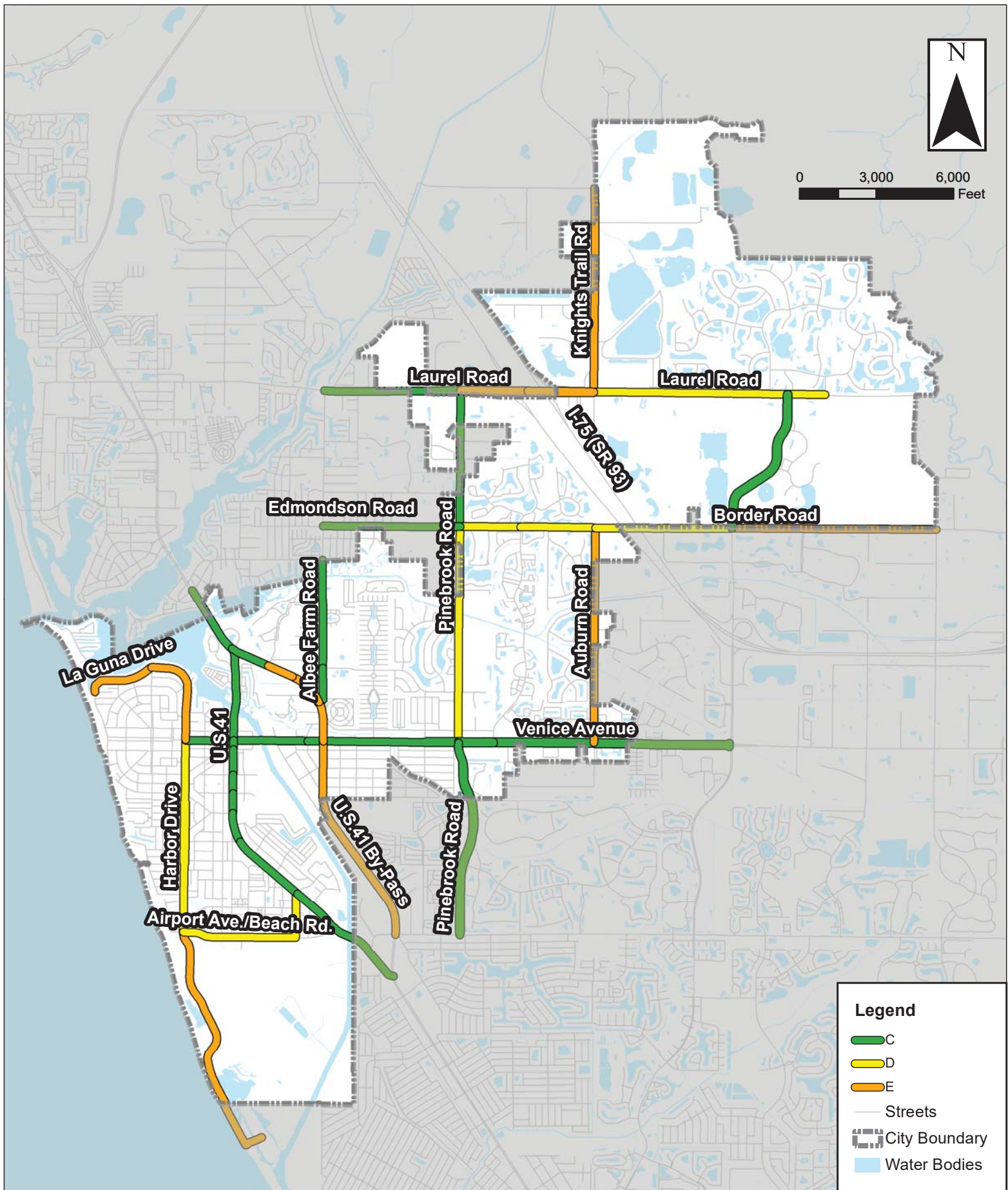
Map 5: Sidewalk and Trails

Table 7: 2016 Pedestrian Level of Service

Roadway	From	To	Functional Classification	Ped LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	D
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	E
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	D
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	E
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	D
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	D
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	E
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	E
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	E
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	E
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	D
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	C
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	C
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	C
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	C
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	C
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.





Map 6: 2016 Pedestrian Level of Service

2.3 Bicycle Facilities

2.3.1 Bicycle Lanes, Paved Shoulders and Trails

Bicycle facilities consist of paved shoulders, bicycle lanes, sharrows (roads striped to indicate a shared lane environment for bicycles and automobiles), and trails.

2.3.2 Bicycle Level of Service

The City uses the criteria summarized in **Table 8** to establish the bicycle level of service for roadways.

Table 8: Bicycle Level of Service Thresholds

Functional Classification	Paved Shoulder/Bicycle Lane/Trail Coverage/Shared Lane (Sharrow)		
	LOS C *	LOS D	LOS E
Arterials and Collectors	85% to 100%	50% to 84%	0% to 49%
Local Roadways	50% to 100%	0% to 49%	n/a

* - LOS C can be achieved by providing equivalent bicycle facility parallel to subject roadway.

Currently, the City does not have a LOS Standard for bicycle facilities. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all bicycle facilities within the City.

The existing levels of service for bicycle facilities within Venice are identified in **Table 9** and illustrated in **Map 7**. Approximately 54 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 39 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.

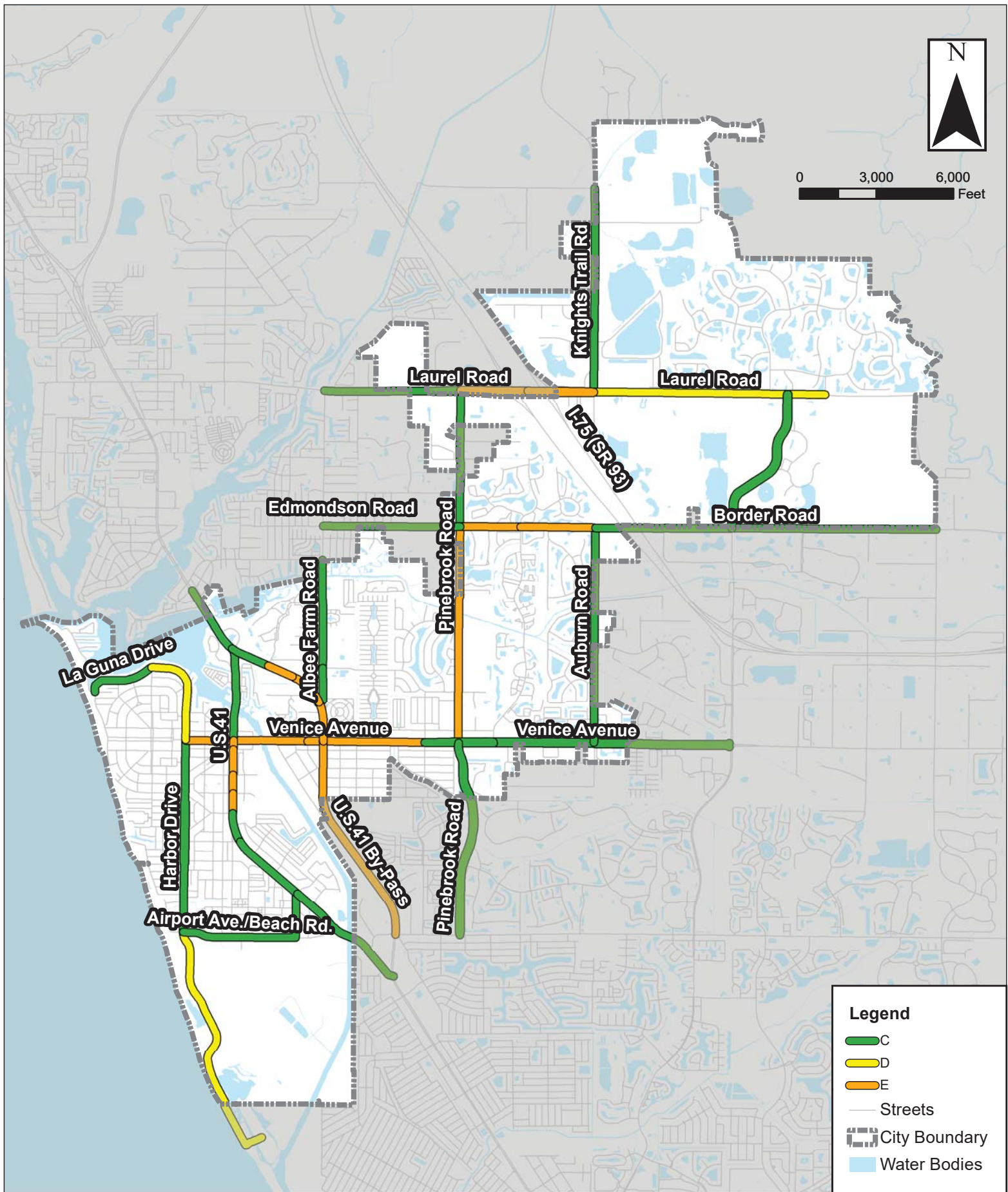


Table 9: 2016 Bicycle Level of Service

Roadway	From	To	Functional Classification	Bike LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	C
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	C
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	C
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	E
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	E
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	C
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	C
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	E
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	E
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	E
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	E
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	E
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	E
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	E
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	E
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.





Map 7: 2016 Bicycle Level of Service

2.4 Transit Service

2.4.1 SCAT

Sarasota County Area Transit (SCAT) currently serves Venice with six routes, including:

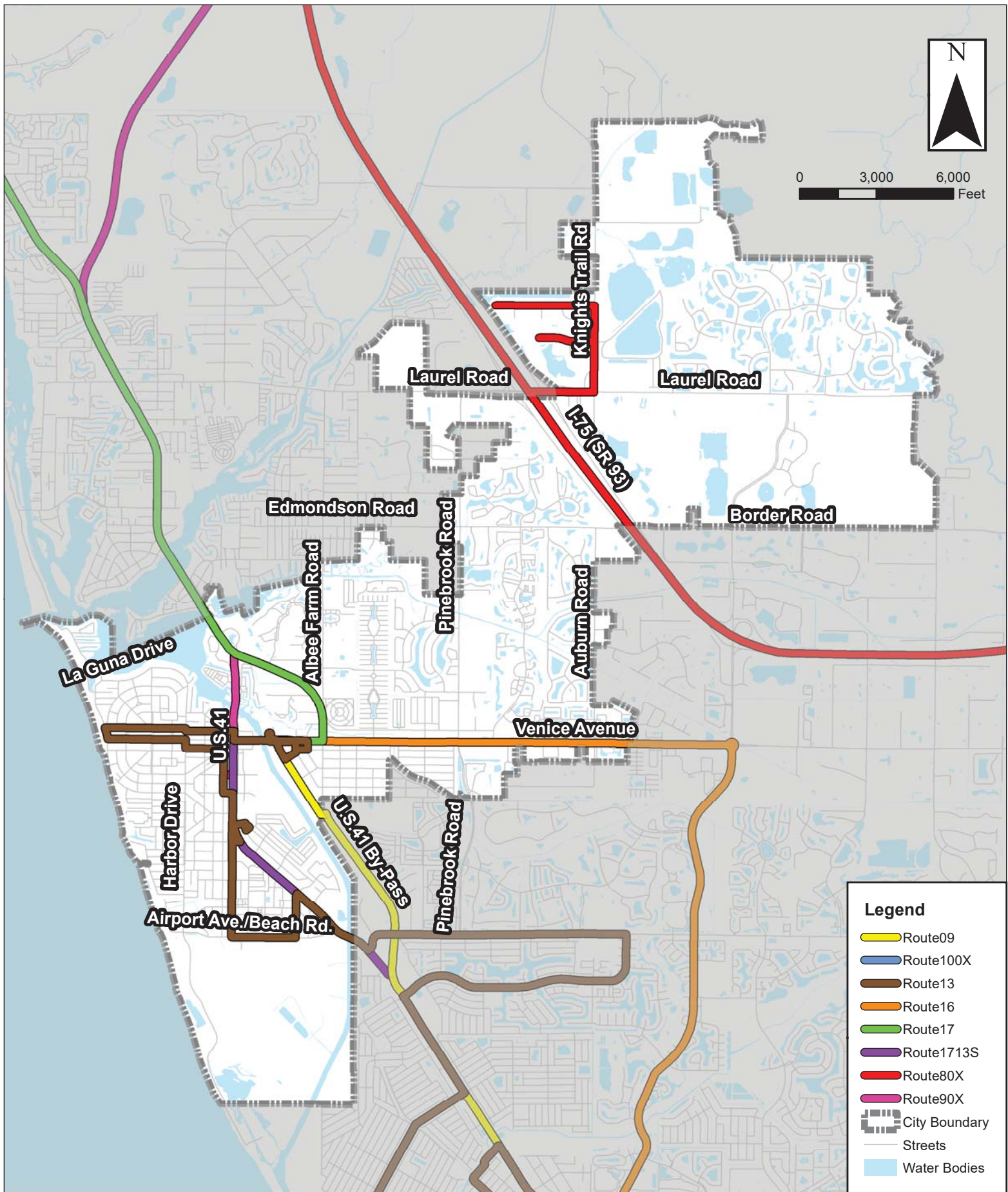
- 9 – Venice, US 41, North Port
- 13 – Venice
- 16 – Venice, Englewood
- 17 – Downtown, US 41, Venice
- 1713S – Downtown, US 41, North Port - Sunday
- 90X – SRQ Airport, Downtown, Venice, North Port

The routes are illustrated in **Map 8** and the hours of service and headways are summarized in **Table 10**,

Table 10: 2016 Bus Service

Route	Monday - Saturday		Sunday	
	Hours	Headway	Hours	Headway
9 – Venice, US 41, North Port	6:30 am – 7:30 pm	1 hr.	None	N/A
13 – Venice	6:00 am – 7:00 pm	1 hr.	None	N/A
16 – Venice, Englewood	5:30 am – 7:00 pm	1 hr.	None	N/A
17 – Downtown, US 41, Venice	5:30 am – 7:00 pm	30 min.	None	N/A
1713S – Downtown, US 41, North Port	None	N/A	7:30 am – 7:30 pm	1 hr.
90X – SRQ Airport, Downtown, Venice, North Port	6:00 am NB 7:45 am SB 5:45 pm NB 7:45 pm SB	N/A	None	N/A





Legend

- Route 09
- Route 100X
- Route 13
- Route 16
- Route 17
- Route 1713S
- Route 80X
- Route 90X
- City Boundary
- Streets
- Water Bodies

Map 8: Existing Transit Service

2.4.3 Transit Support

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along transit routes. **Map 9** illustrates the Future Land Use Map land use categories within a quarter mile distance of transit routes.

In addition, the City supports the implementation of transit priority along transit routes to facilitate efficient transit service through the City.

2.4.4 Transit Level of Service

The City uses the criteria summarized in **Table 11** to establish the level of service for transit. It is based on the frequency of buses during the peak hour and the availability of sidewalks along the route to facilitate bus riders to travel between the bus stops and their final destination.

Table 11: Transit Level of Service Thresholds

Sidewalk Coverage	Transit Vehicles in Peak Hour in Peak Direction			
	LOS B	LOS C	LOS D	LOS E
0% to 84%	> 5	≥ 4	≥ 3	≥ 2
85% to 100%	> 4	≥ 3	≥ 2	≥ 1

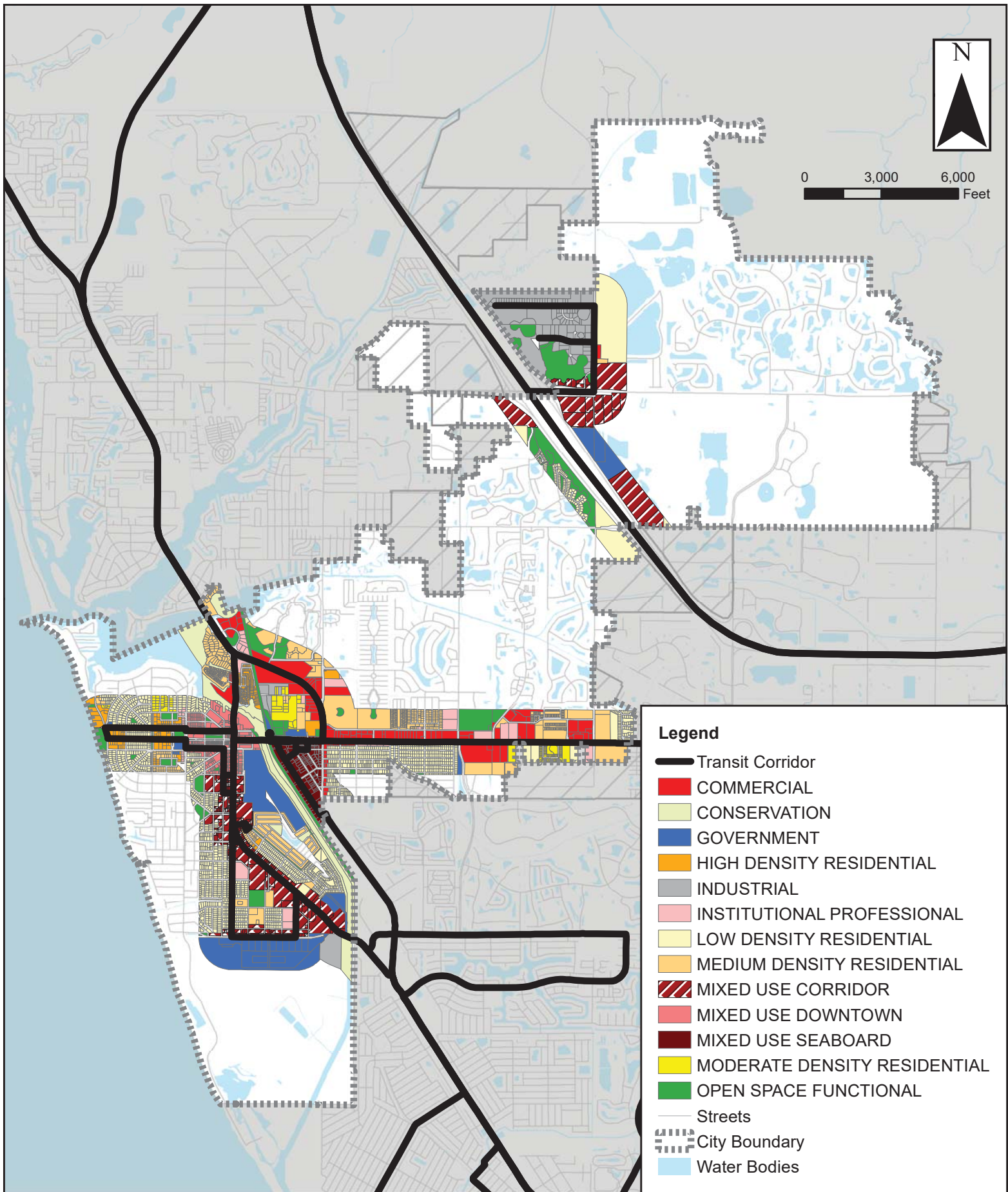
Source: *FDOT 2013 Q/LOS Handbook*

Currently, the City does not have a LOS Standard for transit service. As part of the City's update to the Transportation Element, the City intends to establish a LOS Standard of D for all transit service within the City.

The existing levels of service for transit routes within Venice are identified in **Table 12** and illustrated in **Map 10**. All transit routes currently operate at transit LOS of E or better. Transit routes operating along roadway segments providing LOS D or better include:

- US 41 By-Pass, from US 41 to Bird Bay Dr.
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from US 41 to Grove St.





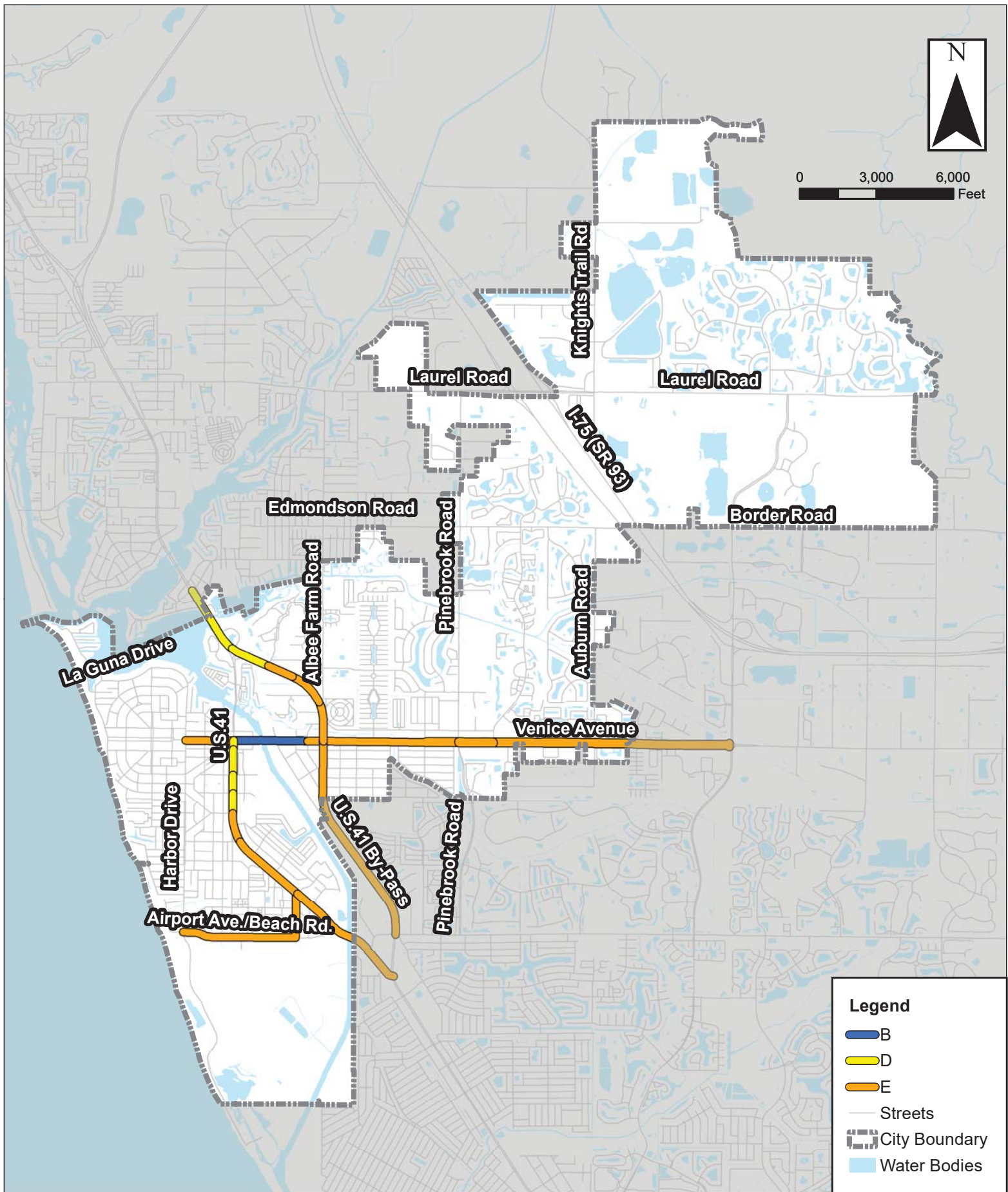
Map 9: Future Land Use Along Transit Routes

Table 12: 2016 Transit Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	E
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a
Albee Farm Road	Lucaya Ave	U.S. 41	n/a
Auburn Road	Border Rd	Venice Ave	n/a
Avenida del Circo	Airport Ave	U.S. 41	E
Border Road *	Auburn Rd	Jacaranda Blvd	n/a
Border Road *	Jacaranda Blvd	Jackson Rd	n/a
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	n/a
Harbor Drive	Venice Ave	Beach Rd	n/a
Harbor Drive	Beach Rd	South of Beach Rd	n/a
I-75 (SR 93) *	SR 681	Laurel Rd	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a
Laguna Drive	Tarpon Center Dr	Park Blvd	n/a
Laurel Road *	Albee Farm Rd	Pinebrook Rd	n/a
Laurel Road	Pinebrook Rd	I-75	n/a
Laurel Road	I-75	Knights Trail Rd	n/a
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a
Pinebrook Road	Laurel Rd	Edmondson Rd	n/a
Pinebrook Road	Edmondson Rd	Venice Ave	n/a
Pinebrook Road *	Venice Ave	Center Rd	n/a
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	D
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	D
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	n/a
U.S.41 (SR 45)	Venice Ave	Miami Ave	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	D
U.S.41 (SR 45)	Milan Ave	Turin St	D
U.S.41 (SR 45)	Turin St	Palermo Pl	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	E
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	n/a
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	E
Venice Avenue	Harbor Drive	Bus. U.S. 41	E
Venice Avenue	Bus. U.S. 41	Grove St	B
Venice Avenue	Grove St	U.S. 41 By Pass	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	E
Venice Avenue	Cherry St	Pinebrook Rd	E
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	E
Venice Avenue *	Auburn Rd	Jacaranda Blvd	E

Note: * - A portion of the segment is outside the city limits.





Map 10: 2016 Transit Level of Service

3.0 Trends

3.1 Population

Based on projections provided, the 2015 resident population within the City of Venice was 22,325 and seasonal population was 5,043, for a total population of 27,371. The 2015 population for Sarasota County was 405,900 (see **Table 13**). Since 1990, Venice has experienced an annual growth rate ranging from 0.6% to 3.9%. Over this same period, Sarasota County has experienced an annual growth rate ranging from 1.4% to 1.7%.

Table 13: Population Trends and Projections

Year	Venice			Sarasota County
	Resident	Seasonal	Total	Population
2030	27,020	6,026	33,046	509,800
2025	25,170	5,639	30,809	474,900
2020	23,777	5,350	29,127	440,300
2015	22,325	5,043	27,371	405,900
2010	22,176	n/a	n/a	379,448
2000	17,864	n/a	n/a	325,961
1990	16,922	n/a	n/a	277,776
1980	12,153	n/a	n/a	202,251

Note: U.S. Census Bureau Decennial Census (1980-2010). City of Venice Population Projections (assuming Sarasota County Population and Growth Projections) (2015-2030)

3.2 Historic Traffic Volumes

Historic traffic volumes were obtained from FDOT for roads within Venice. Approximately 33 percent of the segment traffic counts covered the period from 2000 to 2015 (16 years). These are most of the state roads within Venice. Most of the FDOT counts on non-state roads covered between 5 and 11 years and accounted for approximately 53 percent of the segments.

Table 14 summarized the annual growth rates calculated based on the FDOT historic traffic counts. There is a wide range in historic trends with many segments experiencing a flat or negative growth rate, while others show high (i.e., greater than 2 percent a year) growth rate.

Table 14: Historic Traffic Annual Growth Rates

Roadway	From	To	Historic Growth Rate	Years History	Model Annual Growth Rate	Growth Rate Used in Analysis
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	-10.00%	5	0.73%	1.0%
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a	n/a	2.53%	2.0%
Albee Farm Road	Lucaya Ave	U.S. 41	n/a	n/a	2.39%	2.0%
Auburn Road	Border Rd	Venice Ave	n/a	1	3.87%	2.0%
Avenida del Circo	Airport Ave	U.S. 41	n/a	n/a	0.73%	1.0%
Border Road *	Auburn Rd	Jacaranda Blvd	n/a	1	7.70%	2.0%
Border Road *	Jacaranda Blvd	Jackson Rd	-11.54%	5	n/a	1.0%
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a	1	6.56%	2.0%
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a	1	n/a	2.0%
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a	1	n/a	2.0%
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	12.50%	5	n/a	2.0%
Harbor Drive	Venice Ave	Beach Rd	2.75%	8	0.67%	2.0%
Harbor Drive	Beach Rd	South of Beach Rd	5.10%	8	1.97%	2.0%
I-75 (SR 93) *	SR 681	Laurel Rd	0.97%	16	2.00%	1.5%
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	1.17%	16	2.09%	1.6%
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a	n/a	n/a	2.0%
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a	1	n/a	2.0%
Laguna Drive	Tarpon Center Dr	Park Blvd	-1.79%	8	0.03%	1.0%
Laurel Road *	Albee Farm Rd	Pinebrook Rd	-0.71%	8	1.54%	1.0%
Laurel Road	Pinebrook Rd	I-75	-0.71%	8	3.24%	1.0%
Laurel Road	I-75	Knights Trail Rd	n/a	n/a	5.02%	2.0%
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a	n/a	7.16%	2.0%
Pinebrook Road	Laurel Rd	Edmondson Rd	-2.67%	8	6.98%	2.0%
Pinebrook Road	Edmondson Rd	Venice Ave	-2.67%	8	3.50%	2.0%
Pinebrook Road *	Venice Ave	Center Rd	-0.96%	5	2.04%	2.0%
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	-0.45%	11	n/a	1.5%
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	-1.17%	16	1.51%	1.5%
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	-1.10%	16	1.67%	1.5%
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	-0.08%	16	n/a	1.0%
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	-0.34%	16	0.69%	1.0%
U.S.41 (SR 45)	Venice Ave	Miami Ave	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Miami Ave	Milan Ave	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Milan Ave	Turin St	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Turin St	Palermo Pl	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	2.58%	16	n/a	1.0%
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	2.58%	16	-9.00%	1.0%
Venice Avenue	Harbor Drive	Bus. U.S. 41	3.62%	5	n/a	1.0%
Venice Avenue	Bus. U.S. 41	Grove St	-2.99%	5	2.30%	1.0%
Venice Avenue	Grove St	U.S. 41 By Pass	-2.99%	5	n/a	1.0%
Venice Avenue	U.S. 41 By-Pass	Cherry St.	-0.81%	8	2.60%	1.0%
Venice Avenue	Cherry St	Pinebrook Rd	-0.81%	8	n/a	1.0%
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	-0.81%	8	n/a	1.0%
Venice Avenue *	Auburn Rd	Jacaranda Blvd	-1.36%	8	3.52%	1.0%

Note: * - A portion of the segment is outside the city limits.



3.3 Travel Demand Model Review

The travel demand model used by Sarasota/Manatee MPO to develop their Long Range Transportation Plan was reviewed for its accuracy in replicating 2010 conditions (the base year for the model). There was a very wide range in accuracy in replicating 2010 traffic counts, ranging from very accurate (within 5%), to well below (by 46%), to significantly higher (by 109%). This is actually very common performance for large urban models which are developed to evaluate regional needs. In an effort to capture the value of the model in projecting the impacts of future growth, without being affected by any inaccuracies in replicating existing conditions, growth rates were calculated based only on the growth in traffic on each roadway (i.e., the change in model traffic volumes between 2010 and 2030, compared to the model projected 2015 volume).

Table 14 summarizes the model growth rate for roads within Venice. While two segments showed negative growth, the majority of segments showed growth rates ranging from 0.0% to 2.6%.

3.4 Projected Growth Rates

After considering both the historic growth rates and the projected model growth rates, growth rates to be used in projecting future conditions were identified, as shown in **Table 14**. Generally, rates ranged from 1.0% to 2.0%.

4.0 Future Conditions

4.1 Planned Improvements

4.1.1 Roadway Improvements

Based on a review of Sarasota/Manatee MPO's Cost Feasible Long Range Transportation Plan, no significant roadway improvements (i.e., road widenings) are planned within Venice, beyond the current improvements to US 41 By-Pass.

4.1.2 Pedestrian Improvements

The City has plans to fill the existing sidewalk gaps to achieve LOS D on all roadways by 2030.

4.1.3 Bicycle Improvements

The City plans to identify bike lanes, shared lanes, and bike routes to achieve LOS D on all facilities by 2030.

4.1.4 Transit Improvements

Based on the SCAT Transit Development Plan, Minor Update covering FY 2016-2025, there are several changes planned for transit routes serving Venice.

Changes include:

- 2017 – Venice Island Circulator Test Pilot with 60 minute headways
- 2017 – New service (Laurel/Knights) from Venice to Technology Drive and Express to North Port with 60 minute headways



- 2021 – New service (Jacaranda Boulevard North) from Venice to Jacaranda Business Park with 60 minute headways.
- 2023 – Reducing headways on Route 9 to 15-20 minutes
- 2023 – Reducing headways on Route 13 to 30 minutes
- 2013 – Reducing headways on Route 16 to 45 minutes
- 2023 – Reducing headways on Route 17 to 15-20 minutes
- 2024 – Provide Sunday service with 60 minute headways on routes 9 and 13
- 2025 – Improve to half daytime headways on all routes

4.2 2021 Conditions

4.2.1 2021 Roadway Conditions

Year 2021 conditions were projected using the growth rates identified in **Table 14**. The resulting roadway levels of service are summarized in **Table 15** and illustrated in **Map 11**. All roadways are projected to operate at, or better than, LOS D.

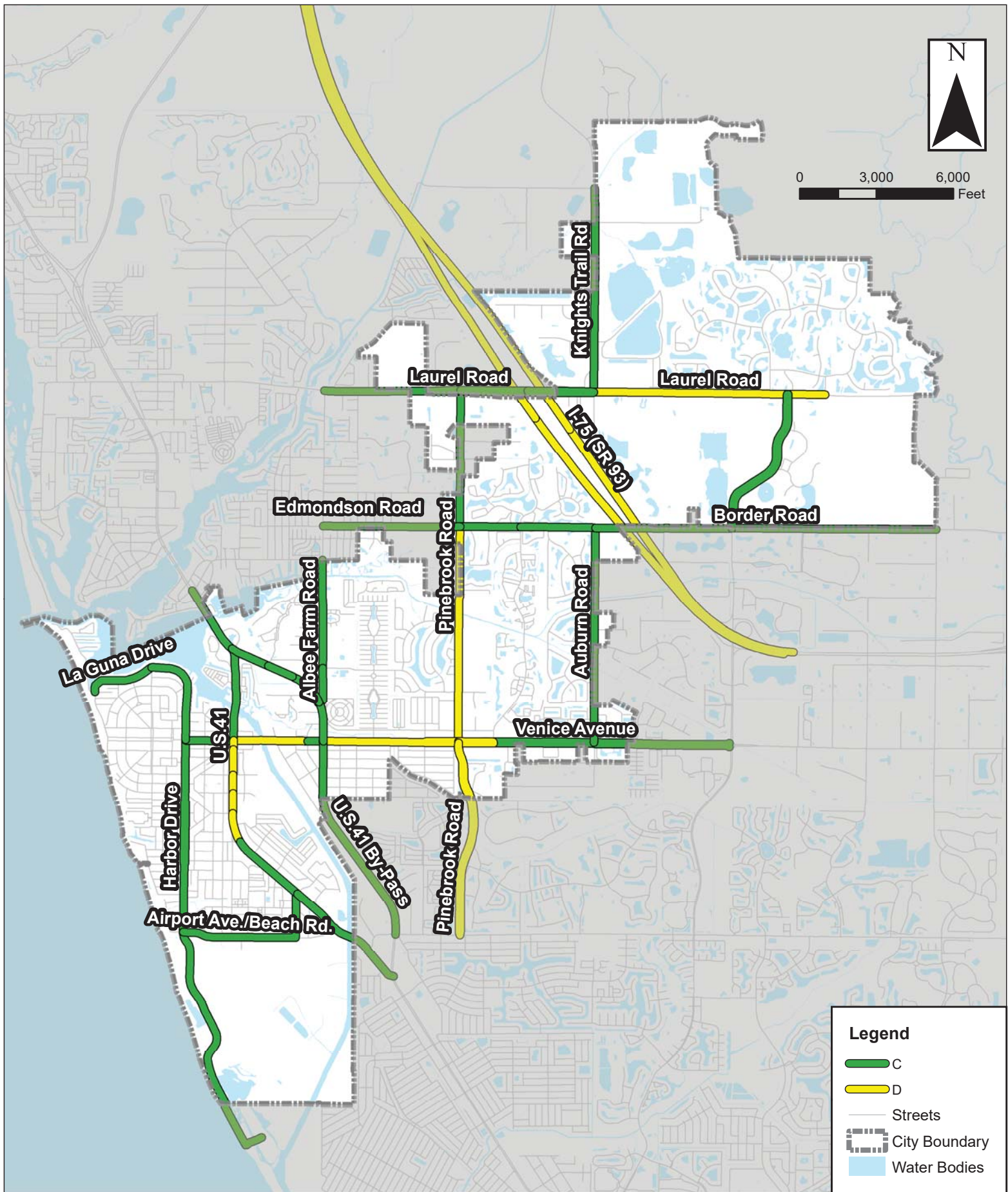


Table 15: 2021 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	3,900	180	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	10,100	460	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	9,300	430	C
Auburn Road	Border Rd	Venice Ave	2	3,900	180	C
Avenida del Circo	Airport Ave	U.S. 41	2	3,700	170	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	3,000	150	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	1,400	70	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	3,600	190	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	3,600	220	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	3,600	220	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	600	30	C
Harbor Drive	Venice Ave	Beach Rd	2	3,600	170	C
Harbor Drive	Beach Rd	South of Beach Rd	2	4,300	200	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	85,600	4,660	D
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	89,300	4,860	D
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2,400	110	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	7,700	460	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	700	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	15,300	700	C
Laurel Road	Pinebrook Rd	I-75	4	15,300	700	C
Laurel Road	I-75	Knights Trail Rd	4	17,000	780	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	17,000	780	D
Pinebrook Road	Laurel Rd	Edmondson Rd	4	6,900	320	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	6,900	320	D
Pinebrook Road *	Venice Ave	Center Rd	2	8,400	390	D
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	6*	35,400	1,620	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	6*	42,000	1,930	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	6*	43,100	1,980	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	47,200	2,170	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	15,900	730	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	26,500	1,220	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	26,500	1,220	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	26,500	1,220	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	26,500	1,220	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	26,500	1,220	D
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	26,500	1,220	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	26,500	1,220	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	9,300	430	C
Venice Avenue	Bus. U.S. 41	Grove St	4	15,100	690	D
Venice Avenue	Grove St	U.S. 41 By Pass	4	15,100	690	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	20,400	940	D
Venice Avenue	Cherry St	Pinebrook Rd	4	20,400	940	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	20,400	940	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	16,300	750	C

Note: * - A portion of the segment is outside the city limits.





Map 11: 2021 Roadway Level of Service

4.2.2 2021 Pedestrian Conditions

The City has identified \$532,000 in its Capital Improvement Program for Sidewalk Replacement/Connectivity which is expected to be sufficient to construct almost 3.5 miles of sidewalk. The projected 2021 levels of service for pedestrian facilities within Venice are identified in **Table 16** and illustrated in **Map 12**. In 2021, approximately 66 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, 25 percent are at LOS D and nine percent are at LOS E. The segments which are expected to be at LOS E include:

- Border Rd., from Jacaranda Blvd. to Jackson Rd.
- Harbor Dr., from Beach Rd. south
- Laurel Rd., from Pinebrook Rd. to Knights Trail Rd.

4.2.3 2021 Bicycle Conditions

The projected 2021 levels of service for bicycle facilities within Venice are identified in **Table 17** and illustrated in **Map 13**. Approximately 55 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 38 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.



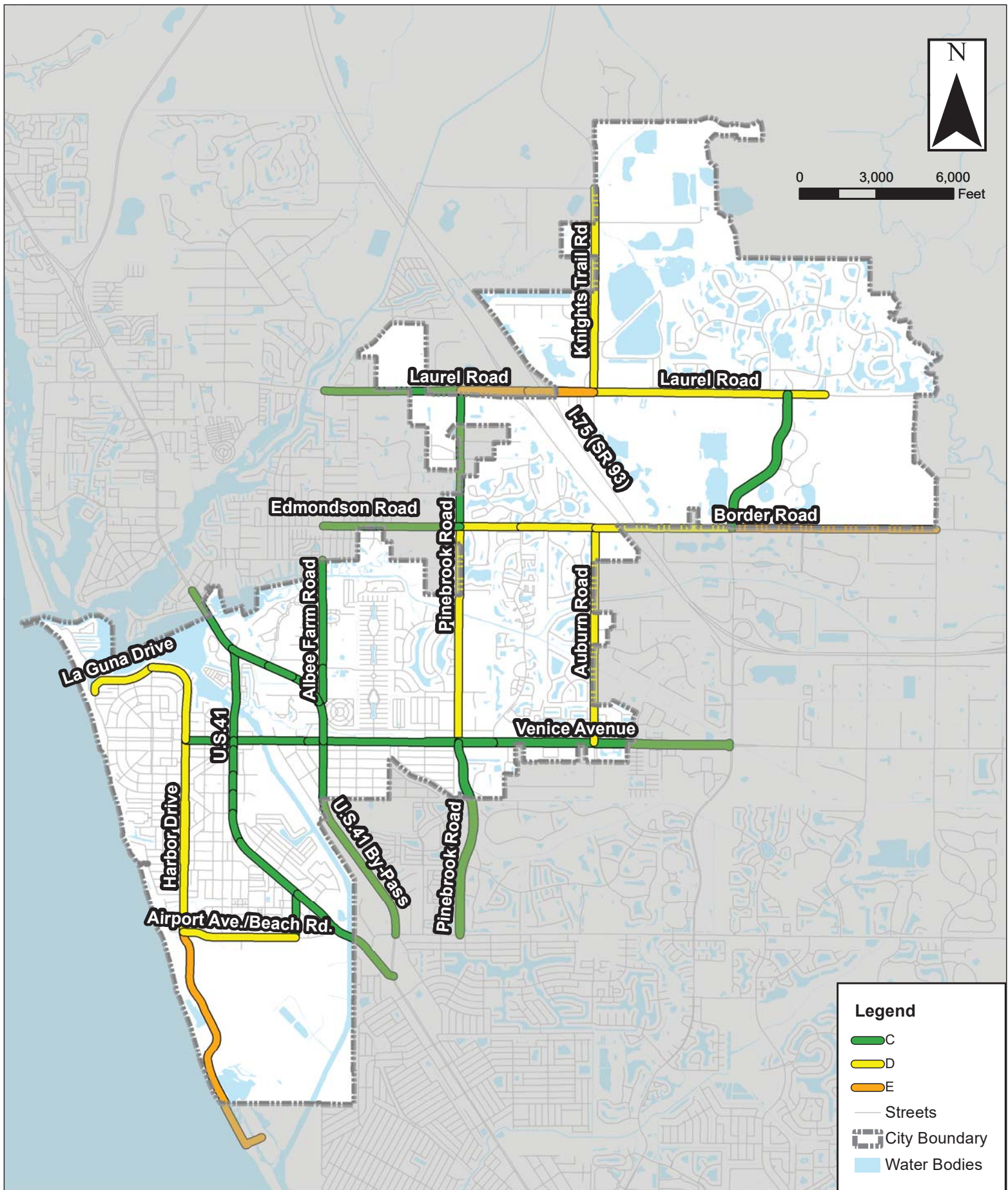
Table 16: 2021 Pedestrian Level of Service

Roadway	From	To	Functional Classification	Ped LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	D
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	D**
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	D
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	E
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	D
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	D
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D**
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	E
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	D**
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	D**
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	D
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	C
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	C
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	C
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	C
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	C
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.

** - Designates an improvement since 2016





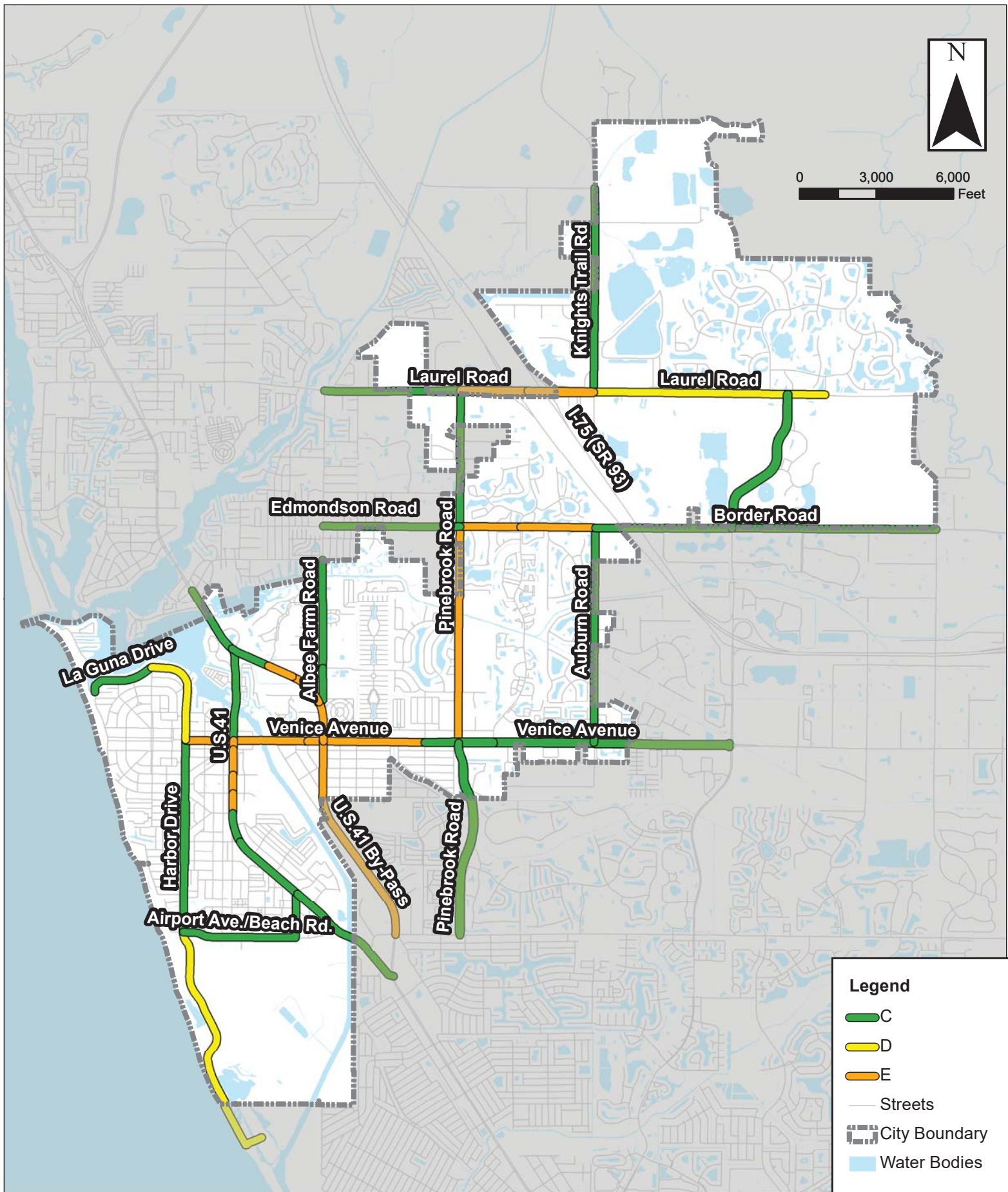
Map 12: 2021 Pedestrian Level of Service

Table 17: 2021 Bicycle Level of Service

Roadway	From	To	Functional Classification	Bike LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	C
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	C
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	C
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	E
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	E
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	C
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	C
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	E
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	E
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	E
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	E
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	E
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	E
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	E
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	E
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.





Map 13: 2021 Bicycle Level of Service

4.2.4 2021 Transit Conditions

The projected 2021 LOS for transit routes within Venice are identified in **Table 18** and illustrated in **Map 14**. As previously identified, SCAT plans to implement new bus service which will improve the LOS on the following roadway segments:

- Avenida del Circo, from Airport Ave. to US 41
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to San Marco Dr.
- Venice Ave., from Harbor Dr. to US 41
- Venice Ave., from US 41 By-Pass to Jacaranda Blvd.

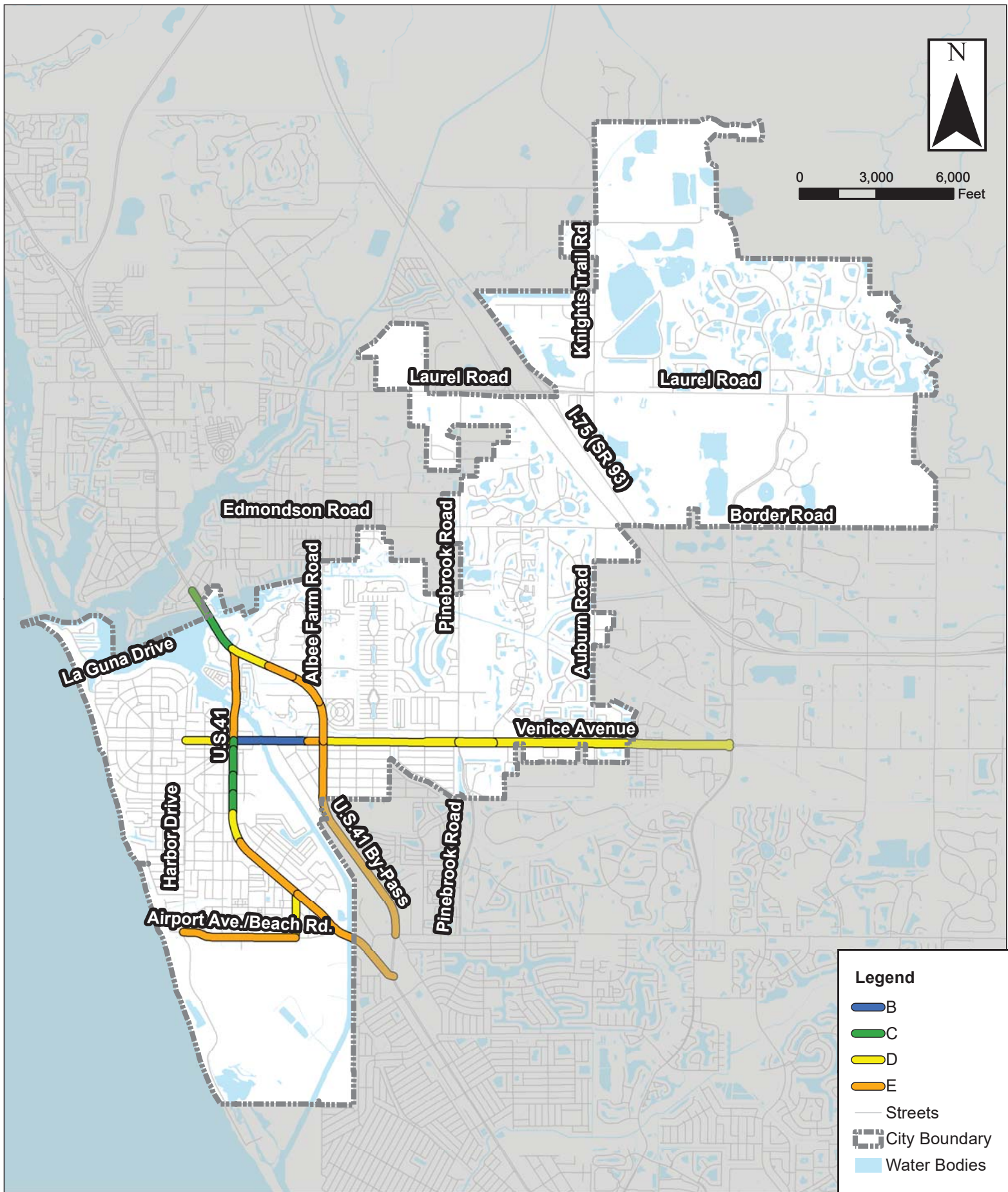


Table 18: 2021 Bus Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	E
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a
Albee Farm Road	Lucaya Ave	U.S. 41	n/a
Auburn Road	Border Rd	Venice Ave	n/a
Avenida del Circo	Airport Ave	U.S. 41	D
Border Road *	Auburn Rd	Jacaranda Blvd	n/a
Border Road *	Jacaranda Blvd	Jackson Rd	n/a
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	n/a
Harbor Drive	Venice Ave	Beach Rd	n/a
Harbor Drive	Beach Rd	South of Beach Rd	n/a
I-75 (SR 93) *	SR 681	Laurel Rd	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a
Laguna Drive	Tarpon Center Dr	Park Blvd	n/a
Laurel Road *	Albee Farm Rd	Pinebrook Rd	n/a
Laurel Road	Pinebrook Rd	I-75	n/a
Laurel Road	I-75	Knights Trail Rd	n/a
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a
Pinebrook Road	Laurel Rd	Edmondson Rd	n/a
Pinebrook Road	Edmondson Rd	Venice Ave	n/a
Pinebrook Road *	Venice Ave	Center Rd	n/a
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	D
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	E
U.S.41 (SR 45)	Venice Ave	Miami Ave	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	C
U.S.41 (SR 45)	Milan Ave	Turin St	C
U.S.41 (SR 45)	Turin St	Palermo Pl	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	D
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	E
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	E
Venice Avenue	Harbor Drive	Bus. U.S. 41	D
Venice Avenue	Bus. U.S. 41	Grove St	B
Venice Avenue	Grove St	U.S. 41 By Pass	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	D
Venice Avenue	Cherry St	Pinebrook Rd	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	D

Note: * - A portion of the segment is outside the city limits.





Map 14: 2021 Transit Level of Service

4.3 2030 Conditions

4.3.1 2030 Roadway Conditions and City's Plans

Year 2030 conditions were projected using the growth rates identified in **Table 14**. The resulting roadway levels of service are summarized in **Table 19** and illustrated in **Map 15**. All roadways are projected to operate at, or better than, LOS D, except for the following:

- Laurel Rd., from Knights Trail Rd. to Jacaranda Blvd., which will operate at LOS F.

4.3.2 2030 Pedestrian Conditions

The City is anticipated to fund sidewalk improvements at \$100,000 per year, which will allow improvements sufficient to bring all levels of service up to D. The projected 2030 levels of service for pedestrian facilities within Venice are identified in **Table 20** and illustrated in **Map 16**. In 2030, approximately 66 percent of the roadways evaluated (arterials, collectors and some locals) operate at LOS C and 34 percent are at LOS D.

4.3.3 2030 Bicycle Conditions

The projected 2030 LOS for bicycle facilities within Venice are identified in **Table 21** and illustrated in **Map 17**. Approximately 55 percent of the roadways evaluated (arterials, collectors and some locals) have a LOS C, seven percent are at LOS D and 38 percent are at LOS E. For the roads currently operating at LOS E, the City will identify proposed improvements to achieve LOS D by providing parallel routes, designating shared lanes, or designating bike routes. The segments which are at LOS E include:

- Edmondson Rd., from Pinebrook Rd. to Auburn Rd.
- Laurel Rd., from Pinebrook Rd. To Knights Trail Rd.
- Pinebrook Rd., from Edmondson Rd. to Venice Ave.
- US 41 By-Pass, from Bird Bay Dr. to Center Rd.
- US 41, from Venice Ave. to Palermo Pl.
- Venice Ave., from Harbor Dr. to Cherry St.

4.3.4 2025 Transit Conditions

The projected 2025 LOS for transit routes within Venice are identified in **Table 22** and illustrated in **Map 18**. The SCAT TDP horizon is 2025; therefore, 2030 conditions cannot be projected. As previously identified, SCAT plans to implement new bus service which will improve the LOS on the following roadway segments:

- Airport Ave./Beach Rd., from Harbor Dr. to Avenida del Circo
- Avenida del Circo, from Airport Ave. to US 41



- Harbor Dr., from Venice Ave. to South of Beach Rd.
- Laurel Rd., from Albee Farm Rd. to Knights Trail Rd.
- US 41 By-Pass, from US 41 (north) to Center Rd.
- US 41, from Colonia Ln. to US 41 By-Pass
- US 41, from Venice Ave. to San Marco Dr.
- US 41, from Avenida Del Circo to US 41 By-Pass
- Venice Ave., from Harbor Dr. to US 41

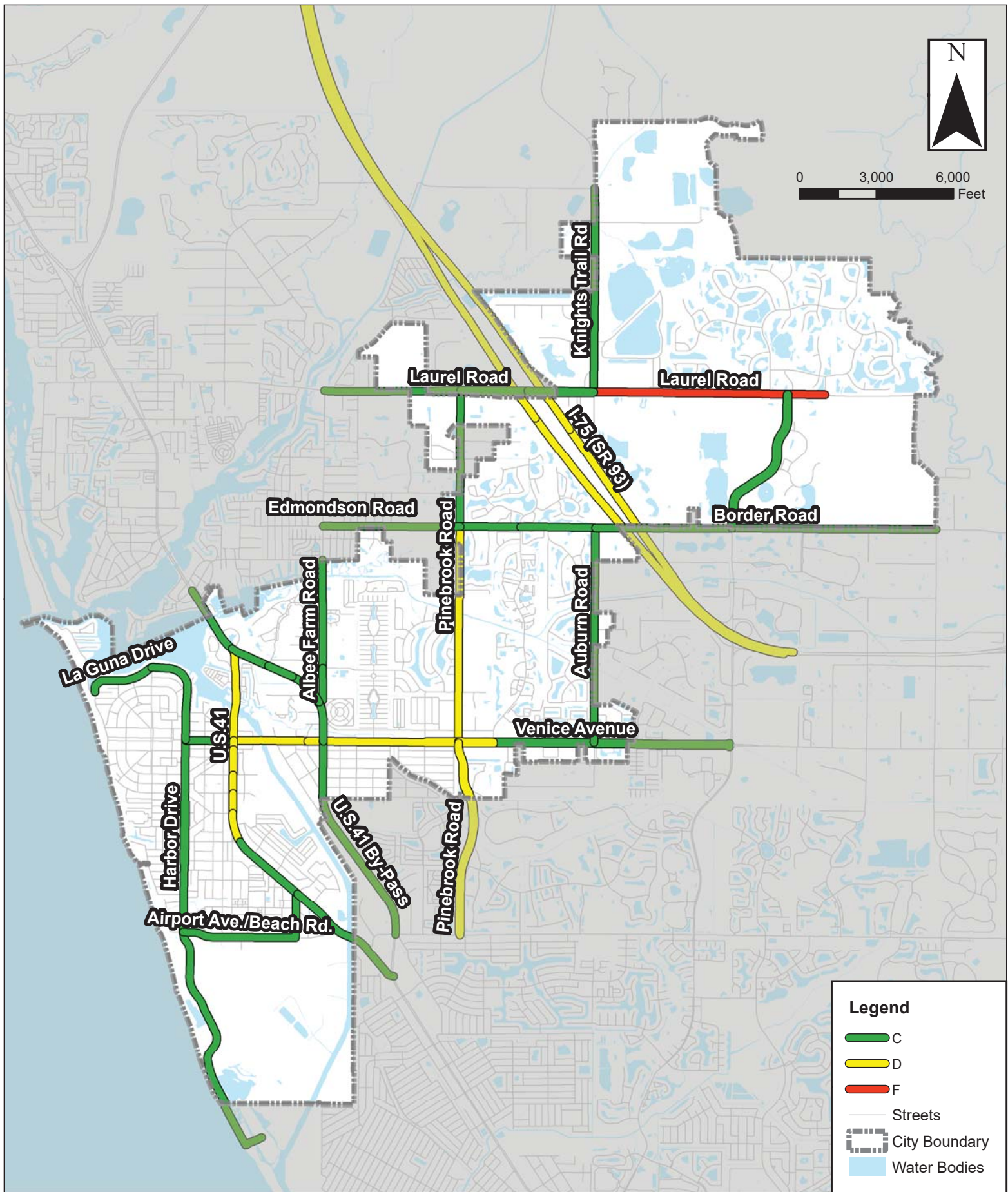


Table 19: 2030 Roadway Level of Service

Roadway	From	To	No. Lanes	AADT	PHPD	Road LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	2	4,300	200	C
Albee Farm Road	Colonia Ln	Lucaya Ave	4	11,700	540	C
Albee Farm Road	Lucaya Ave	U.S. 41	4	10,800	500	C
Auburn Road	Border Rd	Venice Ave	2	4,600	210	C
Avenida del Circo	Airport Ave	U.S. 41	2	4,000	180	C
Border Road *	Auburn Rd	Jacaranda Blvd	2	3,500	170	C
Border Road *	Jacaranda Blvd	Jackson Rd	2	1,600	80	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	2	4,200	230	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	2	4,200	250	C
Edmondson Road	Capri Isles Blvd	Auburn Rd	2	4,200	250	C
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	2	700	30	C
Harbor Drive	Venice Ave	Beach Rd	2	4,200	190	C
Harbor Drive	Beach Rd	South of Beach Rd	2	4,900	220	C
I-75 (SR 93) *	SR 681	Laurel Rd	6	96,200	5,230	D
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	6	101,100	5,500	D
Jacaranda Boulevard	Laurel Rd	Border Rd	2	2,800	130	C
Knights Trail Rd	Laurel Rd	Rustic Rd	2	9,000	540	C
Laguna Drive	Tarpon Center Dr	Park Blvd	2	700	30	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	4	16,600	760	C
Laurel Road	Pinebrook Rd	I-75	4	16,600	760	C
Laurel Road	I-75	Knights Trail Rd	4	19,700	900	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	2	19,700	900	F
Pinebrook Road	Laurel Rd	Edmondson Rd	4	8,100	370	C
Pinebrook Road	Edmondson Rd	Venice Ave	2	8,100	370	D
Pinebrook Road *	Venice Ave	Center Rd	2	9,800	450	D
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	6	39,800	1,830	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	6	47,200	2,170	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	6	48,400	2,220	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	6	51,200	2,350	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	4	17,300	790	D
U.S.41 (SR 45)	Venice Ave	Miami Ave	4	28,800	1,320	D
U.S.41 (SR 45)	Miami Ave	Milan Ave	4	28,800	1,320	D
U.S.41 (SR 45)	Milan Ave	Turin St	4	28,800	1,320	D
U.S.41 (SR 45)	Turin St	Palermo Pl	4	28,800	1,320	D
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	4	28,800	1,320	D
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	4	28,800	1,320	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	4	28,800	1,320	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	4	10,100	460	C
Venice Avenue	Bus. U.S. 41	Grove St	4	16,300	750	D
Venice Avenue	Grove St	U.S. 41 By Pass	4	16,300	750	D
Venice Avenue	U.S. 41 By-Pass	Cherry St.	4	22,100	1,010	D
Venice Avenue	Cherry St	Pinebrook Rd	4	22,100	1,010	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	4	22,100	1,010	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	4	17,700	810	C

Note: * - A portion of the segment is outside the city limits.





Map 15: 2030 Roadway Level of Service

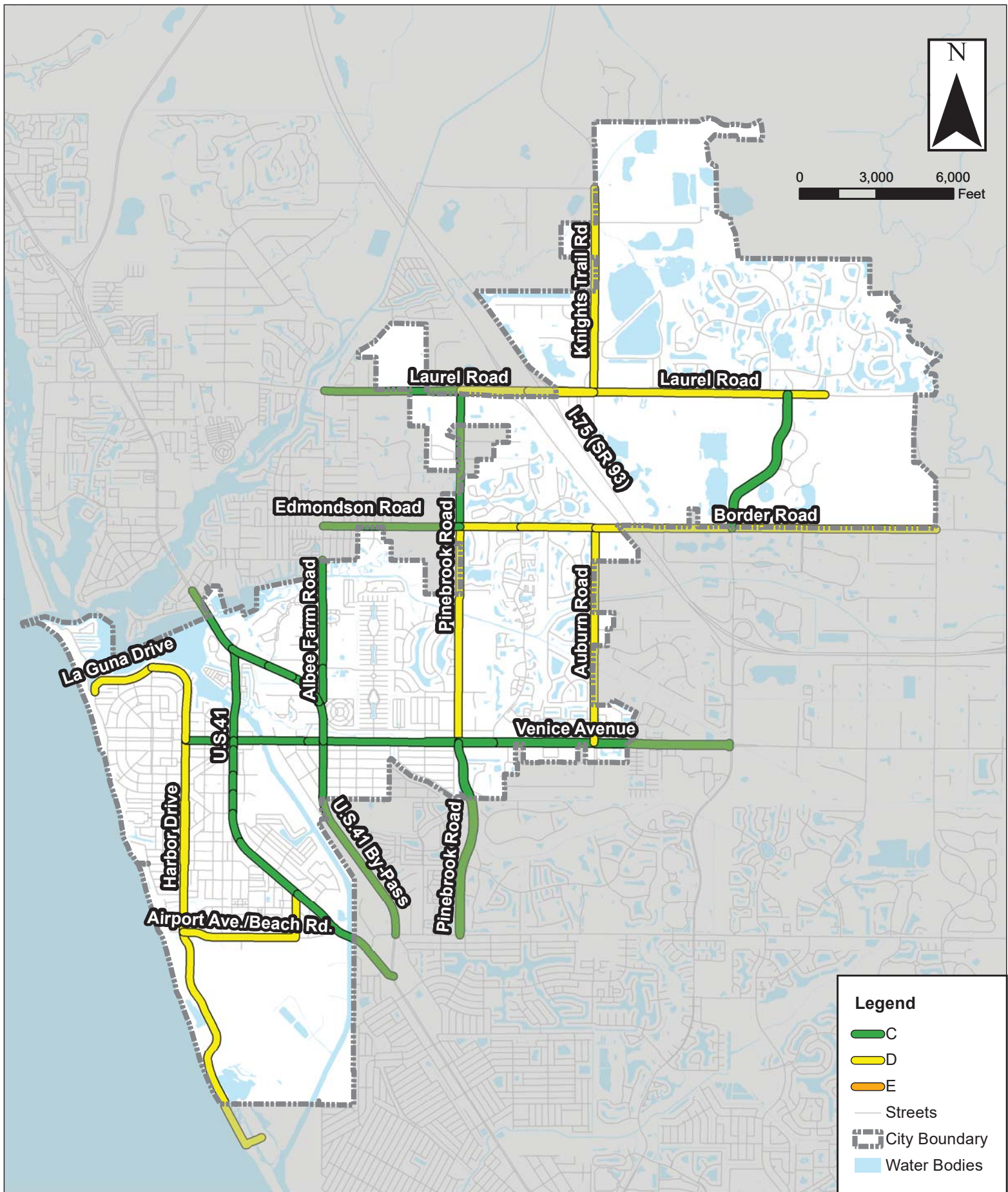
Table 20: 2030 Pedestrian Level of Service

Roadway	From	To	Functional Classification	Ped LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	D
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	D
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	D
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	D**
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	D
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	D
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	D
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D**
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	D
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	D
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	D**
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	D**
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	D
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	C
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	C
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	C
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	C
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	C
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	C
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	C
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	C
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.

** - Designates an improvement since 2021





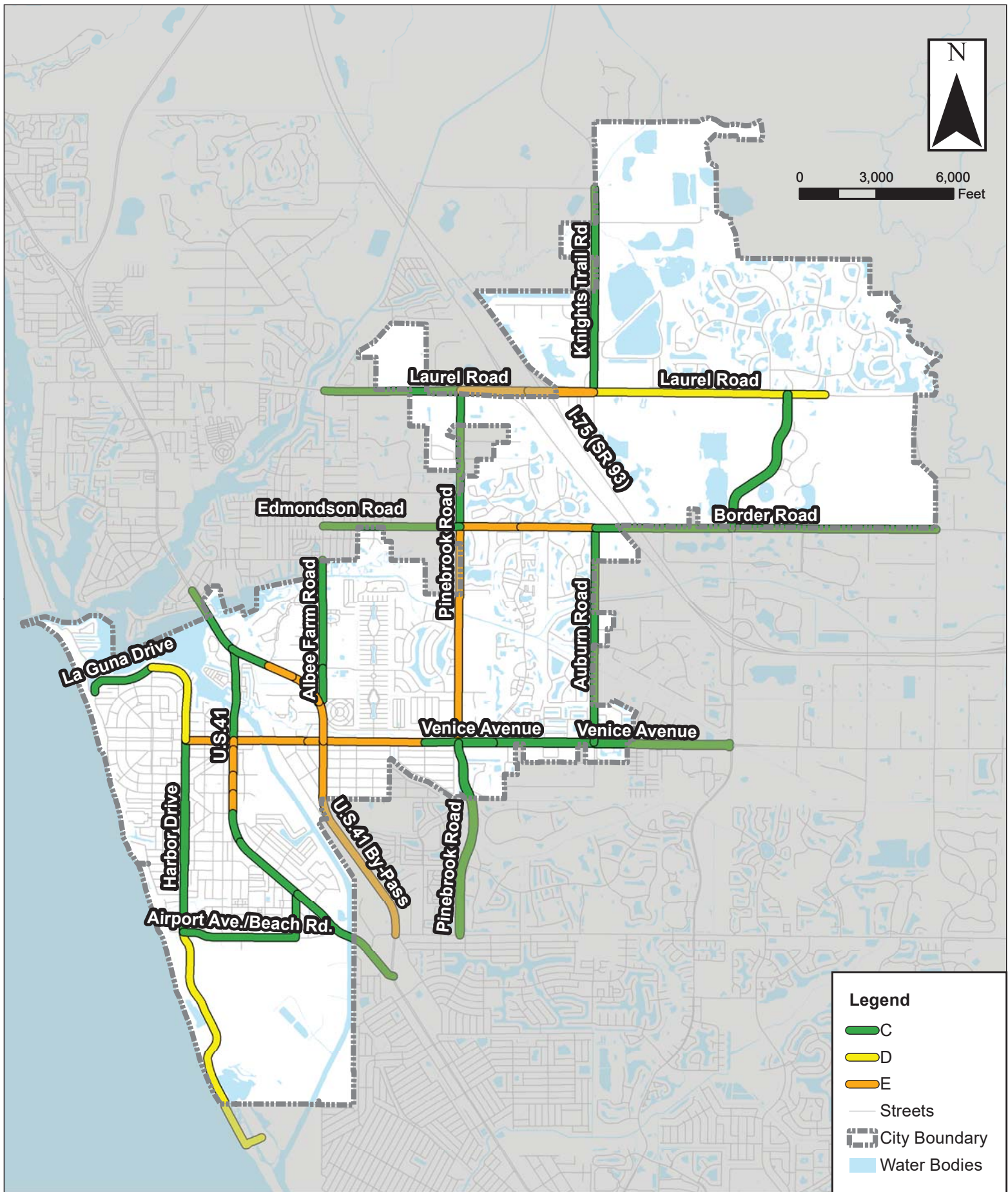
Map 16: 2030 Pedestrian Level of Service

Table 21: 2030 Bicycle Level of Service

Roadway	From	To	Functional Classification	Bike LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	Major Collector	C
Albee Farm Road	Colonia Ln	Lucaya Ave	Major Collector	C
Albee Farm Road	Lucaya Ave	U.S. 41	Major Collector	C
Auburn Road	Border Rd	Venice Ave	Minor Collector	C
Avenida del Circo	Airport Ave	U.S. 41	Major Collector	C
Border Road *	Auburn Rd	Jacaranda Blvd	Minor Collector	C
Border Road *	Jacaranda Blvd	Jackson Rd	Minor Collector	C
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	Minor Collector	C
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	Minor Collector	E
Edmondson Road	Capri Isles Blvd	Auburn Rd	Minor Collector	E
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	Major Collector	D
Harbor Drive	Venice Ave	Beach Rd	Major Collector	C
Harbor Drive	Beach Rd	South of Beach Rd	Major Collector	D
I-75 (SR 93) *	SR 681	Laurel Rd	Principal Arterial (Rural)	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	Principal Arterial (Urban)	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	Local	C
Knights Trail Rd	Laurel Rd	Rustic Rd	Minor Collector	C
Laguna Drive	Tarpon Center Dr	Park Blvd	Major Collector	C
Laurel Road *	Albee Farm Rd	Pinebrook Rd	Minor Arterial	C
Laurel Road	Pinebrook Rd	I-75	Minor Arterial	E
Laurel Road	I-75	Knights Trail Rd	Minor Arterial	E
Laurel Road	Knights Trail Rd	Jacaranda Blvd	Minor Arterial	D
Pinebrook Road	Laurel Rd	Edmondson Rd	Minor Arterial	C
Pinebrook Road	Edmondson Rd	Venice Ave	Minor Arterial	E
Pinebrook Road *	Venice Ave	Center Rd	Major Collector	C
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	Principal Arterial	C
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	Principal Arterial	E
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	Principal Arterial	E
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	Principal Arterial	E
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	Principal Arterial	C
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	Principal Arterial	C
U.S.41 (SR 45)	Venice Ave	Miami Ave	Principal Arterial	E
U.S.41 (SR 45)	Miami Ave	Milan Ave	Principal Arterial	E
U.S.41 (SR 45)	Milan Ave	Turin St	Principal Arterial	E
U.S.41 (SR 45)	Turin St	Palermo Pl	Principal Arterial	E
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	Principal Arterial	C
U.S.41 (SR 45)	San Marco Dr	Avenida Del Circo	Principal Arterial	C
U.S.41 (SR 45)	Avenida Del Circo	U.S. 41 By-Pass	Principal Arterial	C
Venice Avenue	Harbor Drive	Bus. U.S. 41	Major Collector	E
Venice Avenue	Bus. U.S. 41	Grove St	Principal Arterial	E
Venice Avenue	Grove St	U.S. 41 By Pass	Principal Arterial	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	Principal Arterial	E
Venice Avenue	Cherry St	Pinebrook Rd	Principal Arterial	C
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	Principal Arterial	C
Venice Avenue *	Auburn Rd	Jacaranda Blvd	Principal Arterial	C

Note: * - A portion of the segment is outside the city limits.





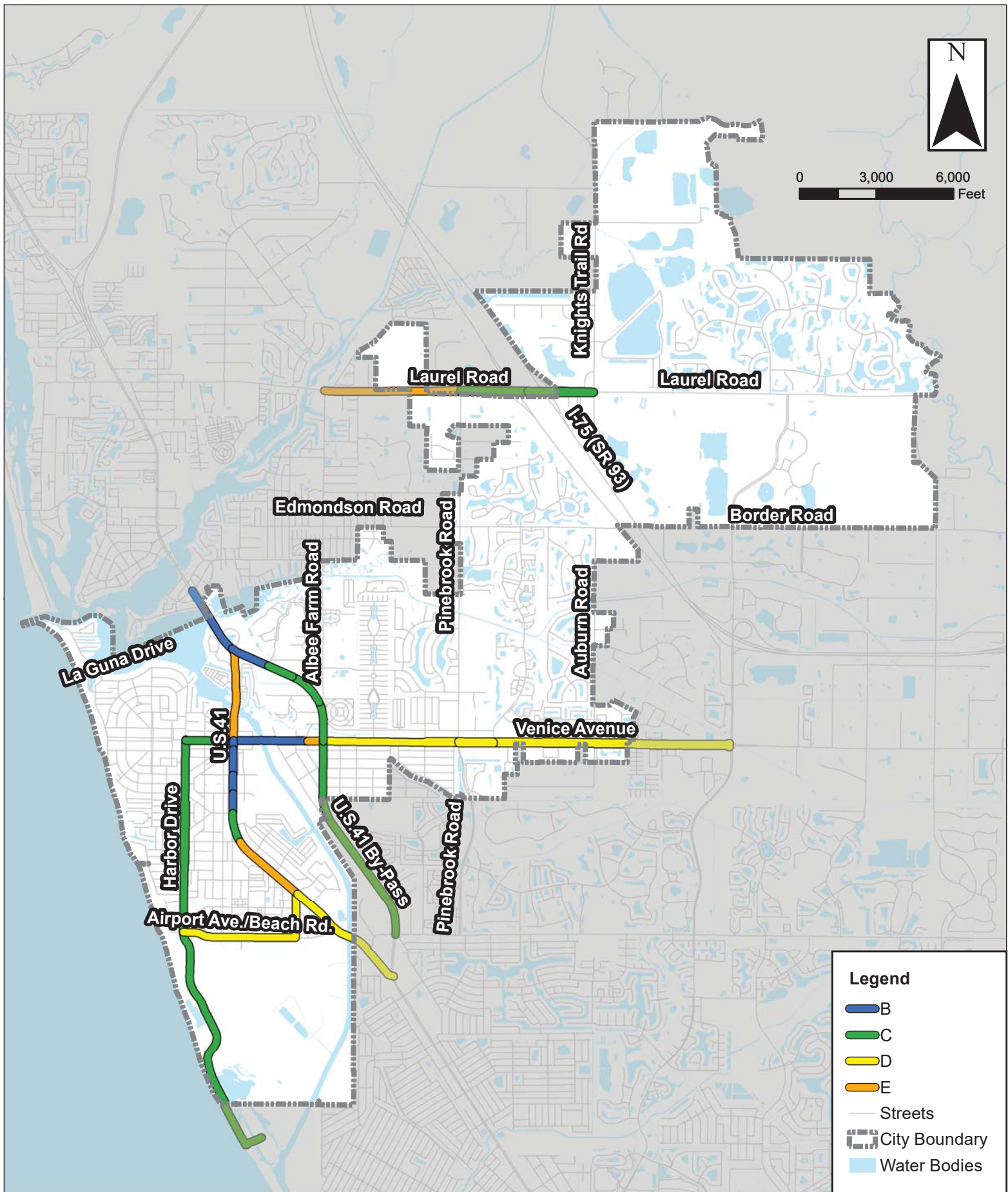
Map 17: 2030 Bicycle Level of Service

Table 22: 2030 Bus Level of Service

Roadway	From	To	Bus LOS
Airport Ave./Beach Rd.	Harbor Dr.	Avenida del Circo	D
Albee Farm Road	Colonia Ln	Lucaya Ave	n/a
Albee Farm Road	Lucaya Ave	U.S. 41	n/a
Auburn Road	Border Rd	Venice Ave	n/a
Avenida del Circo	Airport Ave	U.S. 41	C
Border Road *	Auburn Rd	Jacaranda Blvd	n/a
Border Road *	Jacaranda Blvd	Jackson Rd	n/a
Edmondson Road *	Albee Farm Rd	Pinebrook Rd	n/a
Edmondson Road	Pinebrook Rd	Capri Isles Blvd	n/a
Edmondson Road	Capri Isles Blvd	Auburn Rd	n/a
Harbor Dr/Bayshore Dr	Park Blvd	Venice Ave	n/a
Harbor Drive	Venice Ave	Beach Rd	C
Harbor Drive	Beach Rd	South of Beach Rd	C
I-75 (SR 93) *	SR 681	Laurel Rd	n/a
I-75 (SR 93) *	Laurel Rd	Jacaranda Blvd	n/a
Jacaranda Boulevard	Laurel Rd	Border Rd	n/a
Knights Trail Rd	Laurel Rd	Rustic Rd	n/a
Laguna Drive	Tarpon Center Dr	Park Blvd	n/a
Laurel Road *	Albee Farm Rd	Pinebrook Rd	E
Laurel Road	Pinebrook Rd	I-75	C
Laurel Road	I-75	Knights Trail Rd	C
Laurel Road	Knights Trail Rd	Jacaranda Blvd	n/a
Pinebrook Road	Laurel Rd	Edmondson Rd	n/a
Pinebrook Road	Edmondson Rd	Venice Ave	n/a
Pinebrook Road *	Venice Ave	Center Rd	n/a
U.S.41 By-Pass (SR 45A)	US 41	Bird Bay Dr	B
U.S.41 By-Pass (SR 45A)	Bird Bay Dr	TJ Maxx Ent.	C
U.S.41 By-Pass (SR 45A)	TJ Maxx Ent.	Albee Farm Rd.	C
U.S.41 By-Pass (SR 45A)	Albee Farm Rd.	Venice Ave	C
U.S.41 By-Pass (SR 45A) *	Venice Ave	Center Rd	C
U.S.41 (SR 45)	Colonia Ln	U.S. 41 By-Pass	B
U.S.41 (SR 45)	U.S. 41 By-Pass	Venice Ave	E
U.S.41 (SR 45)	Venice Ave	Miami Ave	B
U.S.41 (SR 45)	Miami Ave	Milan Ave	B
U.S.41 (SR 45)	Milan Ave	Turin St	B
U.S.41 (SR 45)	Turin St	Palermo Pl	B
U.S.41 (SR 45)	Palermo Pl	San Marco Dr	C
U.S.41 (SR 45)	San Marco Dr	Avenido Del Circo	E
U.S.41 (SR 45)	Avenido Del Circo	U.S. 41 By-Pass	D
Venice Avenue	Harbor Drive	Bus. U.S. 41	C
Venice Avenue	Bus. U.S. 41	Grove St	B
Venice Avenue	Grove St	U.S. 41 By Pass	E
Venice Avenue	U.S. 41 By-Pass	Cherry St.	D
Venice Avenue	Cherry St	Pinebrook Rd	D
Venice Avenue	Pinebrook Rd	Capri Isles Blvd	D
Venice Avenue *	Auburn Rd	Jacaranda Blvd	D

Note: * - A portion of the segment is outside the city limits.





Map 18: 2025 Transit Level of Service

Market Analysis

The City of Venice recognized the need for a Market Analysis as part of the Comprehensive Plan update process to understand the competing market forces at play within the City both locally and regionally. The following is the final Market Analysis.

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Conservation Open Spaces

Intent OS 1.2 – Conservation Open Spaces.

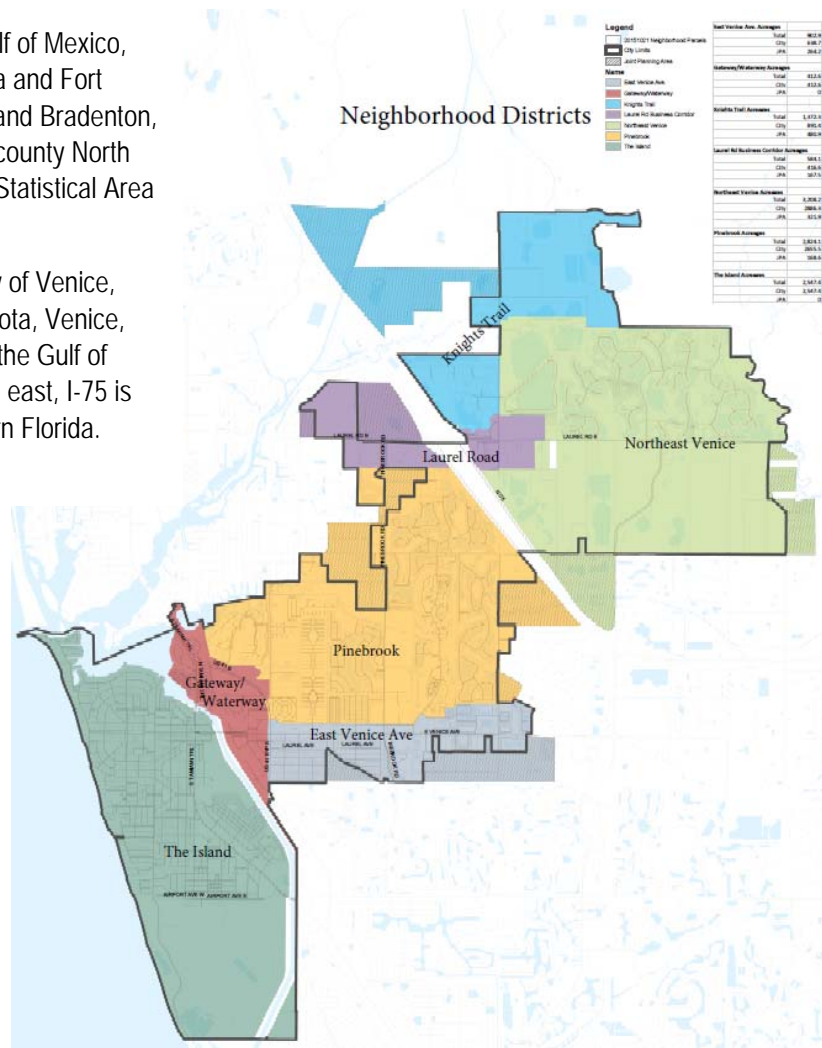
Introduction

Kimley-Horn was retained by the City of Venice to conduct a market analysis as part of the 2016-2026 Comprehensive Plan Update process. This analysis documents existing conditions from a demographic and real estate market perspective, providing baseline market statistics to inform potential development opportunities. Real estate demand forecasts have been prepared through 2026 for residential, retail, office, industrial, and hospitality uses. The market assessment considers both local and regional market forces impacting the City of Venice. Ultimately, this document helps to reconcile the full market potential for the City with the community service, infrastructure improvements, and land use policy needed to foster success.

The City of Venice is located on the Gulf of Mexico, approximately half-way between Tampa and Fort Myers. Venice, in addition to Sarasota and Bradenton, comprise the principal cities in the two-county North Port-Sarasota-Bradenton Metropolitan Statistical Area (MSA).

Two major thoroughfares serve the City of Venice, US-41 and I-75. US-41 connects Sarasota, Venice, and North Port, following closely along the Gulf of Mexico coastline. Located further to the east, I-75 is the major north-south corridor in western Florida.

Historically, development in Venice began on the Island following the creation of a community master plan by John Nolen in 1926. The Island represents a true mixture of uses, including the Venice Municipal Airport, historic downtown, a post office, Venice Regional Hospital, Venice High School, and government offices. Development in recent years has gravitated northeast capitalizing on proximity to the I-75 corridor, connecting Venice to Sarasota and Tampa to the north and Fort Myers to the south.



Map 1: Proposed Neighborhood Districts, City of Venice, 2015

The City of Venice is home to a number of major employers, most notably PGT, Tervis Tumbler, and Venice Regional Hospital. These entities support over 5,000 combined jobs in the local economy. With a large seasonal population, this analysis considers the impact of tourism on the market. The City of Venice measured a 23.2% increase in tourism revenue between 2013 and 2014, indicating continued improvement following the 2007-2009 Recession.

2. Economic Anchors and demand Drivers

2.1 TOURISM

The City of Venice offers approximately 14 miles of beaches from Casey Key to Manasota Key, attracting visitors from all over the United States with interests in swimming, fishing, boating, and other recreational activities. The North Port-Sarasota-Bradenton MSA has received several accolades for its tourist and visitor attraction. In a study conducted by the National Association of Realtors, the North Port-Sarasota-Bradenton MSA ranked among the top ten locations in 2015 for international home buyers in Florida, with foreign housing transactions capturing 7% of housing transactions.



Sarasota County's tourism development tax collected \$16,944,401 in 2014, an increase of 14% from the previous year. When combined, condos and hotels/motels made up 90% of the tourism tax collected.

For fiscal year 2014, Venice accounted for 6.6% of the Sarasota County tourism tax revenue. The City of Venice experienced the largest percentage increase of any city in Sarasota County, increasing its capture of Sarasota County tourism tax dollars by 23.2%. Siesta Key (in Sarasota County) and the City of Sarasota have the highest collections of tourism taxes. Siesta Key generated the highest percentage of collections at 32.3%, followed by the City of Sarasota with collections of 29.7%.

2.2 MANUFACTURING



PGT Industries, Inc. is the largest employer in Sarasota County, headquartered in Venice. PGT, located in the Triple Diamond Commerce Park, along the I-75 corridor at the Laurel Road interchange, is a manufacturer of metal window and door products with nearly 2,000 employees.

In early 2015, PGT was approved by Sarasota County to receive \$300,000 in incentives through the State of Florida's Energy Economic Zone Pilot Program (EEZ). The program's objective is to help communities cultivate green economic development, encourage renewable

electric energy generation, and promote the manufacturing of products that contribute to conserving energy and creation of green jobs.

The Tervis Tumbler national headquarters is also located in the Triple Diamond Commerce Park, on the north side of Laurel Road at I-75. Tervis Tumbler manufactures multiple lines of tumblers and assorted drinkware and employs close to 1,000 people. Tervis has a 90,000-square-foot manufacturing and office facility that opened in 2011, as well as a 21,000-square-foot design and innovation facility that opened in 2014.

2.3 HEALTHCARE AND SOCIAL ASSISTANCE

According to the U.S Census Bureau, the 3,861 Healthcare and Social Assistance jobs in Venice comprise approximately 30% of City's employment base. Comparatively, 17% of the North Port-Sarasota-Bradenton MSA's jobs are in Healthcare.

Venice Regional Bayfront Health has 1,200 full time employees. Venice Regional Bayfront Health is a 312-bed health care system providing a comprehensive array of healthcare services to the region. The hospital was built in 1951 and is located on Nokomis Avenue on the Island. It was recently named one of the Top 50 cardiovascular programs in the country by Thomson Reuters.



The third largest employer in Sarasota County is Sarasota Memorial Hospital, with more than 4,000 employees, including staff members, physicians, and volunteers. The hospital system ranked #1 on the U.S. News and World Report's Best Hospital rankings for 2015-2016 for the North Port-Sarasota-Bradenton MSA, and it tied for #7 among all Florida hospitals for overall quality, safety and care. In 2013, Sarasota Memorial Hospital opened a two-story, 12,000-square-foot urgent care facility in Venice at US-41 Bypass and Tamiami Trail.

Sarasota Memorial Hospital has identified an opportunity to build a new hospital in Venice on Laurel Road, west of I-75. The 65-acre property was purchased by the hospital system in 2005 for \$25 million. This would supplement the existing urgent care facility operated by Sarasota Memorial Hospital. While initial plans were to construct a primary care and out-patient facility, no specific details on the development have been announced recently.

2.4 AIRPORTS

The Venice Municipal Airport (VNC) was built in the early 1940s, and is located on the south side of the Island. It is a general aviation facility and offers charter and air taxis with a total of 212 aircrafts. The 835-acre property has two 5,000-foot intersecting runways. Airport operations are supported entirely by an airport enterprise fund based on on-site land leases.

Four international airports are within a 90-minute drive from the City of Venice. The Sarasota Bradenton International Airport serves more than one million business and leisure national and international passengers. The hubs of Air Canada, Delta Airlines, Jet Blue, United Airlines, and American Airlines operate out of the Sarasota Bradenton International Airport. Tampa International Airport, St. Petersburg-Clearwater International Airport and Southwest Florida International Airport in Fort Myers all are all within a reasonable drive and are major United States and international air portals.

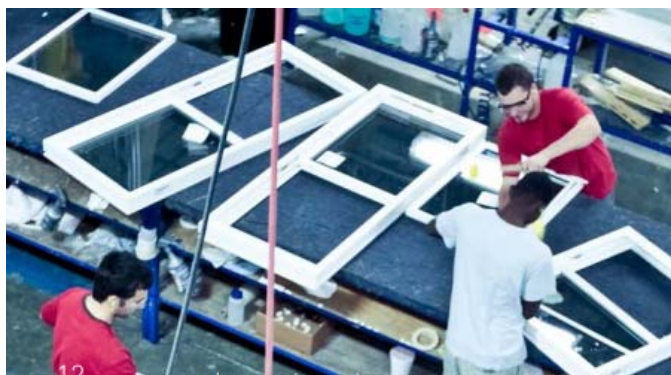
2.4 PORT OF MANATEE

Port Manatee, located just 45 minutes north of Venice outside the City of Bradenton, is an international port that generates more than \$2.3 billion in annual economic impact to the local economy and supports 24,000 jobs. The port handles approximately eight million tons of cargo each year. Port Manatee is strategically located with proximity to numerous highway connections: I-75, I-275, and I-4. Trucks leaving the port reach I-75 and I-275 in less than four minutes. The port is located just 14 miles north of the Sarasota Bradenton International Airport along the Gulf of Mexico



Port Manatee is one of Florida's largest ports and is the closest United States Deepwater seaport to the Panama Canal. In 2013, an 11-year, \$200 million expansion to the Port was completed. The expansion involved the rehabilitation of its berths to prepare the port for the Panama Canal expansion. With direct connection via I-75, Venice could offer an attractive location for companies wishing to be within a one-hour drive of the Port of Manatee.

2.5 BUSINESS AND TAX CLIMATE



The North Port-Sarasota-Bradenton MSA was ranked by *Forbes* as #22 in the country for "Best Places for Businesses and Careers" and #20 in Job Growth in 2015. The MSA ranked #1 among U.S. metro areas in *Gallup's* 2014 Well-Being Index, which measures physical health, financial stability, community activity, and supportive relationships.

In addition, the economic development Ad Valorem Tax Exemption (EDAVTE) program is a Sarasota County-wide program designed to encourage new businesses to locate to the area. The program

authorizes the City of North Port, City of Sarasota, and City of Venice to grant qualifying new and expanding businesses a property tax exemption of up to 100% for up to ten years on both real and tangible personal property.

The Sarasota MSA has made the establishment of economic powerhouse zones or districts a priority in recent years. The Sustainable Energy Economic District (SEED) program, administered by Sarasota County, is one of two pilot programs in Florida that incentivizes clean tech and green businesses through tax credits, job credits, and other funding. Other incentives administered throughout the MSA are Enterprise Bonds, Economic Development Incentive Grants, and Road Impact Fee Mitigation programs.

2.6 US-41 BYPASS PROJECT

The Florida Department of Transportation (FDOT) is widening a three-mile stretch of US-41 between Bird Bay Drive and Gulf Coast Boulevard from four to six lanes. The project is particularly significant because it is one of the busiest corridors in Venice. By 2032, the bypass is projected to have 73,200 vehicles daily, an increase of 35% from its 2012 vehicle count.

Construction on the first 2.3-mile phase, from Bird Bay Drive to Gulf Coast Boulevard, began in November 2015 and expected to finish in spring of 2018. The second phase of the project, the widening of the bypass from Gulf Coast

Boulevard to Center Road, is not anticipated to begin until 2019. The \$80 million project will take about two years to complete and will add a lane in each direction, bike lanes, and sidewalks. It also includes the installation of lighting, traffic signals, and bus pads.

3. Employment Profile

This section analyzes annual employment and wage trends by industry over the last five years for the two-county North Port-Sarasota-Bradenton MSA (hereafter referred to as the Sarasota MSA), and more specifically for the City of Venice, describing overall growth and shifts between sectors. The Sarasota MSA includes Sarasota and Manatee counties. Employment density is shown for the City of Venice, indicating concentration of jobs.

3.1 ANNUAL EMPLOYMENT BY INDUSTRY

3.1.1 SARASOTA MSA

As shown in *Table 1*, employment in the Sarasota MSA increased by 24,339 jobs, or 10.2%, between 2009 and 2014. The gain was attributable to strong growth in Accommodation and Food Services, Retail Trade, and Healthcare and Social Assistance. Job gains were recorded in all but five of the 20 industry sectors reported. The industries that added the most jobs between 2009 and 2014 included:

- Accommodation and Food Services (+5,985)
- Retail Trade (+5,908)
- Healthcare and Social Assistance (+4,712)
- Construction (+2,531)
- Professional and Technical Services (+2,210)

Table 1: Annual Employment by Industry, Sarasota MSA, 2009-2014

Industry Classification	2009	2014	2009-2014 Δ	
			#	%
Accommodation and Food Services	24,348	30,333	5,985	24.6%
Retail Trade	33,838	39,746	5,908	17.5%
Health Care and Social Assistance	38,302	43,014	4,712	12.3%
Construction	16,008	18,539	2,531	15.8%
Professional and Technical Services	11,995	14,205	2,210	18.4%
Manufacturing	13,249	15,074	1,825	13.8%
Transportation and Warehousing	4,024	5,574	1,550	38.5%
Educational Services	15,279	15,969	690	4.5%
Wholesale Trade	6,640	7,201	561	8.4%
Other Services, Ex. Public Admin	8,857	9,343	486	5.5%
Arts, Entertainment, and Recreation	8,382	8,827	445	5.3%
Real Estate and Rental and Leasing	5,502	5,901	399	7.3%
Administrative and Waste Services	17,439	17,471	32	0.2%
Utilities	678	687	9	1.3%
Mining	77	84	7	9.1%
Information	3,376	3,249	-127	-3.8%
Public Administration	12,276	11,972	-304	-2.5%
Finance and Insurance	8,316	7,952	-364	-4.4%
Agriculture, Forestry, Fishing & Hunting	6,306	5,248	-1,058	-16.8%
Management of Companies and Enterprises	3,308	2,150	-1,158	-35.0%
Total	238,200	262,539	24,339	10.2%

Source: Florida Department of Economic Opportunity, Kimley-Horn

In 2014, the largest employment sectors in the Sarasota MSA included Healthcare and Social Assistance, Retail Trade, and Accommodation and Food Services. The 262,539 jobs reported in these three sectors in 2014 made up

43% of the total jobs in the region. The largest losses were experienced in Agriculture and Management of Companies, with a combined decline of 2,216 jobs.

3.1.2 CITY OF VENICE

Employment data for the City of Venice was obtained by US Census' Longitudinal Employer Household Dynamics data set. The most recent data release from this source was in 2013. The City of Venice had 12,877 jobs in 2013, a 26.7% increase from 2008 (*Table 2*). The 3,861 jobs in the Healthcare and Social Assistance industry, represented 30% of the total jobs in the City. This sector increased by 26.7% over the five-year period. Healthcare and Social Assistance, Manufacturing, and Retail Trade were the City's largest sectors in 2013. Combined, the four largest industries comprised two-thirds of the total jobs in Venice in 2013. Industries that experienced the greatest increase in the City of Venice over the five year period included:

- Healthcare and Social Assistance (+813)
- Retail Trade (+424)
- Accommodation and Food Services (+372)
- Public Administration (+309)
- Arts, Entertainment, and Recreation (+297)

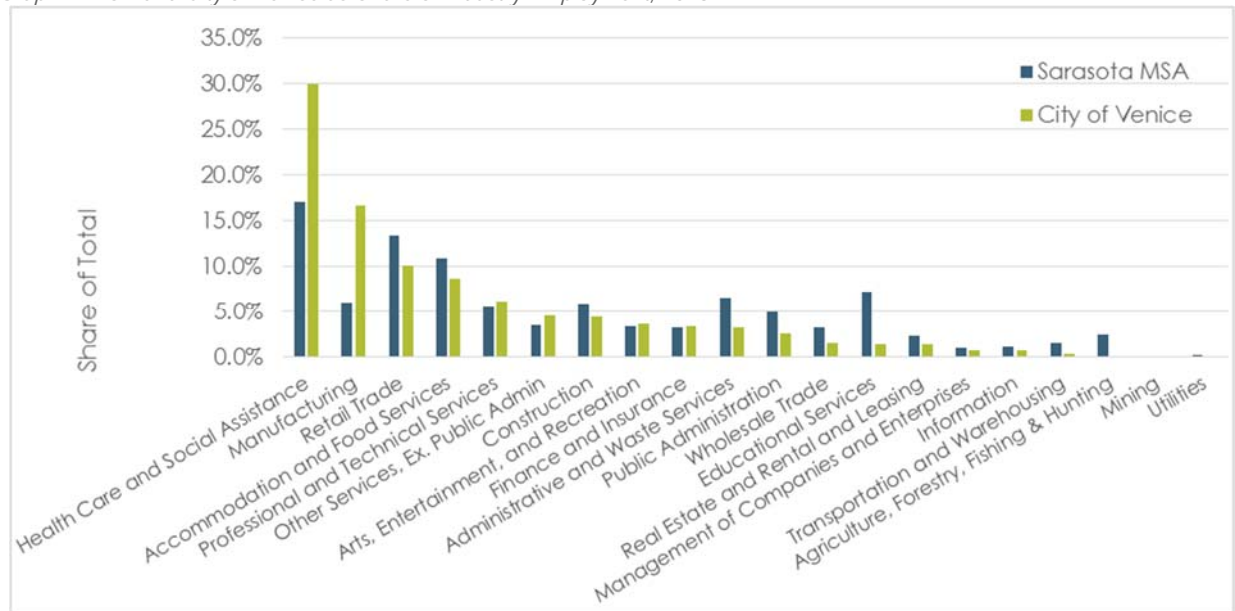
Table 2: Annual Employment by Industry, City of Venice, 2008-2013

Industry Classification	2008	2013	2008-2013 Δ	
			#	%
Health Care and Social Assistance	3,048	3,861	813	26.7%
Retail Trade	879	1,303	424	48.2%
Accommodation and Food Services	742	1,114	372	50.1%
Public Administration	31	340	309	996.8%
Arts, Entertainment, and Recreation	178	475	297	166.9%
Manufacturing	1,856	2,152	296	15.9%
Administrative and Waste Services	260	424	164	63.1%
Finance and Insurance	351	432	81	23.1%
Management of Companies and Enterprises	25	100	75	300.0%
Educational Services	130	186	56	43.1%
Other Services, Ex. Public Admin	540	586	46	8.5%
Real Estate and Rental and Leasing	142	182	40	28.2%
Agriculture, Forestry, Fishing & Hunting	10	5	(5)	-50.0%
Transportation and Warehousing	66	50	(16)	-24.2%
Wholesale Trade	223	206	(17)	-7.6%
Information	126	98	(28)	-22.2%
Construction	606	575	(31)	-5.1%
Professional and Technical Services	929	785	(144)	-15.5%
Mining	n/a	3	n/a	n/a
Utilities	23	n/a	n/a	n/a
Total	10,165	12,877	2,712	26.7%

Source: U.S. Census Bureau; Kimley-Horn

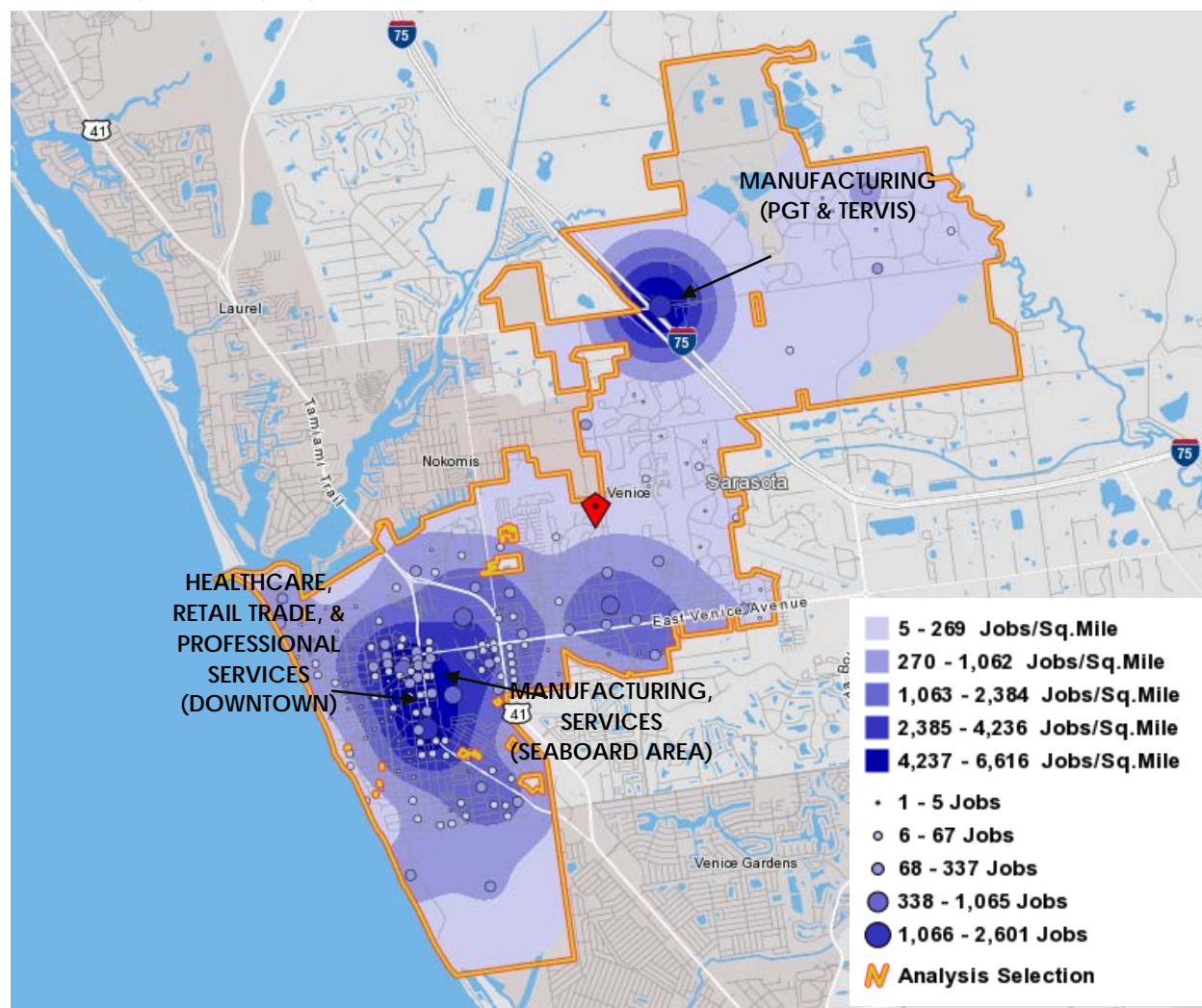
The City of Venice accounted for 5.2% of the total employment in the Sarasota MSA in 2013. By industry, Venice represented notably higher shares of Healthcare and Social Assistance and Manufacturing jobs. This is attributable to the presence of Venice Regional Medical Center, Sarasota Memorial Hospital's urgent care facility, PGT Industries, Inc, and Tervis Tumbler. The Sarasota MSA had a more diverse and established base of Retail Trade, Construction, Educational Services, Accommodation and Food Services, and Public Administration jobs.

Graph 1: MSA and City of Venice as Share of Industry Employment, 2013



Map 2 shows the concentration of jobs across the City of Venice. Downtown Venice has a high job concentration, driven by the strong presence of Retail Trade, Accommodation and Food Services, Professional Services, and Healthcare jobs. With an estimated 1,200 employees, Venice Regional Medical center jobs make up approximately 9% of the City total. PGT Industries, Inc. and Tervis Tumbler, on the north side of Laurel Road at I-75, creates another concentration of employment. PGT jobs comprise an estimated 11% of Venice total employment.

Map 2: Employment Density, City of Venice, 2013



3.2 WAGES BY INDUSTRY

In 2014, the average annual wage for the Sarasota MSA was \$49,734, an increase of \$6,868, or 16%, from \$42,866 in 2009 (Table 3). All but one industry sector posted increases, with the strongest growth as follows:

- Management of Companies and Enterprises (+\$63,716)
- Utilities (+\$20,485)
- Finance and Insurance (+\$10,782)
- Real Estate Rental and Leasing (+\$7,729)
- Wholesale Trade (+\$7,023)

Management of Companies and Enterprises had the highest average wage of \$127,154 in 2014, but those jobs made up only 0.8% of the total. The two largest sectors, Healthcare and Social Services and Manufacturing, had annual average wages of \$44,259 and \$49,949, respectively. Only Other Services measured a decline over the last five years, which could be due, in part, to reclassification of some industries into this sector.

Table 3: Annual Wages by Industry, Sarasota MSA, 2009-2014

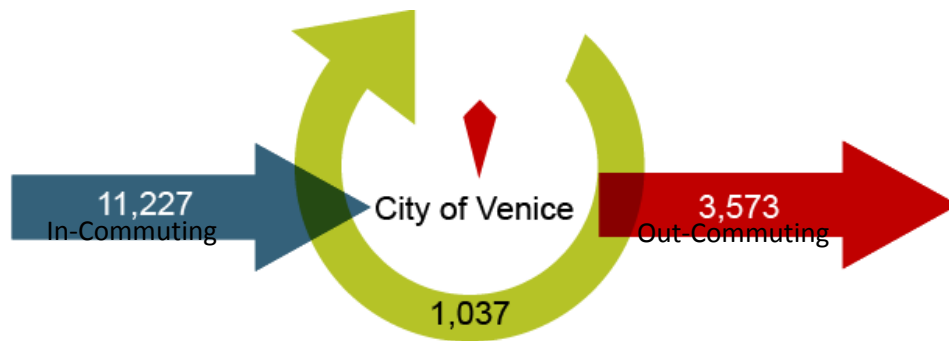
Industry Classification	2009	2014	2009-2014 Δ	
			#	%
Management of Companies and Enterprises	\$63,438	\$127,154	\$63,716	100.4%
Utilities	\$79,433	\$99,918	\$20,485	25.8%
Finance and Insurance	\$64,282	\$75,064	\$10,782	16.8%
Real Estate Rental and Leasing	\$33,898	\$41,627	\$7,729	22.8%
Professional and Technical Services	\$54,283	\$61,306	\$7,023	12.9%
Wholesale Trade	\$51,206	\$56,893	\$5,687	11.1%
Agriculture, Forestry, Fishing & Hunting	\$17,925	\$23,283	\$5,358	0.0%
Information	\$48,312	\$53,317	\$5,005	10.4%
Arts, Entertainment, and Recreation	\$27,014	\$31,460	\$4,446	16.5%
Manufacturing	\$46,875	\$49,949	\$3,074	6.6%
Construction	\$38,957	\$41,220	\$2,263	5.8%
Health Care and Social Assistance	\$42,514	\$44,259	\$1,745	4.1%
Accommodation and Food Services	\$17,794	\$19,445	\$1,651	9.3%
Retail Trade	\$26,481	\$28,078	\$1,597	6.0%
Public Administration	\$47,581	\$48,839	\$1,258	2.6%
Administrative and Waste Services	\$30,266	\$31,324	\$1,058	3.5%
Mining	\$45,944	\$46,346	\$402	0.0%
Transportation and Warehousing	\$40,840	\$41,055	\$215	0.5%
Educational Services	\$44,443	\$44,598	\$155	0.3%
Other Services, Ex. Public Admin	\$35,826	\$29,542	-\$6,284	-17.5%
Total	\$42,866	\$49,734	\$ 6,868	16.0%

Source: U.S. Census Bureau, Kimley-Horn

3.3 COMMUTING

As shown in *Figure 1*, approximately 11,227 people are employed in Venice, but live outside of the city boundaries, commuting into the City for work. Only 3,573 employed residents commute to jobs outside the City. Another 1,037 people are estimated to live and work in the City limits. Based on feedback from area stakeholders, the large employee inflow could be partially attributable to the comparatively high cost of housing. It is likely that many of the people commuting in are accessing lower paying jobs targeting the tourism economy – retail, restaurants, and entertainment services. According to PGT, more than one-half of their employees live in North Port/Port Charlotte, while only 15% live in Venice.

Figure 1: Commuting Patterns, City of Venice, 2013



4. Demographic Profile

This section analyzes population and household trends by age, income, and tenure for the Sarasota MSA and the City of Venice. Ethnic diversity and educational attainment are also highlighted for the current population base.

4.1 POPULATION

With a population increase of 2.2% between 2013 and 2014, the Sarasota MSA was the 18th fastest growing metro area by percent change in the United States. Six other Florida Metro Areas were in the top 20: The Villages, FL; Cape Coral, FL; Naples, FL; Orlando, FL; and Panama City, FL.

As depicted in *Table 4*, the City of Venice had an estimated 21,982 residents in 2015, an increase of 2,617 people or 13.5% from the 2000 US Census. The Sarasota MSA grew at a faster rate of 25.0% between 2000 and 2015, equating to an absolute increase of 147,514 residents. The Compound Annual Growth Rates (CAGR) for the City of Venice and the MSA were 0.8% and 1.5%, respectively.

Table 4: Comparison of Population Trends, 2000-2015

Geography	2000	2010	2015	2000-2015 Δ		
				#	%	CAGR
City of Venice	19,365	20,748	21,982	2,617	13.5%	0.8%
Sarasota County	325,957	379,448	390,962	65,005	19.9%	1.2%
Sarasota MSA	589,959	702,281	737,473	147,514	25.0%	1.5%
Venice % of MSA	3.3%	3.0%	3.0%	1.8%		

Source: ESRI; US Census; Kimley-Horn

4.1.1 POPULATION BY AGE COHORT

Table 5 demonstrates population change between 2000 and 2015 by age cohort for the City of Venice. Residents aged between 55 and 74, representing the Baby Boomer generation, demonstrated the fastest growth over the 15-year period. The 1,365 new residents between the age of 65 and 74 made up more than one-half of the total increase. This cohort also posted the highest rate of growth over the five-year period at 29.9%. Only two of the age cohorts experienced declines, 0-14 and 35-44, representing a loss in population typically representing families.

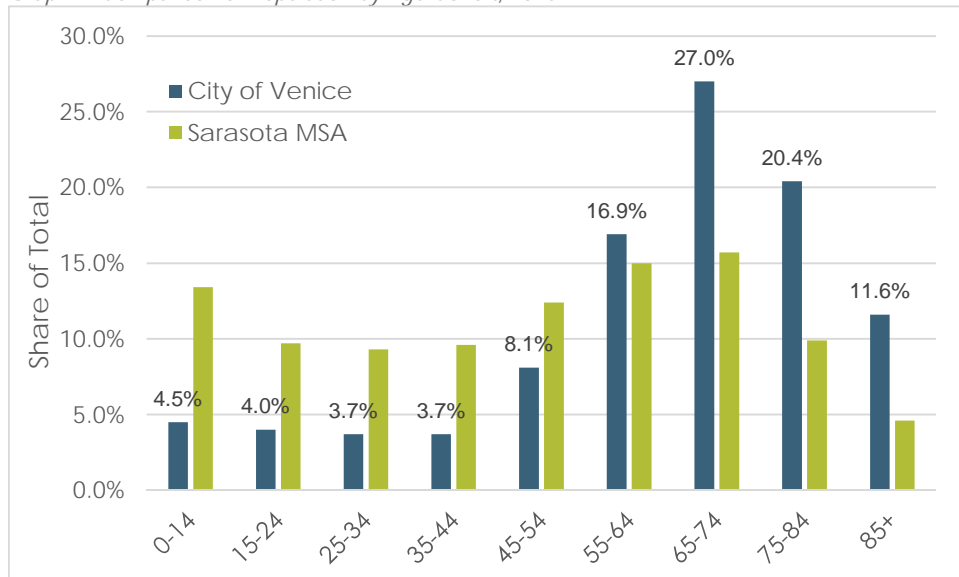
Table 5: Population by Age Cohort, City of Venice, 2000-2015

Cohort	2000	2010	2015	2000-2015 Δ	
				#	%
0-14	1,084	996	989	-95	-8.8%
15-24	697	768	879	182	26.1%
25-34	678	705	813	136	20.0%
35-44	1,297	871	813	-484	-37.3%
45-54	1,627	1,909	1,781	154	9.5%
55-64	2,847	3,672	3,715	868	30.5%
65-74	4,570	5,249	5,935	1,365	29.9%
75-84	4,473	4,212	4,484	11	0.2%
85+	2,072	2,365	2,550	478	23.1%
Total	19,365	20,748	21,982	2,617	13.5%

Source: ESRI; US Census; Kimley-Horn

Graph 2 compares the share of the Venice population from each age cohort to the Sarasota MSA. The MSA has larger shares of all population cohorts less than 54 years. Conversely, Venice holds a larger share of residents 55+. Overall, more than three-quarters of the total population in Venice is over age 55. As a result, the median age in 2015 in the City of Venice was estimated at 68.4, compared to 51.4 for the Sarasota MSA.

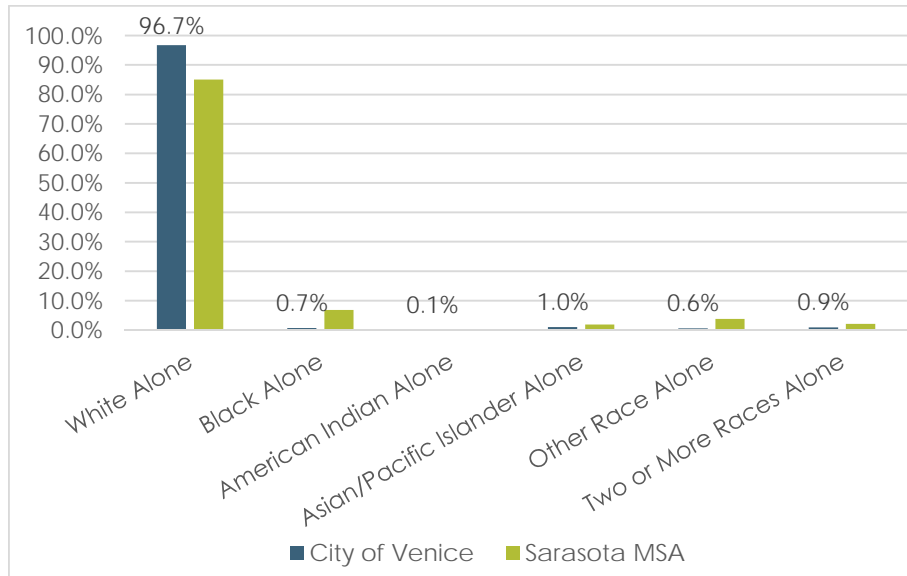
Graph 2: Comparison of Population by Age Cohort, 2015



4.1.2 ETHNIC DIVERSITY

More than 96% of the total population in the City of Venice identifies as white, representing a higher measure than the 85% share for the Sarasota MSA (*Graph 3*). The second largest ethnic cohort in the City is Asian/Pacific Islander; however, these residents comprise only 1% of the population. Not noted in the graph below are residents of Hispanic origin, which can identify with any race. The Sarasota MSA experienced a 12.3% increase in residents of Hispanic origin between 2000 and 2015, approximately three times higher than the 3.3% increase in the City of Venice.

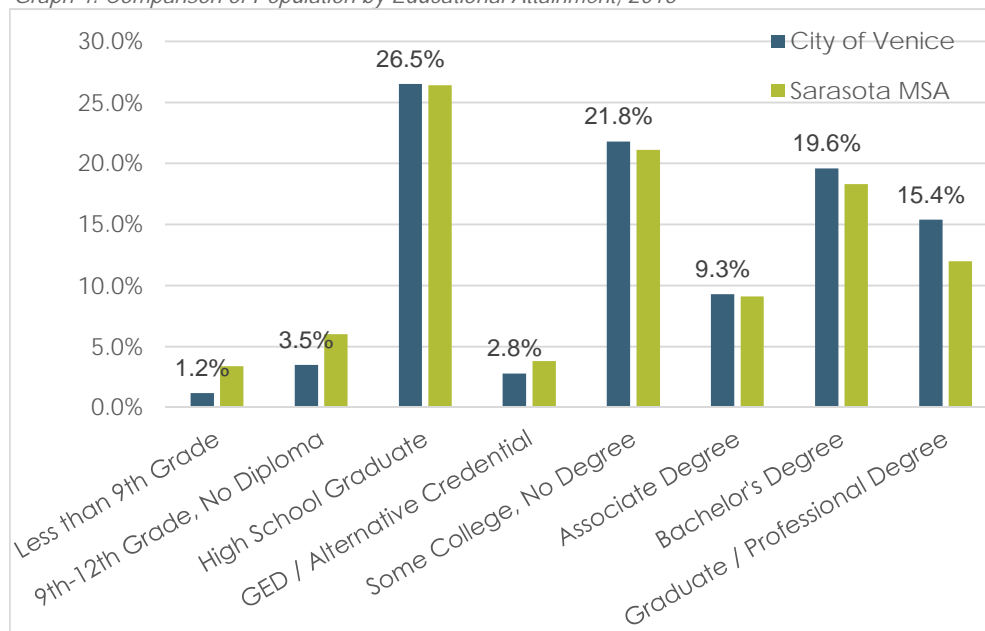
Graph 3: Comparison of Population Shares by Ethnicity, 2015



4.1.3 EDUCATIONAL ATTAINMENT

Graph 4 demonstrates a comparison of educational attainment of Venice and the Sarasota MSA for population over the age of 25. Generally, Venice mirrors the educational attainment of the larger MSA. Over 25% of the Venice population has a High School Graduate, followed by 22% with some college experience. Approximately 35% of the total population has at least a Bachelor's Degree.

Graph 4: Comparison of Population by Educational Attainment, 2015



4.2 HOUSEHOLDS

The City of Venice had an estimated 12,255 households in 2015, comprising 3.8% of the regional total. Households in the City of Venice increased 17.4% from 2000 to 2015, while the MSA experienced 24.2% growth (*Table 6*). The CAGRs for the City and MSA were 1.1% and 1.5%, respectively. Venice captured 2.8% of MSA household growth over the last fifteen years.

Table 6: Comparison of Housing Trends, 2000-2015

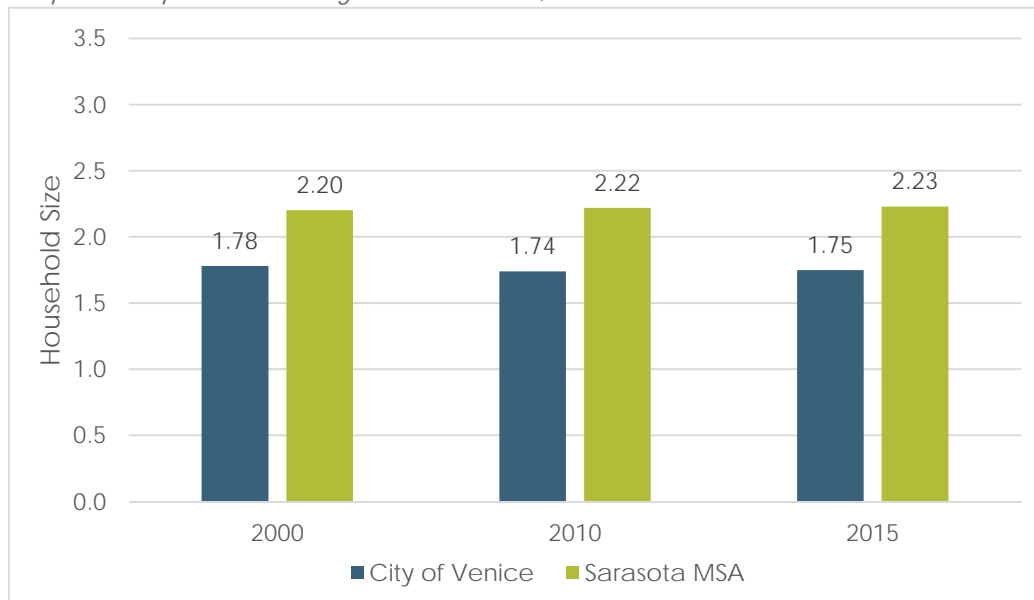
Geography	2000	2010	2015	2000-2015 Δ		
				#	%	CAGR
City of Venice	10,443	11,595	12,255	1,812	17.4%	1.1%
Sarasota County	149,937	175,746	181,218	31,281	20.9%	1.3%
Sarasota MSA	262,397	311,475	325,978	63,581	24.2%	1.5%
% MSA	4.0%	3.7%	3.8%	2.8%		

Source: ESRI; US Census; Kimley-Horn

4.2.1 HOUSEHOLD SIZE

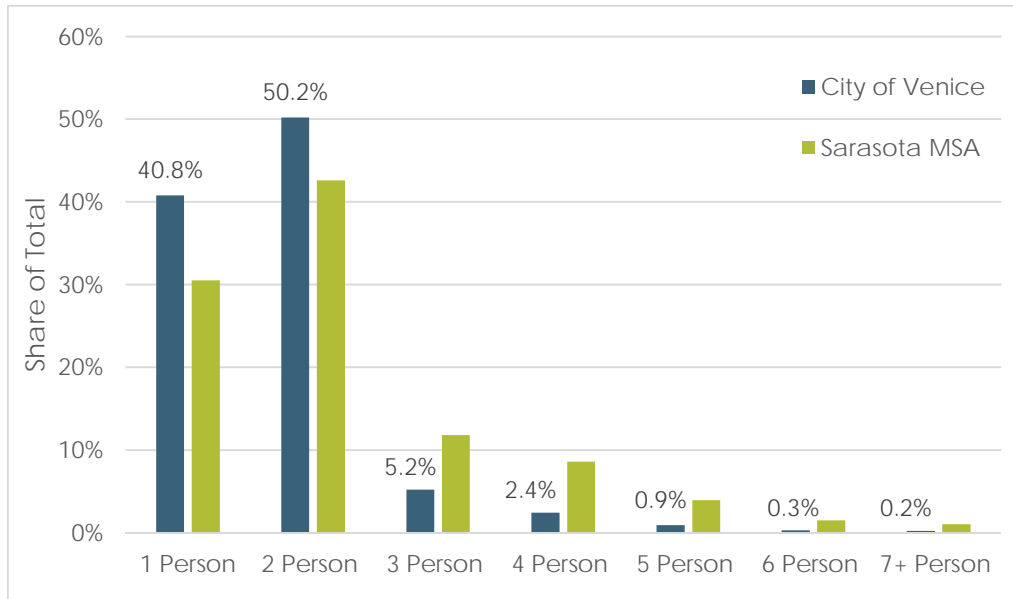
It should be noted that households in the City of Venice grew at a slightly faster rate than population between 2000 and 2015, indicating a declining household size. The average household size in the City of Venice was estimated at 1.75 people in 2015, less than 2.23 people for the Sarasota MSA (*Graph 5*). With higher shares of younger residents, particularly those representing families, Sarasota County has experienced an increase in average household size in the last 15 years.

Graph 5: Comparison of Average Household Size, 2000-2015



As shown in *Graph 6*, one- and two-person households make up more than 90% of total in Venice. This is representative of the strong presence of Baby Boomers, who typically have smaller household sizes. The Sarasota MSA, which has higher shares of younger cohorts including families, had higher shares of all larger household sizes.

Graph 6: Comparison of Shares of Households by Size, 2010



4.2.2 HOUSEHOLDS BY INCOME COHORT

Household gains were noted in all but two income cohort between 2000 and 2015 in the City of Venice (*Table 7*). The strongest gain was among households earning \$50,000-\$74,999, adding 532 new households over the last 15 years. Overall, households earning between \$50,000 and \$150,000 annually represented three-quarters of the total growth in Venice between 2000 and 2015.

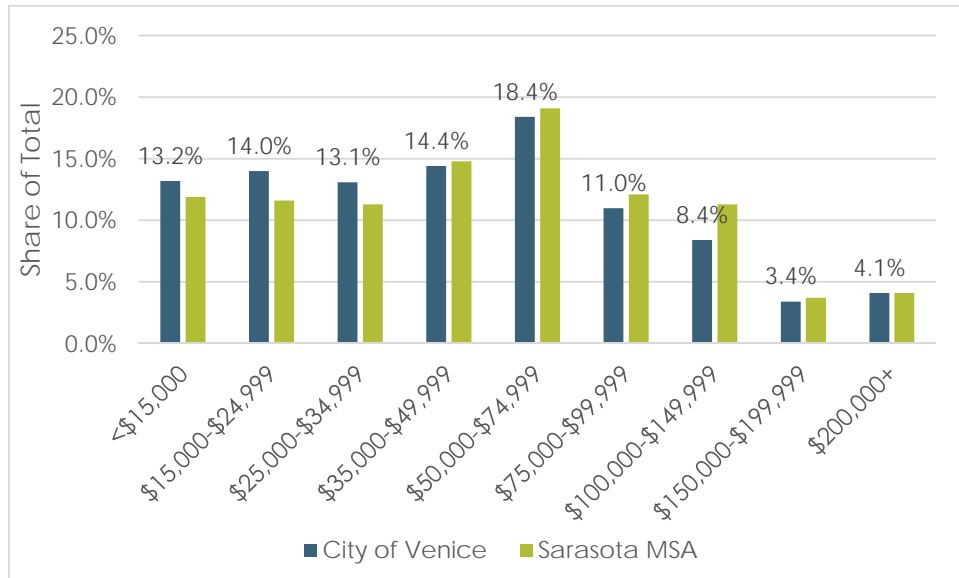
Table 7: Households by Income Cohort, City of Venice, 2010-2015

Cohort	2000	2010	2015	2000-2015 Δ	
				#	%
<\$15,000	1,347	1,704	1,618	271	20.1%
\$15,000-\$24,999	1,681	1,983	1,716	34	2.0%
\$25,000-\$34,999	1,796	1,739	1,605	-191	-10.6%
\$35,000-\$49,999	2,015	1,565	1,765	-251	-12.4%
\$50,000-\$74,999	1,723	2,226	2,255	532	30.9%
\$75,000-\$99,999	929	1,160	1,348	419	45.0%
\$100,000-\$149,999	564	765	1,029	465	82.5%
\$150,000-\$199,999	188	243	417	229	121.7%
\$200,000+	188	209	502	314	167.3%
Total	10,443	11,595	12,255	1,812	17.4%

Source: ESRI; US Census; Kimley-Horn

The City of Venice has a comparable distribution of households by income cohort when compared to the larger Sarasota MSA (*Graph 7*). Representing 18.4% of the total population, households earning between \$50,000 and \$74,999 annually comprise the largest concentration in the City of Venice. This group also is the largest in the Sarasota MSA, representing 20.9% of the total.

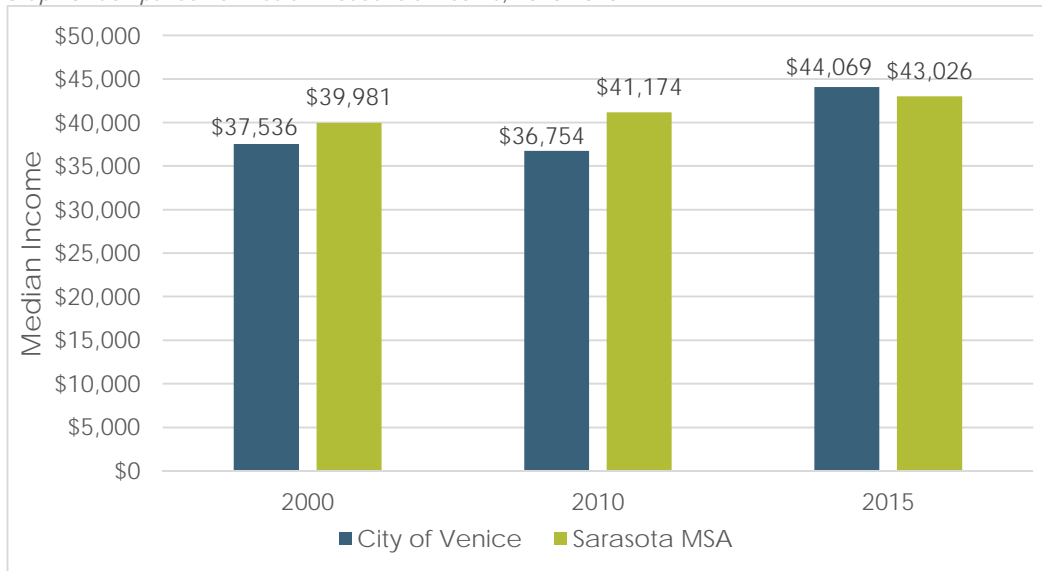
Graph 7: Comparison of Households by Income Cohort, 2014



4.3 MEDIAN HOUSEHOLD INCOME

Graph 8 shows the median incomes of the Sarasota MSA and the City of Venice between 2000 and 2015. The median household income in both geographies increased over the last 15 years. The City of Venice median income in 2015 was estimated at \$44,069, slightly higher than the MSA's at \$43,026. Although the City of Venice has historically reported a lower median income than the larger MSA, a stronger increase of 20% between 2010 and 2015 resulted in a slightly higher measure comparatively.

Graph 8: Comparison of Median Household Income, 2010-2020



5. Residential Profile

This section provides an overview of the residential market in the City of Venice, including housing units by type, for-sale closing data and price points, and a review of the rental multifamily market. Housing unit trends are compared to the larger Sarasota MSA.

5.1 HOUSING UNIT OVERVIEW

As shown in *Table 8*, the City of Venice had an estimated 18,208 housing units in 2015, an increase of 25.3% from 2000. During the same time period, the Sarasota MSA added over 100,000 housing units, reaching approximately 421,218 in 2015. This equates to a 31.4% growth rate over the last 15 years. Venice housing units made up 4.3% of the Sarasota MSA total.

Table 8: Comparison of Housing Unit Trends, 2000-2015

Geography	2000	2010	2015	2000-2015 Δ		
				#	%	CAGR
City of Venice	14,533	17,328	18,208	3,675	25.3%	1.5%
Sarasota County	182,467	228,413	237,014	54,547	29.9%	1.8%
Sarasota MSA	320,595	401,103	421,218	100,623	31.4%	1.8%
Venice % MSA	4.5%	4.3%	4.3%	3.7%		

Source: ESRI; US Census; Kimley-Horn

The median year of completion for housing stock in the City of Venice was 1979, compared to 1984 for the Sarasota MSA (*Table 9*). More than 60% of the City of Venice housing units were completed between 1960 and 1980, a result of development on or near the Island. The 19.1% share of housing units completed since 2000 have largely been concentrated in northeastern Venice. Housing completions in Venice have slowed following the Recession; only 1.1% of the inventory has been completed since 2010. Comparatively, the decade with the highest concentration of completions in the larger region was the 1970s.

Table 9: Comparison of Housing Stock by Year Built, 2013

Year Built	City of Venice	Sarasota MSA
1939 or earlier	1.5%	1.5%
1940-1949	1.0%	1.5%
1950-1959	6.9%	7.2%
1960-1969	13.8%	10.4%
1970-1979	29.7%	21.9%
1980-1989	19.2%	20.7%
1990-1999	8.7%	15.2%
2000-2009	18.0%	21.0%
2010 or later	1.1%	0.5%
Total	99.9%	99.9%
Median Year	1979	1984

Source: ESRI; US Census; Kimley-Horn

5.1.1 HOUSING UNITS BY TYPE

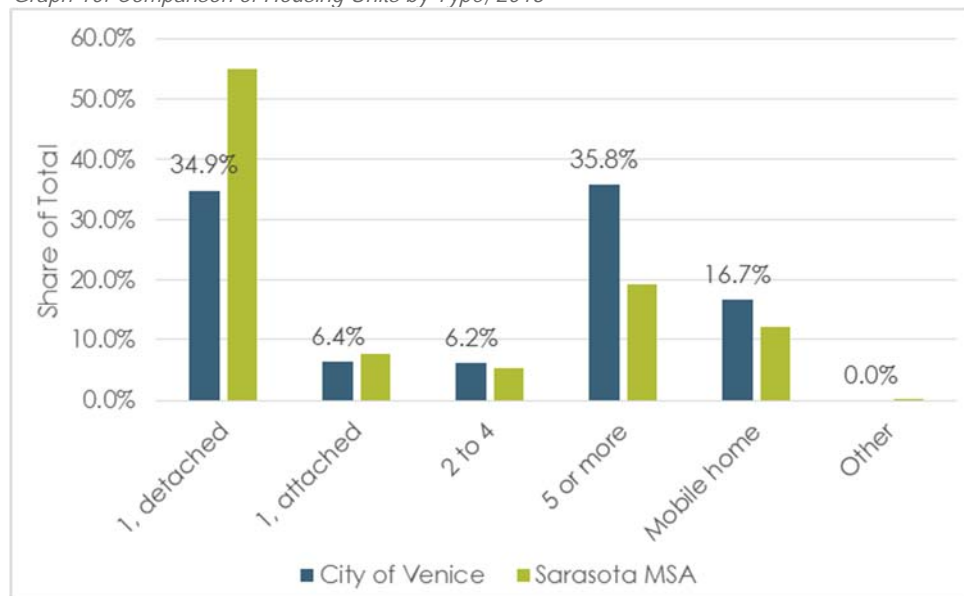
As shown in *Graph 9*, the share of single-family detached housing in the City of Venice experienced a slight increase between 2000 and 2013, from 32.0% to 34.9%. Larger multi-family developments, with five or more units, comprised the highest concentration of housing units by type at 35.8%. The share of mobile homes in Venice decreased from 19.0% in 2000 to 16.7% in 2013.

Graph 9: Housing Units by Type, City of Venice, 2000-2013



The Sarasota MSA had a significantly higher share of single-family detached housing stock than Venice, comprising 55.1% of the total (*Graph 10*). Conversely, the city of Venice had higher shares of multi-family product containing five or more units and mobile homes than the MSA.

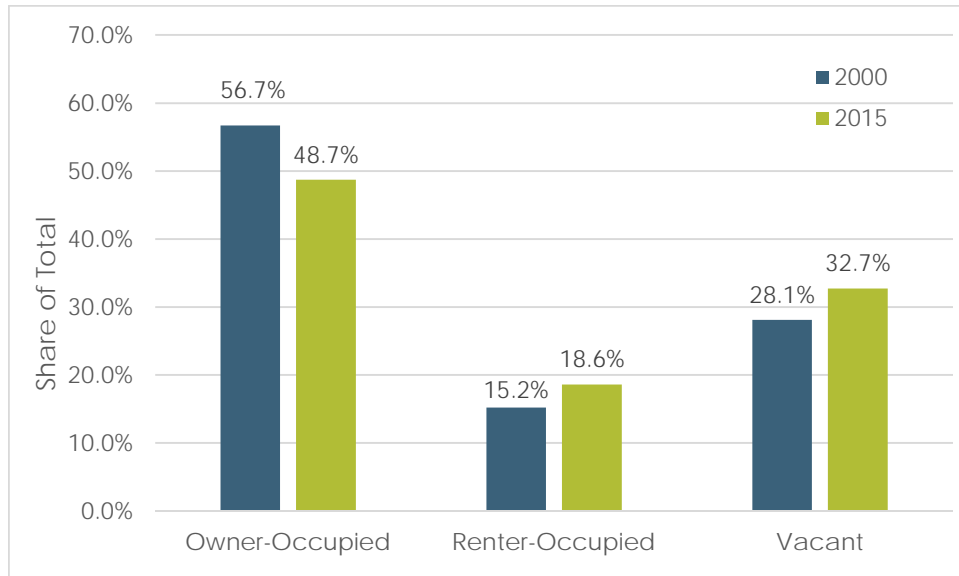
Graph 10: Comparison of Housing Units by Type, 2013



5.1.2 HOUSING TENURE

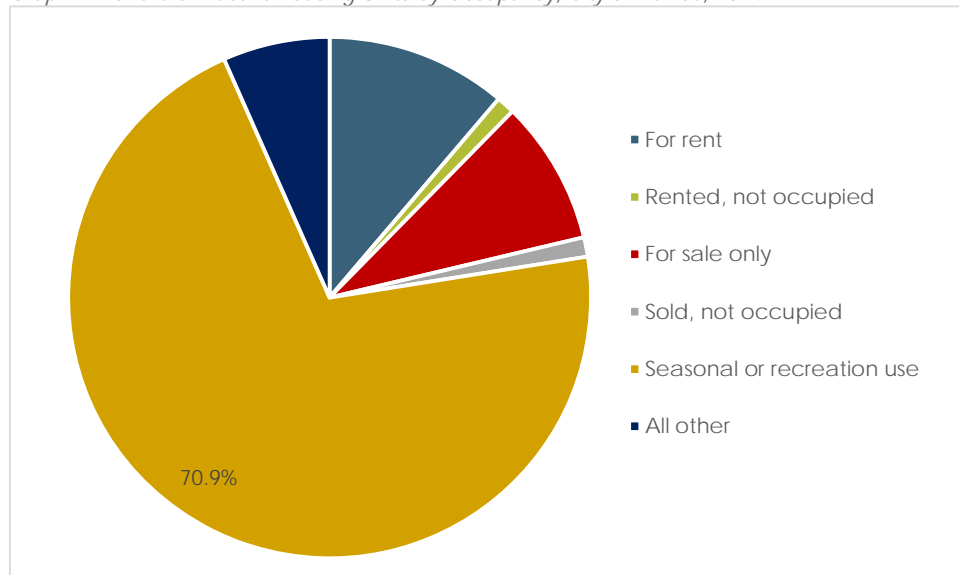
Consistent with national and state-wide trends, the share of owner-occupied units declined from 56.7% in 2000 to 48.7% in 2015 (*Graph 11*). Largely a result of the 2007-2009 Recession, the share of renter-occupied units and vacant units increased during the same time period.

Graph 11: Housing Unit Tenure, City of Venice, 2000-2015



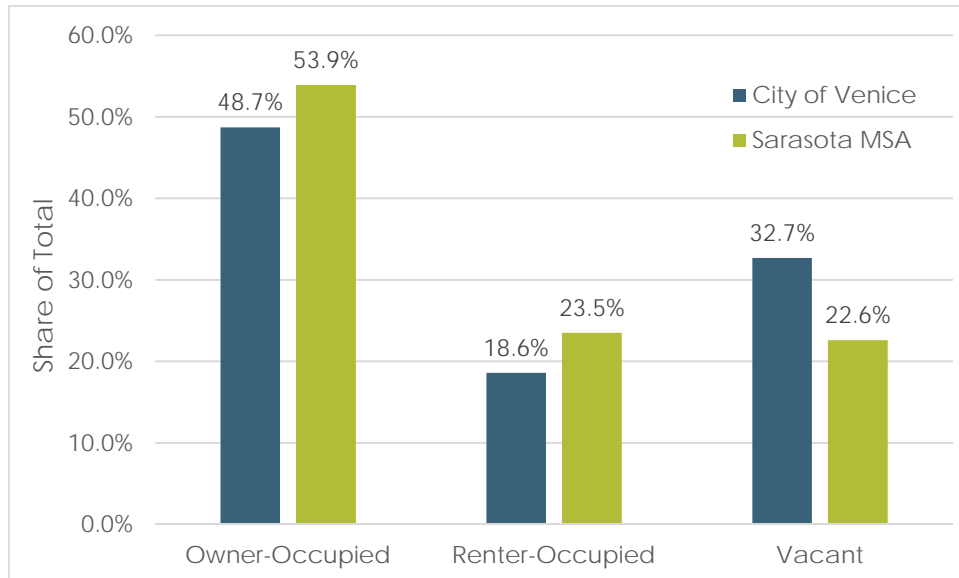
It should be noted that the share of vacant housing units in 2015 was notably higher than the national average of 11.6%, driven by seasonal households that reside in Venice for only a portion of the year. Of the estimated 18,208 housing units in the City of Venice, nearly 6,000 are vacant. More than 70% of all vacant housing units in the City of Venice are related to seasonal or recreational use (*Graph 12*). Less than 20% of the inventory is considered available and on the market (for rent and sold and for sale only categories).

Graph 12: Share of Vacant Housing Units by Occupancy, City of Venice, 2014



As shown in *Graph 13*, the 48.7% share of owner-occupied housing units in Venice was slightly less than 53.9% for the Sarasota MSA. However, the City of Venice's 23.5% share of renter-occupied units was higher than 18.6% in the MSA. The 32.7% share of vacant units in Venice was higher than 22.6% for the Sarasota MSA, a result of a more significant concentration of seasonal households.

Graph 13: Comparison of Housing Unit Tenure, 2015



5.2 FOR-SALE RESIDENTIAL

5.2.1 OWNER-OCCUPIED HOUSING UNIT OVERVIEW

Owner-occupied housing units comprise nearly one-half of the total inventory in the City of Venice. This section presents detail on owner-occupied market performance, including multiple listing service (MLS) trends for the Sarasota MSA and Sarasota County.

Table 10 shows median values of owner-occupied housing units in the City of Venice compared to the Sarasota MSA. The median value of owner-occupied units in Venice is slightly higher than the MSA, \$175,500 and \$170,900, respectively. Approximately 27.6% of the owner-occupied units have a median housing value between \$100,000 and \$200,000, representing the largest concentration in Venice. Owner-occupied housing units valued between \$100,000 and \$200,000 make up 32.0% in the Sarasota MSA. For both geographies, housing units less than \$200,000 make up more than half of the inventory.

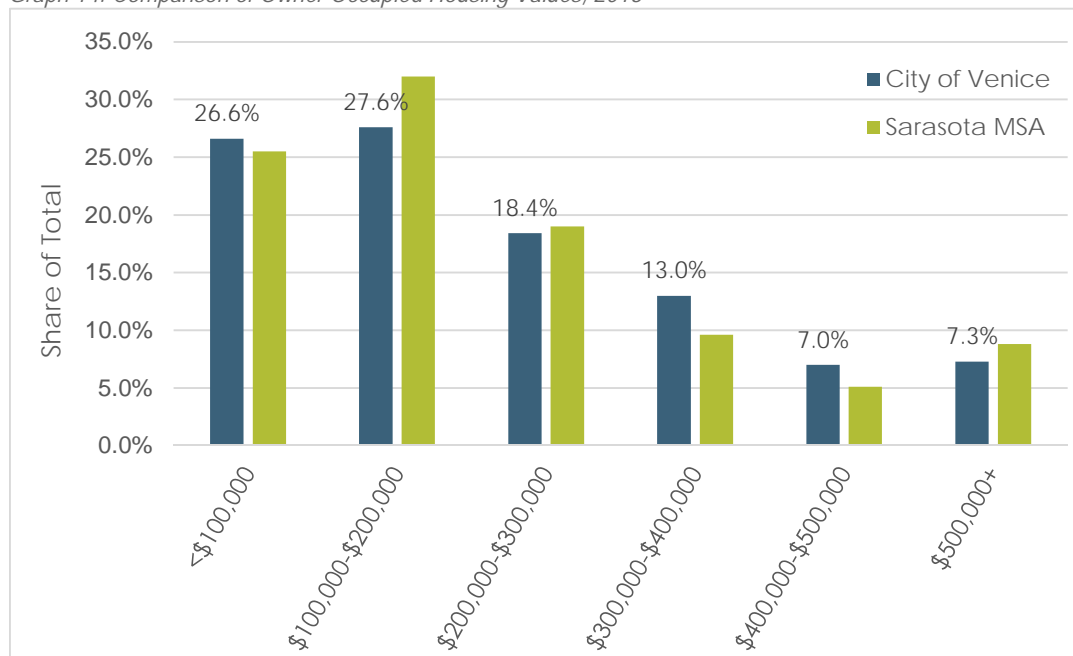
Table 10: Comparison of Owner-Occupied Housing Values, 2013

Owner-Occupied Housing Value	City of Venice	Sarasota MSA
<\$100,000	26.6%	25.5%
\$100,000-\$200,000	27.6%	32.0%
\$200,000-\$300,000	18.4%	19.0%
\$300,000-\$400,000	13.0%	9.6%
\$400,000-\$500,000	7.0%	5.1%
\$500,000+	7.3%	8.8%
Total	99.9%	100.0%
Median Value	\$175,500	\$170,900

Source: ESRI; US Census; Kimley-Horn

City of Venice has a comparable distribution of median home values when compared to the larger Sarasota MSA (*Graph 14*). The most notable variations are Venice's lower share of owner-occupied housing units valued from \$100,000 to \$200,000 and higher share of units between \$300,000 and \$400,000.

Graph 14: Comparison of Owner Occupied Housing Values, 2013



5.2.2 SARASOTA MSA FOR-SALE OVERVIEW

According to the Realtor Association of Sarasota and Manatee, the region was on pace to have the highest number of closings ever tracked in 2015. In 2014, the two-county area recorded nearly 19,400 for-sale residential closings. As of November 2015, the region reached 19,020 closings. Averaging more than 1,000 closings per month earlier in 2015, the region was expected to easily exceed the 19,400 measure from 2014. Additionally, the median sales price increased 13.9% in a 12-month period, from \$215,000 in November 2014 to \$245,000 in November 2015.

Monthly Market Summary - November 2015

Single Family Homes

North Port-Bradenton-Sarasota MSA



	November 2015	November 2014	Percent Change Year-over-Year
Closed Sales	904	910	-0.7%
Cash Sales	408	410	-0.5%
New Pending Sales	810	882	-8.2%
New Listings	1,592	1,385	14.9%
Median Sale Price	\$245,000	\$215,000	14.0%
Average Sale Price	\$337,103	\$292,232	15.4%
Median Days on Market	41	46	-10.9%
Avg. Percent of Original List Price Received	94.4%	94.0%	0.4%
Pending Inventory	1,418	1,564	-9.3%
Inventory (Active Listings)	4,627	4,775	-3.1%
Months Supply of Inventory	3.8	4.2	-9.9%

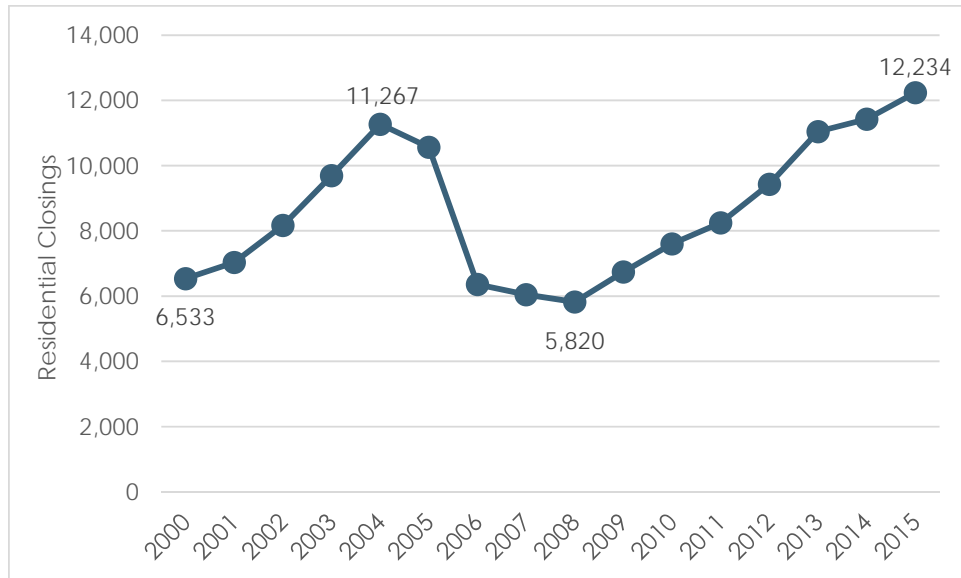


5.2.3 SARASOTA COUNTY FOR-SALE OVERVIEW

Residential Closings

Detailed residential closing and median price data for Sarasota County, including the City of Venice, was provided by the Realtor Association of Sarasota and Manatee. As shown in *Graph 15*, there were an estimated 12,234 residential closings in 2015 based on November to November data. Similar to the two-county Sarasota MSA, this marks the largest number of closings in a 12-month period on record. The number of annual closings more than doubled from 5,820 in 2008, representing the annual period most heavily reflecting the impacts of the 2007-2009 Recession.

Graph 15: Annual For-Sale Residential Closings, Sarasota County, 2000-2015



Between November 2011 and November 2015, there were more than 52,000 residential closings in Sarasota County (*Table 11*). Single-family detached units comprised 68.7% of the five-year total. Attached closings, including both townhouses and condominiums, made up the remaining 31.3%. Closings increased every 12-month annual period, from 8,248 units in 2011 to over 12,200 units in 2015. Overall, the closings recorded in 2015 made up 23.4% of the five-year total.

Table 11: For-Sale Residential Closings, Sarasota County, 2011-2015

Year	Single-Family	Attached	Total	Share of Total
2011	5,951	2,297	8,248	15.7%
2012	6,437	2,993	9,430	18.0%
2013	7,401	3,645	11,046	21.1%
2014	7,831	3,594	11,425	21.8%
2015	8,369	3,865	12,234	23.4%
Total	35,989	16,394	52,383	100.0%
Ann. Avg.	7,198	3,279	10,477	

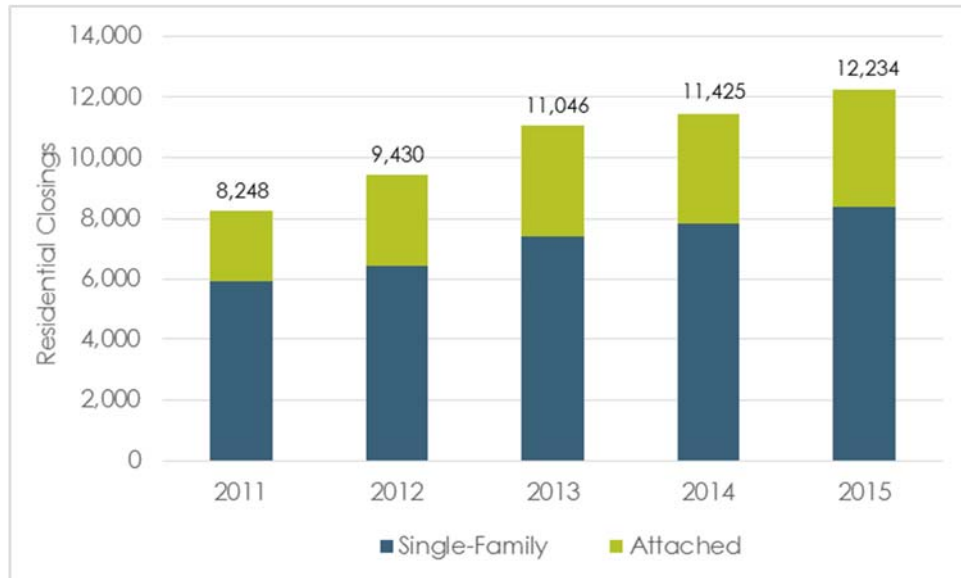
Note: November to November data.

Note: Attached includes townhouses and condominiums.

Source: Realtor Association of Sarasota and Manatee

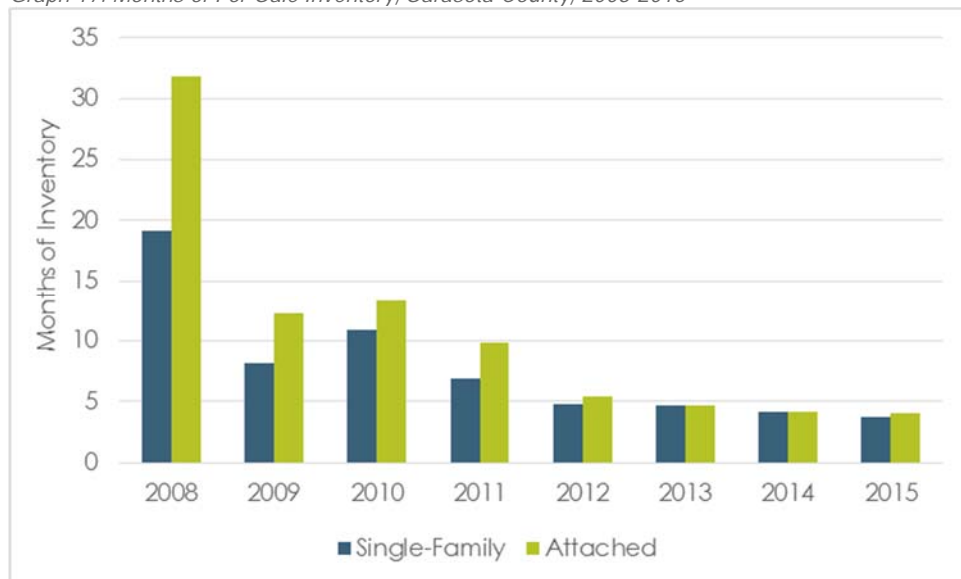
As demonstrated in *Graph 16*, the number of for-sale residential closings increased in every 12-month period between 2011 and 2015. Single-family detached closings have historically comprised more than two-thirds of the total closings. However, it should be noted that the share of single-family detached closings has decreased over the last five years, from 72.2% in 2011 to 68.4% in 2015. This indicates increased demand for a variety of for-sale residential product, including townhouses and condominiums.

Graph 16: For-Sale Residential Closings, Sarasota County, 2011-2015



Graph 17 demonstrates the months of remaining inventory in Sarasota County. This is an indicator of the state and health of residential product, namely whether it represents a 'buyers' or 'sellers' market. Typically, the benchmark for a balanced market is approximately 5.5 months. Higher numbers indicate a buyers' market, while lower numbers a sellers' market. Both single-family detached and attached product have measured below the 5.5-month equilibrium threshold since 2012. Representing a sellers' market, this is likely to put upward pressure on median housing prices.

Graph 17: Months of For-Sale Inventory, Sarasota County, 2008-2015

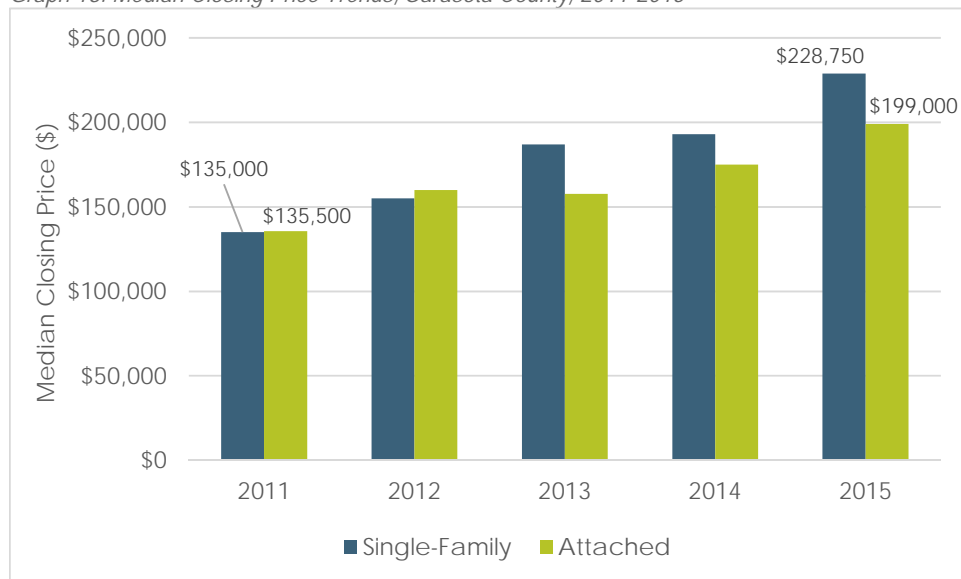


Median Closing Price

As of November 2015, the median closing prices for single-family detached and attached product was \$228,750 and \$199,000, respectively (Graph 18). For-sale single-family detached units demonstrated the greatest increase of

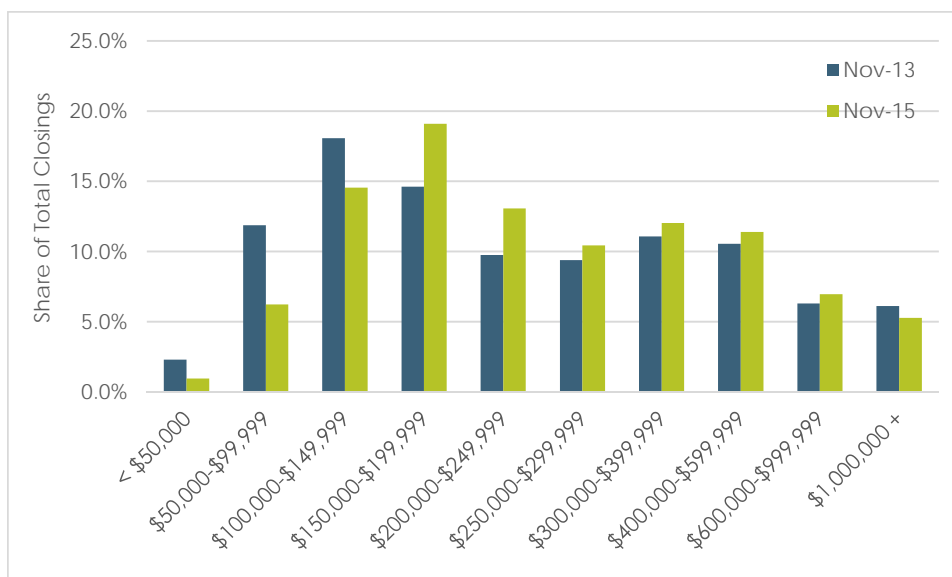
69.4%, up from \$135,000 in 2011. Attached units, including townhouses and condominiums, experienced a 46.8% increase from \$135,500 in November 2011 to \$199,000 in November 2015.

Graph 18: Median Closing Price Trends, Sarasota County, 2011-2015



Graph 19 compares the share of closings in November by price range for 2013 and 2015. In November 2013, the largest concentration of closings was in the \$100,000 to \$149,999 price range, representing 18.1% of the total. Upward momentum in median closing price, caused the largest concentration of closings to shift to the \$150,000 to \$199,999 price range two years later. In general, the shares of closings at lower price points have fallen, while higher price points have increased.

Graph 19: Share of For-Sale Units by Closing Price Range, Sarasota County, 2013-2015



5.3 RENTAL RESIDENTIAL

5.3.1 RENTER-OCCUPIED UNIT OVERVIEW

Renter-occupied housing units comprise 18.6% of the total in Venice. Consistent with national trends, the renter-occupied share increased between 2000 and 2015, due in part to impacts from the 2007-2009 Recession and shifting demographic preferences.

Approximately 60% of the renter-occupied housing units in Venice offer average contract rents of less than \$1,000 monthly (*Table 12*). Comparatively, 65.7% of the renter units in the Sarasota MSA are in that same price range. Overall, Venice and the Sarasota MSA have a similar distribution of rental units by monthly contract rent, resulting in comparable median averages of \$838 and \$836, respectively.

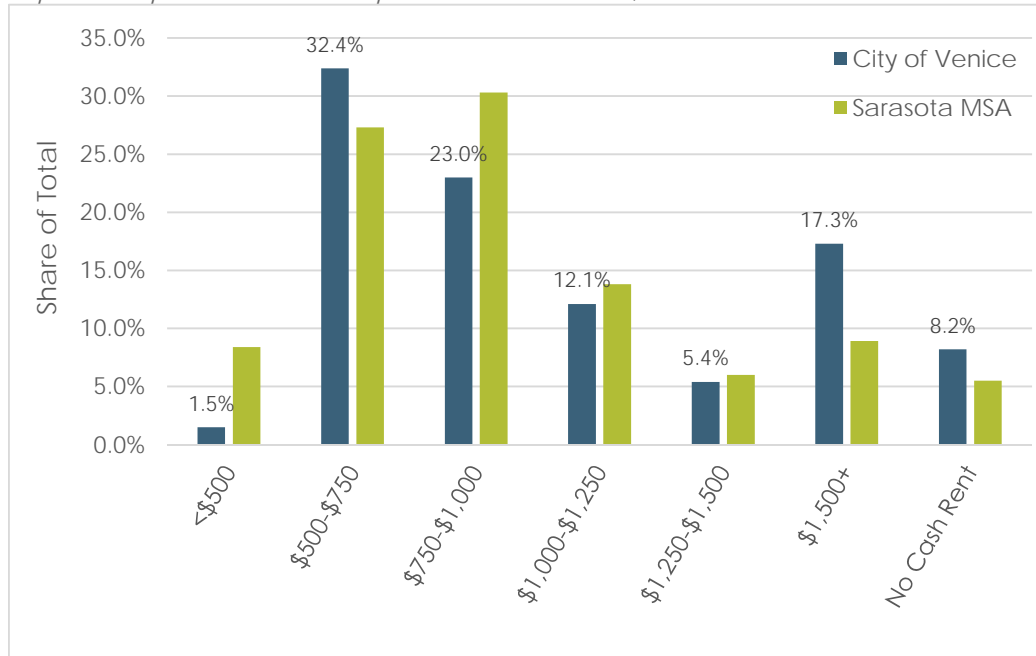
Table 12: Comparison of Renter-Occupied Contract Rent Values, 2013

Renter-Occupied Contract Rent	City of Venice	Sarasota MSA
<\$500	1.5%	8.4%
\$500-\$750	32.4%	27.3%
\$750-\$1,000	23.0%	30.3%
\$1,000-\$1,250	12.1%	13.8%
\$1,250-\$1,500	5.4%	6.0%
\$1,500+	17.3%	8.9%
No Cash Rent	8.2%	5.5%
Total	99.9%	100.2%
Median Rent	\$838	\$836

Source: ESRI; US Census; Kimley-Horn

The largest concentration of contract lease rates in renter-occupied housing units in the City of Venice is between \$500 and \$750 per month, comprising 32.4% of the total. In the MSA, rentals between \$750 and \$1,000 per month make up the largest share at 30.3%. However, it should be noted that the City of Venice has comparably higher concentrations of renter-occupied units with contract rents at \$1,500 per month or greater. This highlights a common theme in stakeholder feedback of a need for housing units that are affordable to a variety of household incomes.

Graph 20: Comparison of Renter-Occupied Contract Rent Values, 2013



5.3.2 COMPARABLE RENTAL COMMUNITIES

Table 13 shows five multifamily communities that were identified to better understand the competitive for-rent market in and near the City of Venice. Two of the communities, Woodmere and Advenir at Monterrey, are located in unincorporated Sarasota County. The five communities contain a total of 824 units, ranging in size from 272 units at Woodmeer to 52 units at Citadel Apartments. The average 869-square-foot unit leases for \$1,067 per month, or \$1.23 per square foot. Communities have high shares of one- and two-bedroom units, with a heavy target on smaller-sized Baby Boomer and active retiree households.

Table 13: Competitive Apartment Communities, City of Venice, 2015

Community	Location	Jurisdiction	Year Open	Total Units	Avg. Sq.Ft.	Avg. Rent	Rent/ Sq.Ft.
Woodmere Apartments	3900 Woodmere Park Blvd	Sarasota County	1996	272	1,001	\$1,070	\$1.07
Advenir at Monterrey	1001 Center Road	Sarasota County	1987	243	765	\$1,211	\$1.58
The Venetian at Capri Isles	1050 Capri Isles Blvd	Venice	1983	180	942	\$983	\$1.04
Clubside Apartments	1020 Capri Isles Blvd	Venice	1986	77	648	\$864	\$1.33
Citadel Apartments of Venice	125 Airport Ave East	Venice	1973	52	737	\$965	\$1.31
Total/Avg.				824	869	\$1,067	\$1.23

Source: Kimley-Horn

The for-rent apartment product in Venice is primarily comprised of older apartment communities. Of the apartments studied, the newest product is Woodmere Apartments, built in 1996. However, both Citadel and Advenir at Monterrey have recently been remodeled (Citadel remodeled in 2011 and Advenir remodeled in 2014) to offer updated features and amenities. Of the five communities, four are located east of US-41 on the mainland. Only Citadel located on the Island, immediately north of the airport.

Woodmere, The Venetian, Advenir, and Citadel are similar in terms of features and amenities offered to residents, which is reflected in their monthly premiums. Some of the features offered among these apartments are private lakes and bike trails, business and fitness centers, as well as screened in patios and balconies in units. Among the recently renovated apartments, Citadel offers the most updated apartment units, featuring stainless steel appliances and granite countertops and Advenir offers two swimming pools and access to four lakes with nature trails.

Vacancy among the apartment communities is extremely low, with a combined 0.5% vacancy rate, equating to only four available units (*Table 14*). The industry-standard rule of thumb for vacancy representing a healthy market in equilibrium (where renters have options to move in and out of communities) is typically 7%. Clubside Apartments has the highest vacancy with a 2.6% vacancy and two units vacant. The Venetian and Citadel communities have no availability.

Table 14: Competitive Apartment Community Vacancy, City of Venice, 2015

Community	Location	Year Open	Total Units	Vac. Units	Vac. Rate
Woodmere Apartments	3900 Woodmere Park Blvd	1996	272	1	0.4%
Advenir at Monterrey	1001 Center Road	1987	243	1	0.4%
The Venetian at Capri Isles	1050 Capri Isles Blvd	1983	180	0	0.0%
Clubside Apartments	1020 Capri Isles Blvd	1986	77	2	2.6%
Citadel Apartments of Venice	125 Airport Ave East	1973	52	0	0.0%
Total/Avg.			824	4	0.5%

Source: Kimley-Horn

5.3.3 SENIOR LIVING FOR-RENT

This section of the report covers for-rent senior living options in the City of Venice. Venetian Walk and The Venetian Gardens are senior apartments highlighted in this report that offer independent living. Given the demographics in the area, demand for these communities will continue in the future. Additionally, there are several assisted living communities in Venice that are not covered in this report but represent an important aspect when considering a continuum of care and residents wishing to age in place.

Venetian Walk are senior-targeted apartments located at 201 Grove Street North that replaced Grove Terrace public housing. The apartments were built in 2014 by the Venice Housing Authority and Norstar Primerica for \$10.3 million. This development represents an effort by the Venice Housing Authority to increase the supply of affordable senior housing. The first two phases of the Venetian Walk are complete and offer 61 apartment units, with 25 units reserved for public housing. Venetian Walk offers one- and two- bedroom units, with lease rates ranging from \$617 to \$734 per month. The apartment community offers a community dining room, media room, billiards room, library, and exercise room. Exterior features include a picnic pavilion overlooking Hatchett Creek, along with a shuffleboard court and access to walking trails in Ruscelletto Park.

The Venetian Gardens are senior apartments located at 1450 Venice East Boulevard. Venetian Gardens offers similar community amenities to Venetian Walk, which include an activity room, billiards lounge, computer room, fitness room, dining room, and library. The community also offers a swimming pool, walking paths, and patio and balconies in units. Units range in size from studio to two-bedroom. Studio premiums are an estimated \$2,500. One bedrooms and two bedrooms range from \$3,000 to \$4,500 respectively. These premiums include three meals a day at the apartment facility, as well as cable, wifi, and shuttle services.

6. RETAIL PROFILE

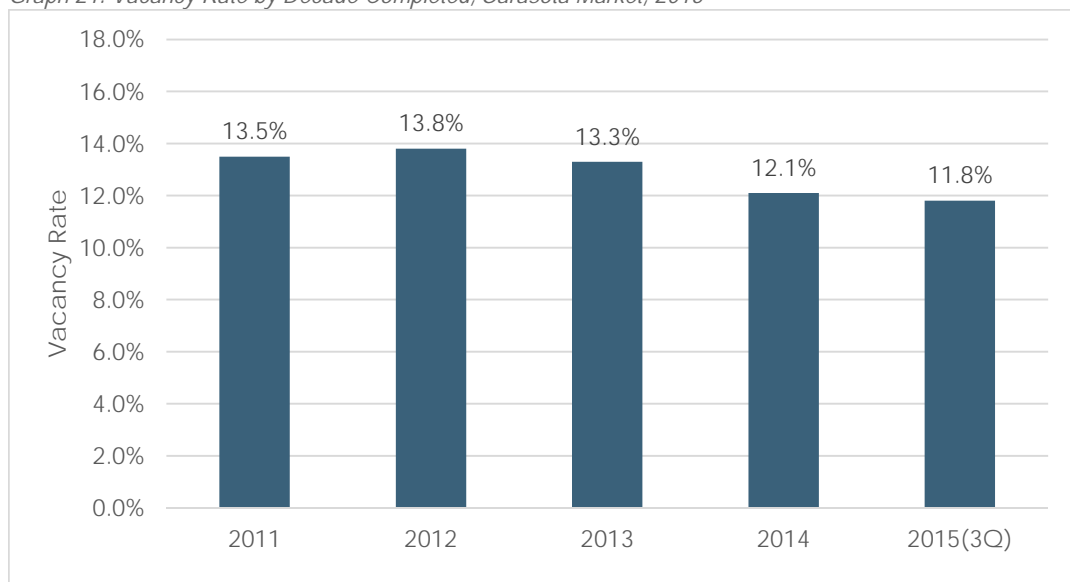
This section provides an overview of retail vacancy and rent trends in Sarasota and Manatee counties, including the City of Venice. There was no overall performance data available for a geography smaller than the Sarasota MSA. Vacancy and rent trends are measured using data provided by REIS, which is a proprietary database that provides commercial market information on real estate markets across the country. This data provides a high-level overview of multi-tenant retail product in Sarasota County over 25,000 square feet in size. Current leasing data for several shopping centers in the City of Venice has also been inventoried.

6.1 SARASOTA MARKET OVERVIEW

6.1.1 VACANCY RATE

Graph 21 shows the average retail vacancy rate for multi-tenant retail space by decade completed. REIS provides vacancy rate trend information for the Sarasota retail market annually between 2011 and 2014, as well as measures for third-quarter 2015. The retail vacancy rate for the Sarasota market decreased from 13.5% in 2011 to 11.8% in the third-quarter of 2015.

Graph 21: Vacancy Rate by Decade Completed, Sarasota Market, 2015



Multi-tenant retail space completed since 2009 has a reported vacancy rate of 2.0%, far lower than the aggregate vacancy rate of the total market or other decades (*Table 15*). Retail space completed prior to 1990 had vacancy rates measuring higher than the overall average of 11.8%. Newer retail, completed since 1990 all reported below average vacancy rates, indicating shifting demand for newer, more modern spaces.

Table 15: Retail Vacancy by Decade Complete, City of Venice, 2015

Decade Completed	Vac. Rate
Before 1970	15.2%
1970's	10.7%
1980's	13.1%
1990's	11.2%
2000's	8.5%
After 2009	2.0%
Overall Average	11.8%

Source: REIS

6.1.2 AVERAGE RENT PER SQUARE FOOT

Graph 16 demonstrates the average monthly rent per square foot for retail space in the Sarasota market between 2011 and third-quarter 2015. Overall, the average lease rate for retail space has increased gradually, representing a 2.6% increase over the five-year period. The increase in average lease rates has corresponded with the decline in overall vacancy.

Graph 22: Average Rent per Square Foot, Sarasota Market, 2015



Table 16 shows the average rent per square foot by decade completed for the Sarasota market according to REIS. The aggregate average monthly rent in third-quarter 2015 was estimated at \$15.91. Generally, newer retail spaces, completed between since 2000, has average lease rates of at least \$20.00 per square foot. Retail space delivered in the last five years has the highest premium of approximately \$21.50 per square foot.

Table 16: Rent per Square Foot by Decade Completed, Sarasota Market, 2015

Decade Completed	Rent Sq/Ft
Before 1970	\$15.56
1970's	\$17.45
1980's	\$15.63
1990's	\$17.30
2000's	\$20.23
After 2009	\$21.50
Overall Average	\$15.91

Source: REIS

6.2 CITY OF VENICE COMPETITIVE RETAIL CENTERS

In order to demonstrate market performance more specifically for Venice, an inventory of seven competitive shopping centers was prepared, including year built, square footage, vacancy rates, rents, and anchor tenants. Kimley-Horn conducted a review of shopping centers by interviewing owners and leasing agents to obtain information on rent and vacancy.

As shown in *Table 17*, the seven identified grocery anchored centers contain nearly 850,000 square feet of multi-tenant space. Developments range in size from 68,400 square feet at Plaza Venezia on Laurel Road to 181,534 square feet at Venice Village Shoppes. Only Venice Shopping Center, anchored by a Publix, is located on the Island. Plaza Venezia is the newest development, completed in 2013, and Venice Shopping Center is the oldest, built in 1961.

Table 17: Shopping Center Inventory in Venice, 2015

Name	Address	Year Built	Square Feet		Vacancy Rate	Quoted Rent/Sq.Ft.	Anchor Tenants
			Total	Available			
Venice Village Shoppes	4199 S Tamiami Trail	1989	181,134	18,534	10.2%	Negotiable	Publix, Panera Bread, Ross, and SunTrust Bank
Bird Bay Plaza	565 US Highway 41 Bypass North	1976	156,287	22,221	14.2%	\$11.90	Save A Lot, Big Lots, Rent-A-Center, and Dunkin Donuts
Venice Plaza	458 U.S. 41	1972	132,345	2,200	1.7%	\$20.00	Winn-Dixie, HomeGoods, and McDonald's
Venice Pines	1200 Jacaranda Blvd	1990	116,266	5,600	4.8%	\$17.00	Winn-Dixie and Bank of America
Venice Shopping Center	535 S Tamiami Trail	1961	109,801	16,778	15.3%	\$11.19	Publix, Dollar Tree, and BrewBurger's Pub and Grill
Venice Commons	1445 E Venice Avenue	2000	85,020	1,200	1.4%	\$21.00	Publix, GNC, UPS Store, and Great Clips
Plaza Venezia	2438 Laurel Rd	2013	68,400	4,800	7.0%	\$19.50	Publix and Asaro's Pizzeria
Total/ Average			849,253	71,333	8.4%	\$16.77	

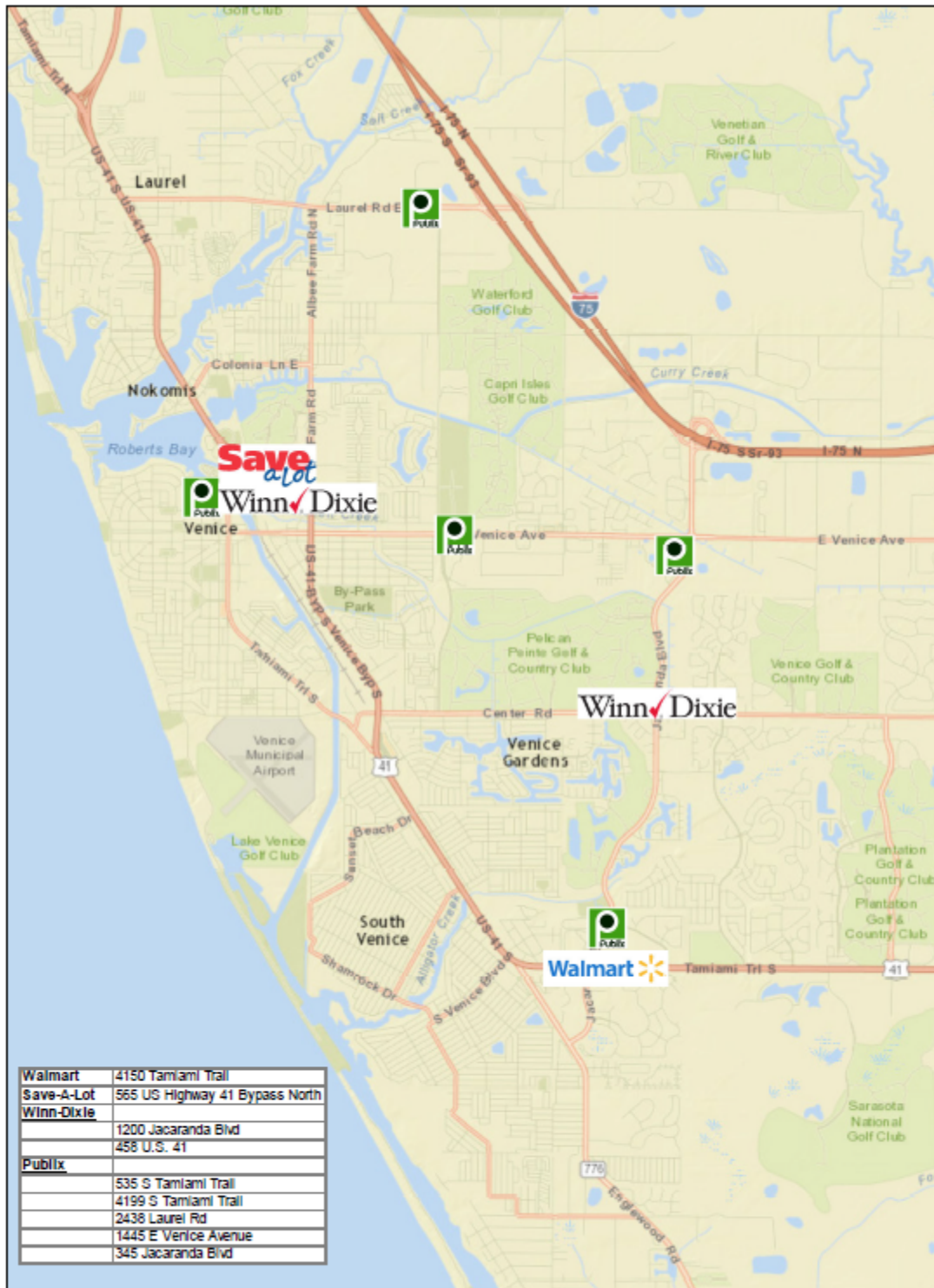
Source: Loopnet; Kimley-Horn

The seven retail centers have over 70,000 square feet of space available as of fourth-quarter 2015, resulting in an aggregate average vacancy rate of 8.4%. Vacancy rates range from 15.3% at Venice Shopping Center, the oldest development, to 1.4% at Venice Commons, located on E. Venice Avenue, just east of The Island.

The average lease rate at the seven competitive centers is \$16.77 per square foot, ranging from \$11.19 at Venice Shopping Center on Tamiami Trail, to \$21.00 on the Island. Feedback from local real estate professionals highlighted the rent premium for in-line space on the Island, which typically averages more than \$25 per square foot. Plaza Venezia, the newest center, has quoted lease rates of \$19.50 per square foot.

Map 3 shows the distribution of grocery stores in Venice, many located in the seven shopping centers profiled above. The most common grocery retailers in Venice are Publix and Winn Dixie. As previously noted, only one major grocery store chain is located on the Island, anchoring the Venice Commons shopping center.

Map 3: Grocery Store Distribution, City of Venice, 2015



2

Miles

2016-2026 Comprehensive Plan
Market Assessment
City of Venice, FL

7. HOTEL PROFILE

Given the limited supply of hotels, there was no data available for the City of Venice to measure recent performance. Performance measures for hospitality in Venice vary considerable between winter and summer months due to the impact of the tourism market. This analysis provides a brief overview of the current supply through an inventory of existing hotels. It should be noted that hotels were a common theme throughout community input and stakeholder interviews, although opinions on future need varied.

Table 18 shows the hotel inventory in the City of Venice. There are approximately 483 rooms available in seven separate hotel developments. Four hotels are located on the Island, and another three are located on the mainland with proximity to I-75.

Table 18: Hotel Inventory, City of Venice, 2015

Hotel		Year	Property Size	
Inventory	Address	Built	Rooms	Sq.Ft.
The Island				
Inn at the Beach	725 W Venice Ave	1952	49	27,350
Island Sun Inn	625 S Tamiami Trail	1958	37	28,994
Venice Beach Villas	501 W Venice Ave	1952	23	14,398
Island Breeze Inn	340 S Tamiami Trail	1950	15	4,994
Island Subtotal			124	75,736
Mainland				
Ramada Venice Resort	425 U.S. 41 Bypass	1974	146	105,727
Hampton Inn & Suites	881 Venetia Bay Blvd	1996	109	72,173
Motel 6	281 U.S. 41 Bypass	1981	104	45,284
Mainland Subtotal			359	223,184
City of Venice Total			483	298,920

Source: Sarasota County Property Appraiser; Kimley-Horn

Hotels on the Island range in size from 15 to 49 units and were all constructed in the 1950s. Inn at the Beach is the closest hotel to the coast, less than a block from Venice Beach. Venice Beach Villas is a 10-minute walk from the beach, and is currently for-sale for \$5.8 million according to the online real estate listing service, LoopNet. Island Breeze and Inn Island Sun Inn are located closer to the core of downtown Venice, each more than one mile from the beach. Hotels on the Island do not exceed two stories in height. Common on-peninsula hotel amenities include an outdoor pool and patio, free Wi-Fi, mini refrigerators and microwaves.

Hotels on the mainland are interstate-proximate options, seeking to attract travelers on I-75. The 359 rooms in the three mainland hotels comprise nearly 75% of the total City of Venice inventory. The Ramada Venice Resort is the oldest hotel on the mainland, while Hampton Inn is the newest, completed in 1996. The mainland hotels range in size from 104 to 146 units and range in height from two to four stories. .

8. OFFICE AND INDUSTRIAL PROFILE

This section presents an overview of office and industrial performance in the City of Venice. Vacancy rate and rent trend data for office, largely focused on a combined Manatee and Sarasota County market, is presented. Data more specific to Venice is also included, based on a survey of available properties and feedback from local real estate professionals.

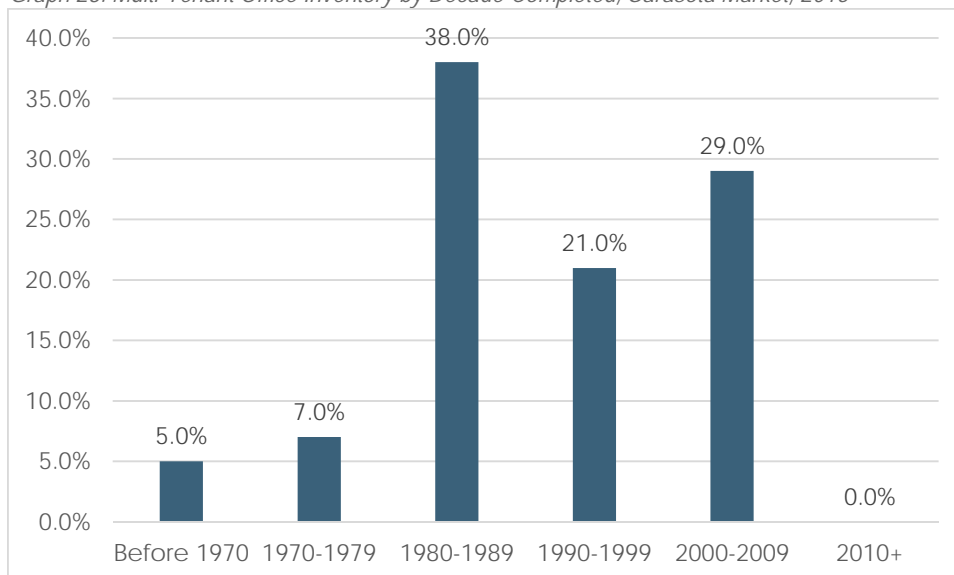
8.1 OFFICE PERFORMANCE

Overall office performance data is provided for the larger Sarasota market, including Manatee and Sarasota counties (Section 8.1.1). Since there is no performance data available for a geography smaller than the Sarasota MSA, a current snapshot of office product in the City of Venice has also been prepared (Section 8.1.2).

8.1.1 SARASOTA MARKET OVERVIEW

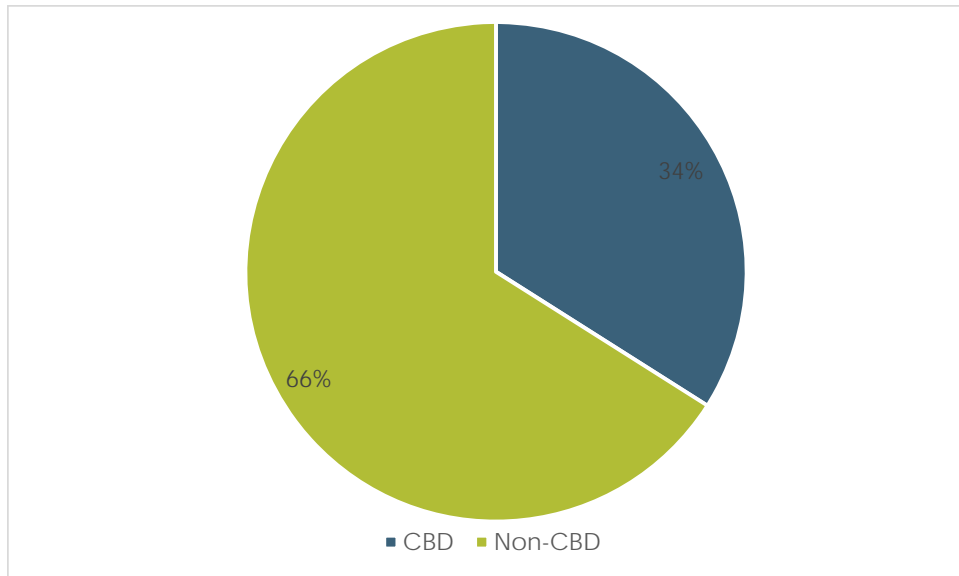
As shown in *Graph 23*, approximately 38.0% of the total multi-tenant office inventory in the Sarasota market was completed between 1980 and 1989, making it the most active decade. Another 29.0% of the inventory has been completed since 2000. It should be noted that there have been no new multi-tenant office deliveries in the last five years.

Graph 23: Multi-Tenant Office Inventory by Decade Completed, Sarasota Market, 2015



Approximately two-thirds of the total multi-tenant office inventory in the Sarasota market is located in suburban locations outside of central business districts (*Graph 24*). The remainder of the inventory, representing one-third of the total, is located in a more urban setting.

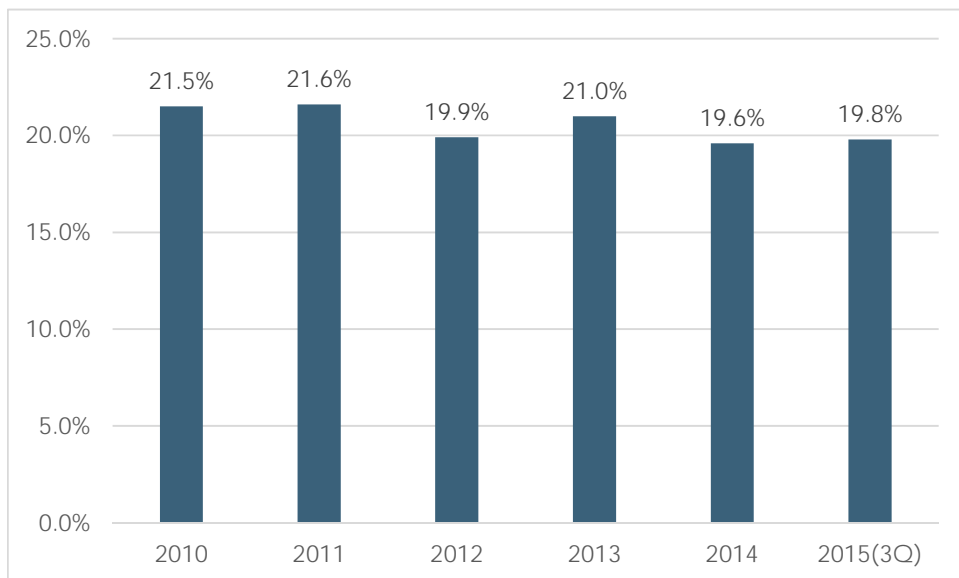
Graph 24: Share of Office Inventory by Location, Sarasota Market, 2015



Vacancy Rate Trends

As of third-quarter 2015, the multi-tenant office vacancy rate was 19.8% in the Sarasota market (*Graph 25*). Office vacancy remained largely unchanged in Sarasota over the last five years, fluctuating between 19.6% in 2014 to 21.6% in 2011.

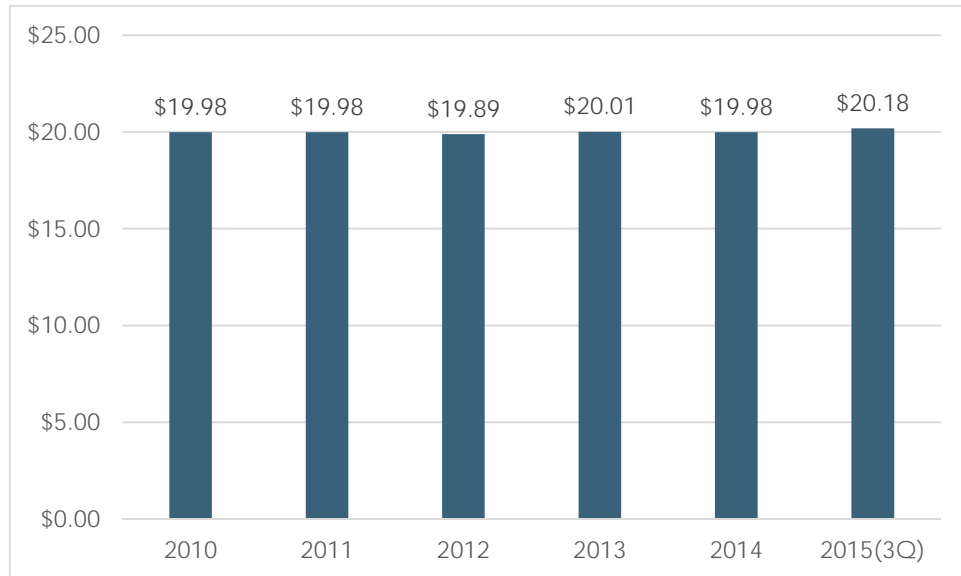
Graph 25: Vacancy Rate Trends, Sarasota Market, 2010-2015(3Q)



Rent/Square Foot Trends

As shown in *Graph 26*, the average lease rate in for multi-tenant office space in the Sarasota market was \$20.18 in third-quarter 2015. Similar to vacancy rates, rents have remained largely static since 2010, ranging from \$19.89 to \$20.18 per square foot.

Graph 26: Rent/Sq.Ft. Trends, Sarasota Market, 2010-2015(3Q)



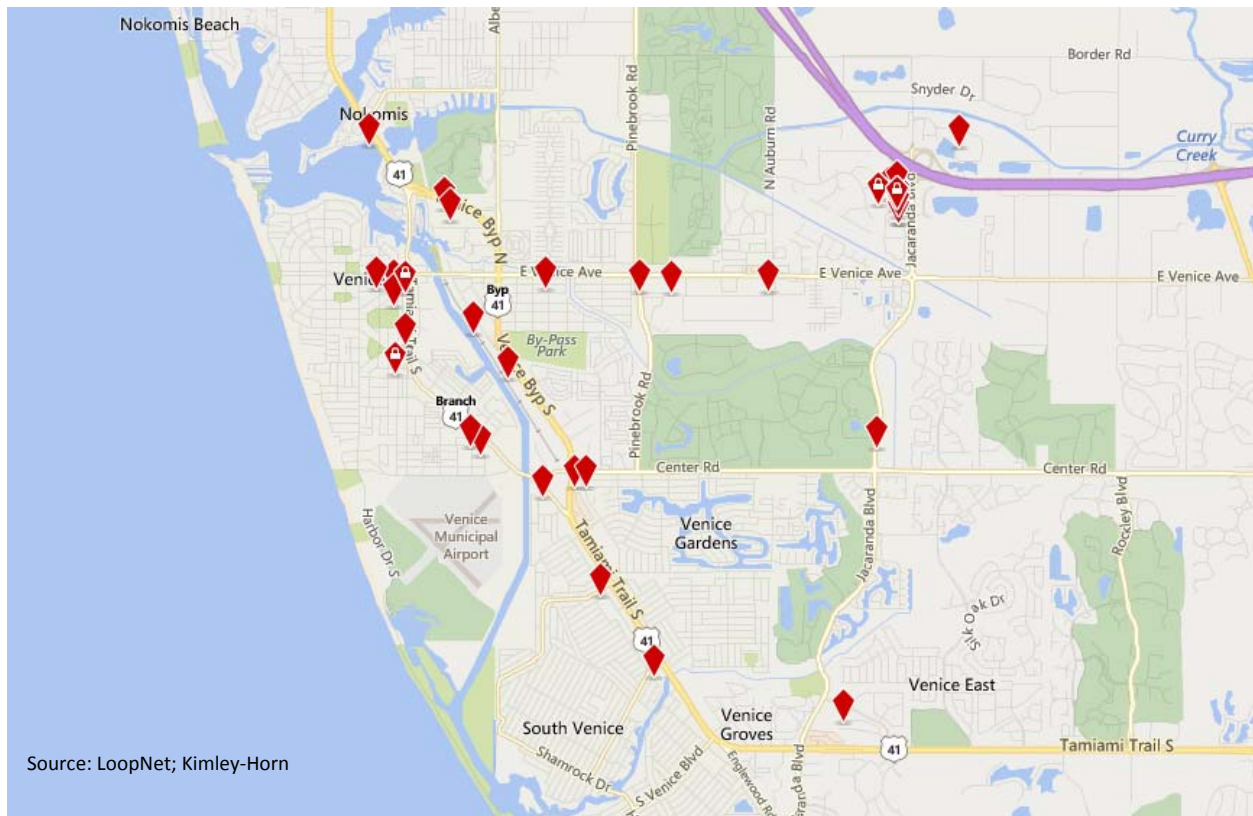
Multi-tenant office space in central business districts typically achieves a higher lease rate than suburban product. In third-quarter 2015, space in the central business district averaged \$23.50 per square foot, 27.0% higher than \$18.50 per square foot for suburban space.

8.1.2 CITY OF VENICE

More specific multi-tenant office performance was analyzed for the City of Venice through a review of available space. More than 110,000 square feet of available multi-tenant office space was identified within the City limits with an average quoted lease rate of \$15.50 per square foot, consistent with feedback provided by local real estate professionals. The average available space is approximately 3,700 square feet in size, ranging from 1,000 square feet to over 11,000 square feet.

Geographically, the majority of the available spaces are located off of the Island, focused on proximity to major thoroughfares. Concentrations of available office spaces are Jacaranda Boulevard and I-75, US-41 and Center Road, and along East Venice Avenue. Five of the 30 identified available spaces are located on the Island, concentrated along Venice Avenue West and Tamiami Trail South (*Map 4*). On average, available office spaces located on the Island achieve a slight premium over those located on the mainland.

Map 4: Available Office Spaces, City of Venice, 2015



Medical office space comprises approximately one-third of the identified listings of available space. These buildings are concentrated near Venice Medical Center and the Sarasota Memorial Hospital's urgent care center. According to local real estate professionals, lease rates for medical office space typically range from \$15.00 to \$20.00 per square foot. Listings on LoopNet confirm this assessment, with an average of \$16.00 per square foot for the nine identified spaces.

8.2 INDUSTRIAL PERFORMANCE

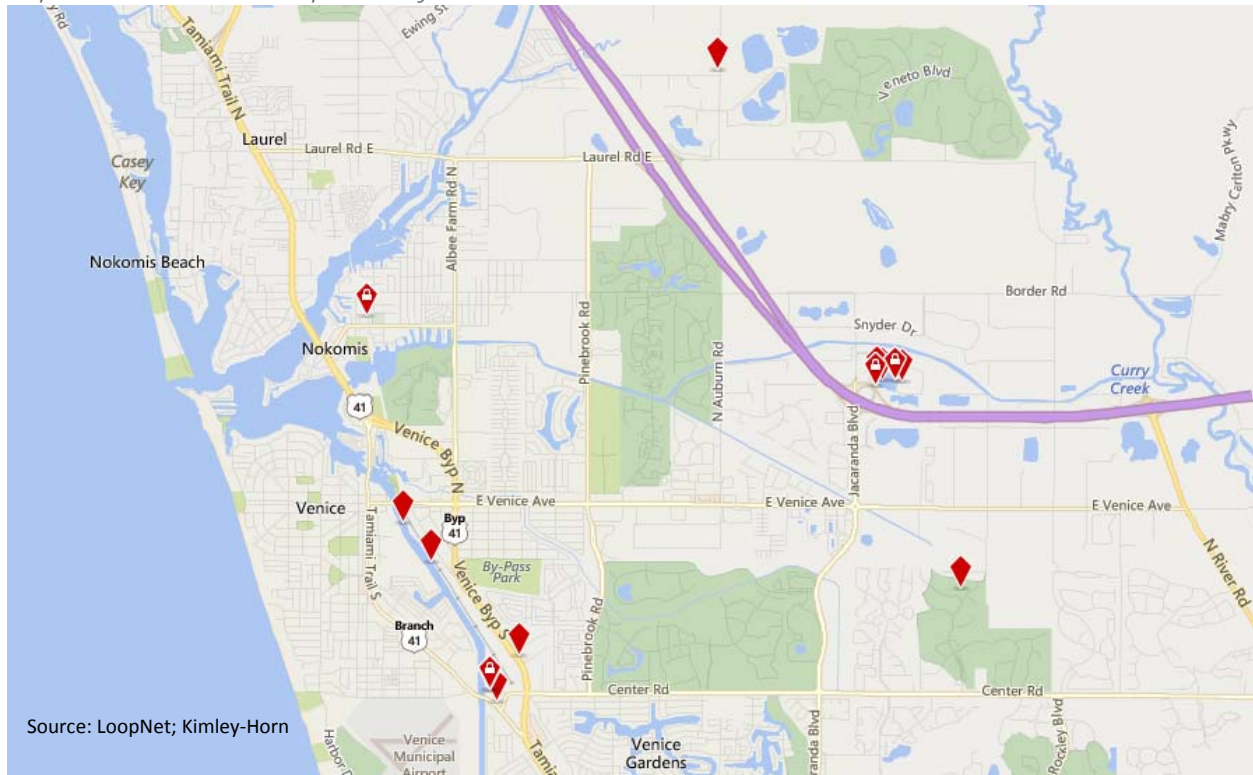
There is limited industrial performance data available for the City of Venice or the larger Sarasota region. Comprising 14.5% of the total Manufacturing jobs, 2.5% of the Wholesale Trade, and 1.3% of the Transportation and Warehousing jobs in Sarasota County, the City of Venice represents a viable location for industrial development. The City's proximity to the I-75 corridor is an attractive location attribute. According to local real estate professionals, there are very few improved, but vacant, parcels currently available for industrial development within the City.

There are three primary concentrations of industrial development in the City of Venice. Historically, the Seaboard area, located between the Intracoastal Waterway and US-41 (Venice Bypass), has been the primary concentration of industrial product in Venice. Today, this area is home to a variety of large- and small-scale industrial users contained in flex and warehouse buildings, including a high share of automotive repair facilities. No lease rates were available for spaces in the Seaboard area due to the limited amount of available space. Owner-occupied spaces are also limited, but have quoted sales prices of \$50 to \$115 per square foot.

The Triple Diamond Commerce Park represents newer industrial development with proximity to I-75 along the fast growing Laurel Road corridor. Triple Diamond is home to PGT and Tervis Tumbler, as well as smaller-scale flex/warehouse buildings constructed in the mid-2000s. The only available space listed on LoopNet in the Triple Diamond Commerce Park is listed for sale for \$125 per square foot for a 1,600-square-foot space completed in 2006.

Located at I-75 and Jacaranda Boulevard, the Interstate Business Center was built in the early-2000s, and offers a variety of flex/warehouse spaces that are most commonly owner occupied. Although this development is technically located outside the City of Venice limits, it operates as part of local industrial offerings. Buildings in the Interstate Business Center that have available spaces are all listed for sale, with prices ranging from \$50 to \$100 per square foot.

Map 5: Available Industrial Spaces, City of Venice, 2015



9. DEMAND PROJECTIONS

This section provides demand forecasts by product type for the City of Venice. It considers Venice's geographic location in the region, demographic and economic trends, tourism, and real estate market performance. Residential and retail demand forecasts are based on projected new resident population, and office and industrial forecasts are based on potential future employment. Both population and employment forecasts are based on interpretation of data provided by the Bureau of Economic and Business Research (BEBR), hosted by the University of Florida.

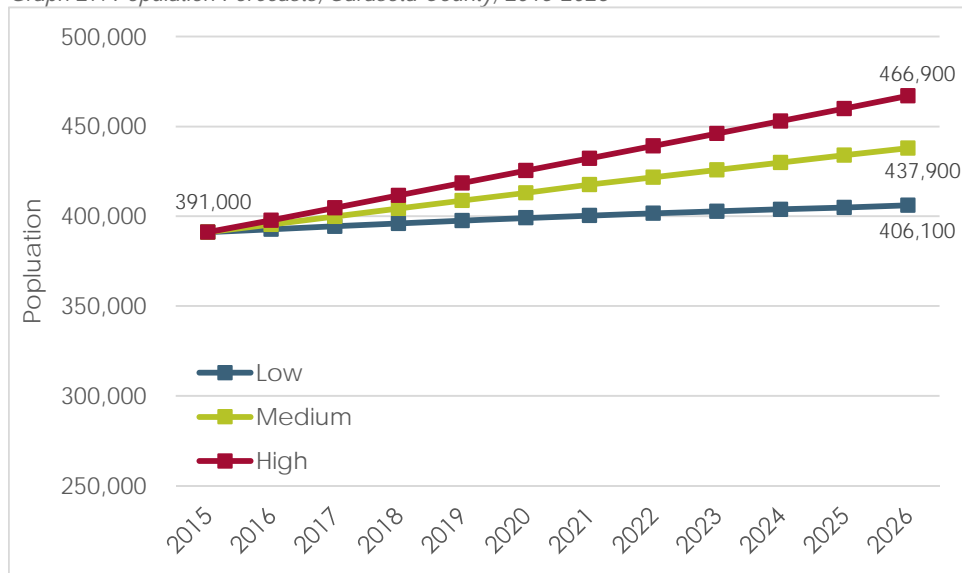
9.1 POPULATION FORECAST

Three population growth scenarios were provided through BEBR, representing a low, medium, and high forecast of population growth. While all three scenarios are presented in this section, only the 'medium' scenario is utilized in forecasting demand for housing units and retail development. The starting point for the population forecasts are 2015 population estimates, provided by ESRI. Forecasts for Sarasota County are provided in Section 9.1.1. Based on these projections, forecasts for the City of Venice are in Section 9.1.2.

9.1.1 SARASOTA COUNTY

Based on data obtained by ESRI, Sarasota County had an estimated 391,000 residents in 2015 (*Graph 27*). The 'low' forecast scenario provided by BEBR projects approximately 15,100 new residents, reaching a total population of 406,100 people by 2026. With approximately 46,900 new residents, the 'medium' scenario reaches a total population of 437,900 by 2026. Demonstrating the most aggressive growth potential, the 'high' scenario forecasts a total population of 466,900 by 2026.

Graph 27: Population Forecasts, Sarasota County, 2015-2026



Graph 28 demonstrates 10-year population projections between 2016 and 2026, the vision period for the Comprehensive Plan Update. Both the medium and high population forecast scenarios project that Sarasota County will exceed 400,000 residents in 2016. Ten-year projections for new residents in Sarasota County range from 13,500 people in the low scenario to 69,200 people in the high scenario.

Graph 28: Population Forecasts by Scenario, Sarasota County, 2016-2026

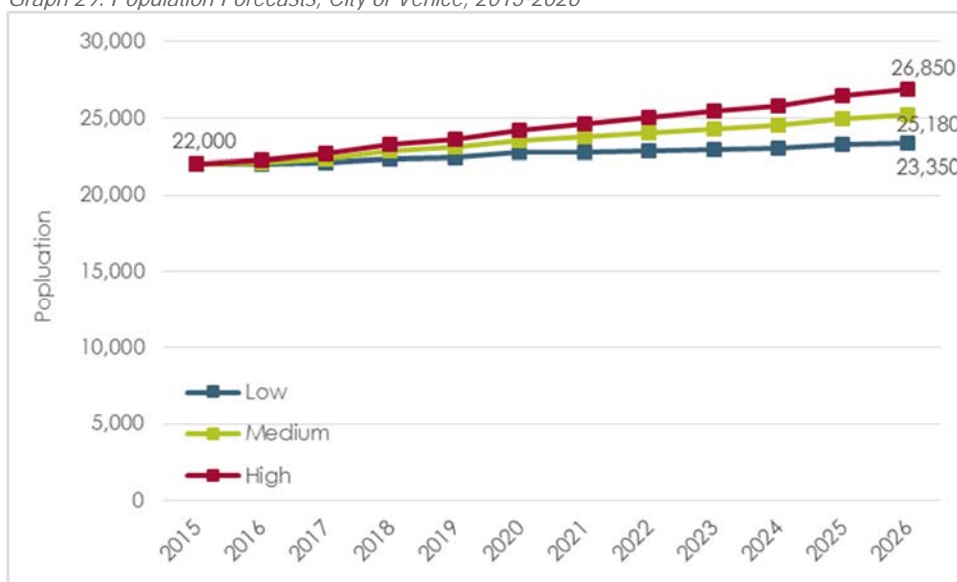


9.1.2 CITY OF VENICE

Residents in the City of Venice made up an estimated 5.6% of the total Sarasota population in 2015. Given lot entitlements in the Northeast Venice and Knights Trail neighborhoods of the City of Venice, this analysis increases the overall capture of Sarasota County population to 5.75% by 2026. Capture rates were held constant for each of the three Sarasota County projections prepared by BEBR.

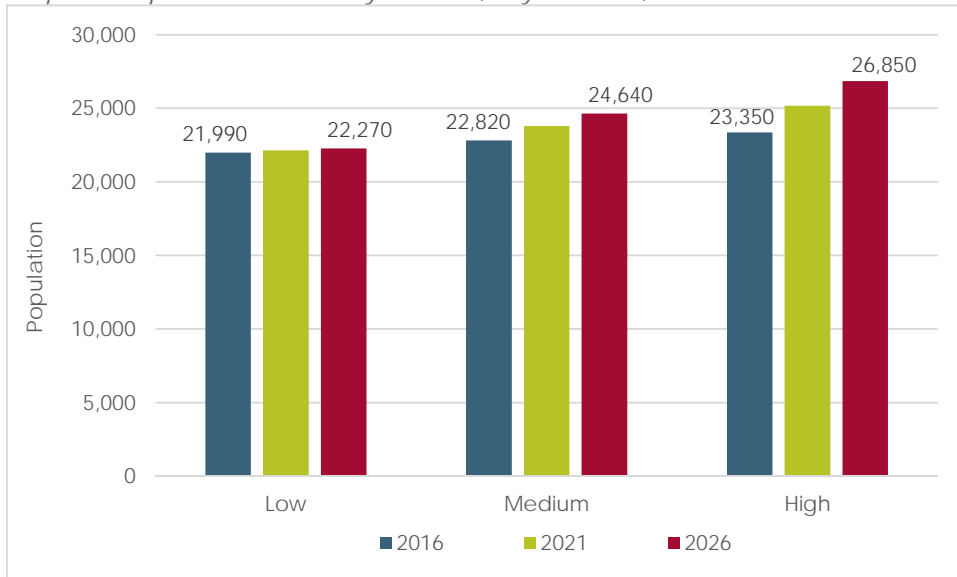
As shown in *Graph 29*, the City of Venice has an estimated 2015 population of 22,000. The low scenario forecasts a total population of 23,350 residents by 2026. Adding 3,180 new residents, the medium scenario forecasts 2026 total City population of 25,180. The high scenario predicts reaching 26,850 residents by 2026.

Graph 29: Population Forecasts, City of Venice, 2015-2026



The City of Venice added approximately 2,600 new residents in the ten-year period between 2000 and 2010. The ten-year new resident projections, ranging from 1,350 to 4,850, people fall in line with past growth, but consider new entitlements in the northeastern area of the City which could support a slightly higher growth rate than measured between 2000 and 2010 (*Graph 30*).

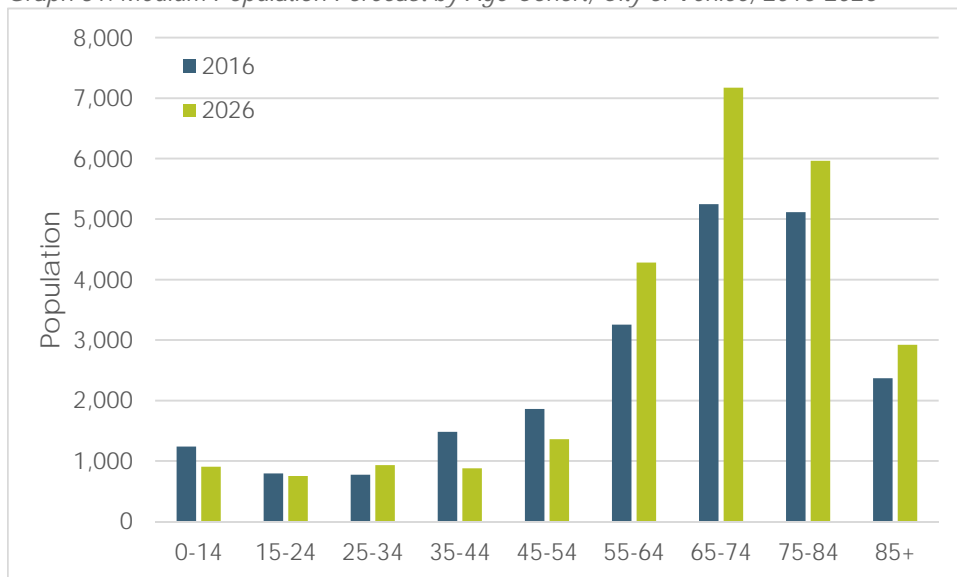
Graph 30: Population Forecasts by Scenario, City of Venice, 2016-2026



9.1.3 POPULATION FORECAST BY AGE COHORT

A population forecast broken down by age cohorts is based on projection data provided by ESRI. As shown in *Graph 31*, population growth for the medium forecast scenario is expected to continue in cohorts aged over 55, mimicking momentum demonstrated in Venice since 2000. Some of the redistribution will be due to current residents aging in place. The shares of families and young children are expected to decline, while Millennials (aged 15-34) could increase slightly.

Graph 31: Medium Population Forecast by Age Cohort, City of Venice, 2016-2026



9.2 EMPLOYMENT FORECAST

Job growth in the City of Venice is based on forecasts prepared the Florida Department of Economic Opportunity and Woods & Poole for Sarasota County. Woods & Poole provides third-party employment and economic forecasting at the county-level by industry sector. Only one employment scenario is provided. Forecasts for Sarasota County are provided in Section 9.2.1. Based on these projections, forecasts for the City of Venice are in Section 9.2.2.

9.2.1 SARASOTA COUNTY

Based on data provided by Florida Department of Economic Opportunity and Woods & Poole, Sarasota County could exceed 200,000 total jobs by 2026, a 33.7% increase from 152,600 jobs in 2014 (*Table 19*). With nearly 30,000 total jobs, Wholesale Trade is expected to become the largest industry sector in 2016, attracted to proximity to the I-75 corridor, as well as the Port of Manatee in neighboring Manatee County.

The strongest growth sectors through 2026 are forecasted to be:

- Wholesale Trade (+8,005 jobs)
- Healthcare and Social Assistance (+6,900 jobs)
- Accommodation and Food Services (+6,893 jobs)
- Administrative and Waste Services (+6,423 jobs)
- Professional and Technical Services (+5,365 jobs)

Table 19: Employment Forecast, Sarasota County, 2014-2026

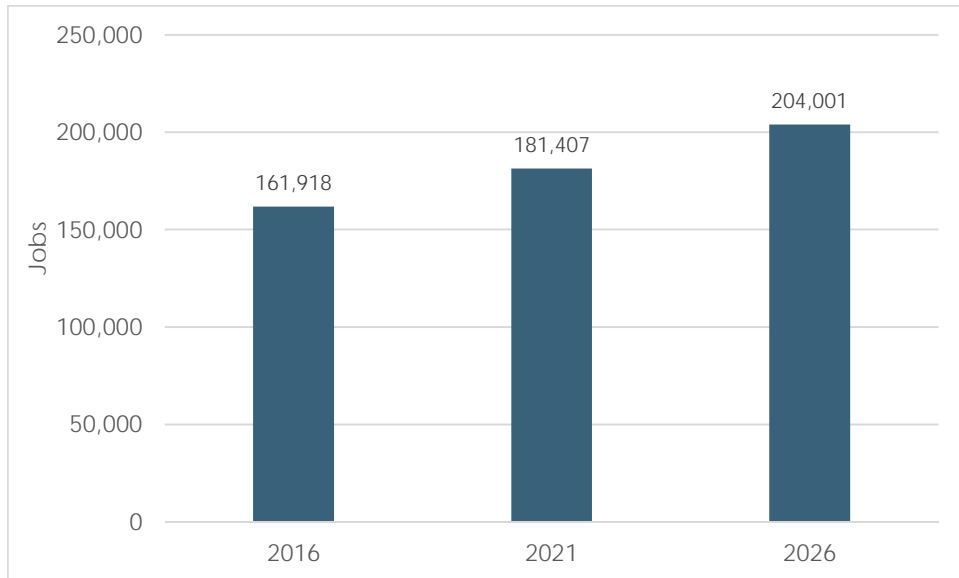
Industry	2014	2016	2021	2026	2014-2026 Δ	
					#	%
Agriculture, Forestry, Fishing & Hunting	274	273	293	314	40	14.5%
Mining	80	77	93	112	32	39.7%
Utilities	11,071	11,764	11,883	12,002	931	8.4%
Construction	7,288	8,142	9,811	11,822	4,534	62.2%
Manufacturing	3,842	4,047	4,170	4,297	455	11.8%
Wholesale Trade	21,876	23,185	26,347	29,881	8,005	36.6%
Retail Trade	2,241	2,392	2,631	2,905	664	29.6%
Transportation and Warehousing	421	378	390	401	-20	-4.7%
Information	2,208	2,286	2,586	2,926	718	32.5%
Finance and Insurance	5,323	5,539	6,134	6,806	1,483	27.9%
Real Estate and Rental and Leasing	3,396	3,616	4,111	4,674	1,278	37.6%
Professional and Technical Services	10,259	11,076	13,155	15,624	5,365	52.3%
Management of Companies and Enterprises	965	1,064	1,097	1,130	165	17.1%
Administrative and Waste Services	11,959	13,032	15,477	18,382	6,423	53.7%
Educational Services	8,559	8,636	10,865	13,670	5,111	59.7%
Health Care and Social Assistance	27,602	29,264	31,713	34,502	6,900	25.0%
Arts, Entertainment, and Recreation	5,312	5,214	5,709	6,242	930	17.5%
Accommodation and Food Services	17,473	19,222	21,641	24,366	6,893	39.5%
Other Services, Ex. Public Admin	5,694	5,988	6,547	7,157	1,463	25.7%
Public Administration	6,780	6,723	6,755	6,789	9	0.1%
Total	152,623	161,918	181,407	204,001	51,378	33.7%

Note: 2014 data represents actual jobs in Sarasota County reported by Florida Department of Economic Opportunity

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

As shown in *Graph 32*, Sarasota County is expected to add over 42,000 jobs between 2016 and 2026, representing an annual average of 4,200 new jobs per year. This growth, from a projected 161,918 jobs in 2016 to 204,001 jobs in 2026, equates to a 26.0% increase over ten years. A review of annualized job growth in Sarasota County between 2013 and 2014 demonstrates over 8,900 new jobs added to the economy in the most recent one-year period. Given the recent resurgence in job growth, the 4,200 annual average forecast is reasonable.

Graph 32: 10-Year Employment Forecast, Sarasota County, 2016-2026



9.2.2 CITY OF VENICE

There were an estimated 13,510 jobs in the City of Venice in 2014 with heavy concentrations in Healthcare and Social Assistance, Manufacturing, and Retail Trade (*Table 20*). The City of Venice is forecasted to add nearly 4,000 new jobs between 2014 and 2026, a 29.0% increase. City of Venice forecasts likely represent a conservative measure, holding the 2013 capture rates constant throughout the ten-year period. The strongest growth is forecasted for Healthcare and Social Assistance, driven by Venice Regional Bayfront and Sarasota Memorial, Accommodation and Food Services, and Professional and Technical Services. Based on data provided by the Florida Department of Economic Opportunity and Woods & Poole, jobs in Management of Companies and Enterprises, which represents the highest paying industry, is expected to be limited.

Table 20: Employment Forecast, City of Venice, 2014-2026

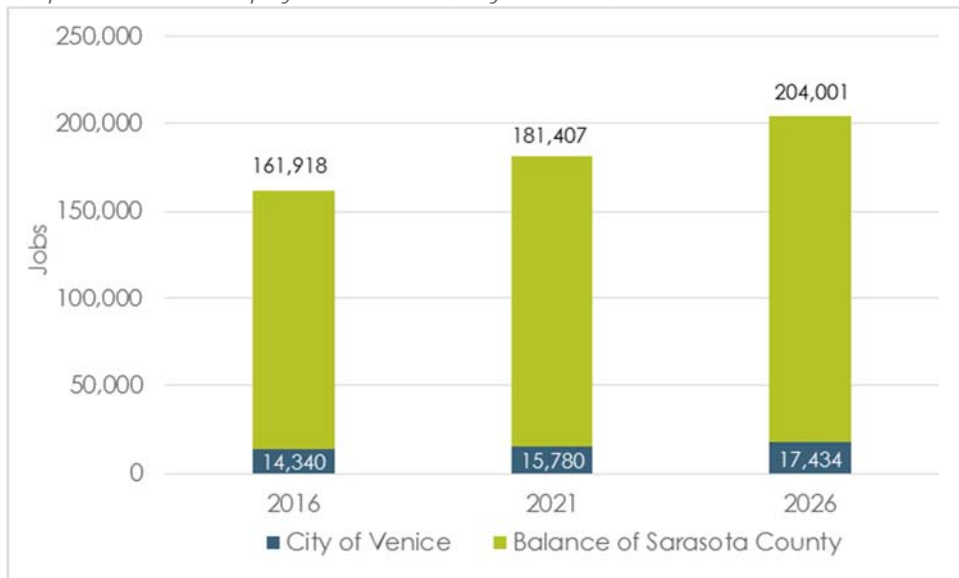
Industry	2014	2016	2021	2026	2014-2026 Δ	
					#	%
Agriculture, Forestry, Fishing & Hunting	5	5	5	6	1	14.5%
Mining	4	3	4	5	1	39.7%
Utilities	0	0	0	0	0	0.0%
Construction	621	694	836	1,007	386	62.2%
Manufacturing	2,143	2,257	2,326	2,397	254	11.8%
Wholesale Trade	214	226	257	292	78	36.6%
Retail Trade	1,382	1,475	1,622	1,791	409	29.6%
Transportation and Warehousing	50	45	46	47	-2	-4.7%
Information	100	104	118	133	33	32.5%
Finance and Insurance	406	422	468	519	113	27.9%
Real Estate and Rental and Leasing	181	193	219	249	68	37.6%
Professional and Technical Services	847	915	1,087	1,291	443	52.3%
Management of Companies and Enterprises	122	134	138	143	21	17.1%
Administrative and Waste Services	501	546	648	770	269	53.7%
Educational Services	190	192	241	303	113	59.7%
Health Care and Social Assistance	4,086	4,332	4,695	5,108	1,021	25.0%
Arts, Entertainment, and Recreation	511	501	549	600	89	17.5%
Accommodation and Food Services	1,179	1,297	1,460	1,644	465	39.5%
Other Services, Ex. Public Admin	622	654	715	782	160	25.7%
Public Administration	347	344	346	347	0	0.1%
Total	13,510	14,340	15,780	17,434	3,924	29.0%

Note: 2014 data represents estimated jobs in Venice based on actual captures from 2013

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

As shown in *Graph 33*, the City of Venice is expected to increase from 14,340 jobs in 2016 to 17,434 jobs in 2026, equating to a 21.6% increase over ten years. The 10-year forecast projects over 3,000 new jobs in Venice. The forecasted increase in the City of Venice will be used later in this section to project demand for office and industrial space.

Graph 33: 10-Year Employment Forecast, City of Venice, 2016-2026



9.3 RESIDENTIAL DEMAND

Residential housing unit demand is based on the population projections presented in Section 7.1. It should be noted that these projections are based on the medium scenario provided by BEBR. Policy decisions based on the Comprehensive Plan Update could be supportive of additional growth (aligning with the high scenario) or restrict future growth as considered in the low scenario.

As previously demonstrated, the medium growth scenario forecasts approximately 3,040 new residents between 2016 and 2026, representing a 13.7% growth rate (*Table 21*). Based on this growth, total population in the City could increase from 22,140 people in 2016 to 25,180 people in 2026.

Table 21: Residential Forecast, City of Venice, 2014-2026

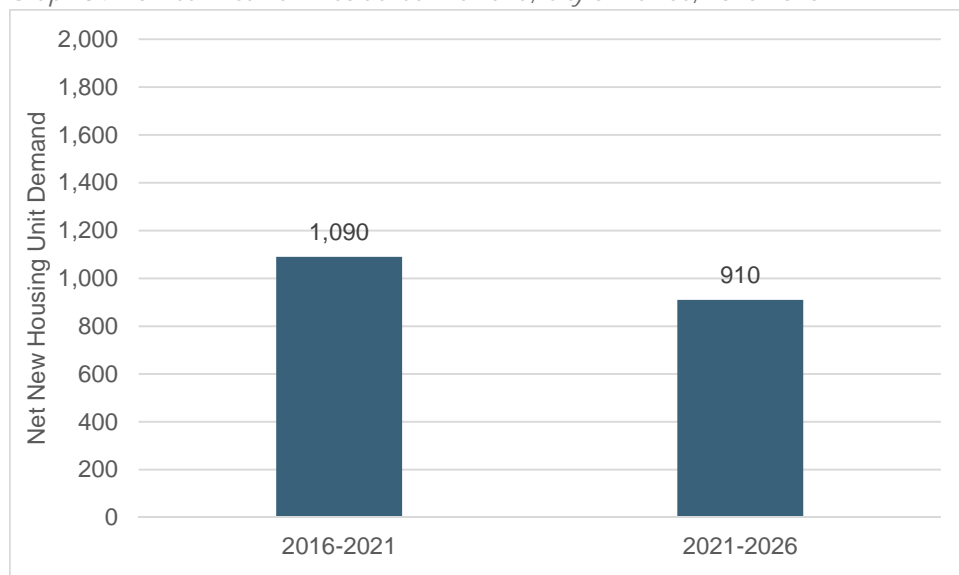
Measure	2016	2021	2026	2016-2026 Δ	
				#	%
Population	22,140	23,800	25,180	3,040	13.7%
Households	12,650	13,600	14,390	1,740	13.8%
Housing Units	14,550	15,640	16,550	2,000	13.7%

Source: BEBR; ESRI; Kimley-Horn

Housing unit forecasts are based on average household sizes and a 15% vacancy rate. This analysis assumes that the average household size will remain relatively constant over the next ten years at 1.75 people per household. Housing unit vacancy was estimated at 15%, lower than the overall community average of 32.7%, driven up by seasonal households. For projections, a lower 15% vacancy rate is a more reasonable assumption.

Housing in the City of Venice could increase by 13.7%, or 2,000 units, between 2016 and 2026. Housing unit delivery is expected to equate to 1,090 new units between 2016 and 2021, and another 910 units between 2021 and 2026 (*Graph 34*). It should be noted that residential forecasts are based on the City of Venice's share of the total population in Sarasota County. Additional housing demand would likely be generated in areas surrounding the current municipal limits.

Graph 34: 10-Year Net New Residential Demand, City of Venice, 2016-2026



Future residential demand will likely be accommodated in a variety of product types. Based on 2009-2013 American Community Survey data, approximately 34.9% of the total housing stock in the City of Venice is single-family detached, townhouses represent 6.4%, and multifamily units comprise 48.4% of the total. Sarasota County has

experienced increasing momentum in for-sale closings for all product types. Rental vacancy rates in the City of Venice are extremely low, estimated at less than 1% for the five professionally managed properties profiled in this analysis.

Based on demographic trends and recent market performance the following break-out of the forecasted net new residential demand could be assumed:

- Single-family detached: 40-45% of total demand
- Single-family attached (townhouse): 15-20% of total demand
- Multi-family: 30-35% of total demand

Continued increase in population over the age of 55 will drive demand for product that offers reduced maintenance. This age group typically seeks a maintenance-free lifestyle close to friends, family, shopping, dining, church, and cultural or recreational amenities. Because of continued national issues related to financing and liability for condominium construction, and shifting preferences toward rental housing among all age cohorts, many active lifestyle households are gravitating to apartments. Providing opportunities for residents to age in place, including housing that offers a continuum of care from independent to assisted living will be important over the next ten years.

9.4 RETAIL DEMAND

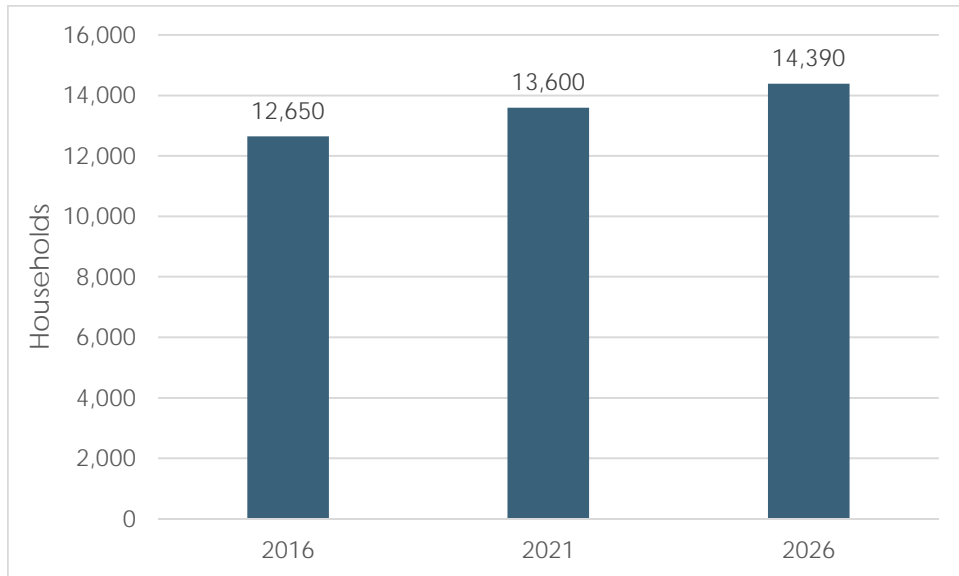
The 2016-2026 retail demand for the City of Venice was forecasted using the following method:

1. Calculating the City's total household income in 2016, 2021, and 2026 by applying the forecasted households to average income projections derived from ESRI trends
2. Estimating the City's expenditure potential based on reported data that indicates the percentage of income spent on various retail goods and services
3. Determining City of Venice sales through 2026, taking into account leakage resulting from resident commuting patterns
4. Estimating sales inflow from non-Venice residents, including those who work there, commuters, and seasonal sales capture
5. Converting retail sales to square feet based on sales per square feet data by type of retail

9.4.1 HOUSEHOLD AND INCOME FORECASTS

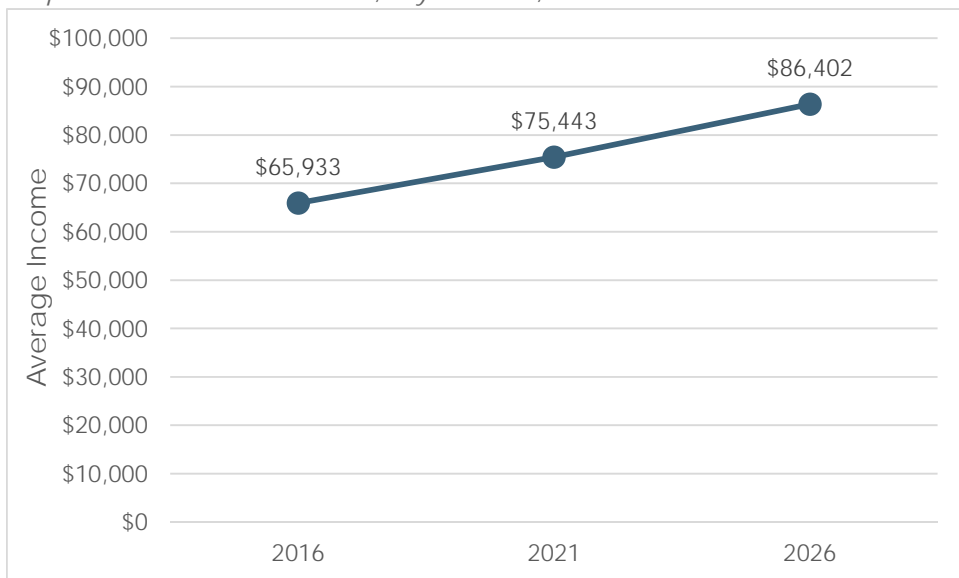
Household forecasts utilized in the retail demand forecasts presented in this section are based on the medium scenario population projections, interpreted from data provided by BEBR. As shown in *Graph 35*, the City of Venice is expected to have approximately 14,390 households by 2026, a 13.8% increase from 12,650 households in 2016.

Graph 35: Forecasted Households, City of Venice, 2016-2026



Retail demand forecasts generally rely on average household income, which is typically higher than the median household income statistics reported in Section 5.3. According to ESRI, the City of Venice had an estimated average household income of approximately \$66,000 in 2016. Based on income projections derived from US Census and ESRI trends, the area is expected to have an average household income of \$86,400 by 2026 (*Graph 36*). This measure may be slightly aggressive given population projections that indicate continued influx of Baby Boomers and retirees that could be living on fixed incomes.

Graph 36: Forecasted Households, City of Venice, 2016-2026



9.4.2 RETAIL DEMAND FORECAST

Based on the methodology outlined above, the City of Venice has a forecasted demand of approximately 324,500 square feet of net new retail space between 2016 and 2026. Detailed retail demand forecasts are provided in the appendix of this report. New retail demand could be accommodated in existing center vacancies, but also through development of new structures. It is also possible that consumers would travel outside the City of Venice if supply is constrained by lack of available product. The 324,500-square-foot forecast measures demand for net new retail space. As shown in *Table 22*, Food Services/Restaurants (16.0%), Building Materials and Supply Dealers (15.5%),

Discount Stores (15.2%) and Supermarkets (11.4%) make up the largest categories for net new demand. Similar to future housing projections, additional demand for retail space is likely to be supported in areas outside the current municipal limits.

Table 22: Net New Retail Demand, City of Venice, 2016-2026

Retail Category	Net New Retail Sq.Ft.		2016-2021 Change	% of Total
	2016-2021	2021-2026		
Food Services - Restaurants	21,988	29,898	51,886	16.0%
Building Material & Supply Dealers	21,306	28,971	50,277	15.5%
Discount Stores	20,907	28,429	49,337	15.2%
Supermarkets & Other Groceries	15,743	21,407	37,151	11.4%
Other General Merchandise Stores	9,918	13,487	23,405	7.2%
Clothing Stores	7,387	10,045	17,432	5.4%
Department Stores	5,673	7,714	13,388	4.1%
Furniture Stores	4,855	6,602	11,456	3.5%
Pharmacies & Drug Stores	3,707	5,040	8,747	2.7%
Sporting Goods and Toy Stores	3,361	4,570	7,931	2.4%
All Other Categories	22,671	30,828	53,499	16.5%
Total	137,517	186,992	324,508	100.0%

Source: Kimley-Horn

It should be noted that this analysis utilizes standard sales inflow amounts for non-City residents, including those who work there, commuters, and seasonal sales capture. However, it is possible that the City of Venice would have higher shares due to proximity to the beaches. For this reason, this demand forecast likely presents a conservative 10-year projection.

Demand for 37,000 square feet in the Supermarkets or Other Groceries classification would be supportive of one new store over the next 20 years given the average size of approximately 50,000 square feet. Additional demand for grocery could be accommodated through other categories, such as discount stores and other general merchandise stores.

9.5 OFFICE DEMAND

9.5.1 OFFICE-OCCUPYING EMPLOYMENT FORECAST

Office demand for the City of Venice was based on office-occupying growth, as reported for Sarasota by the Florida Department of Economic Opportunity and Woods & Poole. To forecast the increase in office-occupying employment, office shares were applied to each industry projection (as previously demonstrated in the base employment forecast in Section 7.2.2). Finance and Insurance, Professional and Technical Services, Management of Companies and Enterprises, and Real Estate and Rental and Leasing have the highest shares of office-occupying employment, ranging from 85% to 95%. The City of Venice is forecasted to have an increase of 1,167 office-occupying employees, or 26.7%, between 2016 and 2026 (*Table 23*).

Table 23: Office-Occupying Employment Forecast, City of Venice, 2016-2026

Industry	Office Share	2016	2021	2026	2016-2026 Δ	
					#	%
Agriculture, Forestry, Fishing & Hunting	5.0%	0	0	0	0	15.0%
Mining	5.0%	0	0	0	0	45.3%
Utilities	15.0%	0	0	0	0	0.0%
Construction	10.0%	69	84	101	31	45.2%
Manufacturing	5.0%	113	116	120	7	6.2%
Wholesale Trade	25.0%	57	64	73	16	28.9%
Retail Trade	10.0%	148	162	179	32	21.4%
Transportation and Warehousing	25.0%	11	11	12	1	6.1%
Information	30.0%	31	35	40	9	28.0%
Finance and Insurance	95.0%	401	444	493	92	22.9%
Real Estate and Rental and Leasing	85.0%	164	186	212	48	29.3%
Professional and Technical Services	95.0%	869	1,032	1,226	357	41.1%
Management of Companies and Enterprises	95.0%	128	132	136	8	6.2%
Administrative and Waste Services	80.0%	437	518	616	179	41.1%
Educational Services	30.0%	58	72	91	34	58.3%
Health Care and Social Assistance	35.0%	1,516	1,643	1,788	271	17.9%
Arts, Entertainment, and Recreation	15.0%	75	82	90	15	19.7%
Accommodation and Food Services	10.0%	130	146	164	35	26.8%
Other Services, Ex. Public Admin	25.0%	164	179	196	32	19.5%
Public Administration	70.0%	86	86	87	1	1.0%
Total		4,370	4,909	5,536	1,167	26.7%

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

9.5.2 OFFICE DEMAND FORECAST

Forecasted office-occupying jobs have been used to estimate demand for square footage and land. National trends indicate a declining amount of office space per employee. Estimates for office demand are based on a 225-square-foot per employee average between 2016 and 2021 and 200 square feet per employee between 2021 and 2026.

The City of Venice is forecasted to add approximately 1,167 new office jobs between 2016 and 2026. At an average space per employee of between 200 and 225 square feet, this equates to demand of approximately 247,000 square feet of net new single- and multi-tenant office space over the ten-year period (*Table 24*). Most of the demand would likely be driven by healthcare and professional services. Including a 10% vacancy factor, the City of Venice is forecasted to have demand for nearly 272,000 square feet of additional office space between 2016 and 2026.

Table 24: Net New Office Demand, City of Venice, 2016-2026

	New Office Demand		
	2016-2021	2021-2026	Total
Office Occupying Jobs	540	627	1,167
Square Feet/Employee	225	200	
Net Demand (Sq.Ft.)	121,494	125,362	246,856
Net Office Space Demand (Sq.Ft.)	133,644	137,898	271,541

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

Future office-occupying employment forecasts are based on current captures demonstrated by the City of Venice. It is likely that additional demand for office space could be generated outside the current municipal limits, particularly in unincorporated areas in the I-75 corridor.

9.6 INDUSTRIAL DEMAND

9.6.1 INDUSTRIAL OCCUPYING EMPLOYMENT FORECAST

Industrial-occupying employment projections are based on the Florida Department of Economic Opportunity and Woods & Poole forecasts demonstrated in Section 7.2.2. New industrial jobs in the City of Venice are based on shares of industrial-occupying employees by industry. These shares range from 0% for Financial Activities and Professional-focused Services to 90% for Manufacturing and Wholesale Trade.

The City of Venice is expected to have an increase of 390 new industrial-occupying jobs in the ten-year period between 2016 and 2026, a 13.0% increase (*Table 25*). Notable increases are expected in the Manufacturing, Wholesale Trade, and Construction sectors.

Table 25: Industrial-Occupying Employment Forecast, City of Venice, 2016-2026

Industry	Ind. Share	2016	2021	2026	2016-2026 Δ	
					#	%
Agriculture, Forestry, Fishing & Hunting	5.0%	0	0	0	0	15.0%
Mining	10.0%	0	0	0	0	45.3%
Utilities	60.0%	0	0	0	0	0.0%
Construction	15.0%	104	125	151	47	45.2%
Manufacturing	90.0%	2,032	2,093	2,157	125	6.2%
Wholesale Trade	90.0%	204	231	263	59	28.9%
Retail Trade	10.0%	148	162	179	32	21.4%
Transportation and Warehousing	60.0%	27	28	28	2	6.1%
Information	65.0%	68	76	87	19	28.0%
Finance and Insurance	0.0%	0	0	0	0	0.0%
Real Estate and Rental and Leasing	5.0%	10	11	12	3	29.3%
Professional and Technical Services	5.0%	46	54	65	19	41.1%
Management of Companies and Enterprises	0.0%	0	0	0	0	0.0%
Administrative and Waste Services	10.0%	55	65	77	22	41.1%
Educational Services	5.0%	10	12	15	6	58.3%
Health Care and Social Assistance	5.0%	217	235	255	39	17.9%
Arts, Entertainment, and Recreation	5.0%	25	27	30	5	19.7%
Accommodation and Food Services	0.0%	0	0	0	0	0.0%
Other Services, Ex. Public Admin	10.0%	65	72	78	13	19.5%
Public Administration	5.0%	34	35	35	0	1.0%
Total		3,009	3,193	3,398	390	13.0%

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

9.6.2 INDUSTRIAL DEMAND FORECAST

Forecasted industrial-occupying jobs have been used to estimate square footage demand. Estimates for industrial demand are based on an average of 750 square feet per employee. Square feet per employee estimates vary from 300 square feet to 1,000 square feet, depending on use. Typically, Manufacturing and Wholesale Trade sectors require the most industrial space per employee.

Table 26 demonstrates the expected increase in new industrial-occupying employees and required square footage through 2026. The City of Venice is forecasted to have demand for approximately 292,400 square feet of industrial demand between 2016 and 2026. Including a 10% vacancy rate, the City of Venice is forecasted to have industrial space requirements for nearly 322,000 square feet of between 2016 and 2026. It is important to note that this forecast is based on organic job growth, and excludes large "drop-in" manufacturing and distribution relocations similar to PGT and Tervis Tumbler.

Table 26: Net New Industrial Demand, City of Venice, 2016-2026

	New Industrial Demand		2016-2026
	2016-2021	2021-2026	Total
Industrial Occupying Jobs	185	205	390
Square Feet/Employee	750	750	
Net Demand (Sq.Ft.)	138,499	153,916	292,415
Net Industrial Space Demand (Sq.Ft.)	152,349	169,308	321,657

Source: Florida Department of Economic Opportunity; Woods & Poole; Kimley-Horn

Similar to office projections, additional demand for industrial space is likely to be accommodated in Sarasota County, outside the Venice city limits. Industrial users would be attracted to locations with proximity to the I-75 corridor, similar to the Interstate Business Center.

9.7 HOSPITALITY DEMAND

No hotel performance trend data was available for the City of Venice. However, based on stakeholder interviews, as well as the location of a number of prominent employers and seasonal tourism demand, this analysis assumes that the City of Venice could support one to two limited-service hotel facilities. Facilities would be attracted to locations on the Island and with proximity to the I-75 corridor and major employers along Laurel Road. Some of the demand may be accommodated in unincorporated areas of Sarasota County, outside the Venice city limits.

APPENDIX

Appendix Table 1: Estimated Taxable Sales by Retail Category, City of Venice, 2016-2026

Business Category	% of Income	Taxable Sales			2016-2026 Change
		2016	2021	2026	
Food Services - Restaurants	5.63%	\$46,660,191	\$55,131,783	\$66,691,371	\$20,031,180
Supermarkets & Other Groceries	4.95%	\$40,999,953	\$48,443,876	\$58,601,198	\$17,601,245
Building Material & Supply Dealers	4.46%	\$36,946,029	\$43,653,924	\$52,806,928	\$15,860,899
Discount Stores	4.41%	\$36,520,660	\$43,151,325	\$52,198,948	\$15,678,288
Other General Merchandise Stores	3.34%	\$27,720,300	\$32,753,179	\$39,620,601	\$11,900,301
Clothing Stores	1.63%	\$13,549,065	\$16,009,024	\$19,365,668	\$5,816,602
Department Stores	1.26%	\$10,405,582	\$12,294,812	\$14,872,689	\$4,467,107
Pharmacies & Drug Stores	0.81%	\$6,742,222	\$7,966,335	\$9,636,653	\$2,894,430
Furniture Stores	0.70%	\$5,828,310	\$6,886,494	\$8,330,398	\$2,502,088
Convenience Stores	0.53%	\$4,355,595	\$5,146,394	\$6,225,448	\$1,869,853
Household Appliances	0.42%	\$3,463,561	\$4,092,403	\$4,950,465	\$1,486,904
Sporting Goods and Toy Stores	0.41%	\$3,362,243	\$3,972,690	\$4,805,651	\$1,443,408
Home Furnishings	0.36%	\$2,964,242	\$3,502,427	\$4,236,788	\$1,272,546
Book Stores	0.34%	\$2,818,359	\$3,330,058	\$4,028,278	\$1,209,919
Pet, Hobby, and Craft Stores	0.34%	\$2,790,542	\$3,297,191	\$3,988,519	\$1,197,977
Shoe Stores	0.29%	\$2,363,436	\$2,792,540	\$3,378,057	\$1,014,621
Office Supplies & Stationary	0.28%	\$2,320,578	\$2,741,900	\$3,316,800	\$996,222
Fitness Centers	0.25%	\$2,088,057	\$2,467,163	\$2,984,458	\$896,401
Drinking Places - Bars	0.25%	\$2,042,433	\$2,413,255	\$2,919,247	\$876,815
Jewelry Stores and Repair	0.22%	\$1,792,497	\$2,117,942	\$2,562,015	\$769,517
Specialty Food Stores	0.20%	\$1,686,341	\$1,992,512	\$2,410,286	\$723,945
Photofinishing	0.20%	\$1,648,623	\$1,947,945	\$2,356,375	\$707,752
Florists	0.17%	\$1,447,268	\$1,710,032	\$2,068,578	\$621,311
Gift & Novelty Stores	0.14%	\$1,177,090	\$1,390,801	\$1,682,413	\$505,324
Laundries and Dry Cleaners	0.12%	\$994,380	\$1,174,919	\$1,421,267	\$426,887
Motion Picture Theaters	0.07%	\$583,629	\$689,593	\$834,181	\$250,552
News Dealers & Newstands	0.06%	\$512,796	\$605,899	\$732,939	\$220,143
Luggage & Leather Goods	0.01%	\$110,937	\$131,078	\$158,562	\$47,625
Total	31.84%	\$263,894,916	\$311,807,496	\$377,184,779	\$113,289,863

Source: Department of Revenue; Kimely-Horn

Appendix Table 2: Total Retail Demand, City of Venice, 2016

Retail Category	Total Sales (2016)	Sales Per Sq.Ft.	Square Feet Demand
Food Services - Restaurants	\$46,660,191	\$350	133,315
Supermarkets & Other Groceries	\$40,999,953	\$410	100,000
Building Material & Supply Dealers	\$36,946,029	\$260	142,100
Discount Stores	\$36,520,660	\$275	132,802
Other General Merchandise Stores	\$27,720,300	\$440	63,001
Clothing Stores	\$13,549,065	\$275	49,269
Department Stores	\$10,405,582	\$275	37,838
Pharmacies & Drug Stores	\$6,742,222	\$300	22,474
Furniture Stores	\$5,828,310	\$180	32,379
Convenience Stores	\$4,355,595	\$230	18,937
Household Appliances	\$3,463,561	\$255	13,583
Sporting Goods and Toy Stores	\$3,362,243	\$150	22,415
Home Furnishings	\$2,964,242	\$275	10,779
Book Stores	\$2,818,359	\$140	20,131
Pet, Hobby, and Craft Stores	\$2,790,542	\$245	11,390
Shoe Stores	\$2,363,436	\$275	8,594
Office Supplies & Stationary	\$2,320,578	\$300	7,735
Fitness Centers	\$2,088,057	\$200	10,440
Drinking Places - Bars	\$2,042,433	\$275	7,427
Jewelery Stores and Repair	\$1,792,497	\$300	5,975
Specialty Food Stores	\$1,686,341	\$400	4,216
Photofinishing	\$1,648,623	\$345	4,779
Florists	\$1,447,268	\$300	4,824
Gift & Novelty Stores	\$1,177,090	\$140	8,408
Laundries and Dry Cleaners	\$994,380	\$300	3,315
Motion Picture Theaters	\$583,629	\$350	1,668
News Dealers & Newstands	\$512,796	\$100	5,128
Luggage & Leather Goods	\$110,937	\$350	317
Total	\$263,894,916		883,240

Source: Department of Revenue; Kimely-Horn

Appendix Table 3: Total Retail Demand, City of Venice, 2021

Retail Category	Total Sales (2021)	Sales Per Sq.Ft.	Square Feet Demand
Food Services - Restaurants	\$55,131,783	\$360	153,304
Supermarkets & Other Groceries	\$48,443,876	\$421	114,993
Building Material & Supply Dealers	\$43,653,924	\$267	163,406
Discount Stores	\$43,151,325	\$283	152,714
Other General Merchandise Stores	\$32,753,179	\$452	72,447
Clothing Stores	\$16,009,024	\$283	56,657
Department Stores	\$12,294,812	\$283	43,512
Pharmacies & Drug Stores	\$7,966,335	\$308	25,844
Furniture Stores	\$6,886,494	\$185	37,234
Convenience Stores	\$5,146,394	\$236	21,777
Household Appliances	\$4,092,403	\$262	15,619
Sporting Goods and Toy Stores	\$3,972,690	\$154	25,776
Home Furnishings	\$3,502,427	\$283	12,395
Book Stores	\$3,330,058	\$144	23,150
Pet, Hobby, and Craft Stores	\$3,297,191	\$252	13,098
Shoe Stores	\$2,792,540	\$283	9,883
Office Supplies & Stationary	\$2,741,900	\$308	8,895
Fitness Centers	\$2,467,163	\$206	12,006
Drinking Places - Bars	\$2,413,255	\$283	8,541
Jewelry Stores and Repair	\$2,117,942	\$308	6,871
Specialty Food Stores	\$1,992,512	\$411	4,848
Photofinishing	\$1,947,945	\$354	5,495
Florists	\$1,710,032	\$308	5,548
Gift & Novelty Stores	\$1,390,801	\$144	9,668
Laundries and Dry Cleaners	\$1,174,919	\$308	3,812
Motion Picture Theaters	\$689,593	\$360	1,918
News Dealers & Newstands	\$605,899	\$103	5,897
Luggage & Leather Goods	\$131,078	\$360	364
Total	\$311,807,496		1,015,669

Source: Department of Revenue; Kimely-Horn

Appendix Table 4: Total Retail Demand, City of Venice, 2021