APPENDIX

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Acronyms & Definitions

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Consistent with the information presented in the "Introduction", the use of certain terms, phrases and where appropriate acronyms, may be used to describe specific items.

A. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:
   1. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, graphic, summary table, or illustrative table, the text shall control.
   2. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control.

B. Interpretation of Undefined Terms – Terms not otherwise defined in the Comprehensive Plan shall be interpreted first by reference to the relevant provisions of the Community Planning Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes if specifically defined therein; secondly, by reference to terminology adopted by City Ordinance; thirdly, by reference to terminology generally accepted by Federal or State agencies; fourthly, by reference to terminology generally accepted by the planning profession; and otherwise according to the latest edition of Webster's New Collegiate Dictionary.

AASHTO Standards (American Association of State Highway and Transportation Officials): Composed of state highway and transportation officials from all fifty states who develop and improve methods of administration, design, construction, operation and maintenance of our nationwide integrated transportation system.

Abutting: Having common borders or edges

Accessory Use: A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adaptive Use/Adaptive Reuse: The process of converting a building to a use other than which it was originally designed, e.g., changing a factory into commercial, retail use or residential use. Such conversions are accomplished with varying alterations to the building.

Adjacent: To have property lines or portions thereof in common or facing each other across a right-of- way, street or alley.

Advanced Wastewater Treatment: As defined in Chapter 403.086, FS, treatment that will provide a reclaimed water product that contains not more, on a permitted annual average basis, than the following concentrations: 5 mg/l biochemical oxygen demand, 5 mg/l suspended solids, 3 mg/l total nitrogen, 1 mg/l total phosphorous.

Adverse Impact (upon a natural resource): Direct contamination, alteration or destruction, or that contributes to the contamination, alteration or destruction of a natural resource, or portion thereof, to the degree that its present and future environmental benefits are, or will be, eliminated, reduced, or impaired.

Affordable Housing: May also be identified as Attainable Housing; Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which

represents the percentage of the median adjusted gross annual income for the households or persons indicated in Sec. 420.0004, F.S.

Airport: Venice Municipal Airport.

Amenity: A building, object, area or landscape feature that makes an aesthetic contribution to the environment, rather than one that is purely utilitarian.

American with Disabilities Act (ADA): Public Law 101-336, prohibits discrimination against people with disabilities. The ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

Annexation: The legal method of attaching an area into an area controlled by another form of government.

Aquifer Recharge: The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Arterial: See Roadways

Attenuation: To limit stormwater flow to reduce downstream impacts. (See also “detention”).

Available to the Public: Any park or facility available to the general public whether for a fee or free of charge.

Backlogged Facilities: Roads in the City of Venice operating at a level of service below LOS D or LOS E, not programmed for construction in the Capital Improvement Plan or Capital Improvement Schedule

Beach: The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves.

Bicycle Lane (Bike Lane): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

Bikeway: Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Block: an area surrounded by streets. Blocks are subdivided into lots that face the street.

Buffer Area: An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; needed especially in cases such as wilderness areas, where the values involved are fragile or volatile, or where the outside influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a busy highway.

Building: A structure created to shelter any form of human activity, such as an office, house, church, hotel or similar structure. Buildings may refer to a historically related complex such as a courthouse and jail.

Capacity Analysis: A determination of a infrastructure capability including but not limited to transportation resources, parks, water, wastewater, stormwater, etc.

Capacity (traffic): The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget: The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non- recurring and may require multi-year financing.

Capital Improvements Program (CIP): A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

Capital Improvements Schedule (CIS): The City's specific plan for implementation of the CIP.

Character: An attribute, quality, or property of a place, space or object; it's distinguishing features.

Class I Waters (including wells): Potable water supplies as classified and specified in Chapter 62-3, FAC.

Class II Waters (including wells): Waters deemed suitable for shellfish propagation or harvesting as classified and specified in Chapter 62-3, FAC.

Class III Waters (including wells): Waters deemed suitable for recreation, propagation and protection of fish and wildlife as classified and specified in Chapter 62-3, FAC.

Clustering: The practice of grouping permitted types of residential and/or non-residential uses close together rather than distributing them evenly throughout a site while remaining at/or below the appropriate gross density ceiling in order to encourage creative site planning and/or protect natural resources.

Coastal High Hazard Area (CHHA): The area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Coastal or Shore Protection Structures: Shore hardening structures, such as seawalls, bulkheads, revetments, rubblemound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

Coastal Planning Area (CPA): The area covering the 5 evacuation zones, which fall under the 5-hurricane categories (include off shore areas too, so all of the water, wetlands, and marine resources are included).

Coastal Zone: The coastal waters (containing a measurable percentage of sea water) and the adjacent shore lands, strongly influenced by each other.

Collector Road (Collector): See Roadway.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Compatibility: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Comprehensive Plan: An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development of the area within its jurisdiction pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended.

Concurrency: The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

Concurrency Management System: is a systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

Conservation Areas: Environmentally sensitive areas which include the following: - Natural shorelines (other than those included in preservation areas); - Class III Waters; - Freshwater marshes and wet prairies; - Sand-pine scrub; - Hardwood swamps; - Cypress swamps; - Significant wildlife habitat.

Conservation Uses: Activities or conditions within land areas designated for the purpose of conserving or protecting natural resources or environmental quality including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

Conservation: (1) The protection or preservation of material remains of an historic property using scientific techniques; (2) continued use of a site or building with treatment based primarily on its present value; (3) in archaeology, limiting excavations to a minimum consistent with research objectives and with preserving archaeological sites for future scientific endeavor.

Consistency: The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

Constrained Corridor or Facility: Roads that the City has determined will not be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included

Constrained Corridors: While the growth forecast can suggest where transportation projects will be needed, these projects may be limited by physical, environmental or policy constraints. The Venice Comprehensive Plan has established a number of corridors as constrained from widening based on the above factors. This means that the addition of two or more through-lanes is not an option on those corridors designated as constrained. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included.

Context Sensitive Design or Context Sensitive Solutions: need definitions?

Contributing Structure: A contributing building, site structure or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

Density: A measure of the intensity of development expressed as the average number of dwelling units per unit of area (acre, square mile, etc.). Can also be expressed in terms of population density (i.e., people per acre). Used as a measurement of dwelling units per gross acre of land DU/AC

Deterioration: The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

Development: The construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill, or land disturbance; and any nonagricultural use or extension of the use of land. It includes redevelopment.

Development Phasing: The process by which a large scale project is built in stages over a period of time, concurrent with the provision of public facilities.

Disability: The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of "Major Life Activities" include: caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Drainage Basin: Any land area from which the runoff collects at a common point or receiving water.

Dredge and Fill: The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).

Dwelling unit: A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease, or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

Easement: A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

Enclave: A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Endangered and Threatened (Listed) Species: Flora and fauna as identified by the U. S. Fish and Wildlife Service's "List of Endangered and Threatened Wildlife and Plants" in 50 CFR 17.11-12. Fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, FAC, and flora identified by the Department of Agriculture and Consumer Services "Preservation of Native Flora Act," Section 581.185-187, Florida Statutes. Endangered species are so designated due to man-made or natural factors which have placed them in

imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

Environmentally Sensitive Areas: Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

Essential Wildlife Habitat: Land or water bodies that, through the provision of breeding or feeding habitat, are necessary to the survival of endangered or threatened species, or species of special concern, as determined by the Florida Fish and Wildlife Conservation Commission or the U. S. Fish and Wildlife Service.

Estuary: A body of water formed where freshwater from rivers and streams flow into the ocean, mixing with seawater. Estuaries and the lands surrounding them are places of transition from land to sea, and from freshwater to saltwater.

Estuarine: Of, relating to, or formed in an Estuary.

Expressway: see Roadway

FS: Florida Statutes

FAC: Florida Administrative Code

FGBC: Florida Green Building Coalition

Facility: Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Floodplain: Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

Floor Area Ratio: Measurement of non-residential development including all buildings, structures or similar as compared the total area of the property or parcel on which it is located. A ratio measured in square feet to the area of a parcel of land, excluding any bonus or transferred floor area. Expressed as FAR

Form: In urban design, the perceived, three- dimensional shape of topography, buildings, or landscaping.

Form-Based Codes: A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm by controlling physical form primarily, with lesser focus on land use, through city or county regulations.

Functionally Classified: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Future Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Future Land Use Element text and applicable development regulations.

Gateway: Gateways are an architectural feature, hardscape, or landscaping that signifies a transition between one space and another.

Geographic Information System: A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Greenways: A linear park or open space which connects natural, cultural, recreational, and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank.

Group Home: Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Hazardous Materials: Any substance or material in a quantity or form that may pose an unreasonable risk to health and safety or to property when stored, transported, or used in commerce.

Hazardous Waste: A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act, as amended, as:

- Being ignitable, corrosive, toxic, or reactive;
- Fatal to humans in low doses or dangerous to animals based on studies in the absence of human data;
- Listed in Appendix 8 of the Resource Conservation and Recovery Act as being toxic and potentially hazardous to the environment.

Headway: Time between buses on a route.

Historic Preservation: The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment may range from a pure “restoration” to adaptive use of the site but its historic significance is preserved.

Historic Resources: A building, structure, district, area, site, object, or document that is of significance in American, State, or local history, architecture, archaeology, or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

HOME: The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD (Housing and Urban Development) allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by nonfederal resources.

Household: A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing: Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter aspect of housing, since there is no accurate way to measure the other components.

Housing Stock: The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory in the study.

Housing Supply: The amount of standard housing available for occupancy at a given price and a given point in time.

Housing Unit: A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Human Scale: A combination of qualities in architecture or the landscape that provides an appropriate relationship to human size, enhancing rather than diminishing the importance of people.

Hurricane Evacuation Clearance Time: The amount of time specified by the Southwest Florida Regional Planning Council for the safe evacuation of hurricane- vulnerable areas.

Hurricane Evacuation Routes: The routes designated by County emergency management officials that have been identified with standardized state-wide directional signs by the Florida Department of Transportation, or are identified in the regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.

Hurricane Shelter Space: At a minimum, an area of twenty square feet per person located within a hurricane shelter.

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious: Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Impervious Surface: Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, lime rock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

Income: All income earned by each adult member of the family, including gross wages, social security, Workman's Compensation, child support, and public assistance (exclusive of any amount designated for shelter and utilities).

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill: Development which occurs on scattered vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

Informal Agreements: are simple non-binding arrangements of cooperation to provide services or facilities among different entities. Informal agreements are not always binding, and they may represent acts of goodwill between communities or other entities.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.

Inlet: A structure which allows stormwater to flow into a conveyance system.

Intent: A specific, measurable, intermediate end that is achievable and marks progress toward a Vision.

Intensity: A measure of land use activity based on density, use, mass, size, and impact. May be used synonymously with or measured by FAR

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

Intergovernmental Coordination: The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

Intermodal: Between or including more than one means or mode of transportation.

JPA/ILSBA: Joint Planning Area/Interlocal Service Boundary Agreement

Land Development Regulations: Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land. May also be referred to and or include Land Development Code, Zoning Code, Zoning Regulations, or similar.

Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Vision, Intent and Strategies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

Landscape: The totality of the built or human- influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Level of Service (LOS): An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

Limited Access Facility: A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

Local Planning Agency (LPA): Chapter 75-390 and Chapter 78- 523, Laws of Florida, designate The Planning Commission as the Local Planning Agency (LPA) for the City of Venice and give it the responsibility of preparing the Comprehensive Plans for those jurisdictions.

Local Road: see Roadways

Low and Moderate Income Families: "Lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households".

Low Income Housing Tax Credit Program (LIHTC): The Low-Income Housing Tax Credit Program is a Federal program which awards developers a dollar for dollar reduction in income tax liability in exchange for their acquisition and substantial rehabilitation or new construction of low-income rental housing units.

Low-Income: Households whose incomes do not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes. (NOTE: HUD income limits are updated annually and are available from local HUD offices (This term corresponds to low and moderate income households in the CDBG (Community Development Block Grant) Program.)

Maintenance, historic resources: 1) Protective care of an object or building from the climate, chemical and biological agents, normal use, and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay, or damage.

Manufactured Housing: Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Marina: An establishment with a waterfront location for the dockage of watercraft with more than two wet slips, and/or for the refueling of watercraft used primarily for recreation, and providing minor repair services for such craft. A marina may include on-shore accessory service uses, including food service establishment, laundry or sanitary facilities, sundries store and other customary accessory facilities such as boat livery.

Marine Habitat: Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster beds or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore flats, offshore springs, near shore mineral deposits and offshore sand deposits.

Mass Transit: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Mediation: A process whereby a neutral third party acts to encourage and facilitate the resolution of a dispute without prescribing what it should be. It is an, informal and nonadversarial process with the objective of helping the disputing parties reach a mutually acceptable agreement.

Mitigate: To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.

Mixed-Use Development: A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

Mobile Home: Mobile home means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U. S. Department of Housing and Urban Development label certifying that is built in compliance with the federal Manufactured Home Construction and Safety Standards.

Modal Split: The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

Mode: The specific method chosen to make a trip, such as walk or rail transit. Typical modes are, walk, bicycle, motorcycle, automobile, van, taxi, bus, and a variety of rail transit technologies.

Moderate Income Household: Means one or more natural persons or a family with total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Multi-Family Dwelling Units: Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Modal Transportation System: May also be referred to as Multi-Modal, Multi-Modal system or similar; A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle, and pedestrian allowing the user opportunities to transfer between modes.

Multi-Use Trail: A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

National Historic Landmark: Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

Native Species: Flora and fauna that naturally occur in the City of Venice. Not to mean naturalized or indigenous species that originate from outside the County.

Natural Aquifer Recharge: The replenishment of groundwater in an aquifer.

Natural Plant Communities: Naturally-occurring stands of native plant associations exhibiting minimal signs of anthropogenic disturbance. Specific community types can be identified by characteristic dominant plant species composition. Community types found in Venice include pine flatwoods, dry prairie, sand pine scrub, sandhill, xeric hammock, mesic hammock, hardwood swamp, cypress swamp, freshwater marsh, wet prairie, coastal marsh, mangrove swamp, coastal strand and marine grassbeds. Descriptions of these community types are provided in the Inventory and Analysis section of the Conservation and Aquifer Recharge Element.

Natural Preserve or Natural Reservation: Areas designated for conservation purposes and operated by contractual agreement with, or managed by a federal, state, regional or local government or non-profit agency, such as: national parks, state parks, city and county parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands, Save Our Rivers, or Environmental Lands Acquisition and Protection Programs (ELAPP), sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores and Outstanding Florida Waters. This definition does not include privately owned land managed by a state agency on either a voluntary or a short-term contractual basis.

Natural Shorelines: (other than those included in preservation areas), Class III Waters, Freshwater marshes and wet prairies, Sand pine scrub, Hardwood swamps, Cypress swamps, and Significant wildlife habitat.

Neighborhood: An integrated area related to the City of Venice and used to identify portions of the community and it may consist of residential districts, a school or schools, shopping facilities, religious buildings, and open spaces.

Non-Contributing Structure: A non-contributing building, site, structure or object does not add to the historic architectural qualities, historic associations or archaeological values for which a property is significant because a) it was not present during the period of significance b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

NPDES Permit: National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

Office: A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

Open Space(s): Undeveloped lands suitable for passive recreation, conservation or stormwater uses. This term is subdivided for inventory purposes into the following:

- Pastoral or recreational open space: areas that serve active or passive recreation needs, e.g., golf courses, recreation/craft centers, federal, state, regional and local parks, forests, historic sites, etc.
- Utilitarian open space: those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, e.g., airport flight zones, floodplains, lakes and rivers, wetlands, wellfields, etc. This category is sometimes referred to as “health and safety” open space.
- Corridor or (linear) open space: areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway, designated as a scenic highway, may connect point a to point b, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Outfall: Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

Outstanding Florida Waters: Surface waters that have been deemed to be worthy of special protection as identified in Section 62-302.700, FAC. May be referred to as OFW

Overlay: A district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying or base district.

Park land: May also be referred to as Functional Open Space; Dedicated land which is open to the public, and publicly accessible via boardwalk or roadway, and contiguous usable upland property. See also Parks Master Plan.

Peak Hour Level of Service: is the level of service based on the hourly volume during the peak hour divided by the peak fifteen-minute rate of flow within the peak hour.

Peak Hour Peak Direction Level of Service: is the level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

Pedestrian: An individual traveling on foot.

Pervious: Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Planned Unit Development (PUD): A form of development recognized within the City's Land Development Code as a specific implementing zoning district. Development that is designed as a unit, and which may include only one or a mixture of land uses, and which generally avoids a gridiron pattern of streets, and usually provides common open space, recreation areas or other amenities. Requirements include submission and review of site plans as part of a rezoning.

Planned Development: Land that is under unified control and planned and developed as a whole in a single development operation or a programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, lots or building sites and similar, but also plans for all buildings.

Playground: A recreation area with play apparatus.

Plaza: The Spanish name for an open square in an urban area, used as a market place, park, or for public assembly.

Pollution: The presence in the outdoor atmosphere, ground, or water, of any substances, contaminants, noise or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or which does or may unreasonably interfere with the enjoyment of life or property.

Port Facility (Harbor): Harbor or shipping improvements used predominantly for commercial purposes, including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways and all other property or facilities necessary or useful in connection with commercial shipping.

Potable Water Wellfield: the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Poverty Level: A federally-defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cutoff levels are updated every year to reflect changes in the Consumer Price index.

Preservation Areas: Environmentally sensitive areas which may include the following:

- Aquatic preserves;
- Essential wildlife habitat;
- Class I and II Waters;
- Marine grass-beds;
- Coastal strand;
- Coastal marshes;
- Mangrove swamps; and
- State wilderness areas.

Preserve: An area set aside specifically for the protection and safekeeping of certain values within the area, such as game, wildlife, forest, etc. Preserves may or may not be outdoor recreation areas, depending on the use allowed therein.

Public Access: The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

Public Buildings and Grounds: Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities: Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

Recreation: The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility: A component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.

Recreational Uses: Activities within areas where recreation occurs.

Redevelopment: The reuse, demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

Rehabilitation, historic resources: The act or process of returning a property to a state of utility through repair or alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values (Secretary of the Interior's Standards).

Relocation Housing: Dwellings which are made available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

Renovation: Modernization of an old or historic building that may produce inappropriate alterations or elimination of important features and details. When proposed renovation, activities fall within the definition of "rehabilitation" for historic structures, they are considered to be appropriate treatments.

Replacement Needs: capital improvements required to correct existing deficiencies.

Residence: Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

Resident Population: Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Restoration: The act of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or the replacement of missing earlier work (Secretary of the Interior's Standards).

Retention Basin: A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation, and evapotranspiration.

Reuse: A use for an existing building or parcel of land other than that for which it was originally intended.

Right-of-Way: Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

Roadway/Roadway Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Roadways are generally defined as follows:

- Freeways/Expressways are controlled access facilities with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Typically, expressways accommodate high volumes of traffic.
- Major Arterials facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.
- Minor Arterials provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds, and allowing somewhat greater access to adjacent properties than major arterials.
- Major Collectors collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.
- Minor Collectors collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

- Local Roads generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, and trip lengths and minimal through traffic movements.
- Significant Local Roads needs definition

Roadway Segment or Link: A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

Saffir/Simpson Hurricane Scale: Describes the degree of hazard and damage potential generally associated with the full range of hurricane intensities. The following describes the five categories of storms accepted for the Gulf and Atlantic coasts.

- Category 1 - Winds of 74 to 95 miles per hour. Damage primarily to shrubbery, trees, foliage, and unanchored mobile homes. No real damage to other structures. Some damage to poorly constructed signs. Storm surge 6 to 8 feet above normal. Low-lying coastal roads inundated, minor pier damage, some small craft in exposed anchorage torn from moorings.
- Category 2 - Winds of 96 to 100 miles per hour. Considerable wind damage to shrubbery and tree foliage, some trees blown down. Major damage to exposed mobile homes. Extensive damage to poorly constructed signs. Some damage to roofing materials of buildings; some window and door damage. No major damage to inland buildings. Considerable damage to piers, marinas, and small craft in unprotected anchorage. Storm surge 9 to 11 feet above normal, damage and flooding as described in Category 1.
- Category 3 - Winds of 111 to 130 miles per hour. Foliage torn from trees, large trees blown down. Practically all poorly constructed signs blown down. Some damage to roofing material of buildings; some window and door damage. Some structural damage to small buildings. Mobile homes destroyed. Storm surge 12 to 18 feet above normal. Serious flooding along the coast, with larger structures being damaged and small structures destroyed by waves and floating debris.
- Category 4 - Winds of 131 to 155 miles per hour. Shrubs and trees blown down. All signs blown down. Extensive damage to roofing materials, windows, and doors. Complete failure of roofs on many small residences. Complete destruction of mobile homes. Storm surge 18 to 22 feet above normal. Major damage to lower floors of structures near the coast due to flooding, waves, and floating debris.
- Category 5 - Winds greater than 155 miles per hour. Shrubs and trees blown down, considerable damage to roofs of buildings; all signs down. Very severe and extensive damage to windows and doors. Some complete building failures. Small buildings overturned or blown away. Complete destruction of mobile homes. Storm surge greater than 22 feet above normal. Major damage to lower floors of all structures less than 15 feet above sea level within 500 yards of shore.

Sanitary Landfill: A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

Scale: Generally refers to relative size or extent. Scale is determined by a building or other objects relating to its surroundings, by the width of adjacent streets and by buildings as they relate to these streets. May be reflective of Human Scale or Context Sensitive Design. Human scale is accomplished when dimensions of adjacent objects or buildings are related to those of the human figure.

Setback: Physical distance that serves to minimize the effects of development activity on an adjacent property, structure, or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Shoreline: Interface of land and water in oceanic and estuarine conditions which follows the general configuration of the mean high water line (tidal water) and the ordinary high water mark (fresh water).

Significant Wildlife Habitat/Wildlife Habitat: Contiguous stands of natural plant communities which have the potential to support healthy and diverse populations of wildlife and which have been identified on the Florida Fish and Wildlife Conservation Commission's strategic habitat conservation area map, biodiversity hot spot map or Sarasota County significant wildlife habitat map.

Single Family Attached Dwellings: A structure containing three or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.

Single Family Detached Dwellings: A single family dwelling with open space on all sides.

Single Family Dwelling: A structure containing a single family unit occupying the building from ground to roof.

Site: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project.

Socio-Economic Data: Information about people and economies, such as demographics (age, race, sex, birth rates, etc) and economics (incomes and expenditures of a community or government).

Solid Waste: Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge, or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

State Housing Initiatives Partnership Program (SHIP): The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

State Water Quality Standards: Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62302, FAC.

Stormwater: Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Management Facility: A feature which collects, conveys, channels, holds, inhibits, or diverts the movement of stormwater.

Stormwater Retention: To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Stormwater Runoff: That portion of precipitation that flows off the land surface during, and for a short durations following, a rainfall event.

Stormwater Treatment Facility: A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

Strategy: The way in which programs and activities are conducted to achieve an identified Intent. Previously referred to as a "Policy".

Streetscape: The term streetscape refers to that general aggregation of all street-side elements of the urban environment perceived by the pedestrian or motorist. This street-side environment includes such things as street, alleys, parks, sidewalks, and parking lots. Streetscape elements include lighting, paving, traffic safety and control, signage, shelters, recreation and play equipment, street furniture, and other miscellaneous items.

Structure: Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smoke stacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

Subdivisions: The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

Suburban: Generally refers to development on the periphery of urban areas, predominantly residential in nature with many urban services available. Intensity of development is usually lower than in urban areas.

Support Documents: Any surveys, studies, inventory maps, data, inventories, listings, or analyses used as bases for or in developing the local Comprehensive Plan.

SWFWMD: Southwest Florida Water Management District.

Townhouses: Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family-Semi-Detached Dwelling and Single-Family Attached Dwelling.)

Transfer of Development Rights: The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or offsite.

Transit-Oriented Development (TOD): Moderate and high-density housing concentrated in mixed - use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian oriented environments and encourage the use of public transportation.

Transportation Demand Management: Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged: Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

Transportation Improvement Program (TIP): Short-term (five-year) transportation plan which includes all projects to receive federal, state and local funds.

Transportation Management Associations (TMAs): Partnerships between business and local government designed to help solve local transportation problems associated primarily with rapid suburban growth. Sometimes called Transportation Management Organizations or TMOs.

Transportation System: This is the sum of all forms or modes of transportation which, taken together, provide for the movement of people and goods in the City of Venice. The system includes all forms of air, water, and ground transportation.

Transportation Systems Management (TSM): A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single urban transportation system. The key objective of TSM is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

Travel Demand Management (TDM): Low- cost techniques to reduce travel demand. These include ridesharing, public transit use, work-hour rescheduling, high occupancy vehicle lanes and park and ride facilities. The focus of these techniques is primarily on behavioral changes, rather than facility improvement.

Trip Demand: The magnitude of travel occurring between two locations or across a corridor.

Trip Generators and Attractors: These are types of land use which either generate or attract vehicular traffic. As an example, residential neighborhoods generate traffic, and Downtown Central Business Districts attract traffic.

Typologies: The classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems).

Urban Design: A process by which we may shape and regulate the physical form of our cities and towns in response to our human needs.

Urban Form: The integration of all the physical elements of a city into a three-dimensional whole.

Urban: Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services.

Very Low Income Family: A family is very low income if its adjusted income does not exceed 50% of the median income of the area as determined by HUD, with adjustments for family size.

Vision: The long-term end toward which programs or activities are ultimately directed.

Wastewater: shall mean the spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries, and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

Wastewater Facility: Shall mean any wastewater treatment plant, pipeline, structure, pumping station, or other facility used to collect, transmit, or treat wastewater.

Wastewater Treatment Plant: Shall mean a plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

Wellhead Protection Area: an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and considering any zones of contribution described in existing data.

Wetlands: Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 624, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4 FAC. and implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule, Ch. 1-11.

Wildlife Corridors: Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

Wildlife: Any member of the plant and animal kingdoms, with the exception of man, including but not limited to any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate and excluding domestic animals.

Zoning: In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.

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APPENDIX

Intergovernmental Coordination Matrix

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 Council, Southwest Florida Water Management District, and Sarasota County School Board	Technical Review Committee	Site and development plan reviews	Coordinate Site and Development Plan review
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	Informal Planning Relationship	Long Range Planning	Coordinate future long large planning efforts

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
County School Board, and State of Florida			
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 River/Manasota Water Supply Authority	Informal Planning Relationship	Groundwater Resource Coordination	Protection of artesian aquifers and natural 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

Agency	Existing Coordination Mechanism	Subject	Nature of Relationship
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
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

APPENDIX

JPA/ILSBA

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)

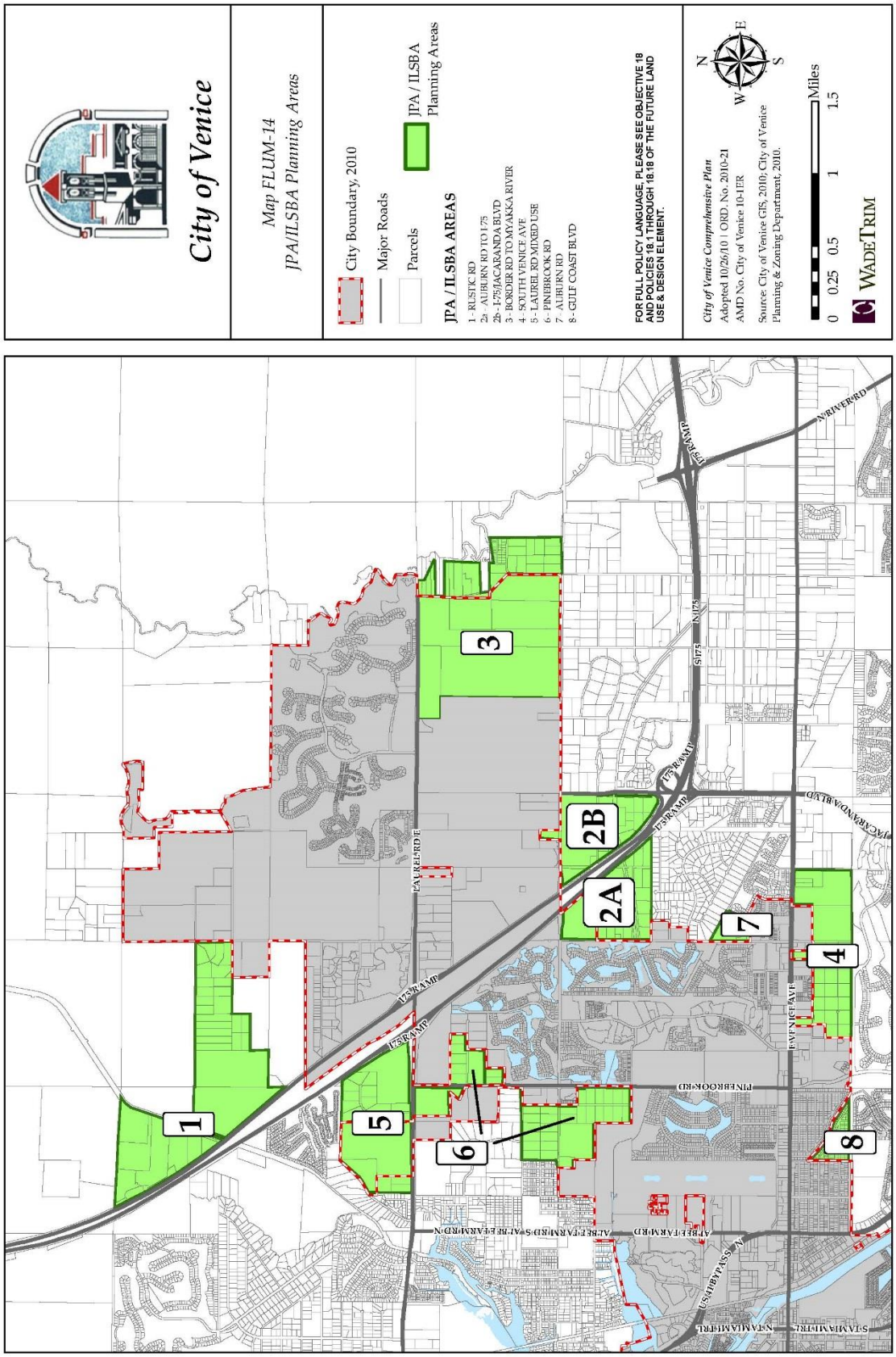
4. South Venice Avenue (JPA/ILSBA Area No. 4)

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.


City of Venice
Map FLUM-14
JPA/ILSBA Planning Areas
City Boundary, 2010
Major Roads
Parcels
JPA / ILSBA Planning Areas
JPA / ILSBA AREAS
1 - RUSTIC RD
2a - AUBURN RD TO I 75
2b - I-75/JACARANDA BLVD
3 - BORDER RD TO MYAKKA RIVER
4 - SOUTH VENICE AVE
5 - LAUREL RD MIXED USE
6 - PINEBROOK RD
7 - AUBURN RD
8 - GULF COAST BLVD
FOR FULL POLICY LANGUAGE, PLEASE SEE OBJECTIVE 18 AND POLICIES 18.1 THROUGH 18.18 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.
N
E
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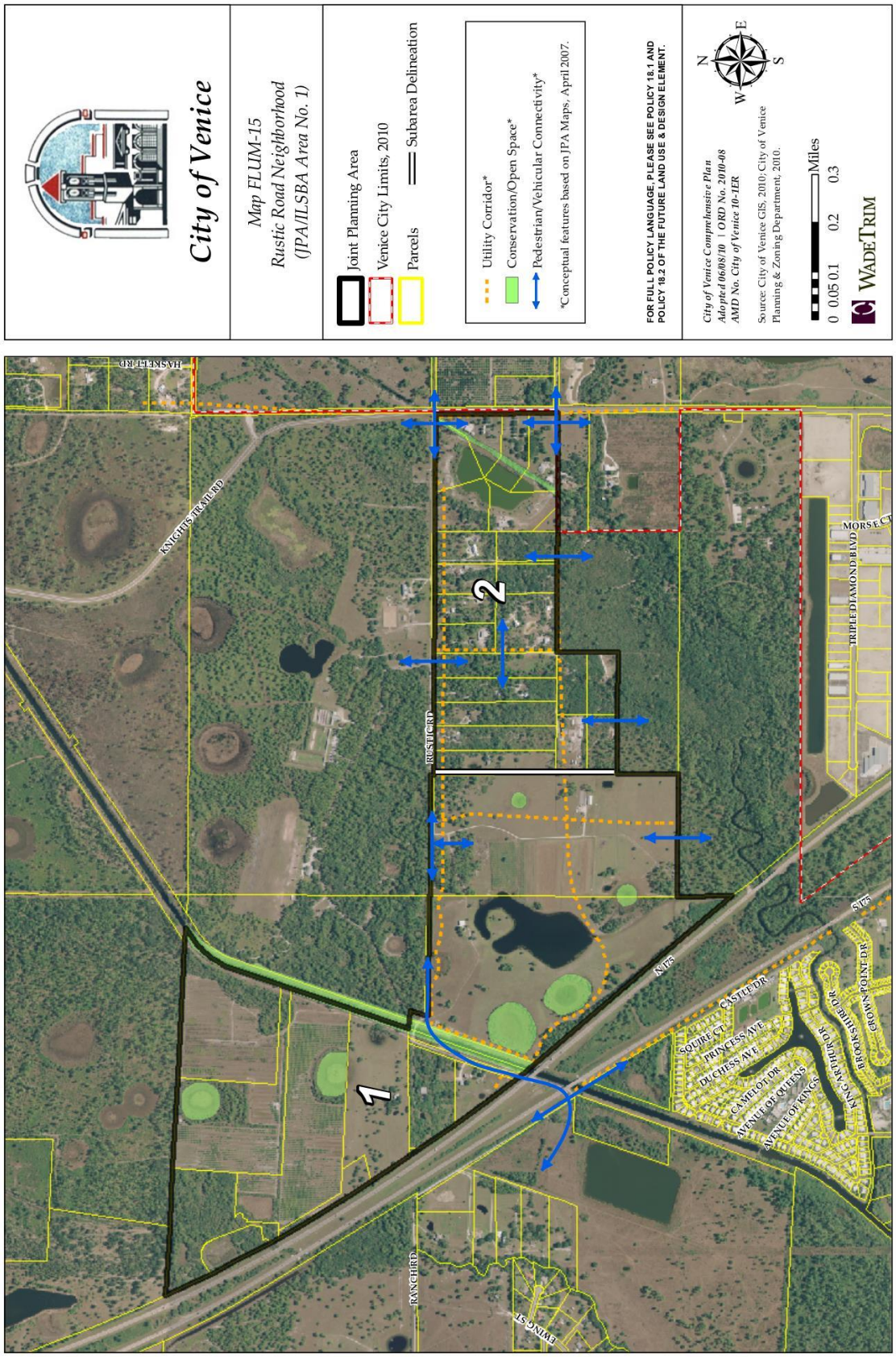
Miles
0 0.25 0.5 1 1.5
WADETRIM
1
2A
2B
3
4
5
6
7
8
LAUREL RD E
I75 RAMP
N I75
S I75
JACARANDA BLVD
N RIVER RD
PINEBROOK RD
N VENICE AVE
AUBURN RD
N TAMIAMI TRL
S TAMIAMI TRL
US 41 BYPASS

JPA/ILSBA	Development Standards			
	Uses	**Density**	**Intensity**	**Open Space Requirements**
Rustic Road Neighborhood (JPA/ILSBA Area No. 1) **489 Acres**	• Residential • Retail • Office Space • Industrial • Manufacturing	• Subarea No. 1: **5 to 9** units per acre, calculated on a gross acreage basis • Subarea No.2: **Up to 5** units per acre, calculated on a gross acreage basis	• 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.	• At least **34.2** gross acres shall be conservation/open space
Auburn Road to I-75 Neighborhood (JPA/ILSBA Area No. 2a) **176 Acres**	• Residential • Retail • Office Space • Commercial • Equestrian uses in Subarea No. 2	• Up to **3** units per acre, calculated on a gross acreage basis	• 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	• At least **7.4** gross acres shall be conservation/open space
I-75 / Jacaranda Boulevard Sector (JPA/ILSBA Area No. 2b) **175 Acres**	• Residential • Retail • Office space • Industrial • Manufacturing	• Subarea No. 1: **9** units per acre, calculated on a gross acreage basis. • Subarea No. 2: **13** units per acre, calculated on a gross acreage basis. • Subarea No. 3: **18** units per acre, calculated on a gross acreage basis.	• 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	• At least **4.6** gross acres shall be conservation/open space
Border Road to Myakka River Neighborhood	• Residential • Retail • Office Space	• Subarea No. 1: Up to **5** units per acre, calculated on a	• Up to **5%** of the acreage non-residential	• At least **57** gross acres shall be

(JPA/ILSBA Area No. 3) **629 Acres**	• Commercial	gross acreage basis. • Subarea No. 2: Up to **3** units per acre, calculated on a gross acreage basis.	• Shall not exceed a Floor Area Ratio of **0.25** 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 **4,000** square feet non-residential space, gross acreage	conservation/open space
South Venice Avenue Neighborhood (JPA/ILSBA Area No. 4) **239 Acres**	• Residential • Retail • Office Space • Commercial	• Up to **3** units per acre, calculated on a gross acreage basis	• 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	• No minimum
Laurel Road Mixed Use Neighborhood (JPA/ILSBA Area No. 5) **296 Acres**	• Residential • Retail • Office Space • Commercial	• Up to **8** units per acre, calculated on a gross area basis	• Subarea No. 1: Up to **33%** of the acreage non-residential • Subarea No. 2: Up to **50%** of the acreage non-residential • Subarea No. 3: 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	• At least **13.8** gross acres shall be conservation/open space
Pinebrook Road Neighborhood (JPA/ILSBA Area No. 6) **232 Acres**	• Residential	• Up to **3** units per acre, calculated on a gross area basis	• None Permitted	• At least **11.2** gross acres shall be conservation/open space

Auburn Road Neighborhood (JPA/ILSBA Area No. 7) **25 Acres**	• Residential	• Up to **5** units per acre, calculated on a gross area basis	• None Permitted	• At least **2.7** gross acres shall be conservation/open space
Gulf Coast Boulevard Neighborhood (JPA/ILSBA Area No. 8) **33 Acres**	• Residential	• Up to **3.5** units per acre, calculated on a gross area basis	• None Permitted	• No minimum


City of Venice
Map FLUM-15
Rustic Road Neighborhood
(JPA/ILSBA Area No. 1)
Joint Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation
Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.1 AND POLICY 18.2 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
E
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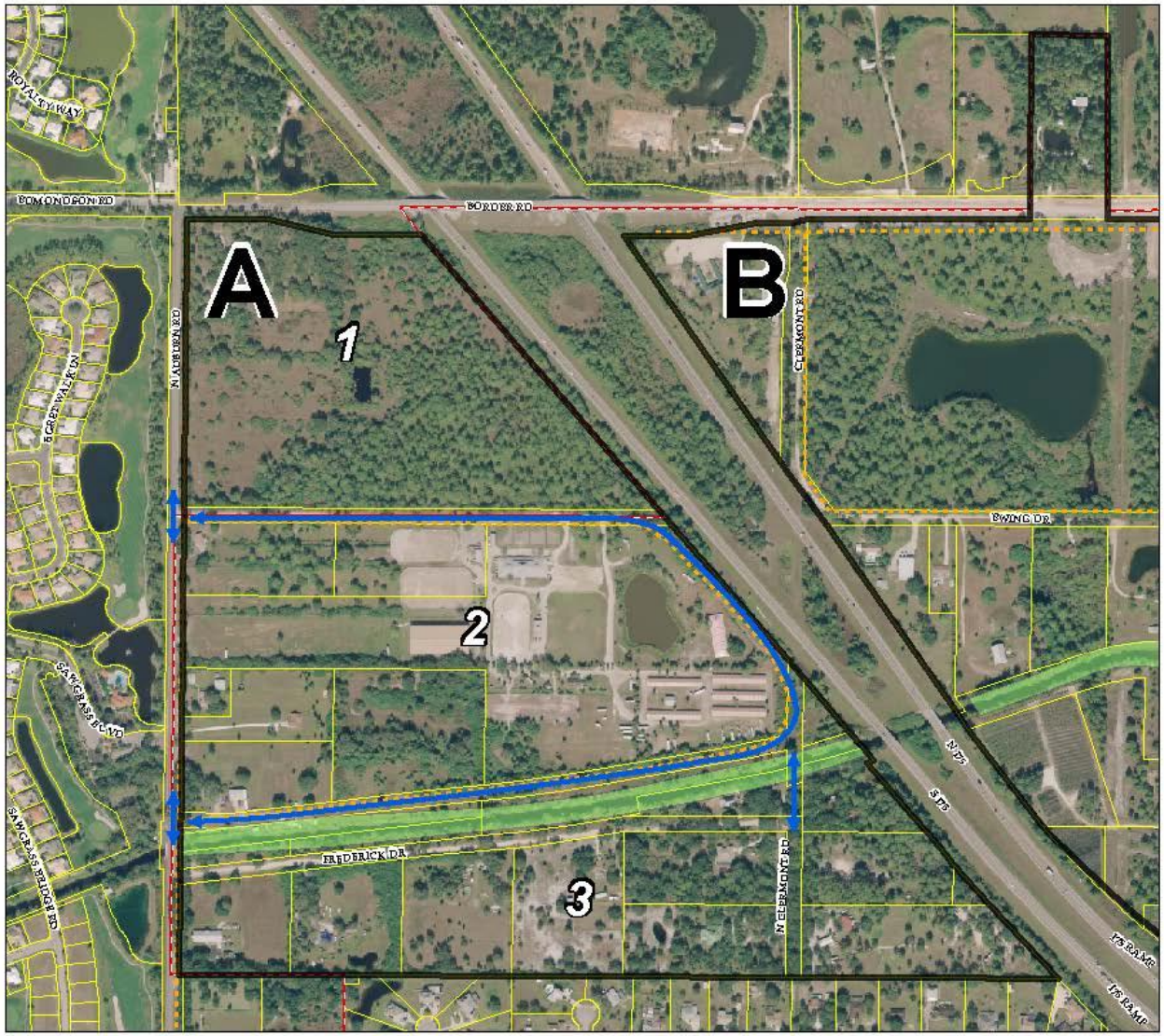
0 0.05 0.1 0.2 0.3
Miles
WADETRIM
HASSETT RD
KNIGHTS TRAIL RD
RUSTIC RD
RANCH RD
TWING ST
N 175
MORSE CT
TRIPLE DIAMOND BLVD
SUE
CASTLE DR
SQUIRE CT
PRINCESS AVE
DUCHESS AVE
CAMELOT DR
AVENUE OF QUEENS
AVENUE OF KINGS
KING ARTHUR DR
BROOKSHIRE DR
CROWN POINT DR
1
2



City of Venice

Map FLUM-16
Auburn Road to I-75 Neighborhood
(JPA/ILSBA Area No. 2a)

- 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 13.3 AND POLICY 13.4 OF THE FUTURE LAND USE & DESIGN ELEMENT.

City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

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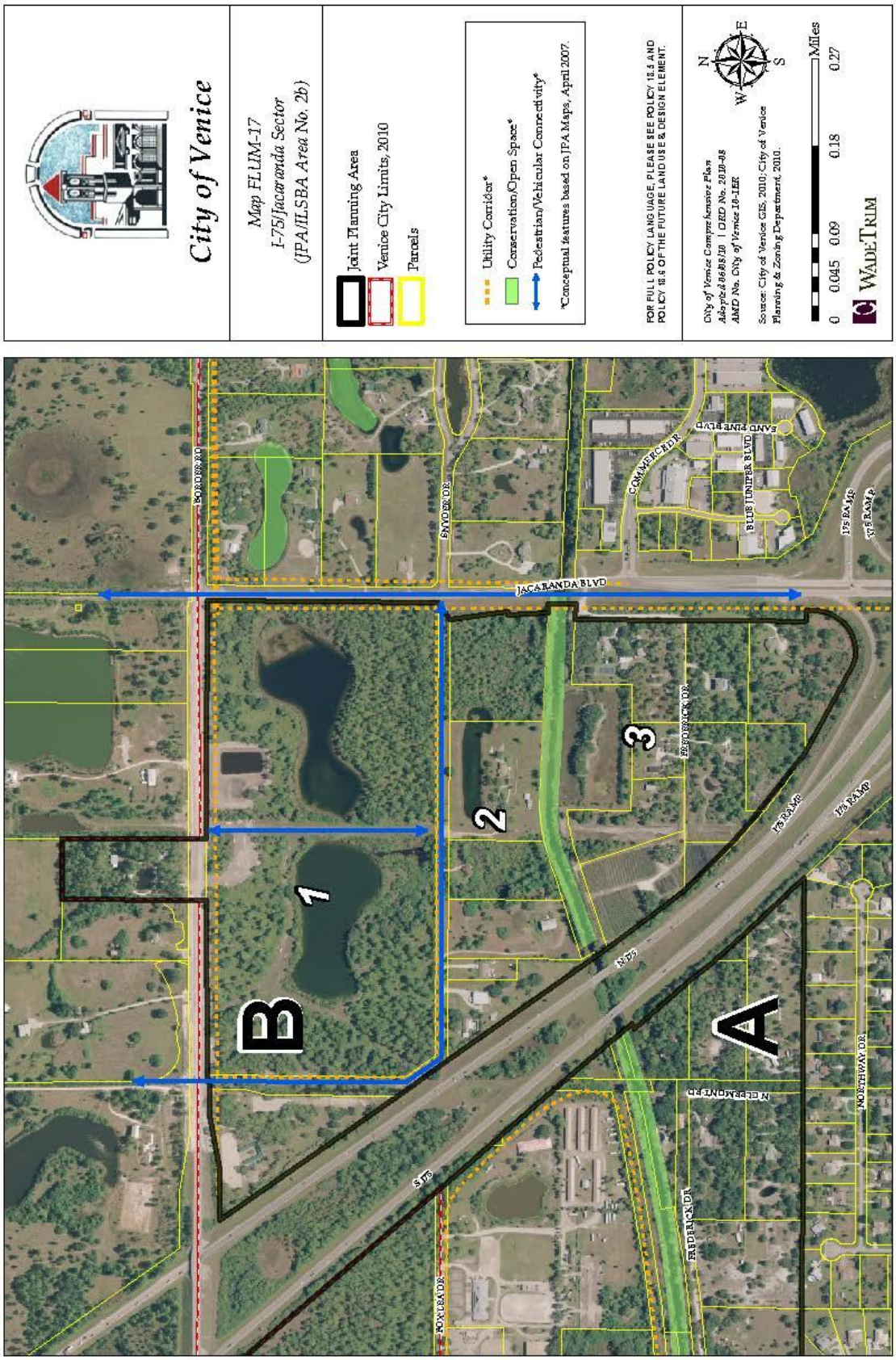
City of Venice
Map FLUM-17
I-75/Jacaranda Sector
(JPA/ILSBA Area No. 2b)
Joint Planning Area
Venice City Limits, 2010
Parcels
Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 13.5 AND POLICY 18.6 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
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WADETRIM
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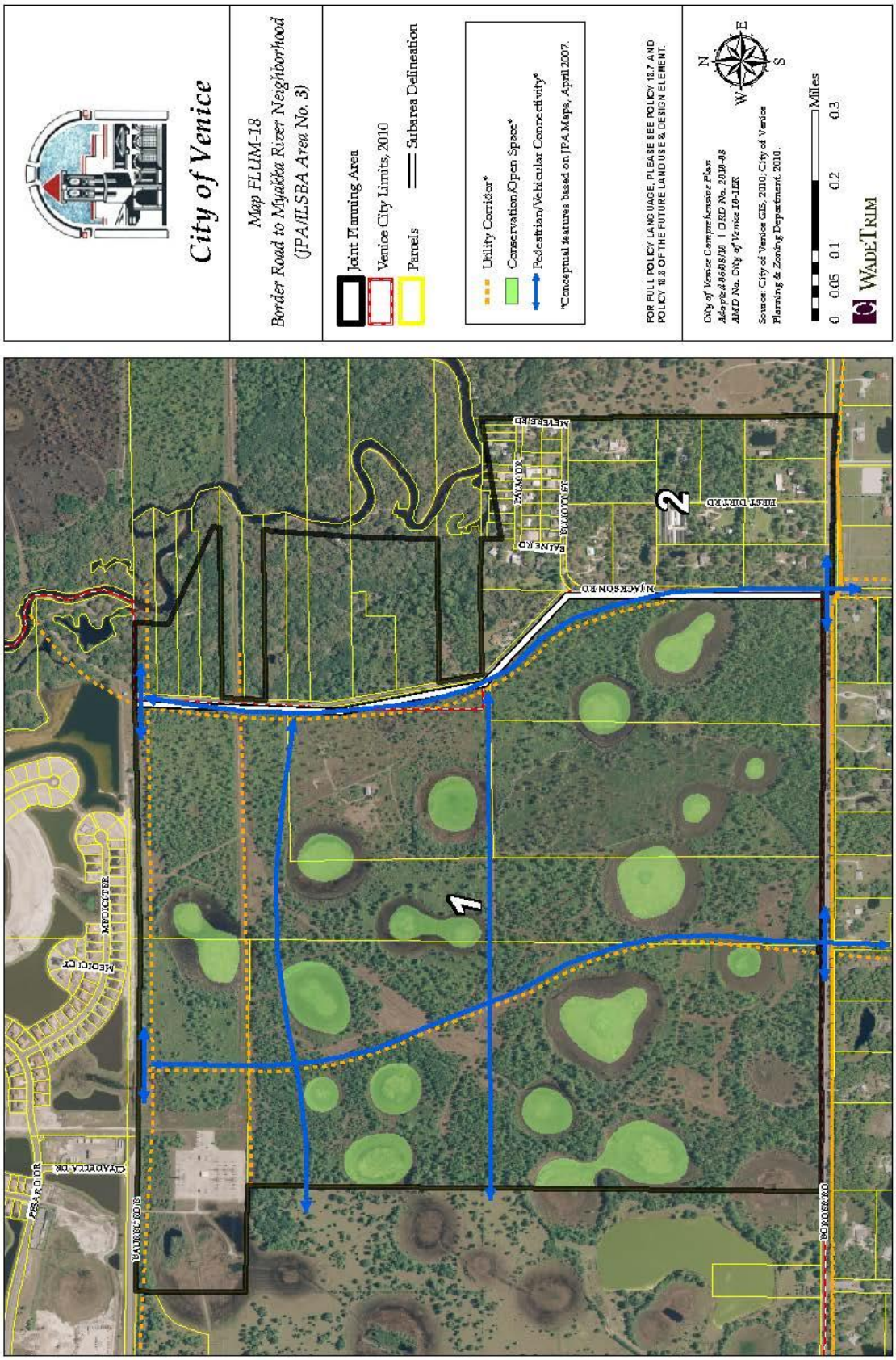
JACARANDA BLVD
BORDER RD
ENVOY DR
COMMERCE DR
SAND PINE BLVD
BLUE JUNIPER BLVD
I-75 RAMP
NORFOLK DR
N I-75
S I-75
N ELDERFIELD PL
FAIRBRICK DR
NORTHWAY DR
ROYAL PALM DR


City of Venice
Map FLUM-18
Border Road to Myakka River Neighborhood
(JPA/ILSBA Area No. 3)
Joint Planning Area
Venice City Limits, 2010
Parcels
Subarea Delineation
Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 13.7 AND POLICY 18.8 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 06/08/10 | ORD No. 2010-08
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
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WADETRIM
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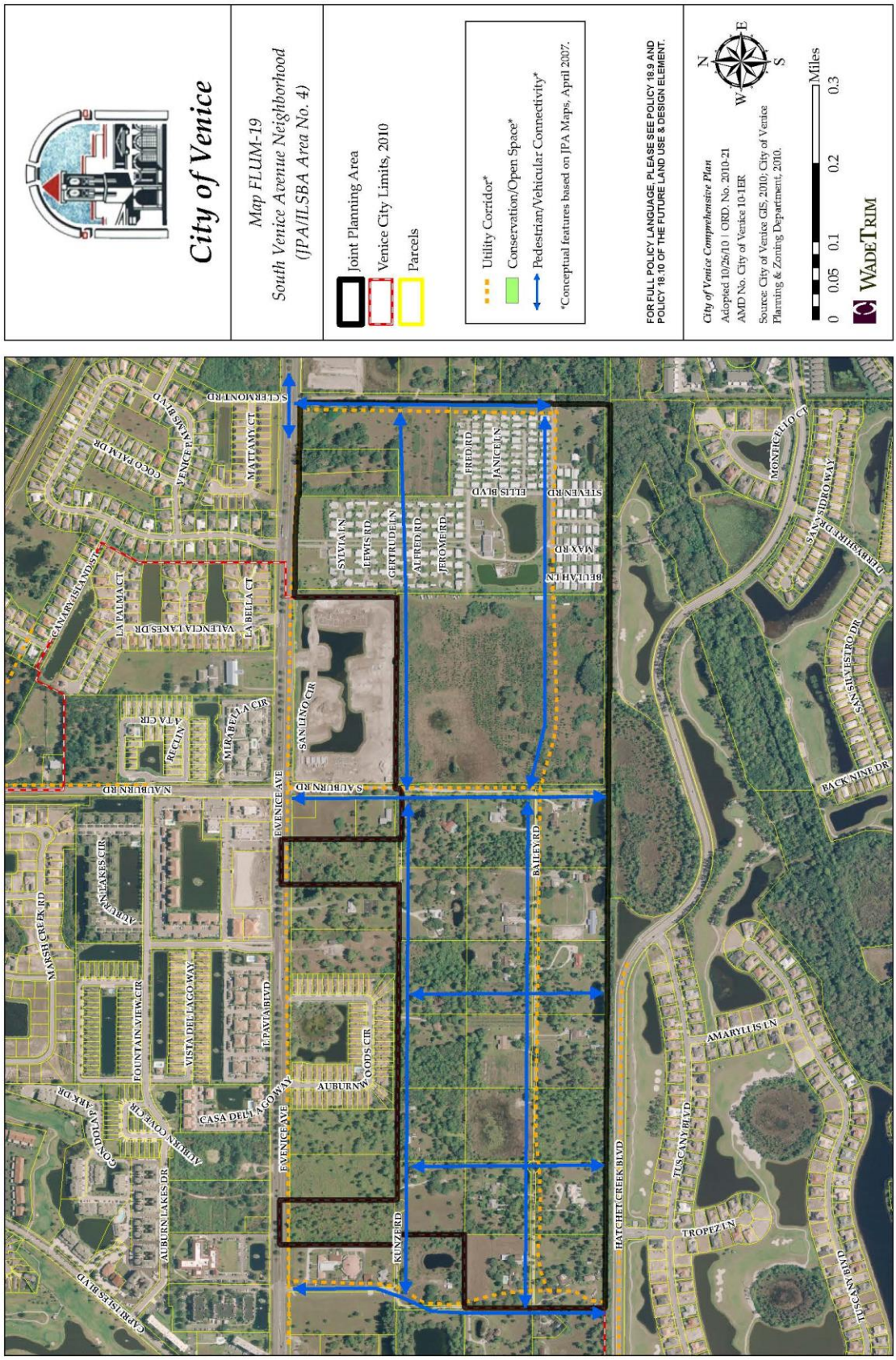
BORDER RD
WEST DIRT RD
PALMER RD
PALMA DR
ALTESS DR
MEDICI TR
CITADELLA DR
PRADO DR


City of Venice
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
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.
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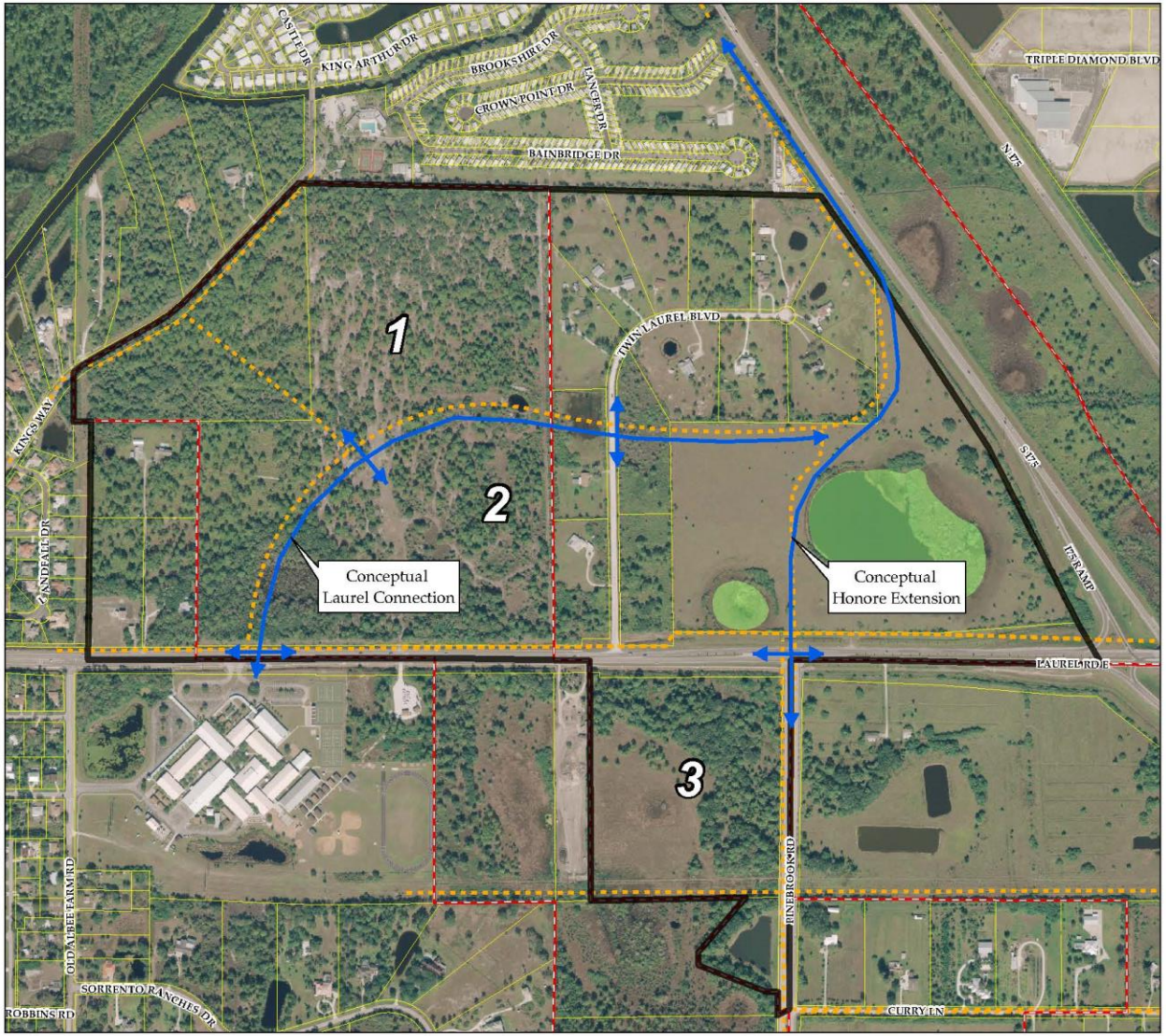
WADETRIM
S CLERMONT RD
MATTAMY CT
VENICE PL
COCO PALM DR
CANARY ISLANDS BLVD
LA PALMA CT
VALENCIA LAKES DR
LA BELLA CT
ATA CIR
RUCLIN
MIRABELLA CIR
N AUBURN RD
SAN LINO CIR
S AUBURN RD
E VENICE AVE
MARSH CREEK RD
ATRIUM
N LAKES CIR
FOUNTAIN VIEW CIR
VISTA DEL LAGO WAY
LA PAVIA BLVD
AUBURN WOODS CIR
CASA DEL LAGO WAY
AUBURN COVE CIR
GONDOLA PARK DR
AUBURN LAKES DR
CAPRISTES BLVD
KUNZE RD
BAILEY RD
HATCHET CREEK BLVD
TROPEZ LN
TUSCANY BLVD
AMARYLLIS LN
SYLVIA LN
LEWIS RD
GERTRUDE LN
ALFRED RD
JEROME RD
FRED RD
JANICE LN
ELLIS BLVD
STEVEN RD
MAXIE RD
BELLAH LN
MONTICELLO CT
SANTA SIDO WAY
DERBYSHIRE DR
SANTA SILVESTRO DR
BACK NINE DR



City of Venice

Map FLUM-20
Laurel Road Mixed Use Neighborhood
(JPA/ILSBA Area No. 5)

- 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 18.11 AND POLICY 18.12 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.

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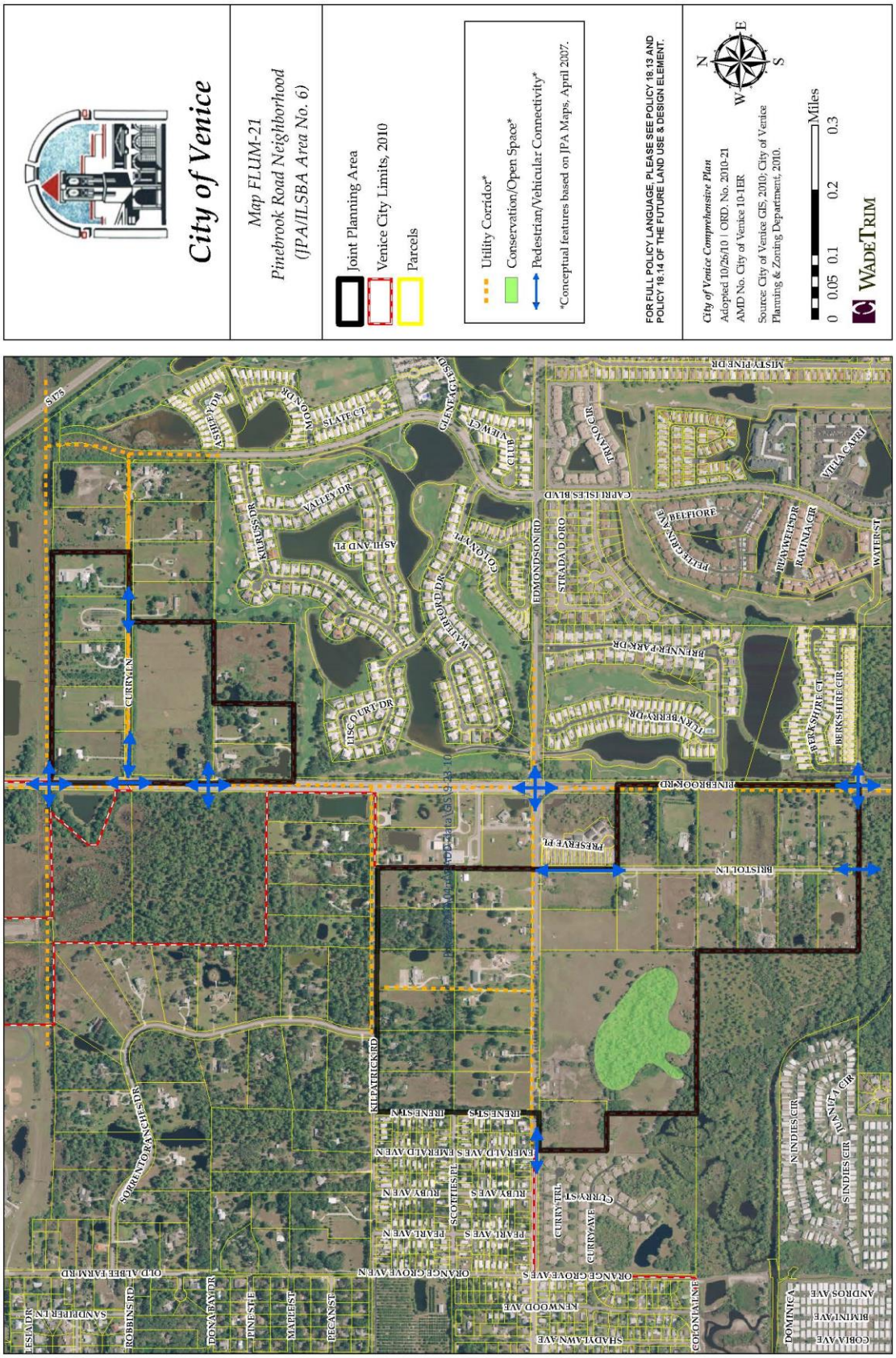
City of Venice
Map FLUM-21
Pinebrook Road Neighborhood
(JPA/ILSBA Area No. 6)
Joint Planning Area
Venice City Limits, 2010
Parcels
Utility Corridor*
Conservation/Open Space*
Pedestrian/Vehicular Connectivity*
*Conceptual features based on JPA Maps, April 2007.
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.13 AND POLICY 18.14 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.
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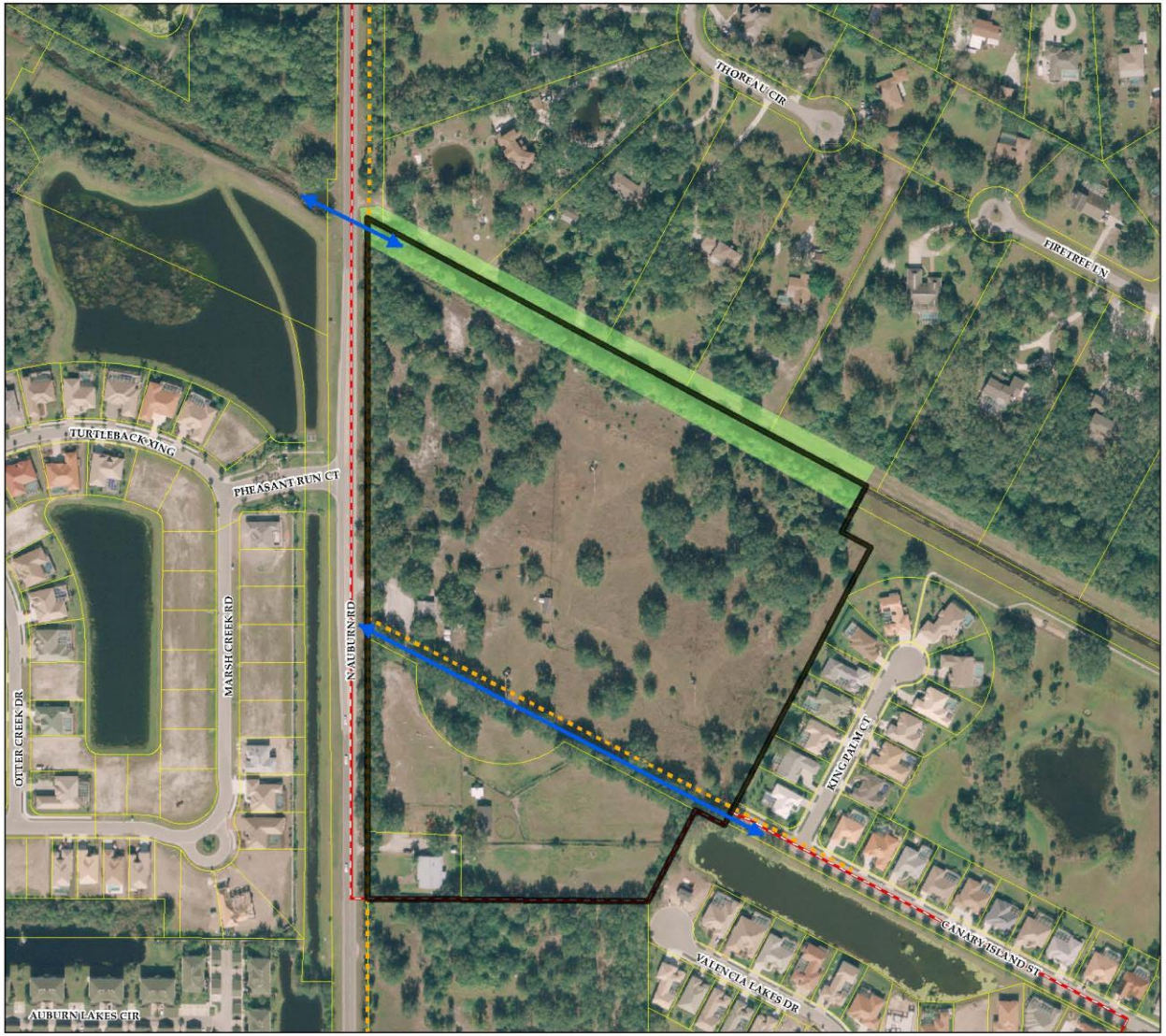
WADETRIM
PINEBROOK RD
CURRY LN
KILLEARY RD
BRISTOL LN
PRESERVE PL
CAPRI ISLES BLVD
ORANGE GROVE AVE S
ORANGE GROVE AVE N
OLD ALBEE FARM RD
SOUTHERN GRANDE DR
ROBBINS RD
DONA BAYOR
PINE ST
MAPLE ST
PECAN ST
SANDPIPER LN
LESLA DR
SHADY LAWN AVE
FENWOOD AVE
COLONIAL LNE
CURRY AVE
CURRY ST
CURRY TRL
PEARL AVE S
PEARL AVE N
RUBY AVE S
RUBY AVE N
SCOTTIES TR
EMERALD AVE S
EMERALD AVE N
IRENE ST S
IRENE ST N
KILLEARY RD
POMINICA
ANDROS AVE
BIMINI AVE
COBLA AVE
N INDIES CIR
S INDIES CIR
PLANET CIR
BERKSHIRE CT
BERKSHIRE CIR
BRENNER FARM DR
TRENBERRY DR
EDMONDSON RD
STRADA D ORO
BELFIORE
PELTRY GRN AVE
PLAYWEED DR
RAVINIA CIR
VILLA CATRI
WATER ST
TRIANO CIR
MISTY PINE DR
CLUB
VIEW CT
GLENEAGLES DR
SLATE CT
MOONDUST
ASHLEY DR
VALLEY DR
KLUSS DR
ASHLAND PL
WATERFORD DR
COTOWNE
TISCOURT DR
CURRY LN
SR 73



City of Venice

Map FLUM-22
Auburn Road Neighborhood
(JPA/ILSBA Area No. 7)

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 18.15 AND POLICY 18.16 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.

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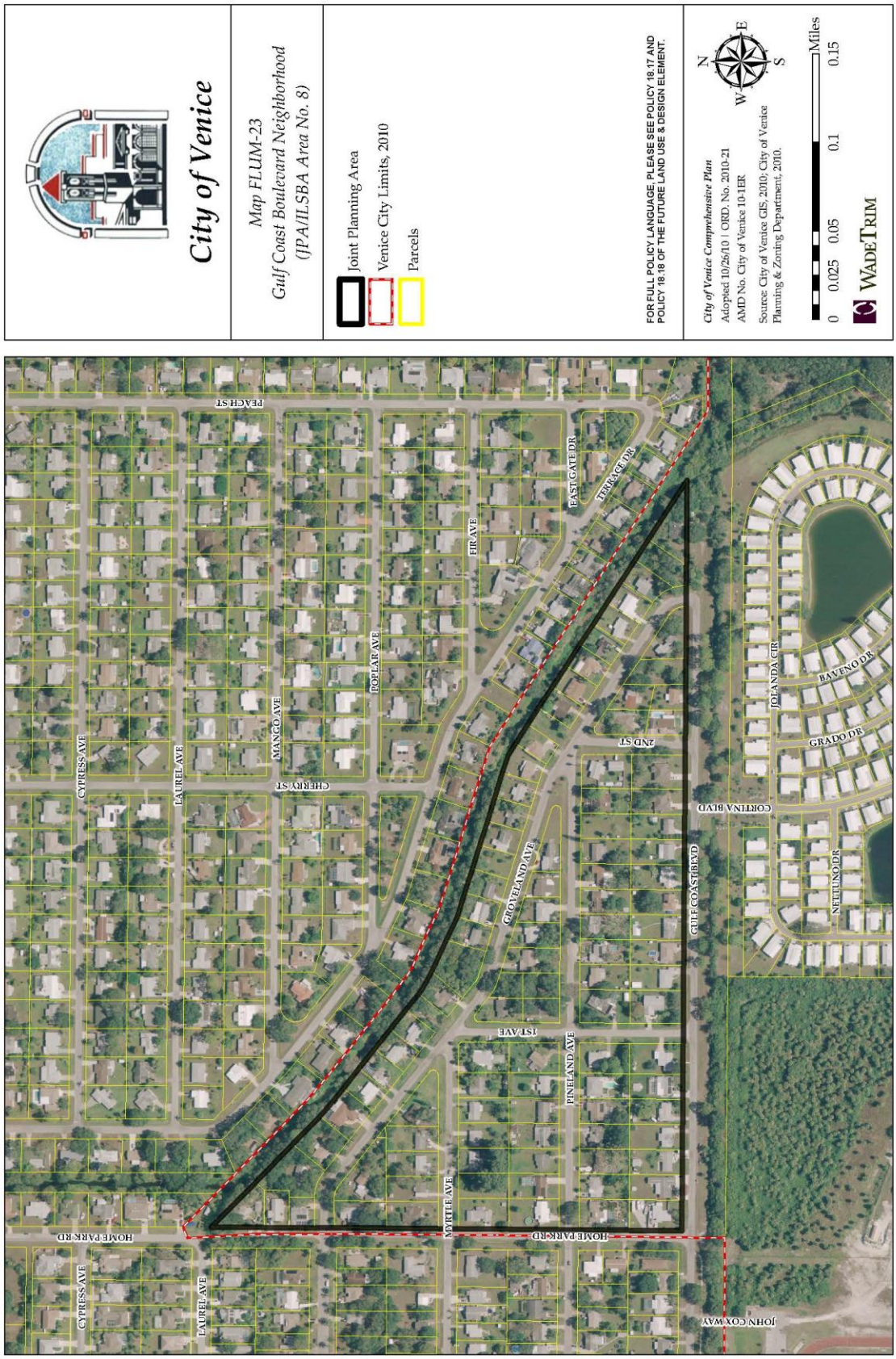
City of Venice
Map FLUM-23
Gulf Coast Boulevard Neighborhood
(JPA/ILSBA Area No. 8)
Joint Planning Area
Venice City Limits, 2010
Parcels
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 18.17 AND POLICY 18.18 OF THE FUTURE LAND USE & DESIGN ELEMENT.
City of Venice Comprehensive Plan
Adopted 10/26/10 | ORD. No. 2010-21
AMD No. City of Venice 10-1ER
Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.
N
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WADETRIM
PEACH ST
CYPRESS AVE
LAUREL AVE
MANGO AVE
CHERRY ST
POPLAR AVE
FIR AVE
EAST GATE DR
TERRACE DR
2ND ST
GROVELAND AVE
1ST AVE
PINELAND AVE
MYRTLE AVE
HOME PARK RD
GULF COAST BLVD
CONTINA BLVD
JOLANDA CIR
BAVENO DR
GRADO DR
NETTUNO DR
JOHN COX WAY

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.

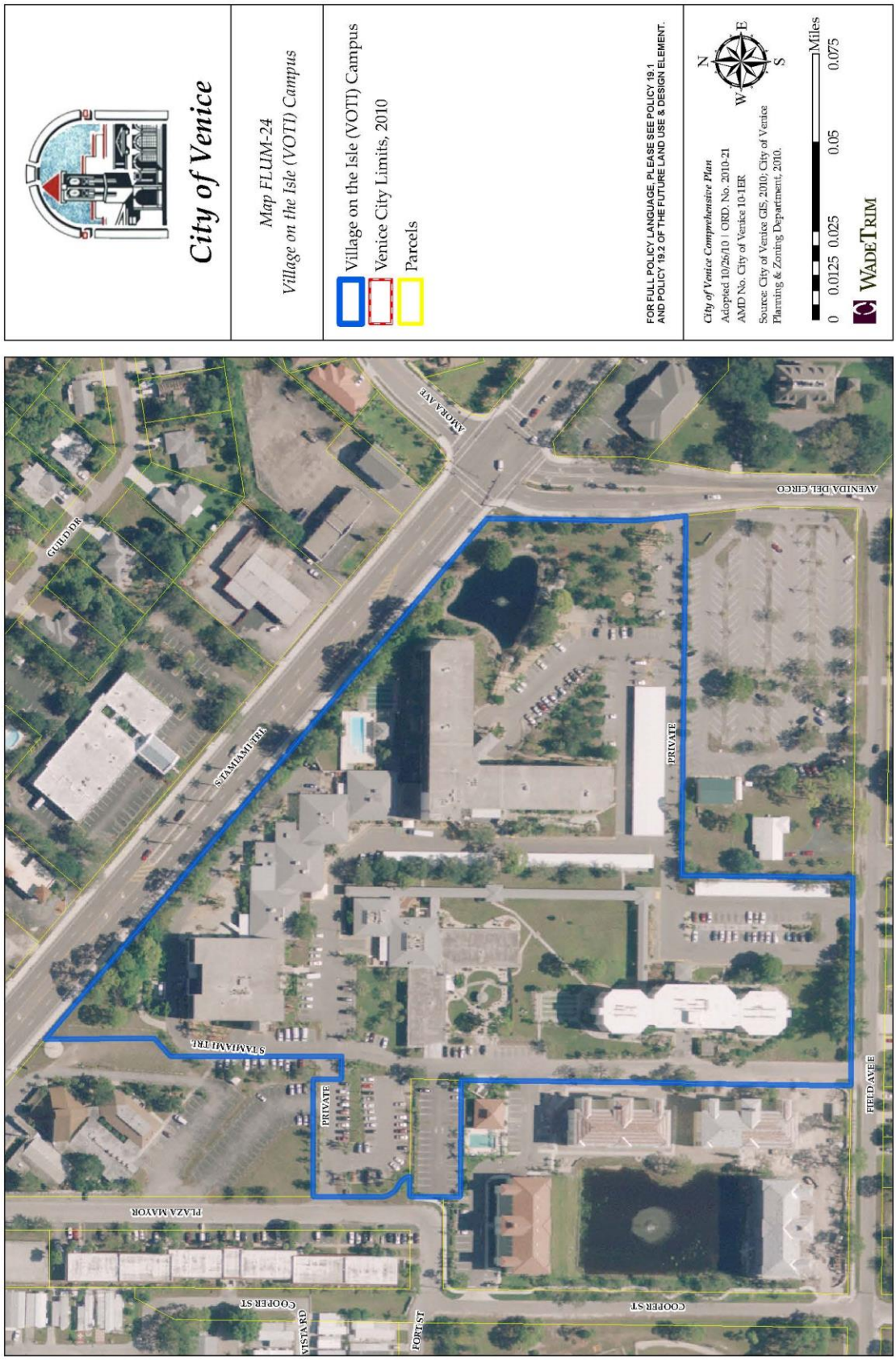
Objective 19 **Standards for Other Areas of Unique Concern. Guide the growth and development of other areas of unique concern by establishing planning practices that address specific needs such as the provision of special needs housing, health care, or other services that benefit the community as a whole. 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	• Assisted living
	• Independent living.
	• Skilled nursing facilities and services.
	• Community services.
	• Adult day care
	• Related health care services and facilities.
		• Assisted Living Facilities:
		  • 30 units per gross acre with individual kitchen facilities.
		  • 55 units per gross acre without individual kitchen facilities (Assisted Living Facilities).
		• Independent Living Facilities:
		  • 18 units per gross acre for age restricted (Independent Living Facilities).
			• Shall not exceed a Floor Area Ratio of 4.0 for the gross acreage.

Venice Regional Medical Center Campus (Bayfront…need full name)	• Medical and Health Care Center including emergency care, hospital, and related health care services and facilities	• 18 units per gross acre.	• 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-24
Village on the Isle (VOTI) Campus
Village on the Isle (VOTI) Campus
Venice City Limits, 2010
Parcels
FOR FULL POLICY LANGUAGE, PLEASE SEE POLICY 19.1
AND POLICY 19.2 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.
N
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Miles
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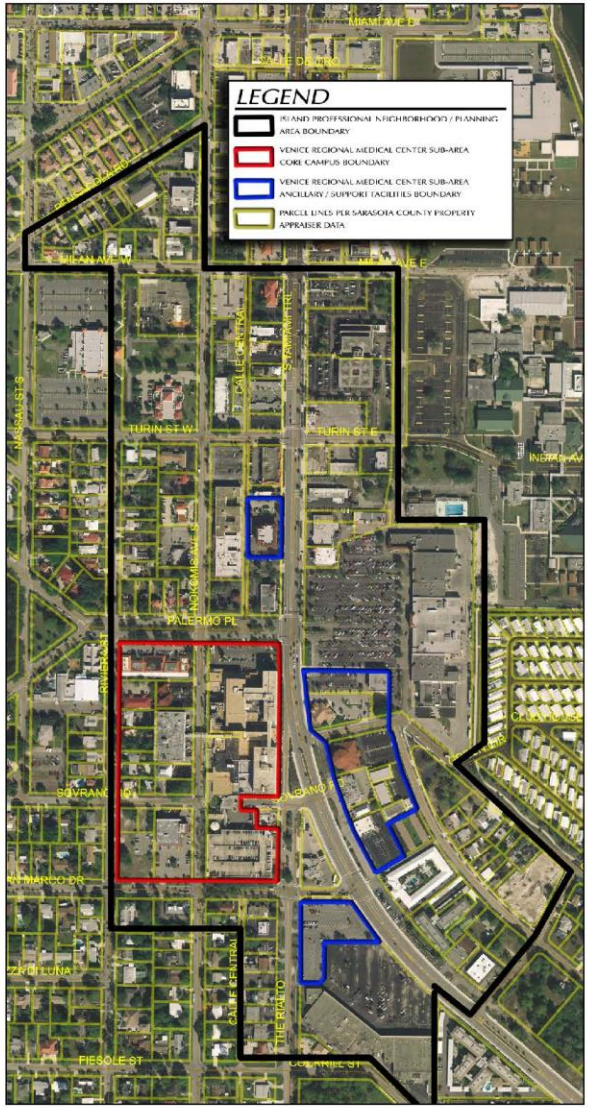
WADETRIM
GULD DR
S TAMIAMI TRL
ANORA AVE
AVENIDA DEL CIRCO
PRIVATE
STAMIAMI TRL
PRIVATE
PLAZA MAYOR
COOPER ST
VISTA RD
FORT ST
COOPER ST
FIELD AVE E



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
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AMD No. City of Venice 10-1ER

Source: City of Venice GIS, 2010; City of Venice Planning & Zoning Department, 2010.

N W E S

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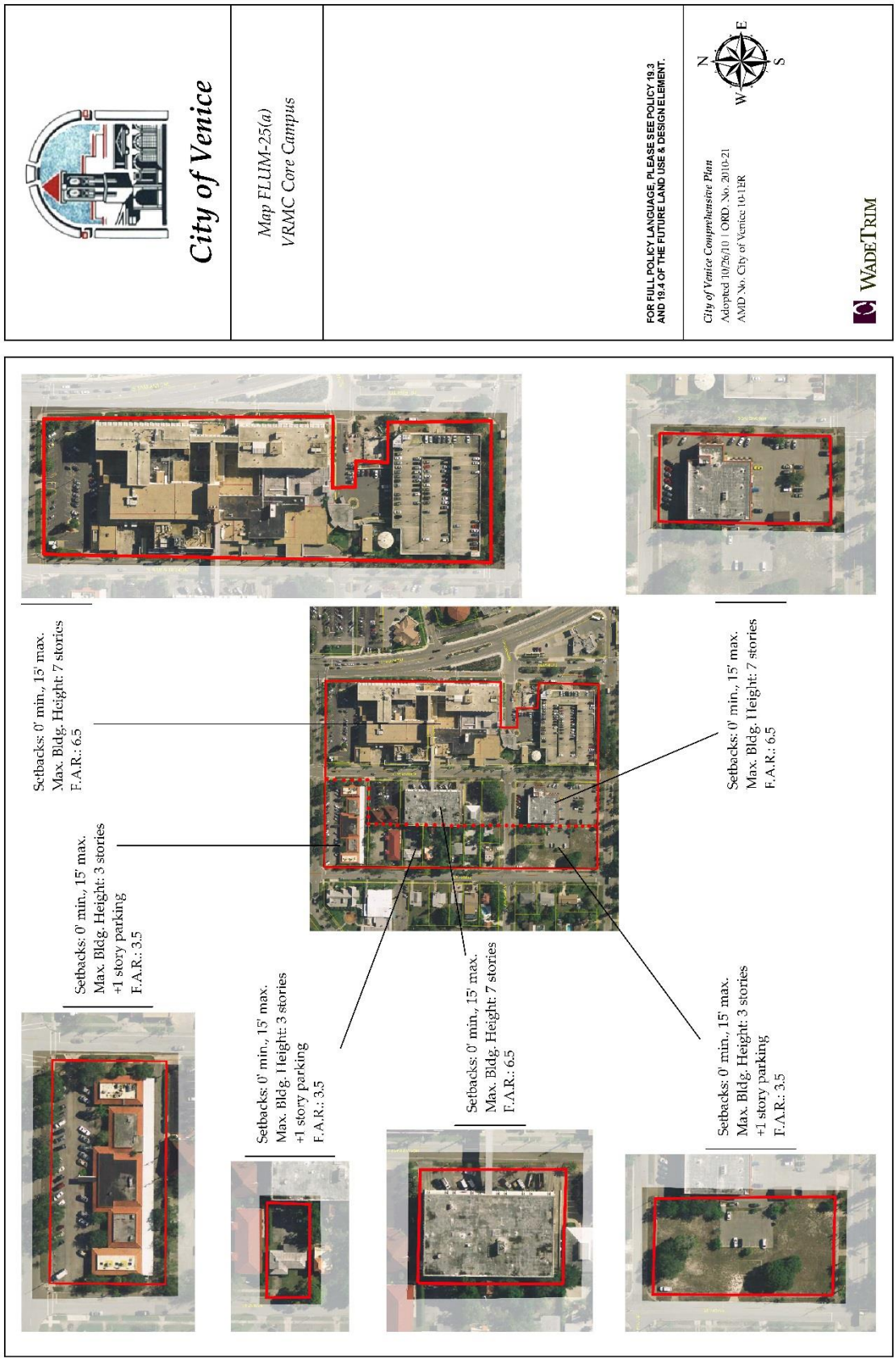
WADETRIM


City of Venice
Map FLUM-25(a)
VRMC Core 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
N
E
S
W
WADETRIM
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 7 stories
F.A.R.: 6.5
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+1 story parking
F.A.R.: 3.5
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+1 story parking
F.A.R.: 3.5
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 7 stories
F.A.R.: 6.5
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 7 stories
F.A.R.: 6.5
Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+1 story parking
F.A.R.: 3.5

Insert map.

Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+1 story parking
F.A.R.: 3.5

Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+1 story parking
F.A.R.: 3.5

Setbacks: 0' min., 15' max.
Max. Bldg. Height: 4 stories
+ 1 story parking
F.A.R.: 4.5

Setbacks: 0' min., 15' max.
Max. Bldg. Height: 3 stories
+ 1 story parking
F.A.R.: 3.5

City of Venice

Map FLUM-25(b)
VRMC Medical 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

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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	
1	Second Force Main Under I-75	Operating Revenue		$480,000				**$480,000**	
2	Additional Reclaimed Water Storage Tanks	Operating Revenue		$300,000	$2,000,000			**$2,300,000**	
3	Convert Old Sewer Force Main to Reclaimed Water Main	Operating Revenue		$200,000	$200,000	$200,000	$200,000	**$800,000**	
4	Reclaimed Water Distribution System Improvement R-100	Operating Revenue	$120,000	$450,000				**$570,000**	
5	Reclaimed Water Distribution System Improvement R-303 and R-313	Operating Revenue	$147,000					**$147,000**	
6	Reclaimed Water SC Interconnect Improvements	Operating Revenue		$75,000	$500,000			**$575,000**	
7	Force Main Replacement	Operating Revenue			$150,000	$150,000	$150,000	**$450,000**	
8	Various Reclaimed Water Main Extensions	Operating Revenue		$200,000	$200,000	$200,000	$200,000	**$800,000**	
	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	
1	PRMRWSA Emergency Interconnect	Operating Revenues			$100,000	$500,000		**$600,000**	
2	New Production Well RO 8E/79	Operating Revenues	$500,000					**$500,000**	
3	WTP Second Stage Membrane Addition	Operating Revenues			$3,000,000			**$3,000,000**	
4	Venetian Parkway Utilities Relocation	Revenue Bond	$2,500,000					**$2,500,000**	
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**	
6	Eastgate Utilities Relocation – Phase 1	State Revolving Fund	$300,000	$2,500,000	$500,000			**$3,300,000**	
7	Eastgate Utilities Relocation – Phase 2	State Revolving Fund		$300,000	$3,000,000	$500,000		**$3,800,000**	
8	Eastgate Utilities Relocation – Phase 3	State Revolving Fund	$2,000,000		$300,000	2,500,000	$500,000	**$5,300,000**	
9	New Storage Tank and Booster Station	Operating Revenues	$100,000	$500,000	$700,000			**$1,300,000**	

	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	
1	Legacy Park Capital Development (City Project)	Sarasota County			$400,000			**$400,000**	
2	Wellfield Park – Croquet Expansion	General Fund	$15,000					**$15,000**	
3	Wellfield Park – Soccer Field Lights	General Fund	$150,000					**$150,000**	
4	N. Pier Parking Area #3 Construction	One-Cent Sales Tax	$500,000					**$500,000**	
5	Purchase Ajax Property	General Fund	$850,000					**$850,000**	
	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	
1	Beach Renourishment	Federal Grants, State Grants and Local Funds	$250,000	$250,000	$250,000	$250,000	$250,000	**$1,250,000**	
2	Live Oak Drive Stormwater Improvements	State Grants and Local Funds		$60,000	$300,000			**$360,000**	
3	Airport Avenue Drainage Improvements	State Grants and Local Funds				$850,000		**$850,000**	
4	Osprey Ditch Enclosure Project	State and Local Funds			$75,000	$900,000		**$975,000**	
5	Nokomis Avenue S. Stormwater Improvements	State Grants and Local Funds				$150,000	$900,000	**$1,050,000**	
	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	
1	Pinebrook Road/Edmondson Intersection Improvements	Sarasota County Road Impact Fees	$500,000					**$500,000**	
2	South Harbor Drive Intersection Improvement at Airport Ave./Beach Rd.	Sarasota County Road Impact Fees	$500,000					**$500,000**	
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 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**	
1	Install sidewalk connection from Ruscelletto Park to the US 41 Bypass (City Project)	Sarasota County Park Impact Fees			$80,000			**$80,000**	
2	Downtown Enhancements	MPO/Gas Tax				$1,278,723		**$1,278,723**	
3	Edmondson Road Multi Use Trail	FDOT/MPO	$52,500	$336,082				**$388,582**	
4	ADA Improvements Sidewalks/Parks/Buildings	One-Cent Sales Tax	$150,000	$150,000	$150,000	$150,000	$150,000	**$750,000**	
5	Sidewalk Replacement/Connectivity	One-Cent Sales Tax	$250,000	$100,000	$100,000	$100,000	$100,000	**$650,000**	
	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**	
1	Design and construct Taxiway D	Operating Revenues, State Grant and Federal Grant			$200,000	$1,500,000		**$1,700,000**	
2	Design and Construct Taxiway E	Operating Revenues, State Grant and Federal Grant		$200,000	$1,700,000			**$1,900,000**	
3	Design and Construct Taxiway F	Operating Revenues, State Grant and Federal Grant				$250,000	$1,500,000	**$1,750,000**	
4	Design and Construct Airport Commerce Park Road	Operating Revenues, State Grant and Federal Grant		$4,000,000				**$4,000,000**	
	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**	
1	Rebuild/Relocate Fire Station 1	One Cent Sales Tax				$3,715,785		**$3,715,785**	
2	Relocate and Rebuild Police Station with New Emergency Operations Center and Training Facility	Bond		$12,000,000				**$12,000,000**	
3	Relocate/Rebuild Fire Training Facility	One Cent Sales tax				$460,000		**$460,000**	
	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	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Advanced Traffic Management System (ATMS)	ATMS Expansion	n/a	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Multi-Modal Emphasis Corridor (MMEC)	Various Multi-Modal Emphasis Projects from Transportation Management Area Funds	n/a	
Sarasota/Manatee MPO 2040 LRTP	Sarasota County Congestion Management System (CMS)	Various Congestion Management Projects from Transportation Management Area Funds	n/a	
Additional Projects from LRTP Needs Plan Requested 12/17				
Potable Water				
City of Venice	n/a	Construct Additional Supply Wells	n/a	3
Sanitary Sewer				
City of Venice	n/a	Add Influent Equalization	n/a	

APPENDIX

Sarasota County School Board – Long Range Plan

School Long Range Plan

Sarasota County

Schools Long Range Growth Plan Table of Contents

Executive Summary ES-1
Introduction 1
Economic and Demographic Trends 4
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 donot 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

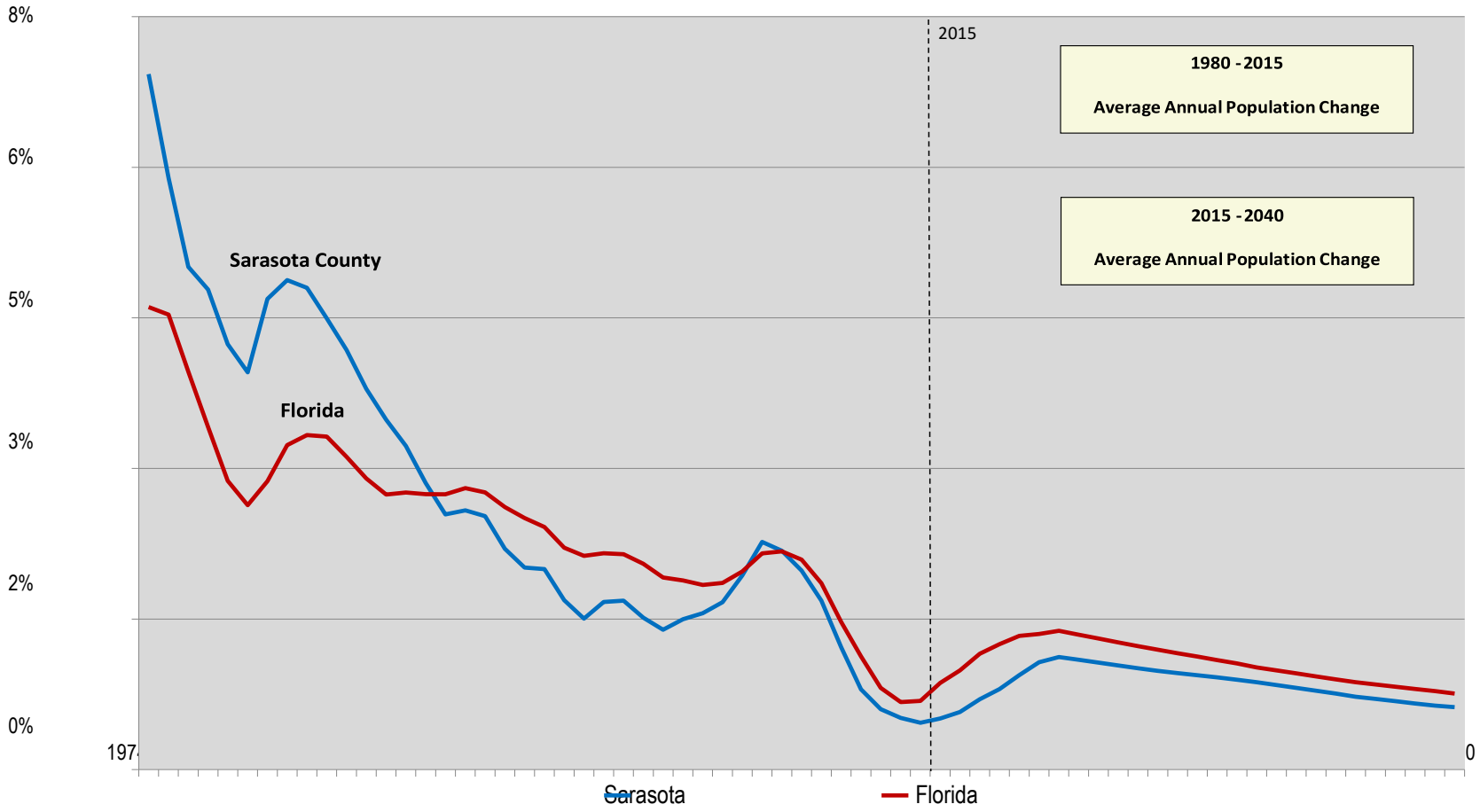
Sarasota County experienced an annual average growth rate of approximately 2 percent between 1980 and 2015. As shown in Figure 1, historically, Sarasota County's population growth rate has been lower than the state average, which is expected to continue. For population projections, information from the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

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

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:

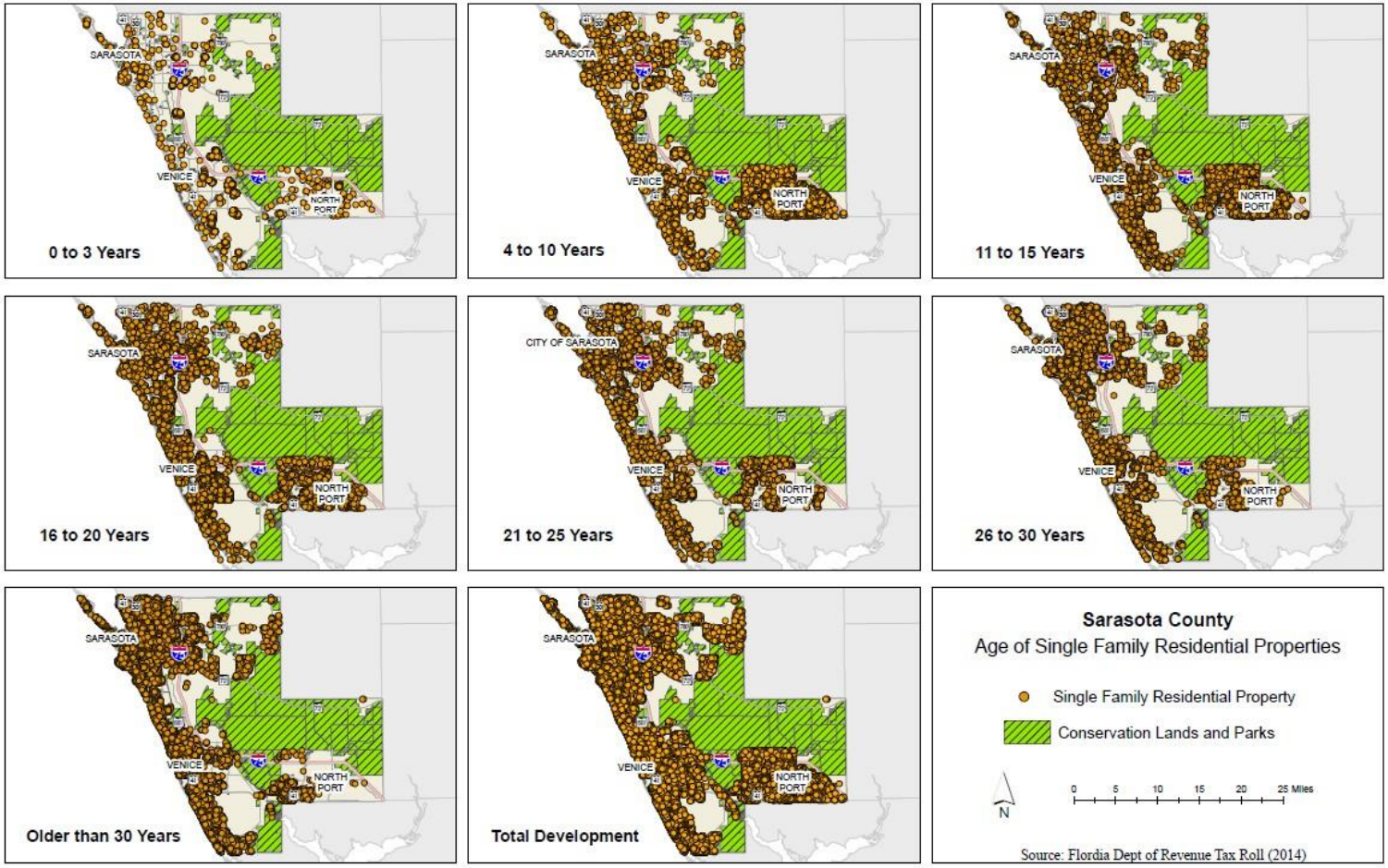
- A review of historical development patterns;
- A review of existing developable land; and
- A review of upcoming development.

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.

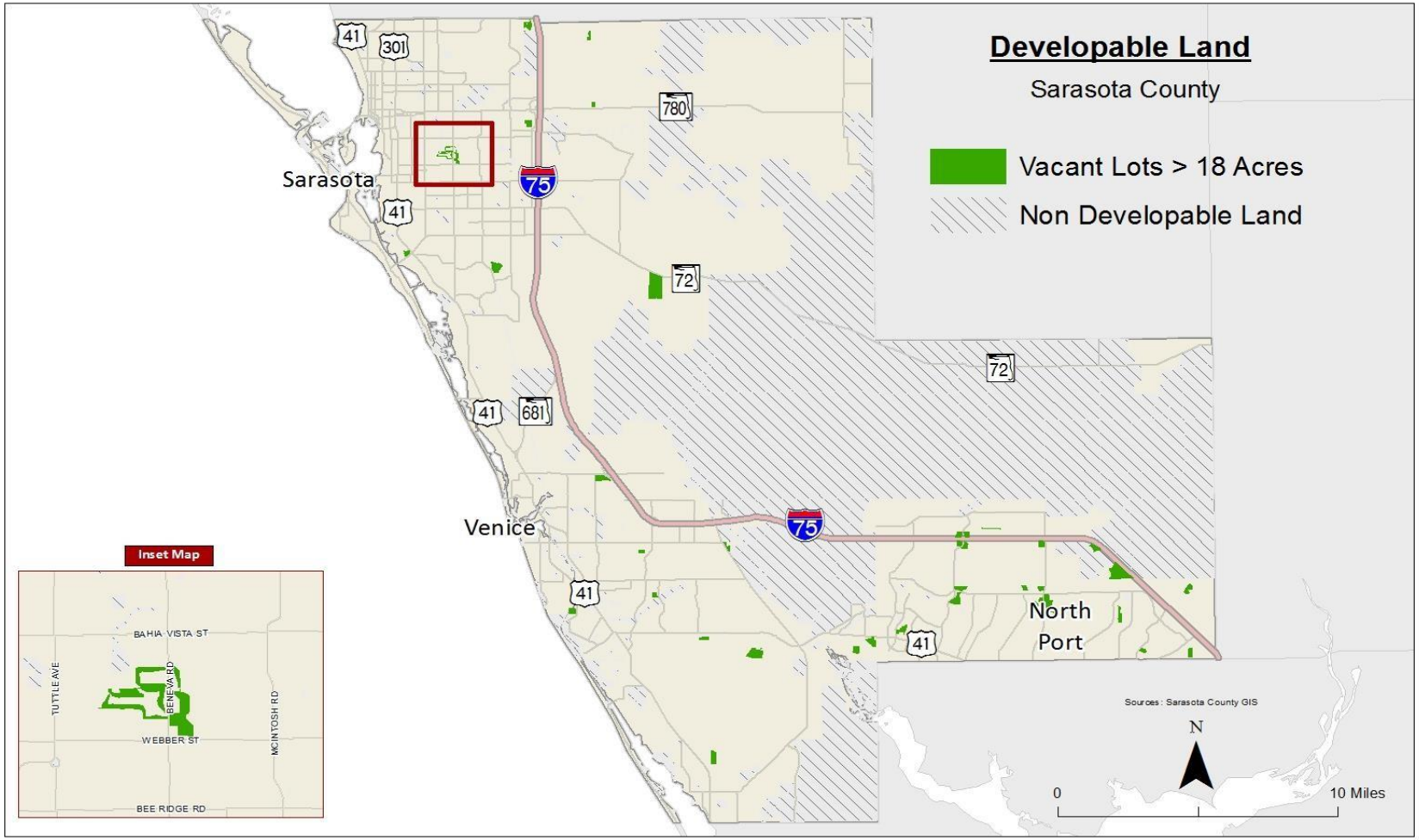
Map 2 shows available land based on the County's Future Land Use map and identifies environmentally protected/undevelopable land areas. It also indicates available vacant lots with more than 18 acres, which is the minimum lot size for an elementary school.

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.

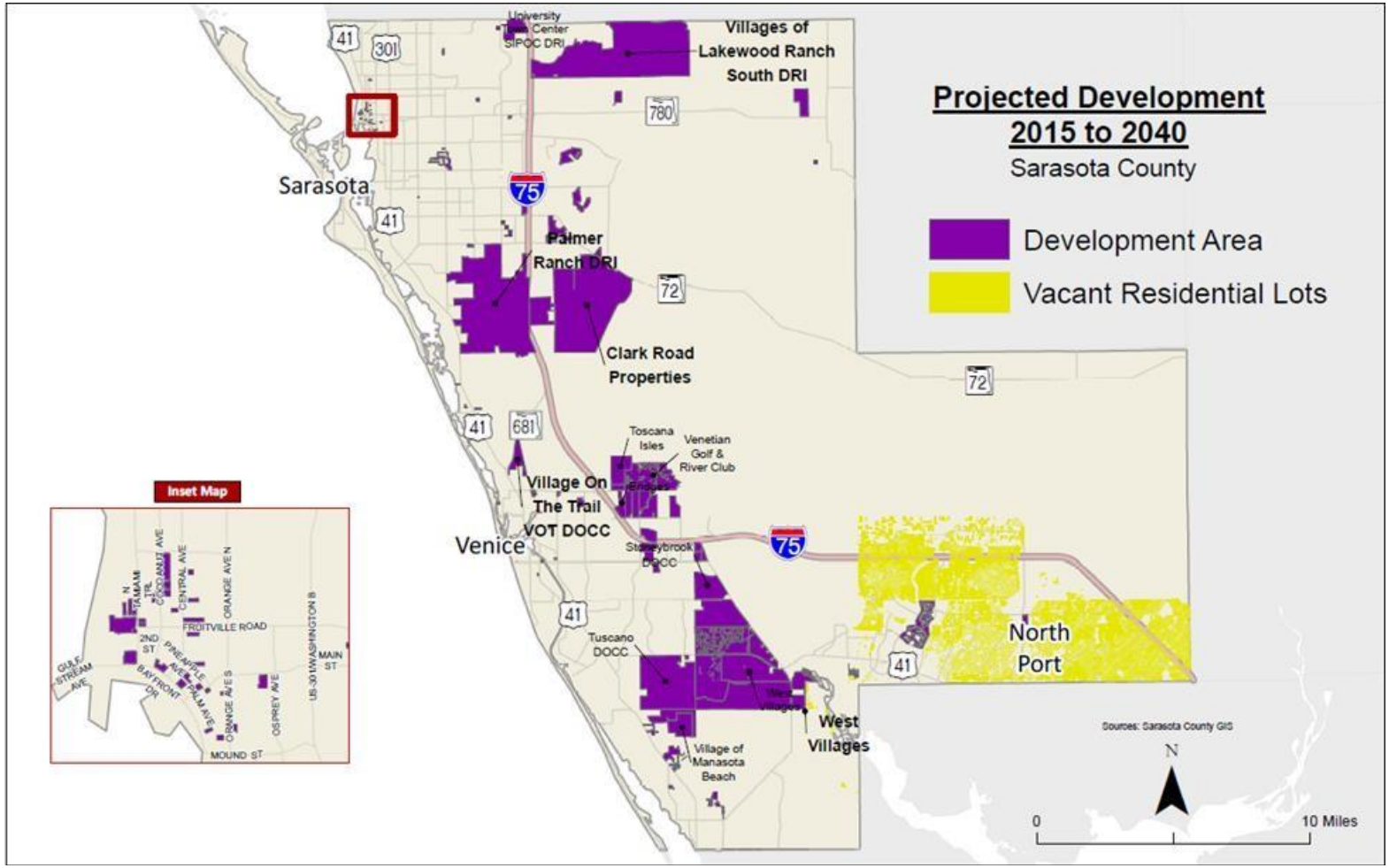
Map 1
Historical Development Patterns in Sarasota County by Age of Homes



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



Map 3
Sarasota County - Projected Development



Age Distribution

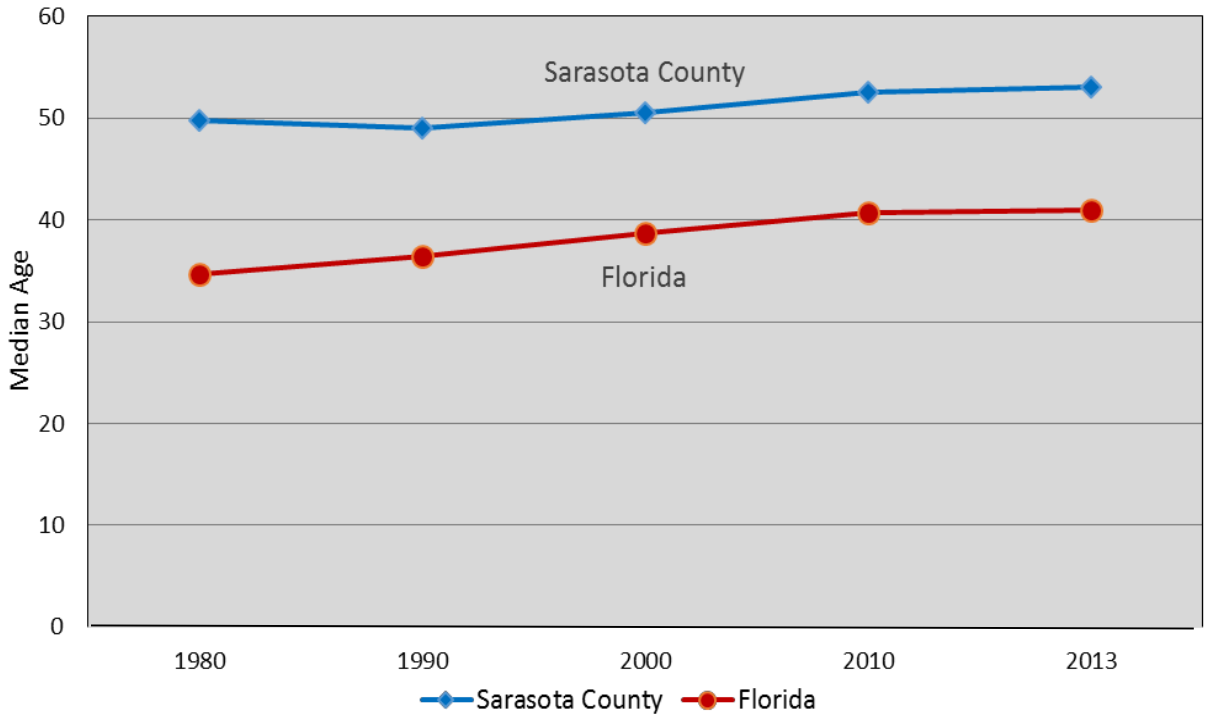
As part of the demographic analysis, the County's age distribution was evaluated since the age profile of a community is one of the indicators of the student generation rates. A younger community is likely to have a larger student generation rates, while a community that consists more of the retirees 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)



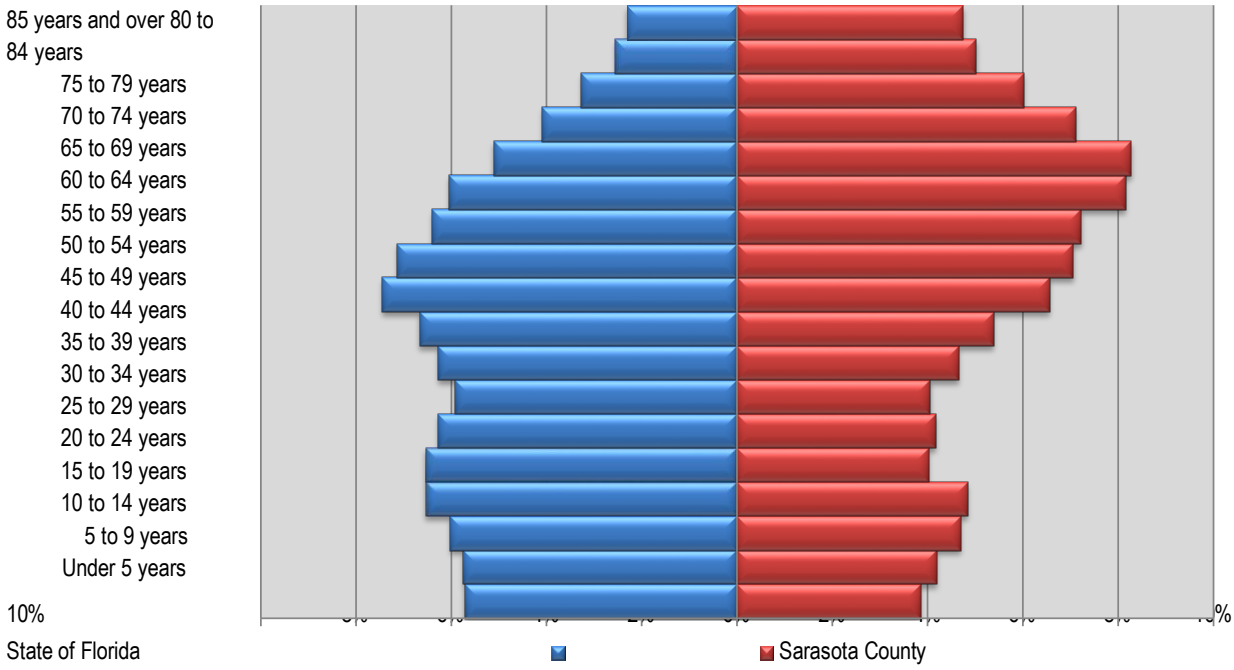
Source: Table 4

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.

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

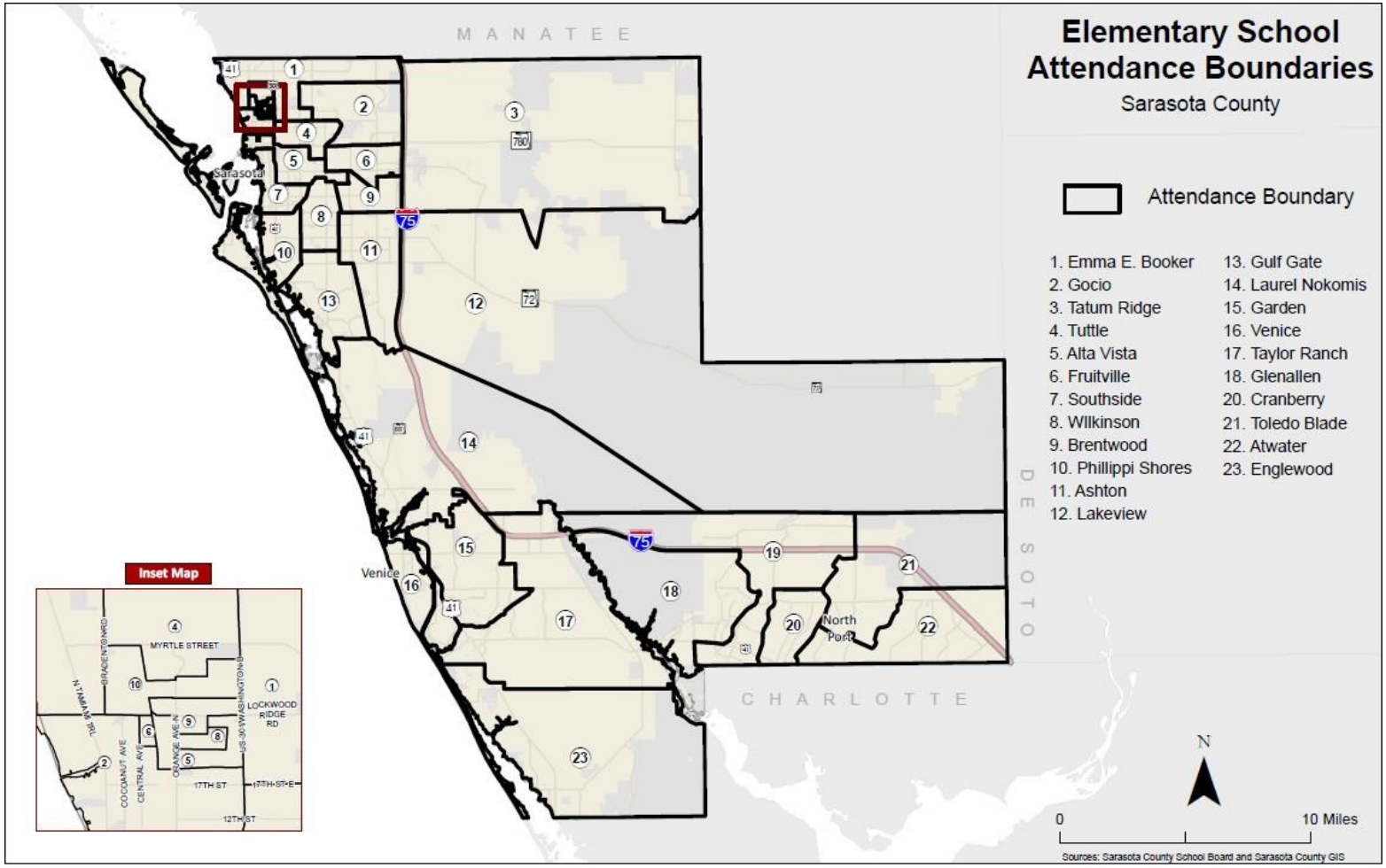
School	FISH Permanent Stations	FISH Permanent Capacity	Permanent Program Capacity	Enrollment
Middle Schools				
Booker	2,011	1,810	1,665	850
Brookside	1,649	1,484	1,229	816
Heron Creek	1,702	1,532	1,258	865
Laurel-Nokomis MS	721	649	597	405
Mcintosh	1,373	1,236	1,137	682
Sarasota	1,544	1,390	1,130	1,271
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**
High Schools				
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

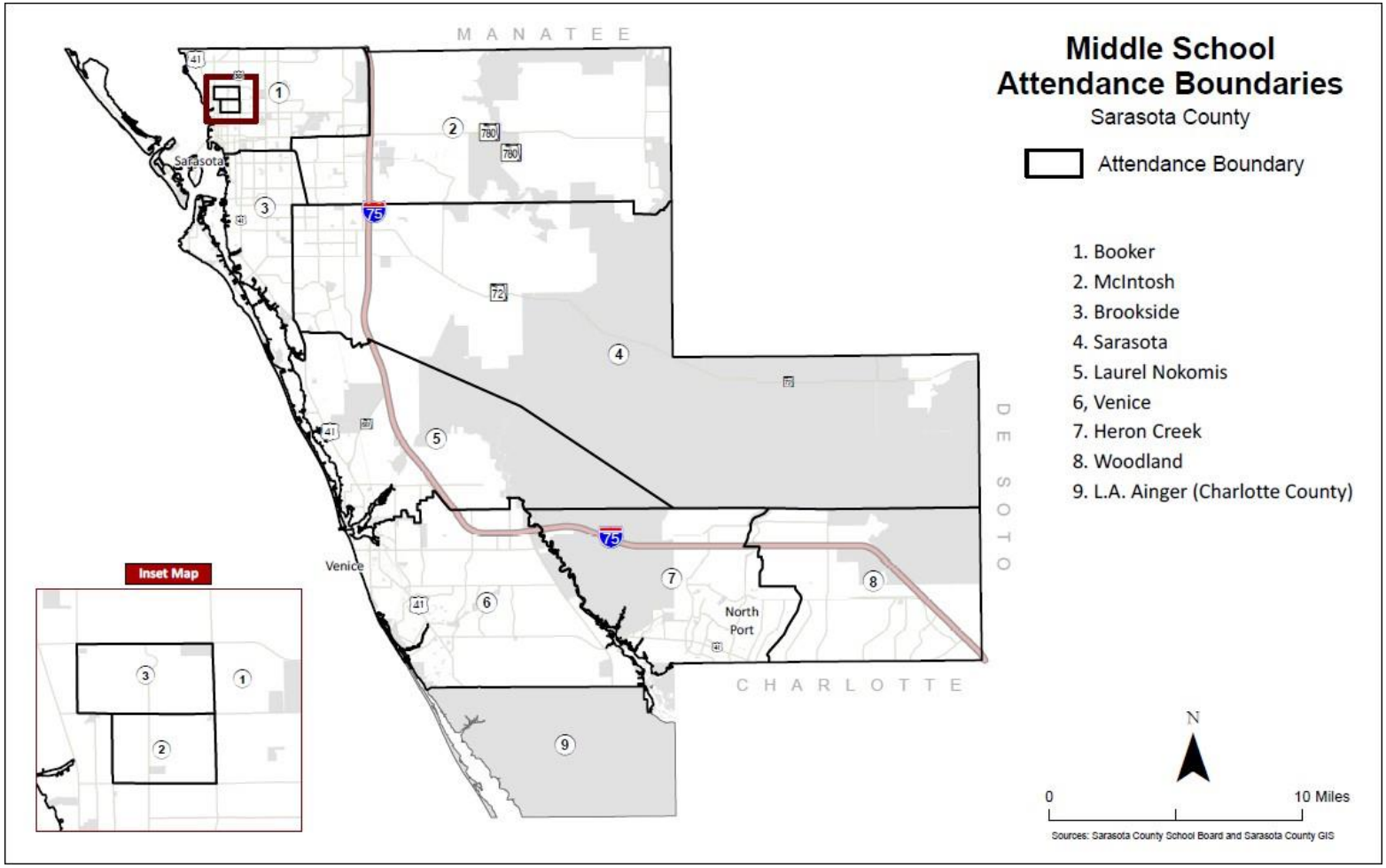
* Pineview High School does not have an attendance zone – provides service countywide and is over capacity. Similarly, Suncoast Polytechnical and TriAd-Beneva (not shown in the table) have also have countywide attendance and a limited capacity. The capacities of these schools are excluded from the calculations.

Sarasota High School - Current project underway

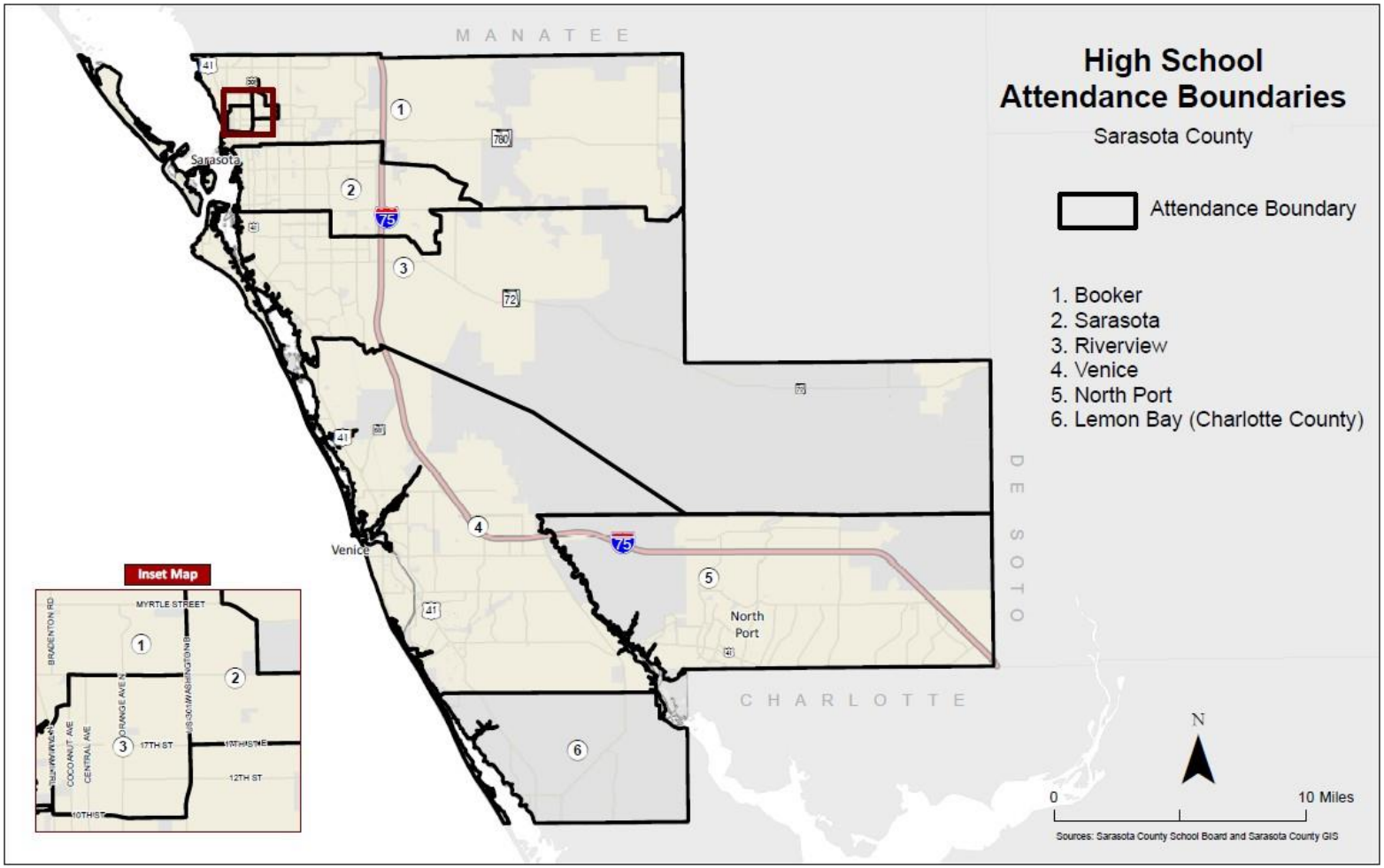
Map 4
Sarasota County - Elementary School Attendance Boundaries



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

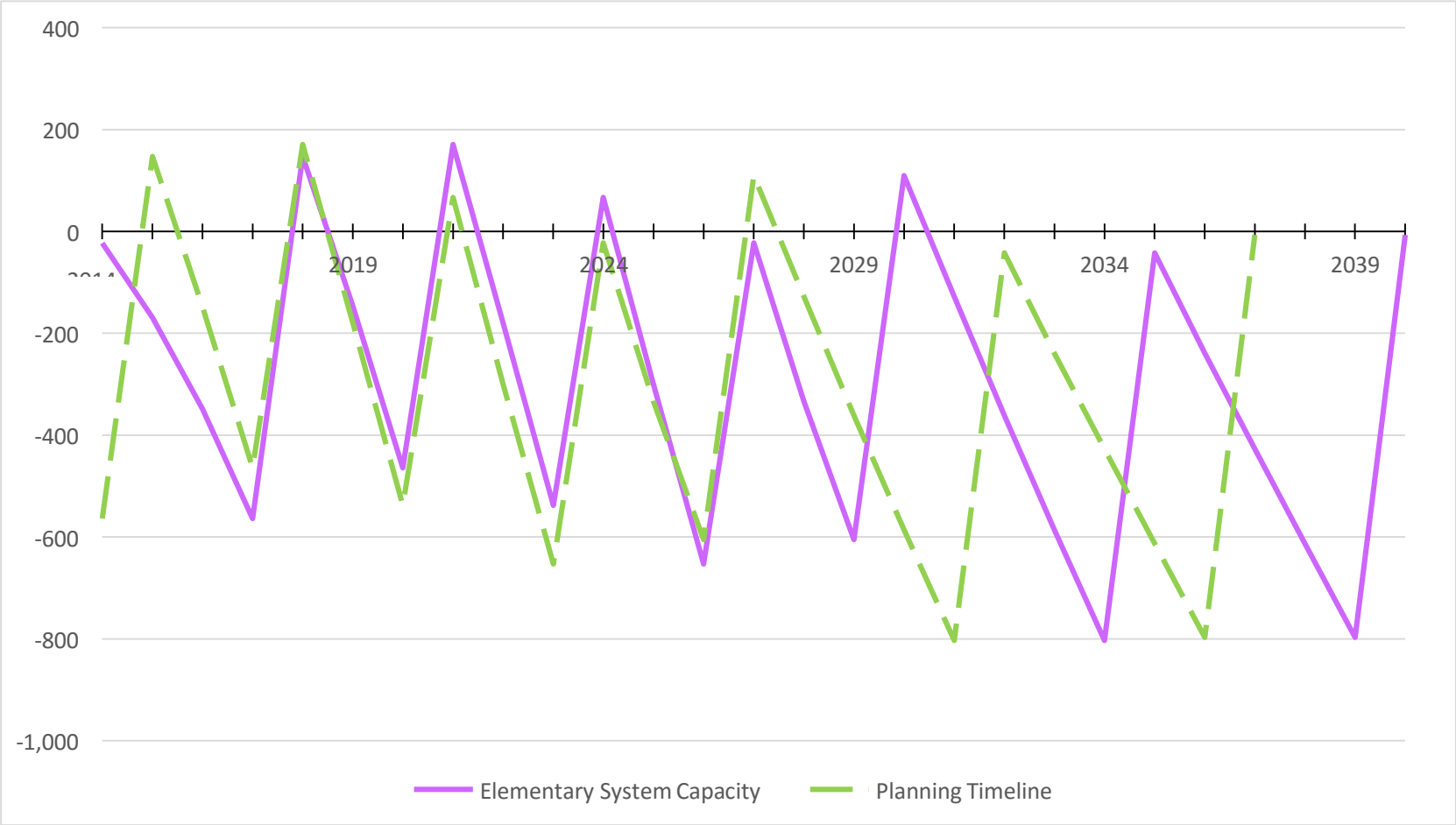


Figure 5
Planning Chart – Middle Schools

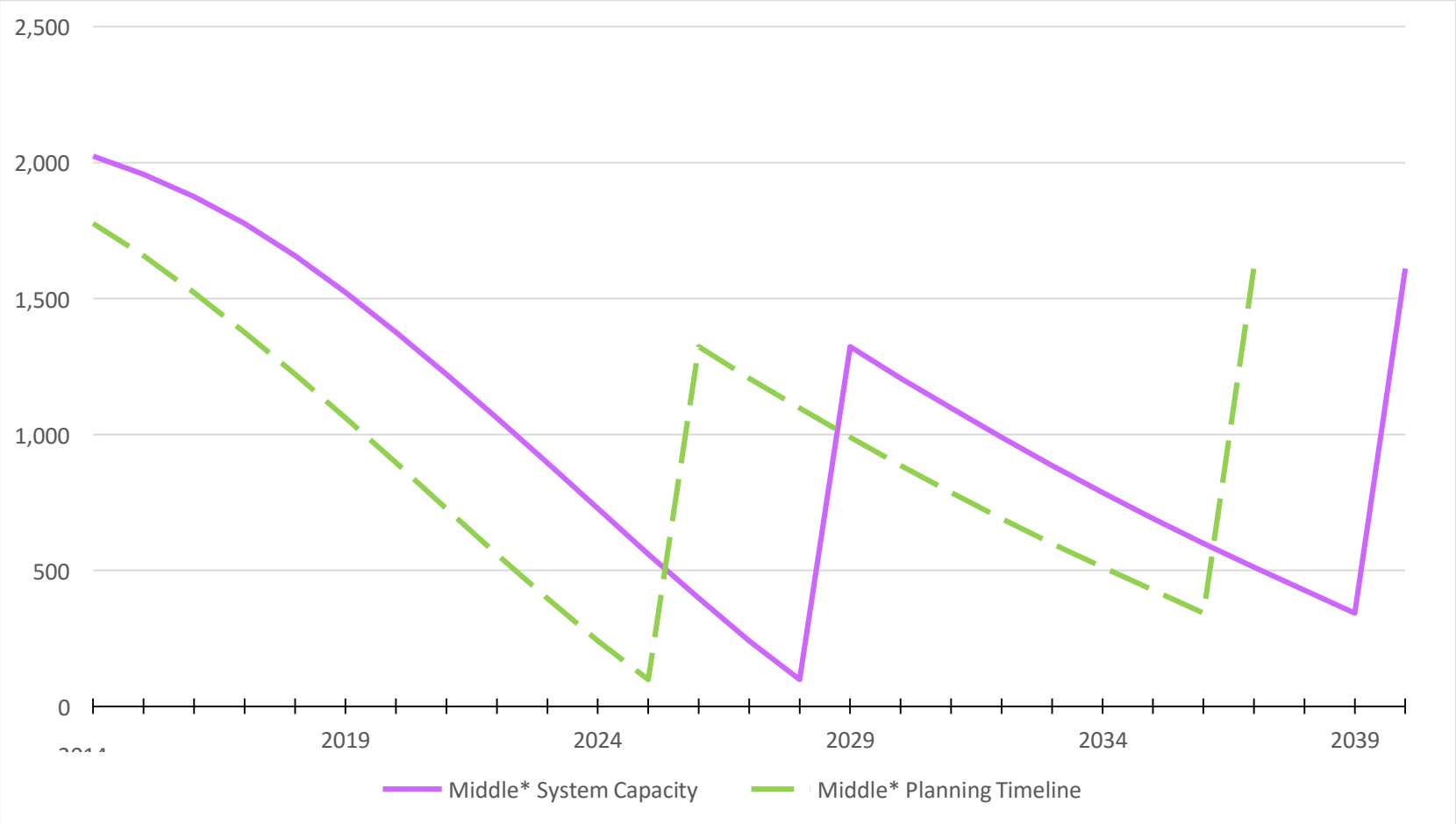
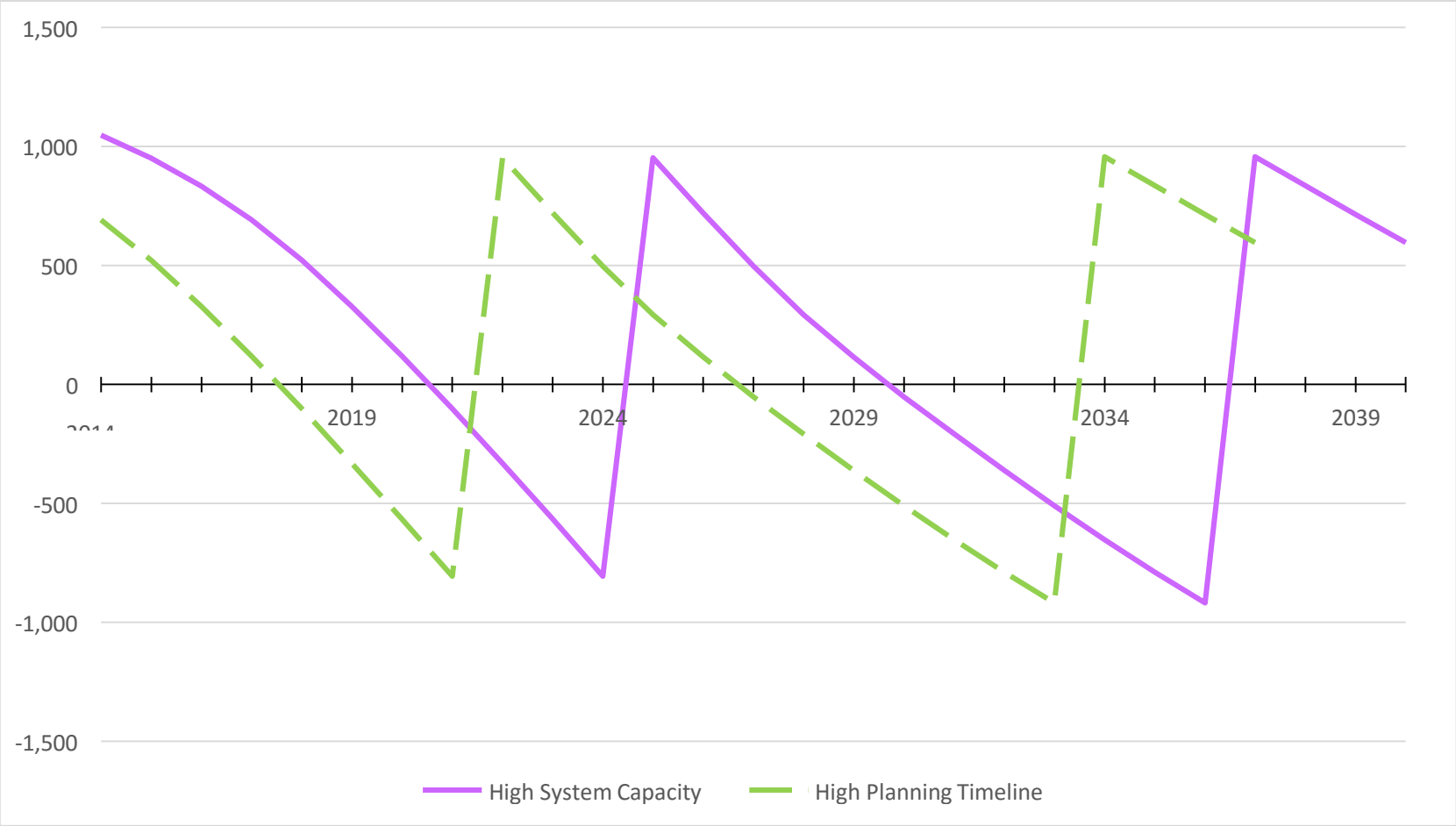


Figure 6
Planning Chart – High Schools



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

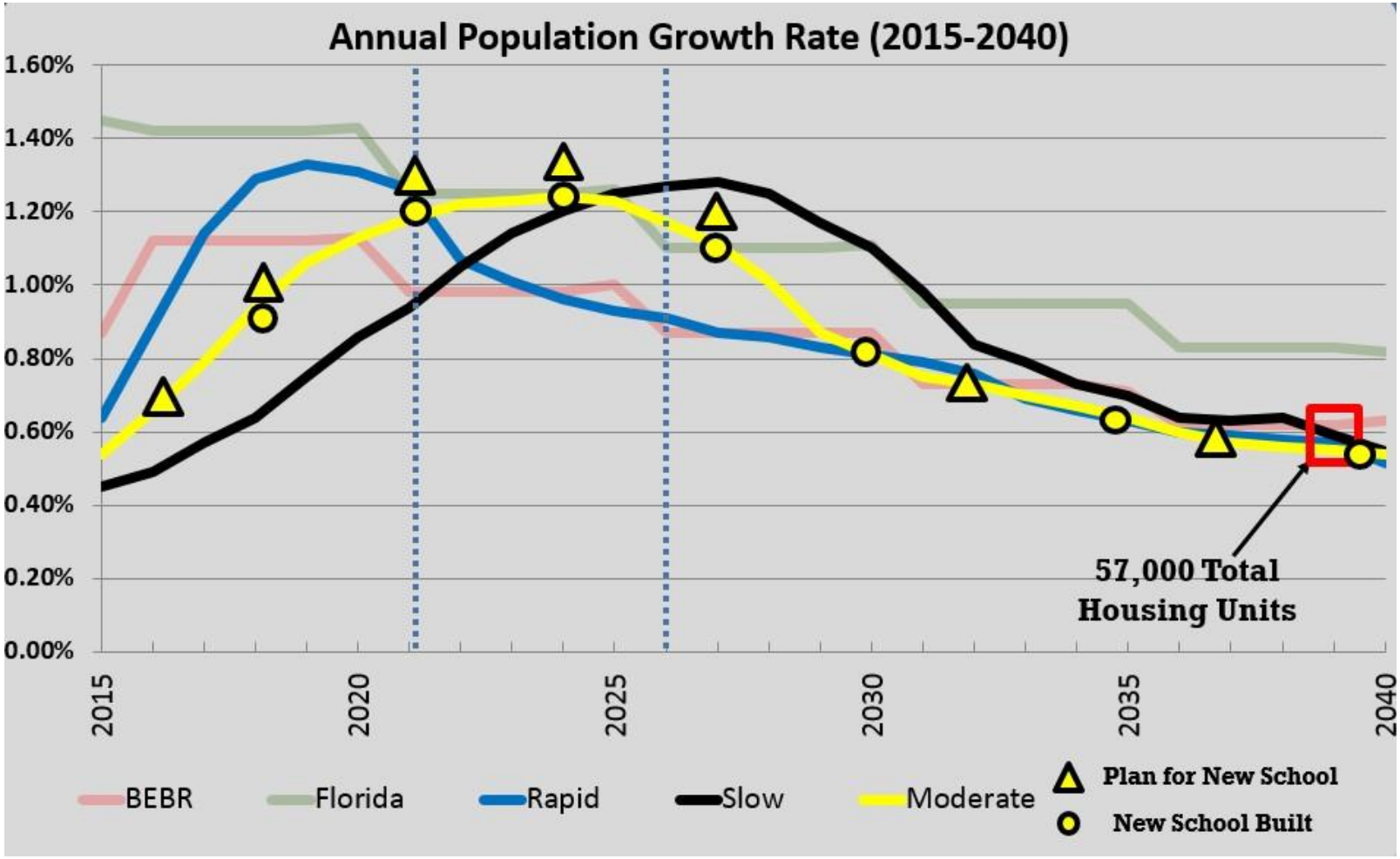


Figure 8
Growth Chart – Middle Schools

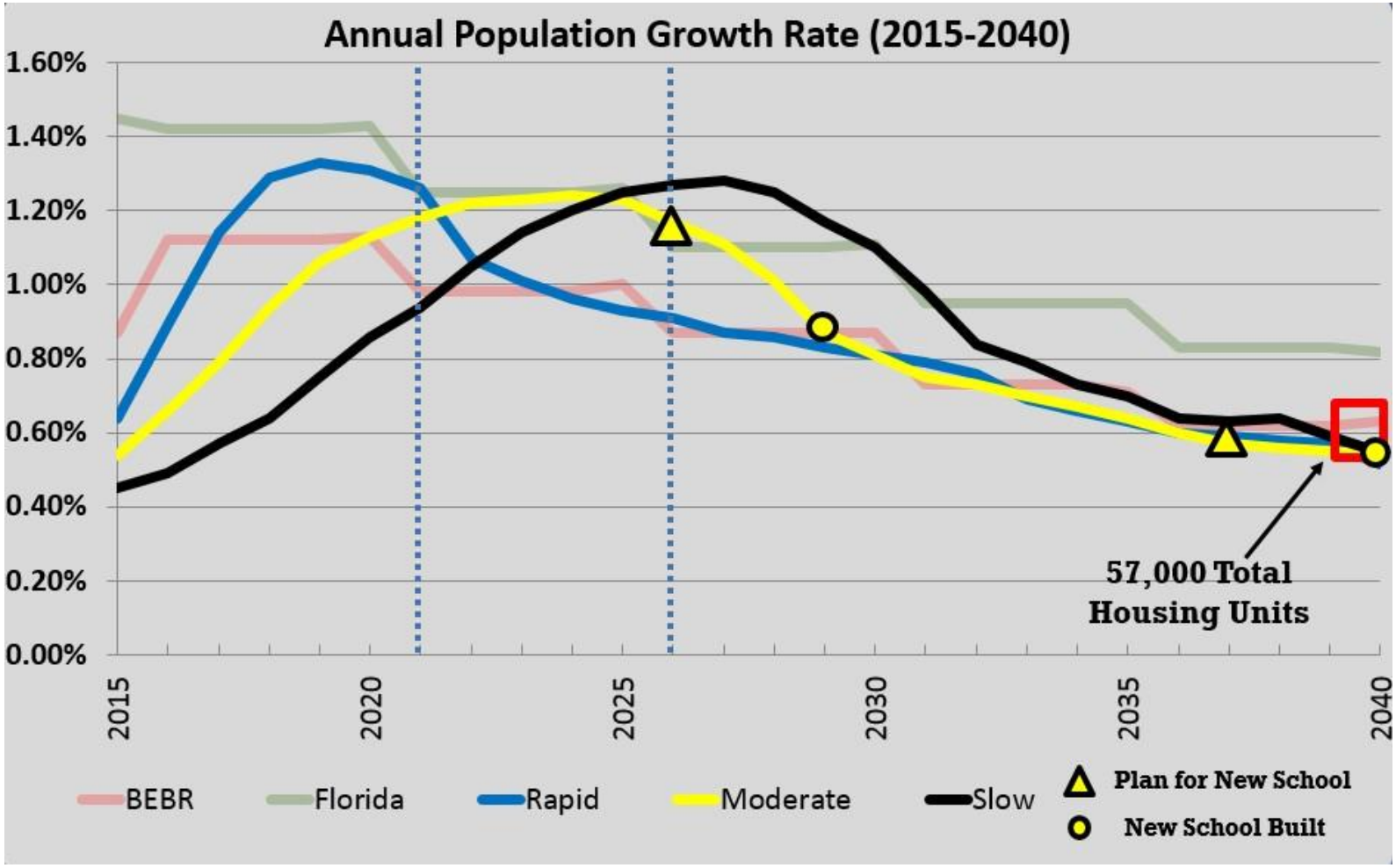
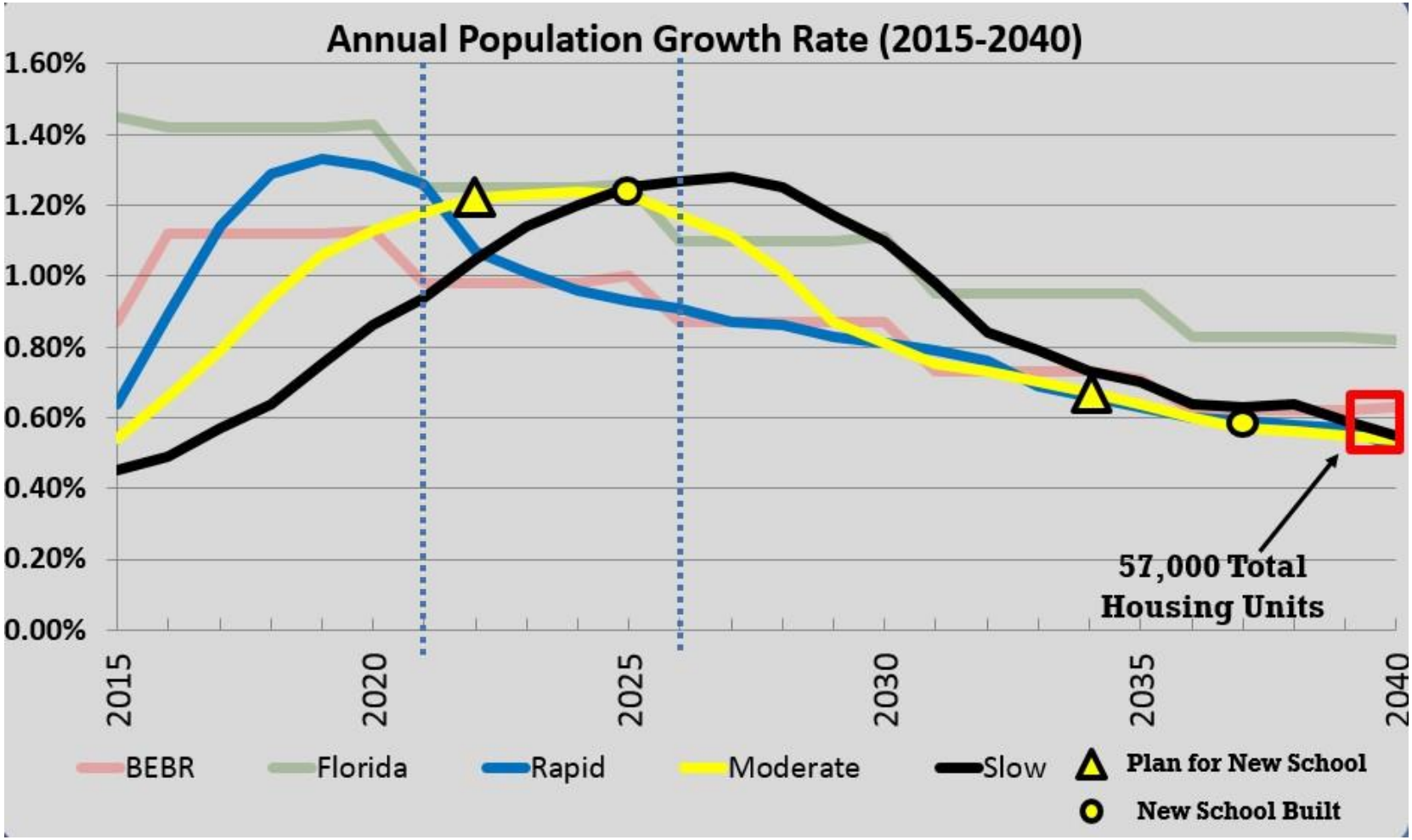


Figure 9
Growth Chart – High Schools



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.

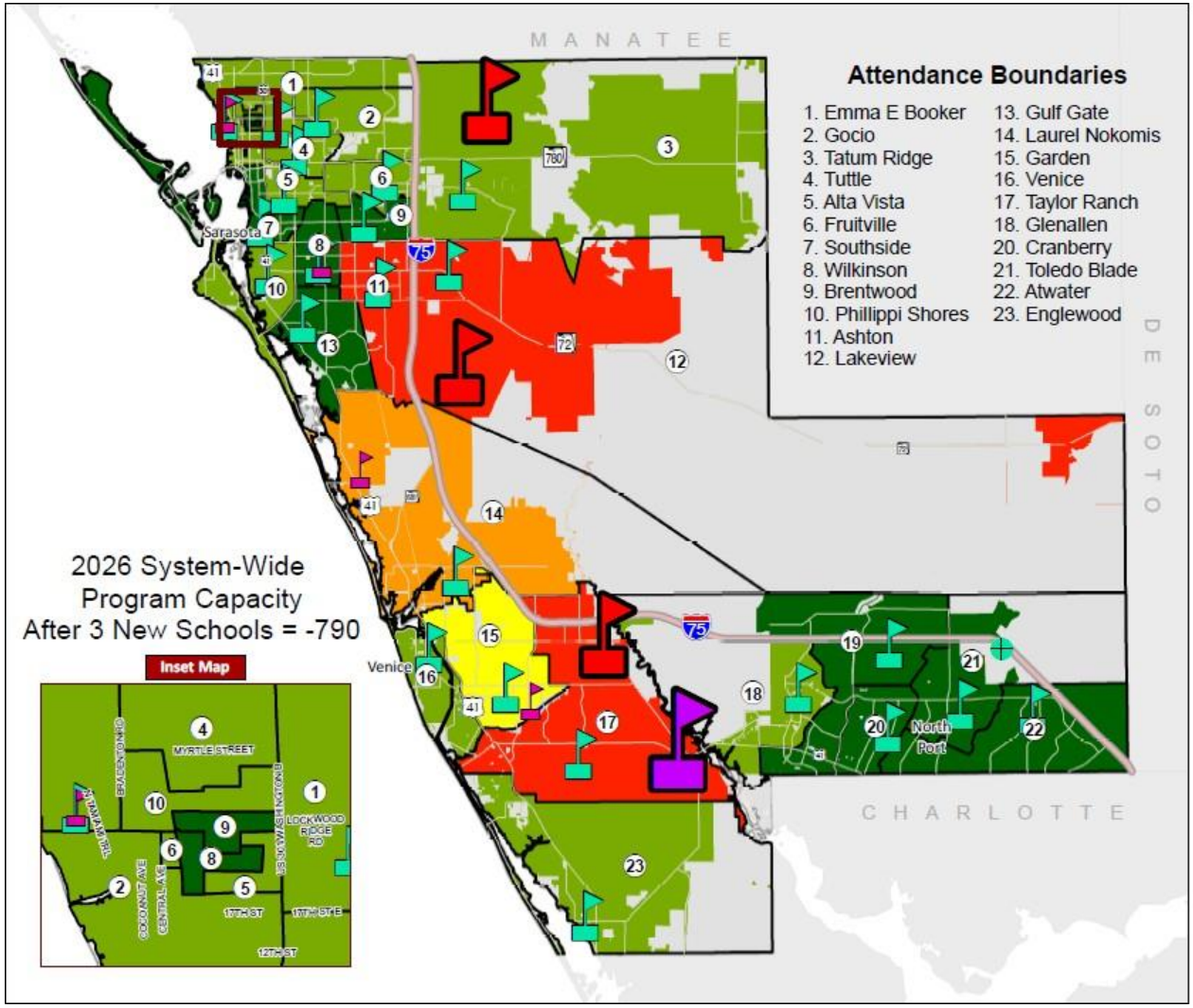
Table 12
Capacity vs. Additional Students by Attendance Boundary

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 7
Sarasota County – Elementary School Conditions 2026



Elementary School 2026 Conditions

Sarasota County

- Attendance Boundary
- Magnet School
- Existing Elementary School
- Land Owned by School Board
- Planned Elementary School
- New Elementary School

Program Capacity

- > 100
- 1 - 100
- -49 - 0
- -99 - -50
- < -100

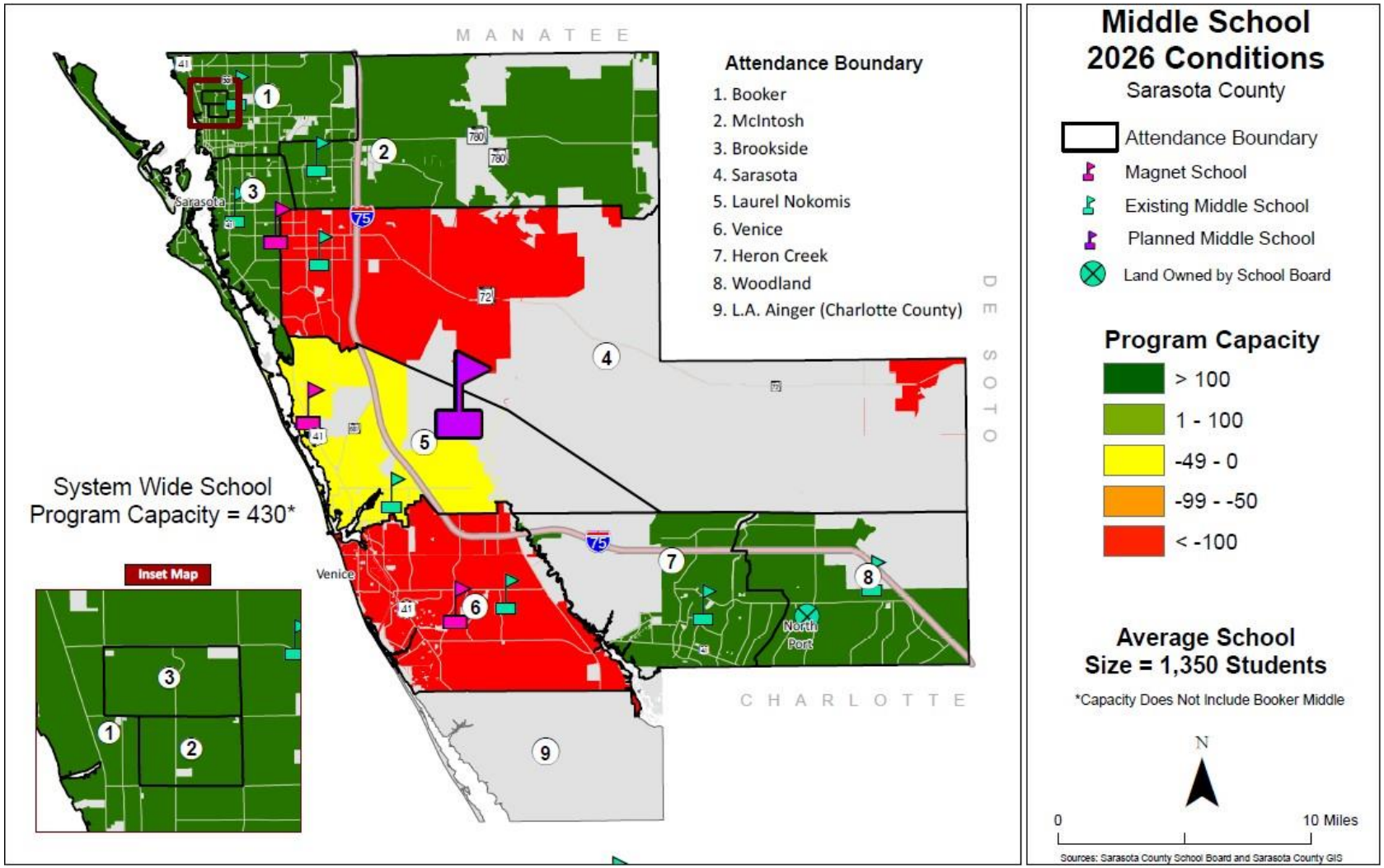
Average School Size = 970 Students

N

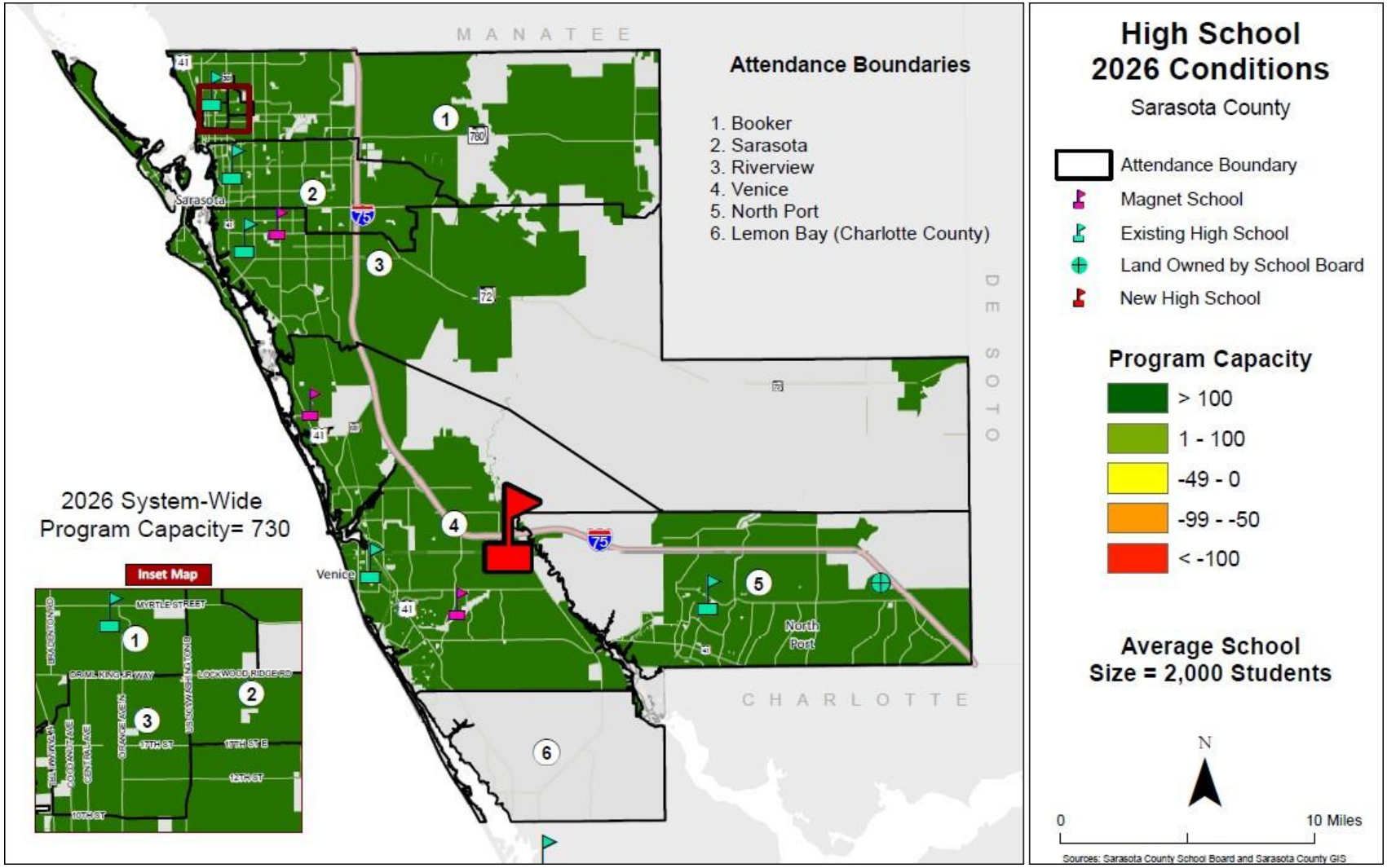
0 — 10 Miles

Sources: Sarasota County School Board and Sarasota County GIS

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.

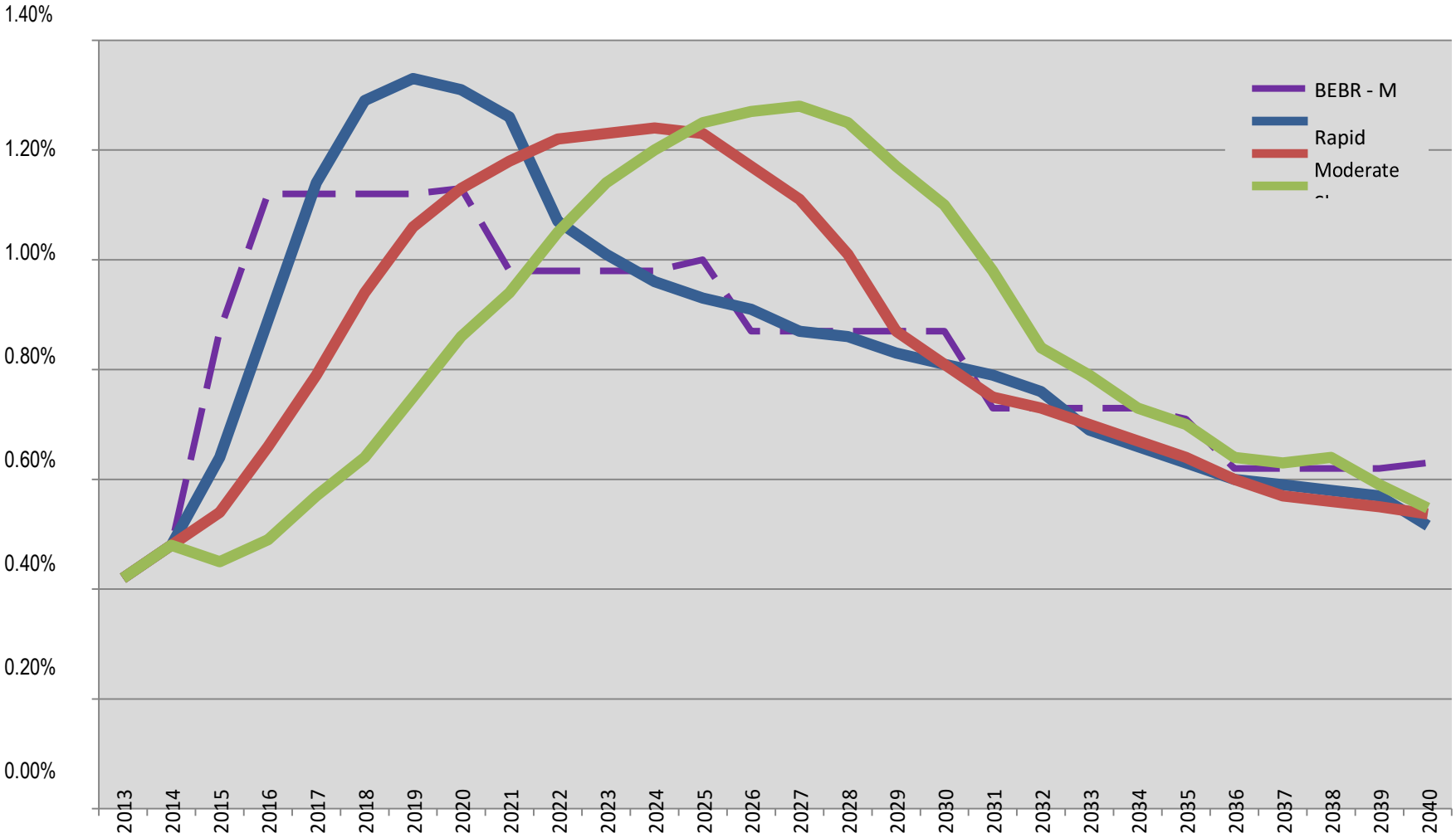
Of these, potential revenues from the capital millage and the District's bonding capability are provided by the School District. Impact fee revenue estimates are obtained in the following manner.

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

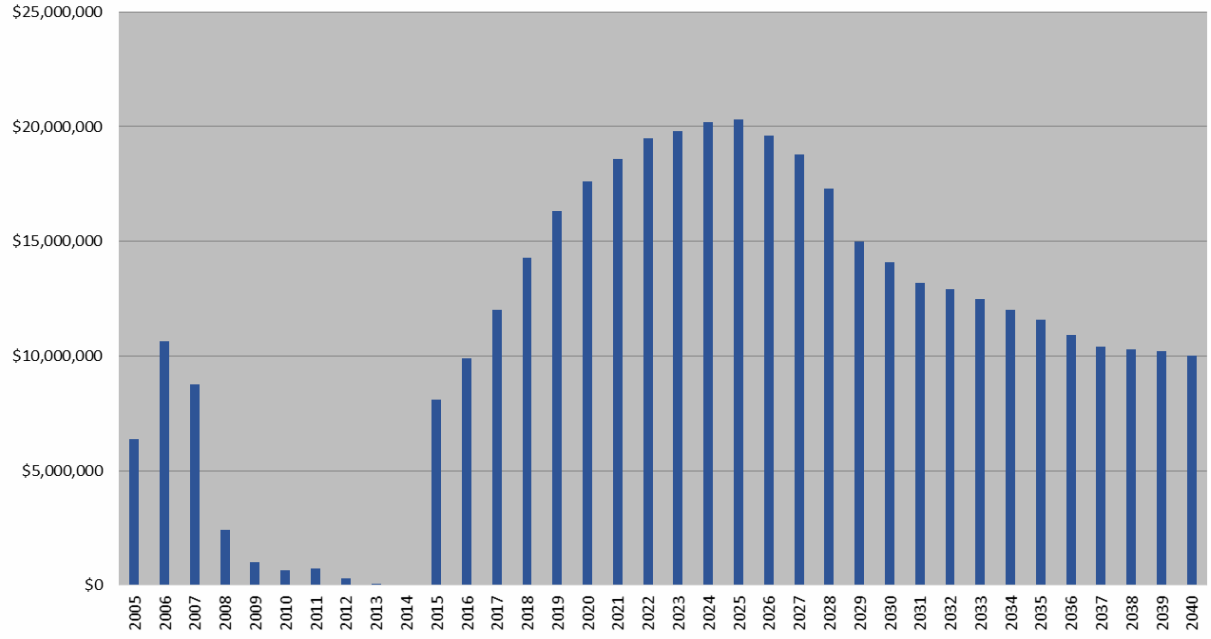


Table 14
School Impact Fee Revenue Projections Moderate Growth Scenario with Variation in Adoption Level

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 BO Date	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		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	**Venice**	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
Villa Paradiso		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