

**From:** [THOMAS JONES](#)  
**To:** [City Council](#)  
**Subject:** GCCF rezoning connector road  
**Date:** Wednesday, July 3, 2019 4:48:01 PM

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Dear Mayor Holic and City Council -

We are strongly opposed to a public road through the GCCF property and we urge you to make this a private connector road. The funds needed to make this a public road can be much better spent on widening Laurel Road from Knights Trail to Jacaranda Blvd, which will allow Laurel Road to handle more traffic as this area grows. Let's spend our public road money where it can do the most good and not waste it on a "road to nowhere."

Thank you,

Tom & Pat Jones

Venetian Golf & River Club - Venice

**From:** [Nancy Spokowski](#)  
**To:** [City Council](#)  
**Cc:** [Lori Stelzer](#)  
**Subject:** Potential Public Road from Laurel Road to Border Road  
**Date:** Thursday, July 4, 2019 1:57:35 PM

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I understand City Council is contemplating whether the to-be-built road transversing through the GCCF development to be built out by Pat Neal and his partners should be private (and built and paid for by the developer) or public (and to be built, maintained and paid for by the tax payers (or use of mobility funds that potentially are needed in many other locations). This very short road to nowhere accomplishes virtually nothing -- all users are left to turn right or left onto Border if travelling South, or Laurel, if travelling North). We already have a way to get North or South -- Jacaranda, I-75, Pinebrook, and other roads. This new road makes no sense and I highly object to the City considering use of any monies for its construction and its ongoing maintenance. This road must remain private and be built and maintained by developer funds.

Nancy Spokowski  
466 Padova Way  
North Venice, FL 34275

**From:** [Nancy Spokowski](#)  
**To:** [City Council](#)  
**Cc:** [Lori Stelzer](#)  
**Subject:** Laurel Road  
**Date:** Thursday, July 4, 2019 2:10:56 PM

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I understand there has been a lot of discussion over time about the condition of Laurel Road from Knights Trail to Jacaranda, as well as the fact that the train will soon be leaving the station in terms of getting access to the needed land to widen this road to properly accommodate current and expected future traffic. Over the past several years many additional homes have been built in this area including the full build out of Venetian Golf and River Club, Milano, Aria, Grand Treviso, Toscano Isles, and the to-be-built GCCF property. Further Sarasota Memorial will soon be up and running and further developments are now being contemplated along Knights Trail. Despite all these new homes, Laurel has remained as a two lane road, albeit a poorly maintained one. Before all of the land useable to expand the width of this road is built upon, it is time to act on actively preparing to ensure the widening of Laurel Road is planned for. Even if build out of this road is not financial feasible at this time, I ask that the City do whatever it can to ensure the needed land for the future expansion of this road is available.

Nancy Spokowski  
466 Padova Way  
North Venice, FL 34275

From: [Diane](#)  
To: [City Council](#)  
Cc: [Lori Stelzer](#)  
Subject: GCCF Connector Road  
Date: Friday, July 5, 2019 9:54:38 AM

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**Caution: This email originated from an external source. Be Suspicious of Attachments, Links and Requests for Login Information**

Mayor and City Council Members,

On behalf of the Venetian Golf & River Club Community Association, I would like to address the ongoing deliberations as to whether the Gulf Coast Community Foundation (GCCF) connector should be a privately funded road, with a gated option, or should it be a public road, built at the City's considerable expense.

**After reviewing the issue in detail, we recommend that the road be private. Key to this decision is both the impact, or more appropriate non-impact, on traffic flow, and the spending needs for the City's limited roadway budget.**

Traffic flow-options already exist: There are three major four lane connectors going south from Laurel within less than a two and one-half mile span, being Jacaranda, I-75 and Pinebrook ( I say four lanes or more as Jacaranda was pre-designed for four lanes, allowing two additional lanes to be easily added in the median area without any further modifications). All three roads connect to at least one major thoroughfare.

Expanding on this, there are five major "connectors", all four lanes or more, going south from Laurel Road within less than a five and one-half mile span, being Jacaranda, I-75, Pinebrook , Albee Farm and Hwy 41. All five of these "connectors" have destinations distant from their Laurel Road source connecting to and/or crossing other major roads.

The road at issue really goes nowhere. With such an excellent "grid" in place, it is difficult to envision how another public road going south from Laurel, terminating approximately one mile from its point of origin, can add anything meaningful to easing future traffic congestion in the Northeast Venice Neighborhood and the Laurel Road Corridor. It's a "road to nowhere," its full length going through a private residential development, dead-ending into a two lane road primarily serving other residential areas to the east and west. To continue south, a driver would have two choices; go east to Jacaranda or west to Pinebrook. Both these choices could have been more easily accomplished directly from Laurel rather than by zig-zagging through a residential neighborhood.

Let's review the arguments made on the other side--The two arguments that the GCCF connector be public are:

<!--[if !supportLists]-->• <!--[endif]-->There were several connections between Laurel and Border shown in the old Comp Plan

<!--[if !supportLists]-->• <!--[endif]-->It's needed in case of an emergency on I-75

In the previous Comp Plan, these roads were only suggested. However, no proven need was shown, so this just doesn't provide evidence that this "last chance" connector is needed now or in the future. No proof of need then; no proof of need now.

In terms of an emergency need, the developer has stated a private GCCF connector would be opened to the public should southbound traffic be forced to exit at Laurel under emergency conditions (though based on the previous discussion of alternatives, that probably wouldn't even be necessary).

We also know that making this a public road would come at considerable cost to the City. The road would require millions of dollars in public funds. There are many needs for road funds in the city, funding is limited, so allocations should be prioritized on where real needs exist.

In conclusion, we hope you will agree with us that it only makes sense from both a traffic control and funding position that the GCCF connector be a private road, paid for by the developer, with its primary purpose being a way for residents to travel in and out of their development.

Diane Maskol

President, VG&RC Community Association