

EXHIBIT A
METHODOLOGY FOR CALCULATING PROJECTED DEMAND FOR
CERTIFICATES OF CONCURRENCY

1. Purpose

The purpose of this regulation is to set forth the methodology for calculating the projected demand of a proposed project described in an application for a development permit on public facilities and services, in order to determine whether a certificate of concurrency should be issued so as to implement Chapter 94 City Code.

2. Facility/Services Demand Calculations.

The following calculations shall be used to determine the projected demand of the proposed project described in an application for a development permit on the public facilities and services. The calculations are listed by public facility and service type. The information necessary to enable the City to perform the facility/service demand calculations in Paragraphs 2(A) through 2(F) shall be provided by the applicant. Where not already stated, please refer to the Venice Comprehensive Plan and the City of Venice and the Sarasota County School Board Amended Interlocal Agreement for Public School Facility Planning for adopted level of service standards.

A. Potable Water.

Minimum 152 gallons per day per equivalent residential unit (gpd/ERU) based on average annual flow and minimum peak 227 gpd/ERU based on maximum daily flow.

$$152 \text{ gal} \times 1.7 \text{ persons/household} \times \text{_____} \text{ units} = \text{demand}$$

B. Sanitary Sewer.

Minimum 123 gallons per day per equivalent residential unit (gpd/ERU) based on average annual flow and minimum peak 244 gpd/ERU based on maximum daily flow.

$$123 \text{ gal} \times 1.7 \text{ persons/household} \times \text{_____} \text{ units} = \text{demand}$$

C. Drainage.

Adopted LOS = 25-year, 24 hour storm event

Drainage calculations shall meet the standards adopted in the Venice Comprehensive Plan and the Southwest Florida Water Management District requirements.

- D. Solid Waste.
Adopted LOS = 6.1 lbs/day/capita (non-residential uses are not included in the adopted LOS)

$$6.1 \text{ lbs} \times 1.7 \text{ persons/household} \times \text{_____ units} = \text{demand}$$

- E. Recreation.
Refer to the Venice Comprehensive Plan for the adopted level of service standards.

7 acres of park for each additional 1,000 functional population.

- F. Transportation.
Refer to the Venice Comprehensive Plan for adopted level of service standards.

1. Determine the number of trips generated by the proposed project during the P.M. peak hour, using the most recent edition of the ITE Trip Generation report, with no adjustment for internal capture or passerby trips.

2. If the total number of trips is equal to or greater than 50 trips per day, a transportation study shall be done. The report shall be signed and/or sealed by either a registered Professional Engineer or a member of the American Institute of Certified Planners.

a. If no transportation study is required, the applicant is required to provide only the existing directional P.M. peak hour traffic volumes and level of service for the roadway link to which project driveways connect. This information shall include project traffic.

b. The data shall be in conformance with notes 2a and 2b of "Existing Conditions" below.

3. Performance of Transportation Study

If a transportation study is required, it shall be obtained and submitted by the applicant for a development permit, at the applicant's sole expense. (The City may elect to employ consultants for this purpose. In this case, the applicant shall reimburse the City for the total fee charged by the consultant to perform the transportation study, including City administrative costs.)

The transportation study shall be performed in accordance with the requirements set forth in Paragraph 4 hereof.

4. Requirements of Transportation Study

A. Pre-application Meeting.

A pre-application meeting between the City and the applicant is required. The purpose of this meeting will be to review the methodology and procedure, and to determine the study period. This will usually be a P.M. peak hour analysis; however, other time periods may require analysis.

B. Define Study Area.

The study area is generally defined as encompassing those roadways impacted by the project at 4.5% of LOS "D" capacity. The specific definition will be established at the pre-application meeting.

C. Existing Conditions.

The following existing conditions shall be provided:

1. Existing directions P.M. peak hour traffic volumes and level service on all collectors and arterials within the study area.
2. Existing turning movement volumes at the impacted intersection(s) and intersection(s) level(s) of service.

Notes:

a. The above required data shall be no older than the previous calendar year. Volumes shall be adjusted to reflect annual conditions using current FDOT seasonal adjustment factors for Sarasota County or other adjustment factors approved by the City.

b. The above required level(s) of service roadways shall be determined in accordance with current FDOT Generalized Service Volume procedures.

c. The above required intersection capacity(s) shall be determined using the computer software based on the most recent edition of the Highway Capacity Manual, Special Report 209, Transport Research Board, National Research Council.

D. Projection of Background Traffic.

Volume(s) shall be projected for one year of the project completion. Volumes can be determined using one of the following procedures.

1. Multiply existing volumes by an annual growth factor provided by the City. Traffic generated by any major project approved since the traffic counts were conducted shall be included as background traffic.
2. Multiply existing volumes by annual growth factor development by the applicant and approved by the City. This growth factor must be based on data collected on three roadways in the vicinity of the project approved since the traffic counts were conducted shall be included as background traffic.
3. Develop a computer model.

E. Project Traffic Generation.

The following procedures and information shall be provided:

1. To determine project traffic generation, the current edition of ITE Trip Generation report shall be used.
2. Identify all land use codes, amount of development and trip rates.
3. Trip rates may be obtained from studies of comparable sites in the City of Venice or using data from previous traffic generation studies, and are subject to the approval of the City.
4. Any Proposed reduction factors for capture of trips between land uses of a mixed use project or for passerby trips shall be provided by the applicant at the pre-application/methodology meeting and approved by the City.

F. Project Traffic Distribution

One of the following methods shall be used:

1. If the project generates fewer than 100 peak hour trips, the distribution can be developed based on those of similar projects.
2. For any project, manual gravity model distribution can be developed. The travel-time method described in Chapter 3 of ITE Transportation and Land Development shall be used.
3. For any project, computerized distribution model, such as FSUTMS or QRSII, can be developed.

5. Alternative Demand Calculations

If the applicant claims the standards provided in the demand calculations are not applicable to the proposed project, the applicant shall submit appropriate documentation supporting the proposed alternative demand calculation to the city. Any alternative calculation standard shall be subject to the approval of the City Manager.

G. Public Schools

1. Venice Comprehensive Plan Policy 6.1 Public School Concurrency Standards.

(a) Consistent with the Amended Interlocal Agreement for Public School Facility Planning, as it may be amended, school concurrency requirements shall be effective for all applications for construction plans accepted on or after October 1, 2008. School concurrency under these LOS standards shall be as follows, however, within designated concurrency service areas for identified backlogged facilities, interim standards shall apply. The interim level of service standard within these designated areas shall apply over the period covered by the 10-year schedule of improvements. The level of service standards are initially set as follows:

<u>Type of School</u>	<u>Level of Service (LOS) Standard</u>
Elementary	Initial standard: 115% of permanent program capacity. By Year 2012 elementary schools, with the exception of backlogged facilities, will achieve 105% of permanent program capacity. By Year 2017 all elementary school backlogged facilities will achieve 105% of permanent program capacity.
Middle	Initial standard: 100% of permanent program capacity. By Year 2012 all middle schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity. By Year 2017 all middle school backlogged facilities will achieve 100% of permanent program capacity.
High	Initial standard: 105% of permanent program capacity. By Year 2012 all high schools, with the exception of backlogged facilities, will achieve 100% of permanent program capacity.
Special Purpose	100% of total program capacity includes relocatables.

Within designated concurrency service areas for backlogged facilities, interim standards as identified in **Table PSFE 23** of the supporting data and analysis shall apply. The interim level of service standard within these designated areas will be improved to the district-wide standard over the period covered by the ten-year schedule of improvements corresponding to the long term concurrency management program.

2. Formula for Determining Available School Capacity

Available School Capacity = (School Capacity X Adopted Level of Service) – [Used Capacity (Enrollment) + Reserved Capacity]

Where Adopted Level of Service = the ratio, expressed as a percentage, of Enrollment to School Capacity.

Where Used Capacity (Enrollment) = Student enrollment as counted in the most recent official October count and as projected for the first three (3) years of the Sarasota School District Five Year Capital Facilities Plan.

3. Formula for Number of Student Stations to Be Mitigated (by School Type) (Net Development Impact)

Net Development Impact = Development Impact - Available School Capacity for the proposed Development

[Where Development Impact = (Number of Dwelling Units Generated by Development Proposal, by Housing Type) x (Student Generation Rate (SGR) by Housing Type and School Type)]

4. **Formula for Cost of Mitigation**

Cost of Proportionate Share Mitigation = Net Development Impact X Total Cost [or Cost per Student Station Estimate (by School Type)]

Where Net Development Impact = Number of New Student Stations Required for Mitigation (by School Type)

5. **Formula for Impact Fee Credit**

Equivalent Residential Units (ERU) for which Proportionate Share Mitigation is provided X Impact Fee per Dwelling Unit.

Where Equivalent Residential Units (ERU) = Net Development Impact divided by SGR)