

City of Bradenton Future Land Use Element

INTRODUCTION

In recent years, the City has engaged in numerous planning efforts that have identified specific issues that the City faces regarding future growth and development. Some of these efforts include:

- *Tamiami Trail Revitalization Strategy, 2005 (aka Tamiami Tomorrow).*
- *City of Bradenton Evaluation and Appraisal Report, 2006;*
- *Manatee Council of Governments Joint Character Compatibility Study, 2006;*
- *Downtown by Design: The Bradenton CRA Master Plan, 2007; and*

Tamiami Trail Revitalization Strategy

In 2005, the City of Bradenton developed a revitalization strategy for the Tamiami Trail Corridor in the area between MLK Boulevard and 27th / 28th Avenues (the “Study Area”). The intent of the strategic plan was to offer a program of regulatory amendments and targeted public investments that would help to preserve the desirable and positive community character elements of the area, while at the same time improving the

economic trajectory of the corridor and repositioning the Study Area in the marketplace. As stated in the study, the most visible part of the Study Area is the Tamiami Trail, a commercial street lined with obsolete motels, highway commercial uses and social service agencies. The Tamiami Trail is an important southern gateway into the City's downtown. The purpose of the revitalization strategy was to create a framework for a positive change for an area of the City that has been struggling for many years, and to support the continued reinvestment in the residential neighborhoods that are adjacent to the Tamiami Trail Corridor. The updated Future Land Use Element contains an objective and policy series that addresses the essential components of the strategy.



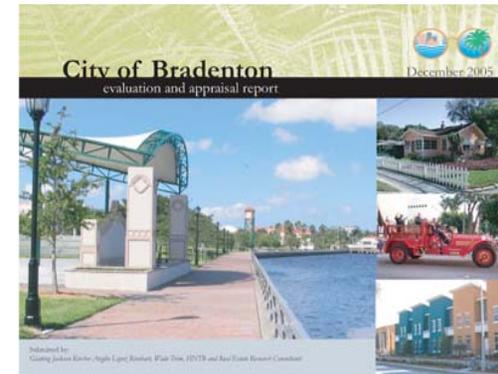
**City of Bradenton
Evaluation and Appraisal Report**

In 2006, the City of Bradenton was required under state law to evaluate how well it was meeting the goals, objectives, and policies of the Comprehensive Plan. The City needed to determine what changes were necessary in the plan to reflect the community's vision for the future. As a result of this evaluation process, a report was generated entitled the Evaluation and Appraisal Report (EAR). The purpose of the EAR was to review the adopted Comprehensive Plan to determine how well the City is meeting the Goals, Objectives, and Policies as set forth in the Comprehensive Plan, including what issues needed to be addressed to meet the expectations of its citizenry and what tools could be used to address the issues raised by the community.

The outcome of the EAR Process was to 1) create a composite set of critical issues regarding growth management that the City would evaluate during an update and amendment to its Comprehensive Plan, 2) identify alternatives that the City would evaluate with regard to each of those issues and 3) evaluate the effectiveness of the City's current adopted Comprehensive Plan in

achieving the City's established goals, objectives and policies.

The Evaluation and Appraisal Report (EAR) for the City of Bradenton provided the review and analysis of the City's Comprehensive Plan to assure that it was meeting the needs and reflecting the future vision of the community. Through the thorough review and analysis of local issues and special topics, the EAR provided the framework for this update to the City's Comprehensive Plan.



The EAR Process identified eight (8) Major Issues of critical concern for the City and its citizenry regarding the ability of the City to achieve its goals and develop a city-wide vision. The EAR recommendations called for the City to update the Comprehensive Plan to effectively address these issues and outline a

comprehensive vision for future growth and development. The list of Major Issues, as identified by the Comprehensive Plan Review Committee (CPRC), City staff, Planning Commission, City Council and members of the community included the following:

Major Issue #1: Annexation

Major Issue #2: Neighborhood Revitalization

Major Issue #3: Compatibility

Major Issue #4: Affordable Housing/Workforce Housing

Major Issue #5: Transportation Systems

Major Issue #6: Transportation Connections and Enhancements

Major Issue #7: Redevelopment Corridors/Areas

Major Issue #8: Downtown Repositioning

The development of the Major Issues for the City and corresponding Issue Assessments helped focus the City in taking the first step to build a citywide vision and update to the Comprehensive Plan that addresses each of

the Major Issues facing the City. The updated Future Land Use Element includes amendments to address the issues raised and discussed in the EAR. For example, the updated policies speak to compatibility of land uses and include principles to clearly articulate acceptable guidelines for transitional land uses. To implement a successful planning strategy for the City, the element also includes urban design policies and programs that will help to maintain community quality and support neighborhood compatibility. The neighborhood recommendations have been updated to provide clear policy guidance for the neighborhood planning process to protect and revitalize the City's neighborhoods.

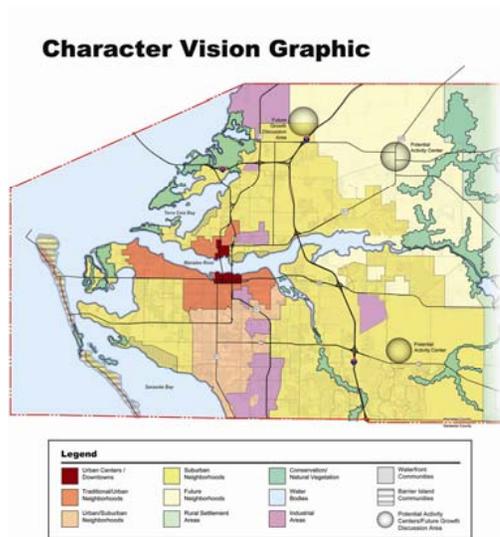
**Manatee Council of Governments
Joint Character Compatibility Study**

In 2005, the City of Bradenton, Manatee County and the City of Palmetto (the Manatee Council of Governments) collectively initiated the Manatee County Joint Character Compatibility Study. This study was an outgrowth of The ACCORD, an intergovernmental agreement signed by all local governments in Manatee County designed to further a cooperative environment meant to improve the quality of

life for residents in the greater Manatee County area. The ACCORD specifically identified development compatibility as an issue that all parties would commit to ensure, requiring that developments blend appropriately in context with the existing community. The Joint Character Compatibility Study marked the first time in the area's history that elected officials representing all of the local governments in Manatee County committed to collectively work towards a strategy that would create a community that not only fostered the highest quality of life possible, but also provided an approach for creating a compatible community.

The study process included identification of key elements of suburban and urban development forms, identification of the types of places that exist throughout the County and the Cities (typology), and creation of a graphic representation of the typology (character graphic). The implementation products from the study included a set of guiding principles to be adopted into the Comprehensive Plans of the City of Bradenton, Manatee County, and the City of Palmetto, and a set of design guidelines to be adopted into the respective

land development codes to ensure that new development and redevelopment occurring within all jurisdictions is appropriate and compatible in design. The issues identified throughout the course of interaction with elected officials, key stakeholders, and the public focused on compatibility issues associated with building height and the character and form of development along the waterfront.



To create character compatibility, it is important to include directives in the Comprehensive Plan that set forth the key principles for new development and

redevelopment within suburban and urban areas. The updated Future Land Use Element contains principles that guide the development of successful communities. The basic land use framework that forms the structure of the City includes the following character area types:

- *Neighborhoods* - which are places where families live and conduct the domestic business of their daily lives, including socializing, education, shopping, rest and recreation. Specific planning principles are introduced in the updated Future Land Use Element that are designed to promote attractive, safe neighborhoods with the necessary community infrastructure including: interconnected sidewalks, bikeways, trails and greenways; neighborhood and community parks; schools with effective pedestrian access; neighborhood centers that meet daily commerce needs; and calm traffic on livable, interconnected, tree-lined streets.
- *Activity Centers* (including Downtowns and new Mixed-Use Activity Centers) - which are places that attract people from a wide area for specific purposes such as education, shopping,

government, public gatherings, entertainment, employment and health care. These areas are expected to change and grow over time in response to the needs of the community. Specific planning principles have been incorporated into the Future Land Use Element to support the development of active, synergistic places where people come together. These activity centers to address connections, design, and provide flexibility to accommodate the changing needs of the community.

- *Corridors* - which are the places that provide community connections for people, commerce, infrastructure and natural systems. These corridors provide the visual and functional imagery of the community at large. The specific planning principles for corridors are incorporated into the Future Land Use Element and focus on providing a quality setting for commerce and reinforce the design vision of the community. Specifically, these policies address the design of both public and private spaces and provide support for framed streets with street trees; address basic architecture; and provide a livable

balance of pedestrians, bicycles, transit and auto needs.

The Guiding Principles incorporated into the Future Land Use Element identify the focal points of basic planning that should govern the form of development throughout the City to address compatibility issues.



**Downtown by Design:
The Bradenton CRA Master Plan**

In 2007, the City of Bradenton completed a citizen driven visioning effort called Downtown by Design: The Bradenton Community Redevelopment Agency (CRA) Master Plan. This planning effort provided a broad foundation and public consensus for planning, regulatory and economic principles for the downtown. The Master Plan builds upon the unique aspects of Downtown Bradenton and addresses emerging

redevelopment opportunities to ensure a diverse future as an urban center serving the needs of the City’s residents and its visitors.

A mission statement was adopted for the Master Plan as follows:

Enhance the Riverfront Downtown area as a beautiful, livable, walkable, higher density, mixed-use, mixed-income place and an asset to the entire community and region.

In addition to this mission statement, seven principles for building a better place were established to help direct the Master Planning process. These principles include:

1. Recognize the Sub-Districts in the CRA and support their needs;
2. Re-connect value to the Riverfront and maintain continued public access;
3. Leverage economic drivers to enhance shared community assets;
4. Meet the desire for an urban waterfront lifestyle and the downtown experience;

5. Beautify Sub-Districts and balance the needs of the pedestrians;
6. Balance transportation with the community vision; and
7. Create a regulatory and economic implementation plan.

With these principles guiding the process, the Master Plan envisioned the importance of developing livable solutions to various issues affecting the City today. Livable solutions meant that residents can live, work, shop and play in an area that is safe, walkable and convenient. In order to achieve this, a shift in the thinking about infrastructure, affordability and residential densities would have to occur. Therefore, the Master Plan suggests higher densities than currently allowed in the City. In order to accomplish some of these higher densities and without losing the sense of place that makes Downtown Bradenton special, a series of key recommendations were developed as “action items” that were intended to be the first and continuing steps the City would need to take in order to achieve the full capacity of the citizen based vision.

1. **Develop a Regulatory Structure to Support the Plan** - At the time of development of the Master Plan, the City and the CRA did not have the planning tools nor the policies in place that are needed to support and facilitate the desire of a mixed-use community or the anticipated density increases needed for successful urban development or reinvestment. Amended Comprehensive Plan Policy and Land Development Regulations would create an increased level of surety among the development community, the government, and the public regarding the desired community form and character.
2. **Act on Catalytic Sites to Identify Development Opportunities** - In the Master Plan, several specific sites were identified as potential catalytic properties for redevelopment. These sites stood out because of factors such as large land area, proximity to water or partnership opportunities. The City must act on these sites to identify development opportunities that could spur on other private reinvestment into the CRA.

3. **Support the Economic Centers as Vital Community Assets** - The vitality of the downtown government core and the healthcare economic centers are crucial to the success of the Master Plan. These business centers are the largest downtown commercial land use and these drivers will likely continue to grow and have evolving needs. Because of the large amounts of public and healthcare sector workers, workforce housing will be needed to ensure that these economic centers continue to grow. The CRA should be supporting the needs of these industries, while focusing their redevelopment initiatives to ensure the overall desired downtown character.
4. **Commit to a Pedestrian Oriented Infrastructure Model** - The most livable and economically successful downtowns enjoy a fine grain network of interconnected, two-way, livable, attractive, walkable streets with on-street parking; and a mixed-use fabric of buildings that address the streetscape and quality public space with front door relationships. The growing City has outlived its suburban growth model and to ensure the vitality of this

redevelopment, it must become more pedestrian friendly.

5. **Complete a Great Downtown Parks and Cultural Systems Plan** - The CRA and the City should complete a great downtown parks and cultural system plan. An important component in any downtown setting is a connected system of great open spaces and community assets which provide the shared 'address' necessary to support higher density residential, retail and office uses. A group of specific enhancements are recommended.
6. **Adopt a Partnership Approach to Achieve Success** - The Master Plan objectives call for partnerships to leverage investment for mutual success. Key partners such as Business Associations, FDOT, Manatee County, the School Board and numerous development interests must coordinate within a partnering environment that supports their needs while ensuring desired community form.

The Updated Future Land Use Element addresses the key action items identified in the Downtown by Design Bradenton CRA

Master Plan through a new objective and policy series specifically targeted to the key recommendations as follows:

- The FLUE recognizes the Downtown sub-districts identified in the Master Plan through a series of policies and further defines each sub-district in more detail.
- The action item of creating a pedestrian-oriented infrastructure in the Downtown is addressed through a policy regarding the balance of transportation and land use in new and redevelopment.
- The FLUE creates a policy for the City to investigate catalytic sites for future development/redevelopment.
- A specific policy is created to address the Downtown Waterfront access as part of a public pedestrian and park system.
- A series of policies identify the need for not only increases in workforce housing in the downtown, but also the need to protect and reinforce the existing Downtown Neighborhoods.

The updated Future Land Use Element incorporates the principles and action items stated in the Downtown by Design Master Plan.

Each planning effort produced a series of recommendations and strategies to address the issues identified. Many of the issues were consistent throughout the studies, such as:

Revitalization Efforts

Though at different stages in their life cycle, the majority of neighborhoods in the City are largely built out. Because of this condition, the future economic and population growth in the City's neighborhoods will come largely from redevelopment. The City of Bradenton has recognized this fact and many of the City's recent planning efforts have focused on this topic. Toward this end, the City is actively pursuing Local, State, and Federal programs and grants to fund revitalization efforts including:

- The Bradenton, Central Community, and 14th Street CRAs;
- State Enterprise Zones;

- Brownfield Redevelopment;
- Front Porch Community; and
- Community Development Block Grants.

The updated Future Land Use Element contains a new objective and policy series that addresses revitalization efforts in the City to ensure compatible urban form, integrated transportation systems, consistent streetscaping, and adequate public facilities.

Character Protection

With the increased change brought on by the redevelopment of neighborhood areas and including the Downtown Bradenton comes the need for increased protection of these areas. Redevelopment must be compatible with both the character and the vision for the neighborhood area, as determined by the residents and the City. The updated Future Land Use Element provides for neighborhood protection through policy and programs addressing land use compatibility requirements, building height transition, adequate buffering, and other design and form standards.

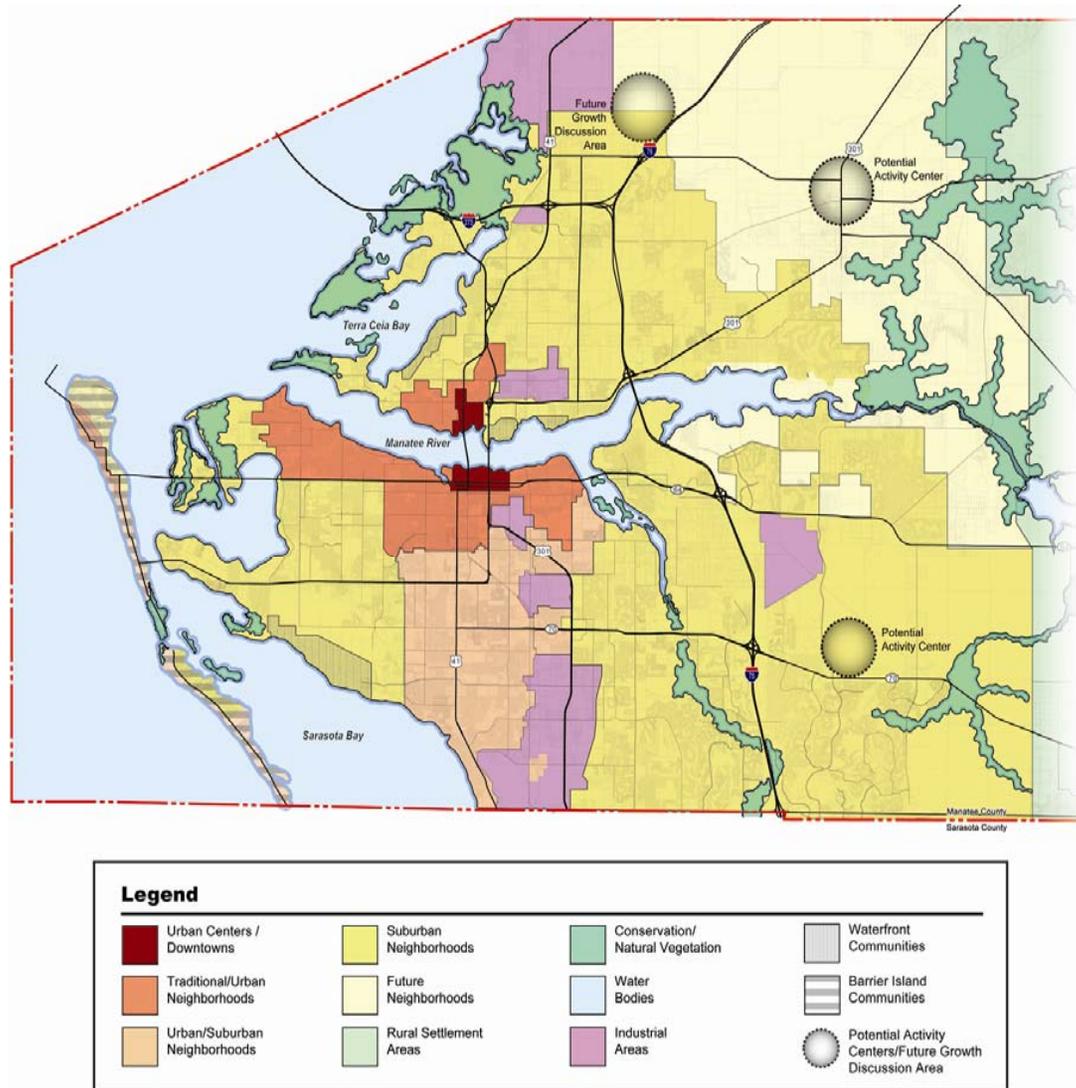


Figure 2: Character Study

Annexation

Municipal annexation in Florida has been recognized as a means of ensuring sound, orderly urban development and accommodation of growth as well as providing efficient urban services to areas that become urban in character. The City of Bradenton represents the population center of Manatee County and much of the land surrounding the City is urbanized, though unincorporated. Thus, the City is well positioned to initiate the transition of unincorporated lands into the City's corporate limits thereby providing more urban, municipal type services and ensuring sound urban development. The updated Future Land Use Element provides for a new objective and policy series that contains well defined criteria to support logical, sequential and efficient annexation.

Plan Coordination

Just as a corporation functions better when all the employees work together, planning gives better results when efforts are coordinated. The City has engaged in a wide range of planning over recent years, will produce updates to these plans, and will begin entirely new planning efforts in the future that all essentially seek the same ultimate goals of revitalization and redevelopment. For existing and future plans to reach their full potential and effectiveness, their policies and implementation strategies must be aligned in such a way as to not conflict with one another and maximize the use of limited resources.

The updated Future Land Use Element provides for plan coordination with state and regional policies and plans, and, where possible, county and local plans, such as Community Redevelopment Agencies.

The Updated Future Land Use Element

The City of Bradenton's Comprehensive Plan has been updated to provide the City adequate land use planning direction and allow for the flexibility required to address the community issues identified in this section. Specifically, the revised Future Land Use Element, along with the other elements in this updated Comprehensive Plan, acknowledges recent planning efforts and provides updated mechanisms for the City to utilize plan recommendations as needed.

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Goals, Objectives and Policies

GOAL 1 **FUTURE LAND USE: USES
AND INTENSITIES**

A land use pattern which promotes the well being of the community in regard to compatibility of adjacent uses, building types and residential densities, efficiency of utilities and roadways, harmony with the natural environment and protection from natural hazards.

Objective 1.1 **Planning and Design
Principles**

To guide future development and redevelopment through planning and design principles that foster successful urban communities.

Policy 1.1.1 **Guiding Principles for
Urban Communities**

The City shall establish the following planning and design principles for “new urbanism” communities to guide the growth, development and redevelopment efforts within the City:

- *Mixed Uses.* A mixture of non-residential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes such as bicycles, transit, and automobiles;
- *Functional Neighborhoods.* Residential areas include neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities, schools, central water and sewer, and fire/safety accessibility;
- *Walkable Streets.* Integrated neighborhoods and compact Traditional Neighborhood Design (TND)/New Urbanism Development that designs a community based on reasonable walking distances, the location of parking, and the design of streetlights, signs and sidewalks;

- *Interconnected Circulation Network.* An interconnected street system that prioritizes pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks and other recreational features; and



Bicycle lanes are essential for multi-modal vibrant downtowns.

- *Respect for Natural Features.* Development activity recognizes the natural and environmental features of the area and incorporates the protection, preservation and enhancement of these features as a resource amenity to the development.



Park Avenue, Winter Park, FL – A vibrant mixed-use main street with many outdoor cafes.



The riverwalk should protect the natural environment while connecting residential areas to more vibrant mixed-use areas.

Policy 1.1.2 Traditional/Urban Neighborhood Principles

The City shall preserve and enhance neighborhoods based on each neighborhood's essential ingredients. These ingredients are important in the design of the neighborhood. The design principles for traditional/urban neighborhoods are:

- Neighborhoods should be designed to establish an identity and value that motivate residents to protect them, including:
 1. Neighborhood names and identities;
 2. Lot and block designs that reinforce pedestrian use of the streets and a neighborly relationship of the homes;
 3. Compatible, not necessarily identical, residential densities and housing types, consistent with the future land use designation and zoning category;
 4. Economic and social diversity;
 5. Neighborhood parks;

- 6. Neighborhood organization for communication and conflict resolution; and
- 7. Training and technical assistance for neighborhood based planning initiatives.

- Neighborhood streets should be designed as open spaces for pedestrians that connect to adjacent uses and neighborhood supporting businesses without encouraging cut-through traffic, including:

1. Calm streets with appropriate traffic calming applications;
2. Room for on-street parking;
3. Street trees;
4. Sidewalks;
5. Standard street lighting;
6. Interconnected walkways, bikeways, trails and greenways;
7. Connections to adjacent neighborhoods; and

- 8. Connections to other uses that reduce the need to travel major roads to access neighborhood-serving businesses.



Expanded space for retail tables and chairs, street furniture, signage, etc.

- Common open areas should be part of every neighborhood with easily and safely accessible neighborhood parks, including:
 1. Open spaces and usable land for casual recreation;
 2. Arrangements for maintenance;
 3. Cluster mail boxes; and
 4. Wetlands, retention areas and other unique site features designed as amenities.

- For TND neighborhoods, garage door locations should be designed to re-inforce the urban development pattern and require:
 1. Locating the garage door behind the front plane of the main house;
 2. Side entry garages;
 3. Rear access garages on alleyways;
 4. Shared driveways with separate garages; and
 5. Other options that restrict the domineering street presence of garages.

Policy 1.1.3 Urban Center Principles (Urban Core and Urban Central Business District)

The City shall enhance the unique aspects of Downtown Bradenton and address emerging redevelopment opportunities based upon the following design principles for urban centers:

- Provision of sufficient housing capacity, including affordable and workforce housing;



Attainable housing should be designed with context sensitive architecture and should meet the street.

- Optimization of transportation infrastructure that promotes multimodal opportunities and recognizes the functional integration of the downtown urban center with adjacent neighborhoods;
- Promotion of sustainable development practices;
- Promotion of historic preservation, including the preservation of historically significant structures in downtown. Encourage an urban scale, form and character that respects and integrates historically significant structures and districts;



Home restoration should be encouraged to promote history and identity of the district.

- Maintenance and promotion of aesthetics in design and urban form through height, bulk and scale standards for new development which are consistent with the established cityscape and skyline;



Taller structures that stepped back from the riverfront should be encouraged to maintain view corridors and riverwalk connectivity.

- Promote appropriately scaled transitions to the waterfront;



Active park space adjacent to the riverfront also provides measures to help appropriately scale buildings close to the waterfront.



An interactive riverwalk with places for people to sit, walk, bike and shop are important for viability.

- Provision of public open space and urban recreational opportunities that encourage walkability throughout downtown and adjacent neighborhoods, including a pedestrian infrastructure and open space network that promotes ease of access to the waterfront; and
- Provision of sufficient employment capacity.

Objective 1.2 Future Land Use Map

To guide the location of new development and redevelopment in a manner conducive to compatibility of land uses, sensitive to natural resources and natural hazards and consistent with the availability of public facilities.

Policy 1.2.1 Establish a Future Land Use Map

The Future Land Use Map shall govern the use of land in the City of Bradenton, defining types and intensities of uses within each category, and is hereby adopted as part of this Comprehensive Plan. The following future land use categories are established:

Very Low Density Residential

Coastal area residential use with a potential neighborhood commercial component, as part of a Planned Development, which will consist of light retail, restaurants, personnel services, office and other similar neighborhood activities.

Residential – DU/acre 3

Commercial – not to exceed 1 acre or 5% of total development

Maximum floor area ratio: commercial 0.50

Low Density Residential

Residential use, primarily single family with a potential neighborhood commercial component, as part of a Planned Development, which will consist of light retail, restaurants, personnel services, office and other similar neighborhood activities.

Residential - DU/acre 6

Commercial – not to exceed 1 acre or 5% of total development

Maximum floor area ratio: commercial 0.50

Medium Density Residential

Residential uses, with a potential neighborhood commercial component, as part of a Planned Development, which will consist of light retail, restaurants, personnel services, office and other similar neighborhood activities.

Residential – DU/acre 10 or 12 DU/acre with moderate income housing bonus (Dwelling units proposed above the base density threshold must meet the City’s moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to

time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Commercial – the lesser of 1 acre or 5% of total development

Maximum floor area ratio: commercial 0.50

High Density Residential

Residential uses, with a potential neighborhood commercial component which will consist of light retail, restaurants, personnel services, office and other similar neighborhood activities.

Residential – DU/acre 15 or 18 DU/acre with moderate income housing bonus (Dwelling units proposed above the base density threshold must meet the City’s moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Commercial – not to exceed 1 acre or 5% of total development

Maximum floor area ratio: commercial 0.60

Professional Office/Medical

Offices, medical facilities, public facilities, limited commercial and educational facilities.

Maximum floor area ratio: 0.35

Urban Commercial Corridor

Commercial uses with moderate residential density, offices, light commercial, retail, hotel, restaurant, educational, social services, automobiles sales

Residential – 10 DU/ acre or 13 DU/acre (Dwelling units proposed above the base density threshold must meet the City’s moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Maximum floor area ratio: 0.7

Suburban Commercial Corridor

Commercial uses commensurate with suburban arterial roadways, retail, office, automotive sales, automotive repair and service, hotel, motel, restaurants, social services

Maximum floor area ratio: 0.50

Recreational/Open Space

Parks, and designated open areas.

Maximum floor area ratio: N/A

Conservation

All land below the two-foot contour line or otherwise designated by documented tidal wetland delineation. Docks, boardwalks, or passive recreational uses only.

Urban Central Business District (UCBD)

The UCBD is the most intensely developed area of the City. It includes the Central Business District, Riverwalk, and West Historic District. Together, these sub-areas form the downtown of the City and provide a vital place for social, cultural, and economic interchange. The Urban Core is also a hub for governmental and civic uses.

The purpose of the UCBD category is to establish, define, promote, and facilitate the redevelopment and enhancement of the City’s primary and historical urban center. The UBCD land use category is further intended to implement the downtown and general redevelopment goals, objectives, and policies of the Future Land Use Element as well as to promote the accomplishment of the City’s Community Redevelopment Area

(CRA) designation for the downtown area and the implementation of redevelopment plans, studies, and regulations.

The UCBD allows and encourages a mixture and range of uses generally associated with or considered compatible with traditional urban core central business districts, particularly those that are pedestrian friendly, and not necessarily catering to automobile traffic. Proposed uses within the area encourage the development of a lively, mixed-use, walkable downtown that effectively serves Bradenton residents, merchants, visitors, and employees. Uses include: offices, personal and professional services, commercial, retail, public and semi-public facilities, educational, institutional, restaurants, parks, recreation, and entertainment venues, and medium to high density residential uses are desired subject to compatibility with and appropriate transition considerations to adjacent low density residential uses.

Maximum floor area ratio: 5.0

Maximum base density: 40 dwelling units per acre

Maximum Density with moderate income housing bonus: 50 dwelling units per acre (Dwelling units proposed above the base

density threshold must meet the City's moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Urban Core

The Urban Core is located within the City of Bradenton's Urban Central Business District and provides the hub for economic development and civic uses. Uses include: offices, personal and professional services, commercial, retail, public and semi-public facilities, educational, institutional, restaurants, parks, recreation, and entertainment venues, and medium to high density residential uses are desired subject to compatibility with and appropriate transition considerations to adjacent low density residential uses. To foster the City's redevelopment efforts and enhancement of this mixed use center, densities may be increased within the Urban Core from those allowed within the UCBD category.

Maximum floor area ratio: 5.0

Maximum base density: 60 dwelling units acre

This increased density and intensity may be achieved if the project is generally consistent with the Design Element of the Comprehensive Plan and meets the following development criteria:

- Provides for multi-use solutions for transportation with an emphasis on alternate transit modes and pedestrian access and walkability
- Development that is arranged in block dimensions that maintain a pedestrian scale
- Commitment to a certification of Green Design for both site design and building design
- Maintain public access to the water throughout the development through the creation of streets and/or an extension of the Riverwalk
- Includes a public park, plaza, courtyards and/or sculpture gardens
- Architecture that recognizes the existing context of the area and provides for massing, height, building composition, proportion and materials

Maximum density with moderate income housing bonus: 70 dwelling units per acre (Dwelling units proposed above the base density threshold must meet the City's moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Urban Village

The Urban Village includes areas near the fringe of the Urban Core and is anticipated to develop with the character, lifestyle, and friendliness of a village based on the concepts of new urbanism.

Proposed uses within the Urban Village encourage the development of a district with a distinct sense of place, walkable environment that supports and enhances abutting neighborhood areas. Desired uses in the Urban Village include: small lot single-family dwellings, multiple-family rowhouses and limited midrise housing types, flex houses, providing live-work opportunities, professional offices, retail stores, artisanal uses, civic and recreation uses, and greenspace.

Maximum floor area ratio: 0.70

Maximum base density: 25 dwelling unit per acre

Maximum density with moderate income housing bonus: 30 dwelling units per acre (Dwelling units proposed above the base density threshold must meet the City's moderate income housing guidelines as established in the City of Bradenton Local Housing Agency Plan (LHAP) as may be amended from time to time, as well as Policies 1.2.1 – 1.2.4 of the Housing Element.)

Public/Private Schools

Educational facilities.

Maximum floor area ratio: N/A

Industrial

Provides an economic engine that allows for heavy commercial, industrial, offices, warehouses that also include light and heavy manufacturing, automotive uses, amusement establishments, educational facilities, service and equipment, laboratories. Ancillary facilities to support the various uses may also be provided in the industrial areas.

Maximum floor area ratio: 1.0

Policy 1.2.2 Mixture of Land Uses

The City of Bradenton has created several land use classifications that are founded on the concepts of “New Urbanism” whereby diverse, walkable urban neighborhoods transition to a fully mixed-use urban core. The following percentage distribution of the mix of land uses within each classification is hereby established:

Urban Core

This land use classification primarily designates a fully mixed-use area in the City's downtown center that provides for residential and non-residential uses in order to create a functional, sustainable urbanized community. The aim of this land use classification is to achieve a percentage mix distribution of 55% residential and 45% non-residential land uses. The percentage mix is applicable on an area wide basis rather than a site specific basis.

Urban Central Business District

This land use classification is also a fully mixed-use area surrounding the urban core and provides for residential and non-residential land uses. It provides a transition from the Urban Core to the less dense and intense Urban Village land use classification.

The goal of this land use classification is to achieve a percentage mix distribution of 50% residential land uses and 50% non-residential land uses. The percentage mix is applicable on an area wide basis rather than a site specific basis.

Urban Village

This land use classification is a fully mixed-use area that provides for residential and non-residential uses in order to create a functional, sustainable urbanized community. The percent mix distribution of 60% residential land uses and 40% non-residential land uses will form an urban edge to the surrounding suburban residential and non-residential land uses. The percentage mix is applicable on an area wide basis rather than a site specific basis.

Urban Commercial Corridor

This purpose of this land use classification is to provide mixed-use opportunities in order to integrate standard, stand alone “strip commercial” development into a fully functional urban environment. The percent mix distribution of 20% residential land uses and 80% non-residential land uses. The percentage mix is applicable on an area wide basis rather than a site specific basis.

**Objective 1.3 Implementation of the
FLUE: Land Use
Regulations**

To utilize the Future Land Use Map and all other relevant policies in this Comprehensive Plan as a basis for the revision of the Land Use Regulations, including the Zoning Atlas.

**Policy 1.3.1 Amending the Land Use
Regulations**

The City shall adopt Land Use Regulations pursuant to this Comprehensive Plan that include measures to accomplish the following:

- Ensure that development complies with the Future Land Use Map, associated density and intensity limits, and all other policies in this Comprehensive Plan;
- Eliminate existing land uses inconsistent with the Future Land Use Map and all other policies in this Comprehensive Plan;
- Ensure compatibility of uses and buffering of uses;
- Regulate signage;
- Regulate subdivision of land;
- Require developers as a condition of development approval to provide utilities and roadways needed to serve proposed development;
- Ensure that development orders and permits shall not be issued if a reduction in the level of service standards in the Comprehensive Plan are violated;
- Regulate the clearing of land and the removal of trees and require erosion control during construction; and
- Ensure appropriate sensitivity to and protection of natural and historic features.

Objective 1.4 Adequate Public Facilities

To ensure adequate public facilities concurrent with development.

Policy 1.4.1 Level of Service

The City adopts the level of service standards contained in the policies throughout this Comprehensive Plan as standards for all development.

Policy 1.4.2 Concurrent Public Facilities

The City shall grant development approvals only if all utilities and roadways to serve the proposed development are existing or committed as required by the level of service policies in this Comprehensive Plan. Committed shall mean that a capital project is underway to correct the deficiency and is scheduled to be completed concurrent with the demand created by the development or that the developer bonds or makes the necessary improvements prior to issuance of permits for the development.

Objective 1.5 Protection of Wetlands, Floodplain, and Natural Hazard Areas

To consider in land use planning the impact of land use on water quality, and quantity; the availability of land, water, and other natural resources to meet demands; and the potential for flooding or other natural disasters.

Policy 1.5.1 Stormwater Master Plan

The City shall evaluate the development of a city-wide stormwater master plan, by 2010, to not only encourage successful redevelopment, but also to improve water quality of the natural bodies of water and prevent the direct outfall of pervious surface runoff from infiltrating into the Manatee River, Braden River, Ware’s Creek, or other bodies of water.

Policy 1.5.2 Hurricane Evacuation Zone

The City shall deny requests for increases in gross density on property approved for

development if the property is located in the Coastal High Hazard Area (CHHA).

Policy 1.5.3 Coastal Storm Damage

The City will mitigate the coastal population hurricane vulnerability by maintaining or reducing the overall residential density relative to that contemplated in the Comprehensive Plan. Development of all vacant unplatted lands within the City as of July 1, 2009 which are in a coastal high hazard area will not exceed 3.0 units per gross acre for residential development.

- Existing land uses which are inconsistent with the Future Land Use Plan of the City shall be eliminated upon redevelopment. Exceptions may be made if: A) less than 50 percent of the existing use is destroyed by accident or act of God; B) neighboring landowners support the rebuilding to the prior state; and C) such rebuilding does not pose a serious health or safety threat to the public. All three conditions must be met.
- Inconsistent uses shall not be expanded by more than 25 percent. However,

maintenance in order to meet health, safety, welfare and any obvious aesthetic upkeep is allowable. Examples include painting, structural and roof repair, and plumbing and electrical repair.

- Residential structures in the Coastal High Hazard Area (CHHA) that are damaged less than 50 percent by a wind or water damage may be repaired but they may not be replaced by new structures at a density that is higher than allowed by this Plan.
- Construction of public facilities in coastal high hazard areas will be in furtherance of one or more of the following: downtown revitalization, efficiencies in the provision of service, or service to existing populations.

Policy 1.5.4 Floodplain Protection

The City shall continue to participate in the Federal Emergency Management Agency’s flood insurance program, which includes maintaining a flood prevention ordinance consistent with federal regulations.

Policy 1.5.5 Flood Mitigation

The City shall continue to participate in state's Flood Mitigation Assistance Grant Program in an effort to reduce the number of flooding properties within the City of Bradenton and possibly lower our Community Rating Score.

- Compliance with other Goals, Objectives, and Policies and with applicable land development regulations; and
- Allowing innovative, high quality development.

Policy 1.5.6 Wetland Protection

The City shall discourage removal, alteration, or encroachment of wetlands by permitting the transfer of density or intensity from wetlands and associated buffers to upland portions of the same project site. Such transfer from pre-development jurisdictional wetlands shall be limited to wetland acreage less than or equal to 20% of total gross project acreage. Such development potential transfer shall also be subject to:

- Limitations on gross and net density as established for each land use category;
- Limitations on maximum floor area ratio established for each future land use category;

Objective 1.6 Public Schools

To provide the opportunity for the location of adequate school sites within the City consistent with growth and development patterns and compatibility with nearby uses.

Policy 1.6.1 Available FLU Categories

The City shall consider public schools as an appropriate land use within the residential, professional, and commercial land use categories.

Policy 1.6.2 Land Use Compatibility

The City shall allow public schools as Special Uses and public schools shall be compatible with existing or anticipated uses on nearby properties based upon the type of school (i.e., elementary school, middle school, high school, or school of special education) and the type of facilities proposed for the site.

Policy 1.6.3 Environmental and Transportation Compatibility

The City shall consider environmental concerns and traffic patterns when a proposed school site is under review to ensure compatibility with on-site and adjacent natural features and the health and safety of students, neighborhood residents, and local motorists.

Policy 1.6.4 Provision of Public School Facilities

The City shall adhere to the Goals, Objectives and Policies of the Public School Facilities Element in determining the adequacy and/or location of public school sites or facilities.

Objective 1.7 Annexations

To expand City boundaries through annexation of unincorporated land in a logical, sequential and efficient manner.

Policy 1.7.1 Annexation Process

The City shall pursue annexation of property, not excluded by the adopted Urban Development Zone (see Exhibit 8), in accordance with The Accord.

Policy 1.7.2 Annexation Feasibility Study (AFS)

The City shall produce in addition to the requirements of The Accord, an Annexation Feasibility Study for every proposed annexation outlining the property’s compliance with the specific policies of Objective 1.7. At a minimum, the AFS will include:

- A statement addressing the requirements of annexations outlined in Ch. 171, FS.

- A statement addressing the potential creation of an enclave.
- A statement addressing the potential creation of a “leap-frog” extension.
- A statement addressing the potential creation of a nearly surrounded pocket of unincorporated land.
- A statement addressing the potential creation of an overly irregular City Boundary.
- An inventory of existing public services provided to the proposed annexation by the County or others.
- An inventory of public services to be provided by the City upon annexation.
- A statement from the City Engineer noting if the provision of public services to the proposed property will adversely affect the provision of services to existing City residents.
- The results of a fiscal impact assessment of the proposed annexation.

Policy 1.7.3 Public Services

The City shall deny or delay annexations of properties that would cause a decrease in the City’s ability to provide adequate public services to existing City residents at approved LOS standards, until such time as the deficiency can be corrected. Public services to be considered include, but are not limited to:

- Potable water
- Wastewater
- Stormwater
- Police
- Fire protection
- Road maintenance
- Garbage collection
- Parks and recreation

Policy 1.7.4 Fiscal Impact

The City shall not approve a proposed annexation if a fiscal impact assessment of the property shows a negative benefit to the City, unless the annexation is to correct an overriding public health or safety issue.

Policy 1.7.5 Assignment of Future Land Use

The City shall assign land annexed into the City a future land use category during the next comprehensive plan amendment cycle, consistent with all policies in this Comprehensive Plan and adjacent land use categories, as shown on the adopted Future Land Use Map.

Policy 1.7.6 Public Facilities Efficiency

The City shall encourage annexation of property where the annexation promotes the efficiency of utilities or roadways.

Policy 1.7.7 Avoid Enclaves

The City shall avoid annexations that create unincorporated enclaves.

Policy 1.7.8 Incorporation of Enclaves

The City shall identify all existing enclaves and develop a plan for their phased annexation, taking into account infrastructure and service needs of the annexations and any deficiencies in services and infrastructure caused by the annexations based on current LOS standards. The City shall strive to incorporate all enclaves by October 2013.

Policy 1.7.9 Logical City Boundary

The City shall strive to avoid annexations that create an overly irregular City boundary.

Policy 1.7.10 Leap-Frog Annexations

The City shall avoid annexations that create linear “leap-frog” extensions resulting in land that is nearly completely surrounded by unincorporated land.

Policy 1.7.11 Unincorporated Pockets

The City shall strive to develop a plan, using the annexation review criteria found in Policy 1.7.1., for the phased annexation of those areas of unincorporated land that are substantially surrounded by incorporated City.

Objective 1.8 Neighborhood Planning

To promote the economic and urban revitalization of all areas of the City through the use of holistic neighborhood planning and coordination with Community Redevelopment Agencies, Enterprise Zones, and other revitalization programs.

Policy 1.8.1 Neighborhood Map

The City shall establish and maintain a neighborhood map, which may be amended from time to time, encompassing all areas of the City. (See Figure 1: City Neighborhoods Page FLU-8 and Figure 2: Character Study on Page FLU-9)

Policy 1.8.2 Neighborhood Plan Elements

The City shall initiate a neighborhood planning process for the protection and revitalization of City neighborhoods, involving citizen and stakeholder involvement and technical support from the City.

Policy 1.8.3 The Neighborhood Plan

The City shall produce a Neighborhood Revitalization Plan outlining the community’s vision for each neighborhood planning effort. Each plan shall include, but not be limited to the following elements:

- Crime and Public Safety
- Housing
- Code Enforcement
- Urban Character
 - Subdivision Standards
 - Residential Compatibility
 - Transitional Land Uses
 - Roadway Compatibility
 - Streetscape
 - Neighborhood Identity
- Parks and Recreation
- Infrastructure
- Redevelopment

Policy 1.8.4 Public Involvement

The City shall encourage public participation in the neighborhood planning process through the use of tools such as public workshops and meetings, stakeholder interviews, citizen surveys, and other useful methods of public input.

Policy 1.8.5 Plan Implementation

The City shall use the proposed implementation programs and strategies produced by the individual neighborhood planning processes to guide the City’s revitalization efforts.



Policy 1.8.6 Planning Cycle

The City shall establish a priority sequence and time frame for the development of each neighborhood planning effort based on such criteria as:

- Crime Rate
- Environmental sensitivity
- Development pressure
- Disinvestment
- Historic/Cultural value
- Citizen support

Policy 1.8.7 Planning Cycle Completion

The City shall strive to complete a neighborhood plan for every neighborhood in the City by October 2015.

Objective 1.9 Revitalization Efforts

To increase the extent and effectiveness of revitalization efforts in the City and to ensure compatible urban form, integrated transportation systems, consistent streetscaping, and adequate public facilities throughout.

Policy 1.9.1 Existing Revitalization Programs

The City shall continue the downtown revitalization programs of each Community Redevelopment Agency, including the 14th Street CRA, Bradenton CRA, Central CRA, and the state Enterprise Zone program. The City shall also continue to seek the federal Pocket of Poverty designation as needed.

Policy 1.9.2 Community Redevelopment Agency

The City shall consider the consolidation of some of the City's CRA's as well as possible expansion of the Downtown CRA to incorporate other additional properties within the core Downtown. The City shall

also consider renewing the various CRA's as they approach expiration to continue the mechanism for neighborhood revitalization.

Policy 1.9.3 Revitalization Coordination

The City shall coordinate all future planning efforts such as CRA Redevelopment Plans, neighborhood plans, corridor plans, and streetscape plans to ensure consistent and compatible strategies and programs.

Policy 1.9.4 Coordination with the County

The City shall coordinate the CRA planning efforts with those of the County CRAs, where appropriate.

Policy 1.9.5 Redevelopment Incentives

The City shall, by October 2010, complete a review of potential redevelopment incentives such as expedited or priority plan review and permit fee adjustments for redevelopment projects in targeted areas.

Objective 1.10 Downtown Revitalization

To promote the revitalization of Downtown Bradenton as a dense, mixed-use, self-sufficient center. The City establishes the Downtown Sub-Districts as identified and defined in the Downtown by Design: The Bradenton CRA Master Plan and depicted in Exhibit 1: Downtown District Plan to guide compatibility decisions for new development and redevelopment within each of these areas.

Policy 1.10.1 Bradenton CRA

The City shall adopt land use regulations by October 2010, consistent with appropriate measures in the Bradenton CRA Master Plan to support the desired urban form in the downtown area. The revised regulations should at a minimum address height, building placement, use, streetscape, and waterfront connectivity.

Policy 1.10.2 Downtown Sub-Districts

The Downtown Sub-Districts each have specific needs and require special planning and design in order to reach full potential and success. The City shall establish the Downtown Sub-Districts as identified and defined in the Downtown by Design: The Bradenton CRA Master Plan and depicted in Exhibit 1: Downtown District Plan to guide compatibility decisions for new development and redevelopment within each of these areas.

Policy 1.10.3 Downtown Height and Density

The City shall evaluate, by 2010, the recommendation included in the Downtown by Design: The Bradenton CRA Master Plan to increase density and allowable height in the Urban Central Business District and the Downtown CRA.

Policy 1.10.4 Downtown Riverwalk Sub-District

The Downtown Riverwalk Sub-District is characterized with elements such as mixed use buildings with architectural stepbacks to maintain the view to the Riverwalk, Infill residential as a mix of townhomes and condominiums, and an enhanced public realm. The City shall continue to support the redevelopment efforts as they make future public infrastructure, planning, and programming capital infrastructure decisions in this area.

Policy 1.10.5 Courthouse Square Sub-District

The Courthouse Square Sub-District is nearly built out, but many of the existing blocks are under-utilized by surface parking, therefore, the opportunity for new infill, mixed-use development with retail on the ground floor, and office and/or residential above will enhance and revitalize this sub-district. The City shall continue to support redevelopment initiatives that convert surface parking to new infill, vertically mixed use development.

Policy 1.10.6 Arts Gateway Sub-District

The Arts Gateway Sub-District is characterized by infill, mid-rise, mixed-use buildings with structured parking. Heights on the buildings should transition towards the existing Village of the Arts Neighborhood. The City shall respect the Village of the Arts Neighborhood in making all final height decisions for all new development and redevelopment within this Sub-District by providing for higher building heights away from the neighborhood and lower building heights adjacent to the neighborhood.

Policy 1.10.7 West Warehouse Loft Sub-District

The West Warehouse Loft Sub-District is characterized by incremental residential infill at the Townhome scale. Some potential redevelopment could occur with the existing warehouses redeveloping to loft office, residential, or mid-rise potential. The City shall continue to support the redevelopment efforts as they make future public infrastructure, planning, and programming capital infrastructure decisions in this area.

Policy 1.10.8 In-Town Manatee Sub-District

The In-Town Manatee Sub-District is characterized by mid-rise residential infill with potential densities in the 60-70 dwelling units per acre. The City shall continue to rely on the established commercial “Design District” and future revitalization should capitalize on that recent investment.

Policy 1.10.9 Manatee South Sub-District

The Manatee South Sub-District is characterized by infill townhome or additional single family residential that enhances the existing single family residential uses. Affordability should be a consideration for this area, and the City, by 2010, shall investigate options for special mechanisms such as Community Land Trusts or innovative construction methods to preserve affordability without reducing character or quality.

Policy 1.10.10 Manatee Village Sub-District

The Manatee Village Sub-District is characterized by new development or redevelopment that is a mix of townhome and mid-rise residential infill with context sensitive architecture and design guidelines preserving viewsheds to the Riverfront.

Policy 1.10.11 Manatee West Sub-District

The Manatee West Sub-District is characterized by low-rise apartment residential infill and neighborhood mixed-use retail. This sub-district is also characterized by low-rise medical office that supports the nearby Hospital.

Policy 1.10.12 Health & Wellness Sub-District

The Health & Wellness Sub-District is characterized by mid-rise medical office buildings, live/work residential, and mixed-use commercial/retail uses that support the Hospital and related office uses.

Policy 1.10.13 Riverwalk East Sub-District

The Riverwalk East Sub-District is characterized by mixed-use, higher density, and taller buildings that transition from taller buildings closer to Manatee Avenue to shorter buildings adjacent to the Riverwalk. The City shall protect the vista and viewshed of the Riverwalk area by transitioning higher building heights away from the Riverwalk area and lower building heights adjacent to the Riverwalk area.

Policy 1.10.14 Riverwalk West Sub-District

The Riverwalk West Sub-District is characterized by mixed-use, higher density, and taller buildings that transition from taller buildings closer to Manatee Avenue to shorter buildings adjacent to the Riverwalk. The City shall protect the vista and viewshed of the Riverwalk area by transitioning higher building heights away from the Riverwalk area and lower building heights adjacent to the Riverwalk area.

Policy 1.10.15 Balance Transportation and Land Use

The City shall encourage “Smart Growth” by linking land use and transportation in a way to encourage pedestrian and bike safety, as well as a focus on mobility, but not as defined by speed. The City shall investigate opportunities for increased connectivity in road networks, and adopting a multi-modal approach to transportation planning with a supportive land use development pattern.

Policy 1.10.16 Downtown Projects

The City shall consider the specific recommendations from the Bradenton CRA Master Plan when reviewing development and redevelopment projects in Downtown Bradenton.

Policy 1.10.17 Downtown Waterfront Access

The City shall increase public access to the downtown waterfront by discouraging new development or redevelopment that will restrict public access along the downtown waterfront.

Policy 1.10.18 Encourage Mixed Use

The City shall encourage mixed use retail and residential projects in the downtown area.

Policy 1.10.19 Encourage Workforce Housing

The City shall encourage and facilitate programs developing mixed-income, mixed-use workforce housing in and adjacent to Downtown Bradenton. These programs shall also include affordability mechanisms such as Community Land Trusts and/or innovative building construction methods to reduce overall cost without reducing quality.

Policy 1.10.20 Protect and Reinforce Existing Downtown Residential

The City shall investigate options for protecting and reinforcing the existing residential neighborhoods in Downtown. Design Guidelines, Pattern Books, and other mechanisms are viable options for the City to consider.

Policy 1.10.21 Downtown Wayfinding

The City shall create an attractive and efficient downtown wayfinding system, to guide pedestrians and vehicles to destination centers and points of interest.

Policy 1.10.22 Gateway Features

The City shall consider the use of gateway and signage features at the major entrances to the downtown as well as minor gateway and signage features to the various sub-districts within the Downtown area.



The hierarchy of signs should lead visitors from the gateway to the top destinations.



Gateway architecture can include vertical elements with or without verbage.

Objective 1.11 Tamiami Trail Revitalization Strategy

To guide development and redevelopment activities and public improvements along the Tamiami Trail corridor based upon the recommendations from the Tamiami Trail Revitalization Strategy, adopted by the City Council on October 12, 2005.

Policy 1.11.1 Corridor Transect Zones

The City shall promote the concept of “Corridor Transect Zones” as depicted in Exhibit - 2: Tamiami Trail Corridor Transect Zones taking into consideration the character of each environment within the corridor per the recommendations of the Tamiami Trail Revitalization Strategy. The subareas are:

- *Urban Core* – areas north of MLK Boulevard
- *Urban Village* – areas between 26th Avenue and MLK Boulevard
- *Urban Commercial Corridor* – areas between 26th Avenue and 17th Avenue

- *Suburban Commercial Corridor* – areas south of 26th Avenue

Policy 1.11.2 Mixed Use Zoning and Design Standards

The City shall amend the land use regulations by 2010 consistent with the adopted Future Land Use Map to modify the C-1 and C-1A zoning district regulations and provide for mixed use zoning as applicable to the Tamiami Trail Revitalization Strategy Area as depicted in Exhibit - 2: Tamiami Trail Corridor Transect Zones to support the recommendations of the Tamiami Trail Revitalization Strategy. The mixed-use district shall be located along the length of the Tamiami Trail corridor on both sides of the street and extend one block from either side of the Tamiami Trail. New design standards shall address:



Before Streetscape



Proposed typical streetscape – expanded space for retail tables and chairs, street furniture, signage, etc.

- Block footprints;
- Mix of uses and housing types;
- Architectural character;
- Plazas and green spaces;
- Community gathering spaces;

- Setbacks;
- Signage;
- Intersection improvements;
- Lighting;
- Enhanced code enforcement;
- Crime Prevention Through Environmental Design (CPTED) principles;
- Stormwater retention areas;
- Streetscaping;
- Parking requirements; and
- Neighborhood roadway connections.

**Policy 1.11.3 Comprehensive Plan
 Amendment**

Amendments to the *Tamiami Trail Revitalization Strategy* will procedurally require a Comprehensive Plan amendment.

Objective 1.12 Urban Sprawl

Bradenton will discourage urban sprawl by controlling the extension of urban facilities and services to non-urban areas and by encouraging urban infill development.

Policy 1.12.1 Annexation Rationale

To the extent that Bradenton proactively pursues annexations, it will do so on the basis of a comprehensive rationale, such as that described in Objective 1.7 and Policies 1.7.2 and 1.7.3. The City of Bradenton will seek first to annex enclaves, near enclaves, and adjacent urbanized areas. Considerations include, but are not limited to, environmental and health benefits, land needs for various uses, cost and revenue impacts, and benefits of jurisdictional consolidation.

Policy 1.12.2 Encourage Infill Development

Bradenton will encourage infill development within the City by maintaining a high level of urban services, by cooperating with the private sector in promoting the City to traditional retiree populations, by promoting other forms of economic growth, and by maintaining land development regulations that facilitate the sensitive integration of new development in older urban areas.

Policy 1.12.3

Bradenton will refrain from the extension of water and sewer lines into sparsely developed areas in order to discourage a leap frog development pattern or urban sprawl.

Objective 1.13 Overlay Districts

The City of Bradenton will identify areas on the Future Land Use Map which require unique consideration for land density and/or development activities.

Policy 1.13.1 Energy Conservation Area Overlay

The Energy Conservation Area Overlay serves as an overlay to the Future Land Use Map. The Conservation Area primarily covers the City’s Urban Core, Urban Central Business District, and Urban Village land use districts. The boundary of which shall be identified on Map FLU - 10 of the Future Land Use Map series. The overlay serves to designate a distinct area wherein specific land use standards and regulations will be implemented to guide the development of uses and structures in a manner that will reduce greenhouse gas (GHG) production, promote water and energy conservation, and reduce resource degradation. The following policies promote these aims:

Policy 1.13.2 Governance

It is the intent of the City that all uses within the Energy Conservation Area will employ creative, efficient, and conscientious land

development practices that will enable the City to effectively reduce VMT, promote efficient water and energy consumption, and reduce resource degradation. The implementing zoning districts within the Code of Ordinances of the City of Bradenton (Land Use Regulations) will include development standards and design regulations to support “new urbanism” goals, objectives and policies which address such elements as land use, transportation systems, site access and circulation, landscaping and buffering, lighting, and building and site design.

Policy 1.13.2 Urban Infill Development

The City of Bradenton will promote urban livability while balancing the needs of mobility and access.

- Increase street and pedestrian connectivity;

Policy 1.13.3 Reduction of Vehicle Miles Traveled

The City will reduce greenhouse (GHG) emissions through by:

- Promoting walkability through pedestrian connectivity, beautification, and appropriate scale/size compatibility;
- Creating a bikeway systems master plan that considers existing roads and trails, and proposed new greenways and other connections as appropriate.
- Considering transit options for future connections and transportation alternatives; and
- Requiring new street design standards shall be established to transform existing and future streets into tree-lined boulevards, avenues and parkways that define the City’s urban form (grid system); improve the aesthetic qualities of the driving experience; and provide safe bicycle and pedestrian circulation.

Policy 1.13.4 Green Building Practices

The City shall support incentives by the state and federal governments to promote Green building programs and best practices.

Policy 1.13.5 Green Roof Design

The City shall consider the provision of incentives to support developers interested

in implementing green roof design. Also, the City should consider leading by example through the creation of green roofs on appropriate public buildings.

Policy 1.13.6 Alternative Drainage

The City shall consider the provision of incentives to support developers interested in implementing green roof design. Also, the City should consider leading by example through the creation of green roofs on appropriate public buildings.

Policy 1.13.7 Green Building Flexibility

The City will allow increased height limits and/or flexibility in other standards for projects, in the identified “Conservation Overlay District”, that incorporate efficient green building practices.

Policy 1.13.8 Green Building Barriers

The City will identify regulatory or procedural barriers to implementing green building practices and will update codes, guidelines and zoning as needed.

Policy 1.13.9 Affordable Housing Energy Efficiency

Affordable housing developments shall incorporate energy efficient design and features to the maximum extent feasible.

Policy 1.13.10 Solar Energy

The City will promote, support and require, as appropriate, the use of solar energy in the following manner:

Solar Ready Buildings

The City will require where feasible, all new buildings be constructed to allow for easy, cost effective installation of solar energy systems in the future, using such “solar-ready” features as:

- Designing the building to include optimal roof orientation with sufficient south-sloped roof surface,
- Clear access without obstructions (e.g. chimneys, heating and plumbing vents) on the south sloped roof;
- Designing roof framing to support the addition of solar panels;
- Installation of electrical conduit to accept solar electric system wiring; and

- Installation of plumbing to support a solar hot water system and provision of space for a solar hot water storage tank.

Policy 1.13.11 Passive Solar Design

The City will require that any building constructed in whole or part with City funds incorporate passive solar design features.

Policy 1.13.12 Protection of Solar Elements

The City will protect existing, active and passive solar design elements and systems from shading by proposed neighboring structures and landscape elements.

Objective 1.14 Establish Transportation Concurrency Exception Area (TCEA)

Establish a Transportation Concurrency Exception Area pursuant to the designation of the City of Bradenton as “Dense Urban Land Area”.

Policy 1.14.1 Areal Designation

The boundary of the TCEA shall be coterminous with the corporate limits of the City of Bradenton, and as graphically represented in the Future Land Use Map Series as Map FLU – 9 and in the Transportation Map Series as Map TRAN – 7 and hereby established as a Transportation Concurrency Area.

Policy 1.14.2 Multi-Modal Concurrency

The City of Bradenton will investigate and adopt a tiered multi modal approach to transportation concurrency by July 1, 2011.

Policy 1.14.3 Multi-Modal Strategies

- The City will development multi-modal strategies to provide potential solutions to roadway level of service (LOS) deficiencies. These strategies will focus

on, but not be limited to the following areas:

- Increased/improved transit service and/or infrastructure;
- Pedestrian and bicycle facilities,
- Multi-modal-supportive land use plans with higher densities and mixed use in target areas;
- Connectivity between parcels; and
- Urban design standards that maximize the attractiveness of non-automobile transportation modes.

Policy 1.14.4 Regional Consistency Multi-Modal Strategy

The City will coordinate with Tampa Bay RPC, Sarasota-Manatee MPO, and Manatee County in order to develop complementary multi-modal strategies.

Policy 1.14.5 Identification of Multi-modal Projects

The City will develop a list of multi-modal projects and funding mechanisms to be included in Capital Improvements Program

that will be completed to support the TCEA by July 1, 2011.

Policy 1.14.6 Design Standards and Facilities

The City will revise the land use regulations to incorporate multimodal supportive design standards and facility requirements by 2012.

Objective 1.15 Consistency

To maintain the consistency of the City's land use policies with state and regional policies and plans, and, where possible, county and local plans.

Policy 1.15.1 Consistency with Outside Plans and Policies

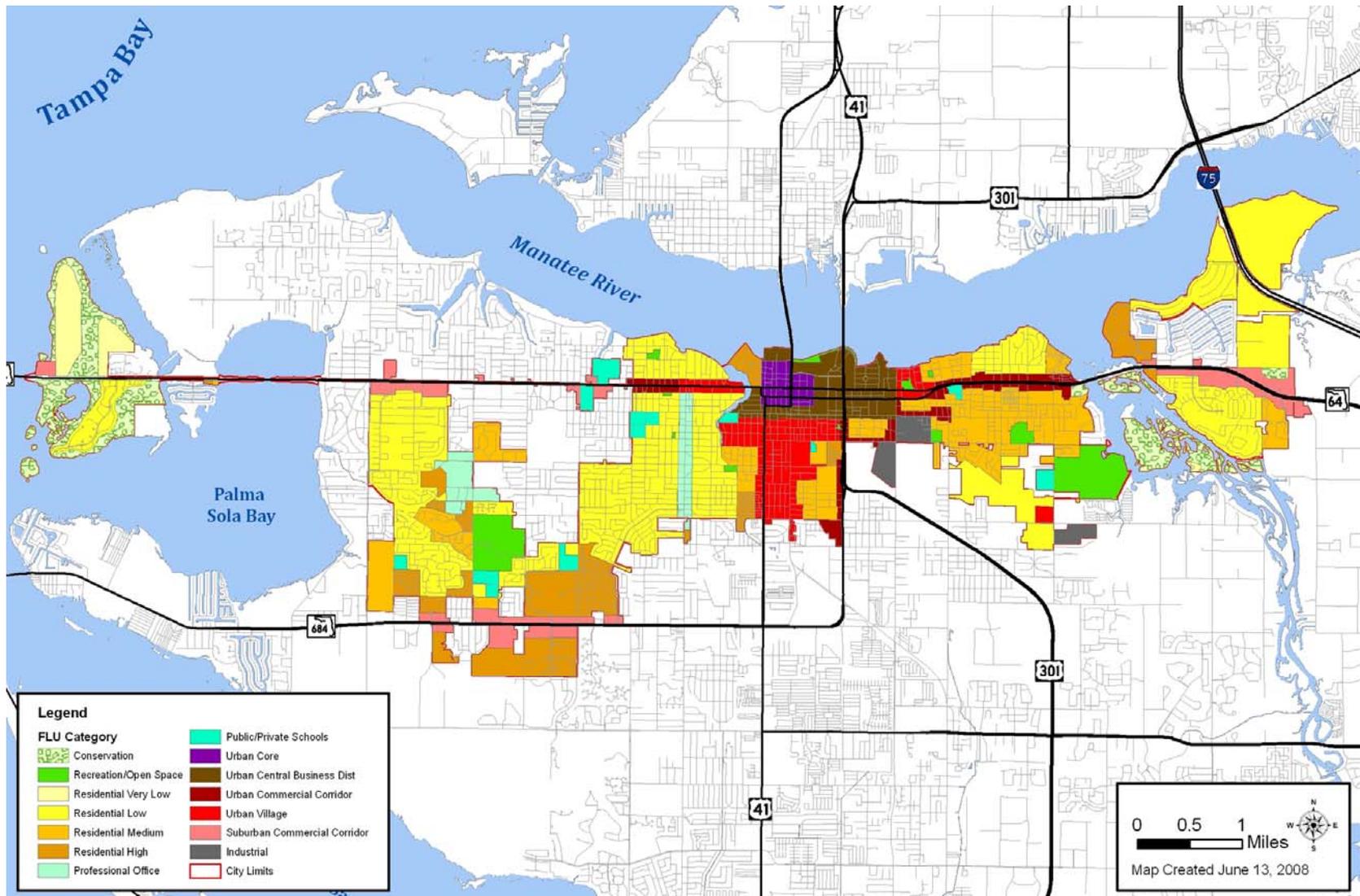
The City shall review annually the current state, regional, county, and local plans and amend this Comprehensive Plan where necessary for consistency.

Policy 1.15.2 Consistency with Ch 380, FS

The City shall evaluate the City's adopted Comprehensive Plan against any Chapter 380, FS plans which are forthcoming and, as part of the next revision of the Comprehensive Plan, incorporate changes as necessary to support and coordinate such plans.

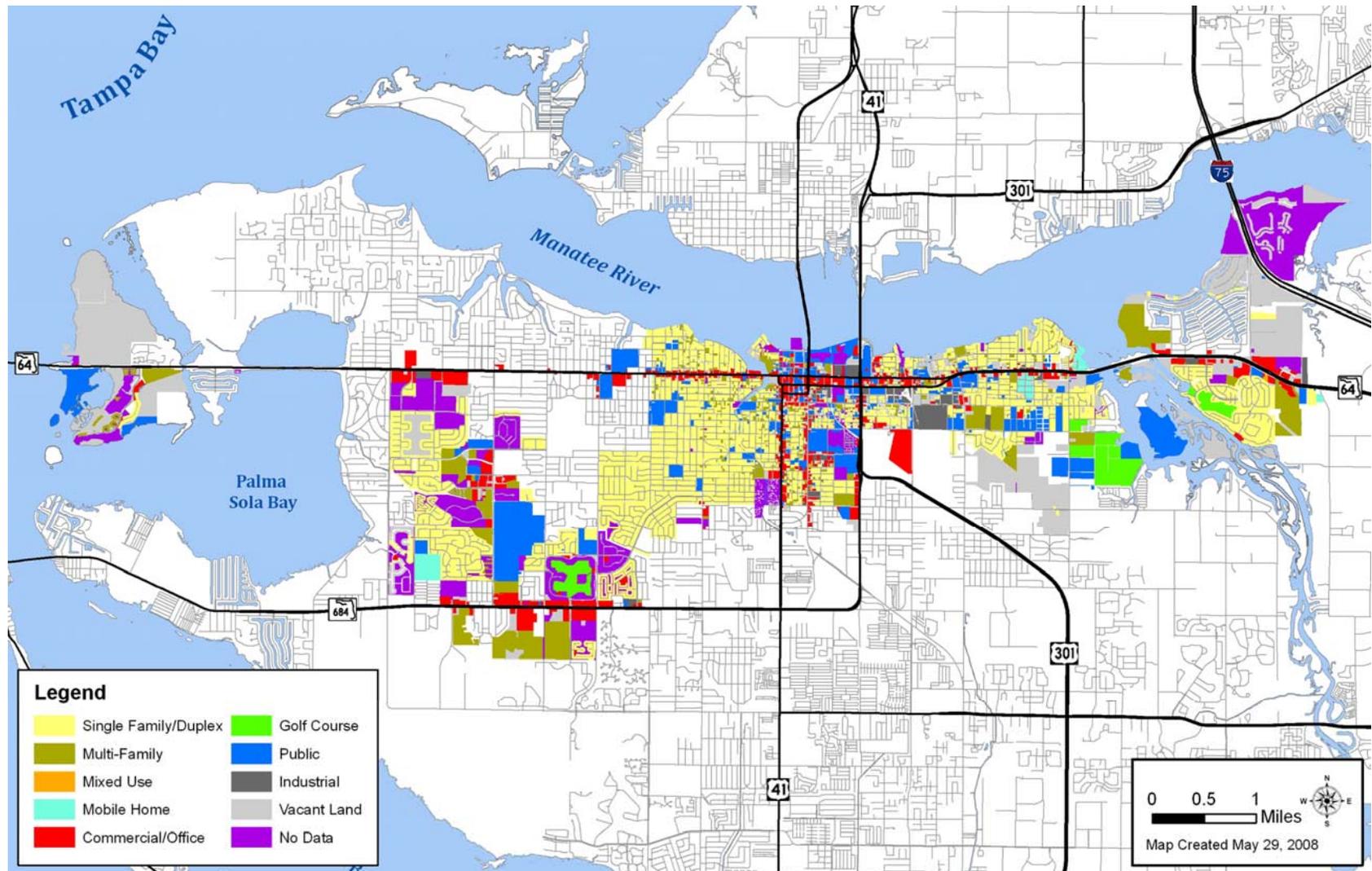
Appendix

The following appendix contains the map series for the Future Land Use Element and a summary table of the Uses, Intensities and Densities of the land use designations found on the Future Land Use Map.



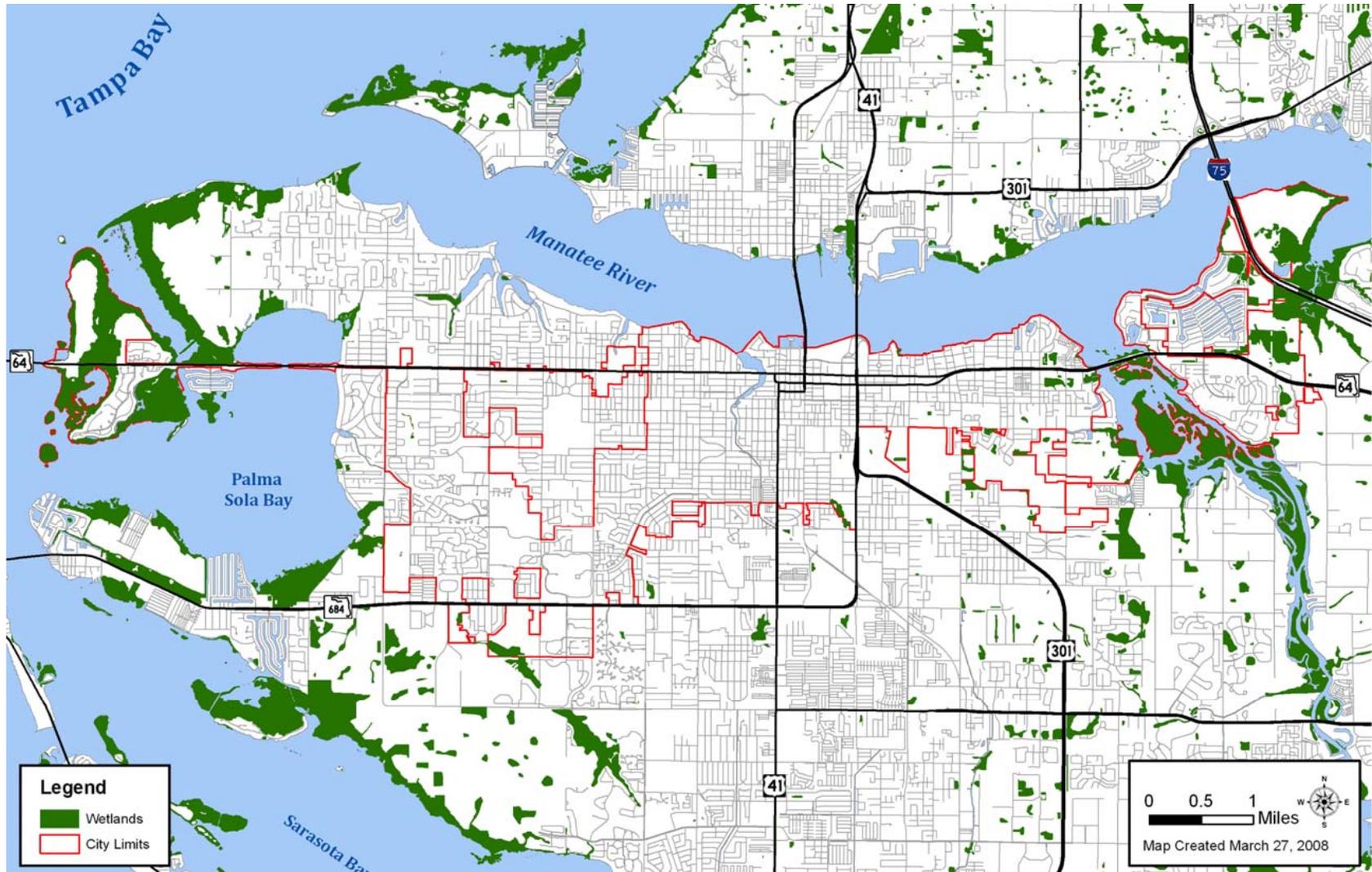
Map FLU - 1: Future Land Use Map 2010 - 2030

Source: City of Bradenton



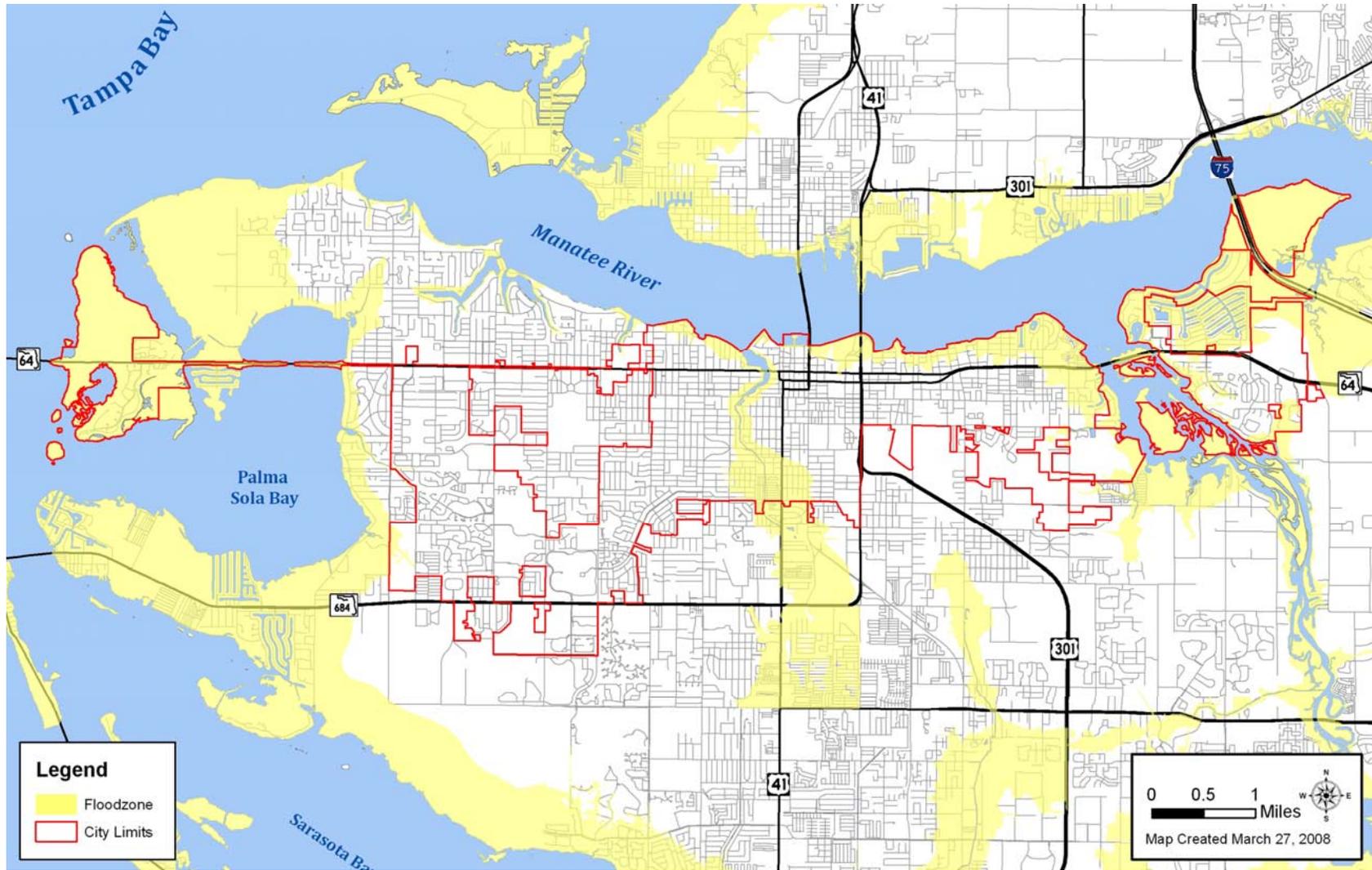
Map FLU – 2: Existing Land Use

Source: Manatee County Property Appraiser



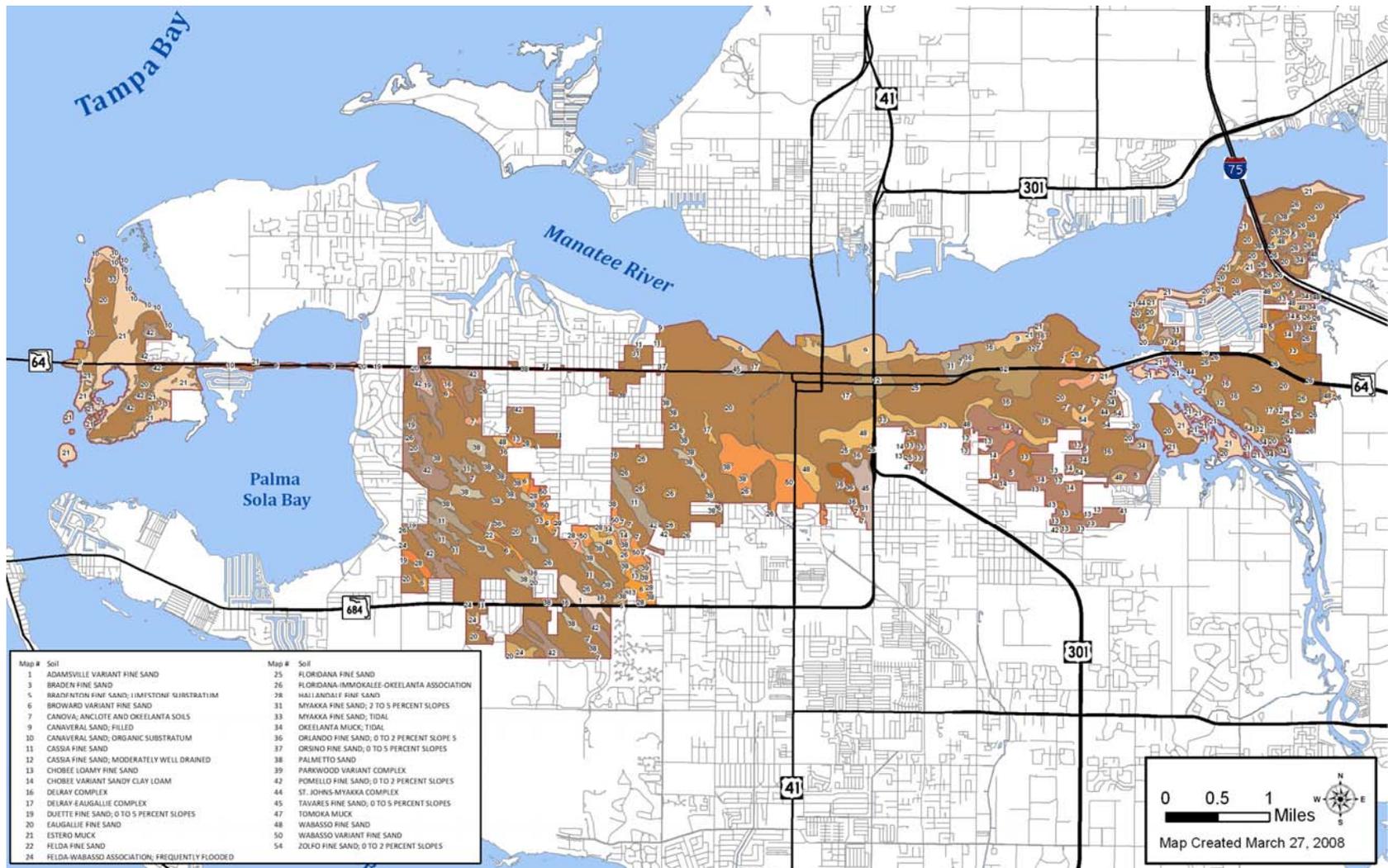
Map FLU - 3: Wetlands

Source: Southwest Florida Water Management District FLUCCS, 2006



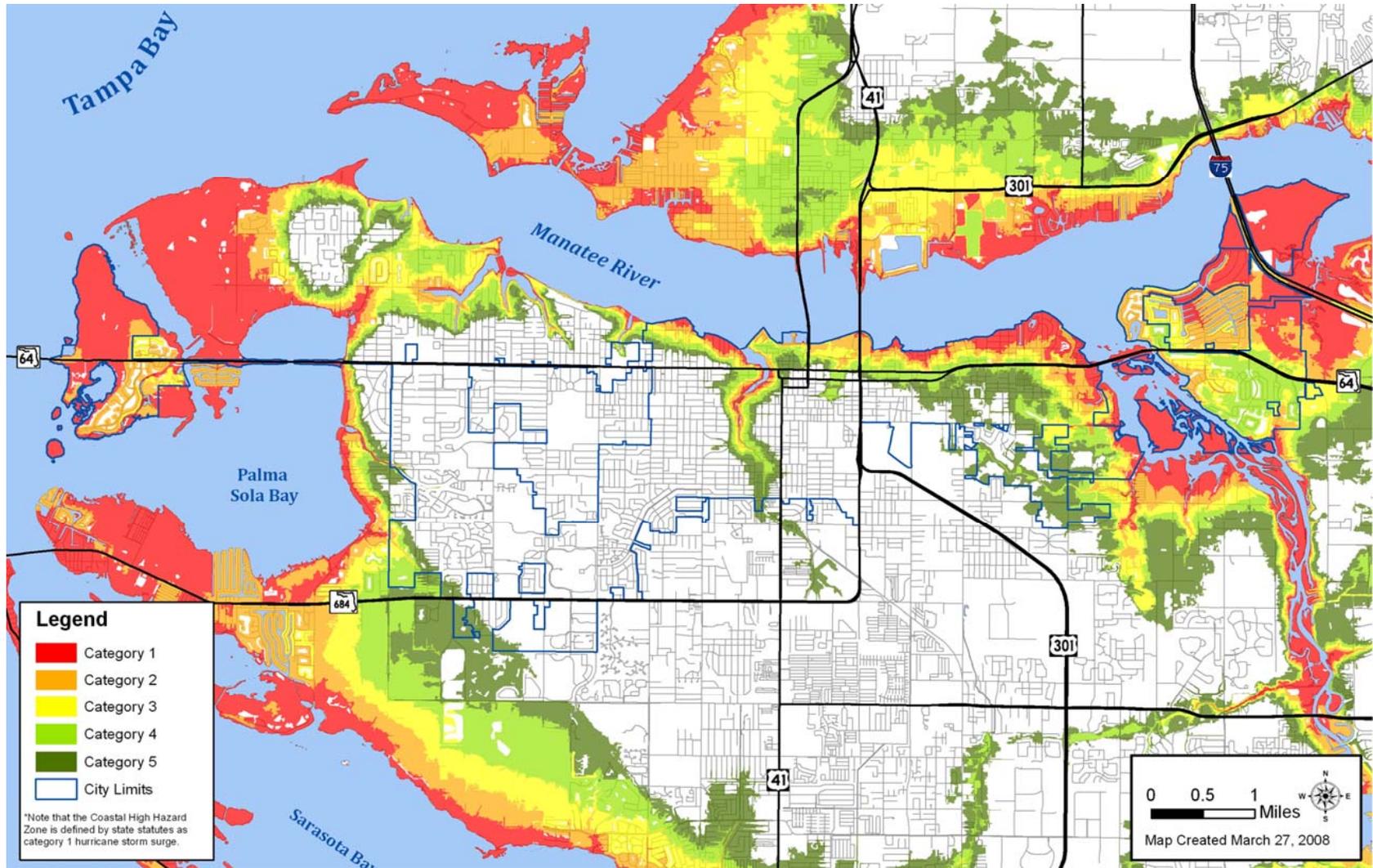
Map FLU - 4: Floodplain

Source: FEMA digitized flood maps, 1996



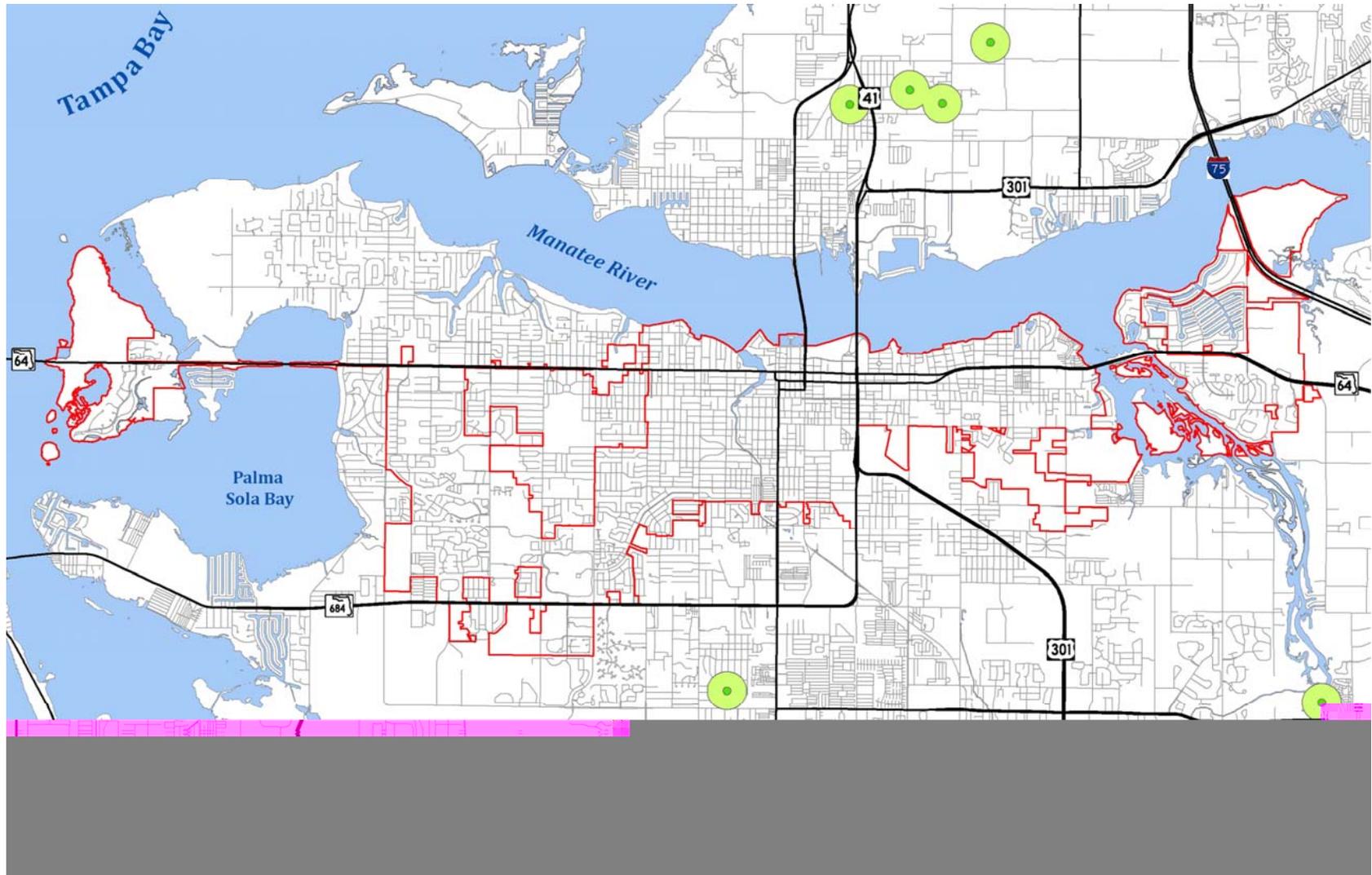
Map FLU - 5: Soils

Source: US Department of Agriculture SSURGO data set, 2002



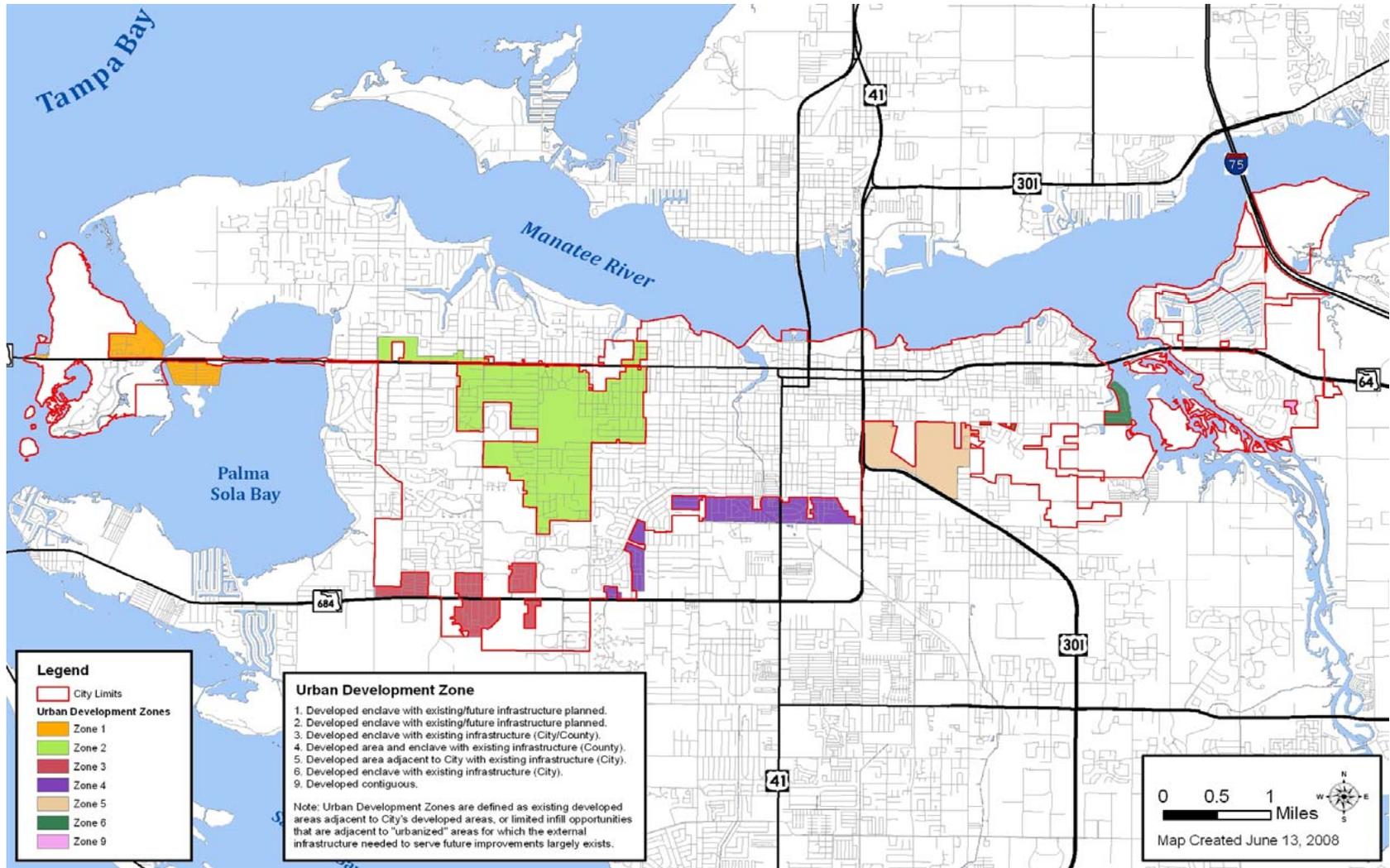
Map FLU - 6: Coastal High Hazard Area

Source: Hurricane Surge Zones, Tampa Bay Regional Planning Council, 2006



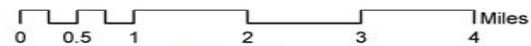
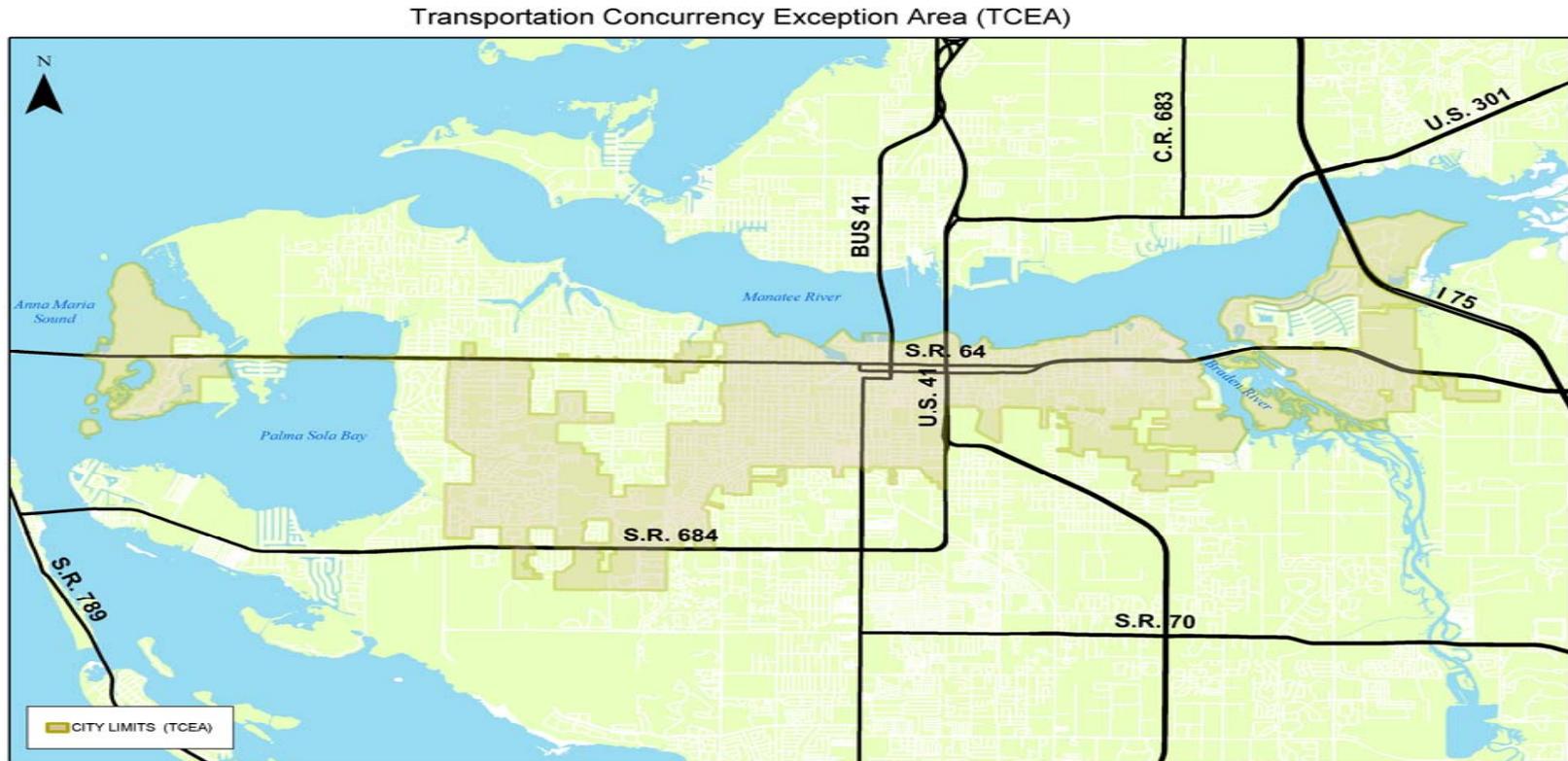
Map FLU - 7: Existing Wells

Source: Manatee County, 2008



Map FLU - 8: Approved Urban Development Zone (UDZ)

Source: City of Bradenton



Prepared by the City of Bradenton
 Department of Planning & Community Development
 Date Produced: September 2, 2009
 Source: City of Bradenton, FDOT, Manatee County

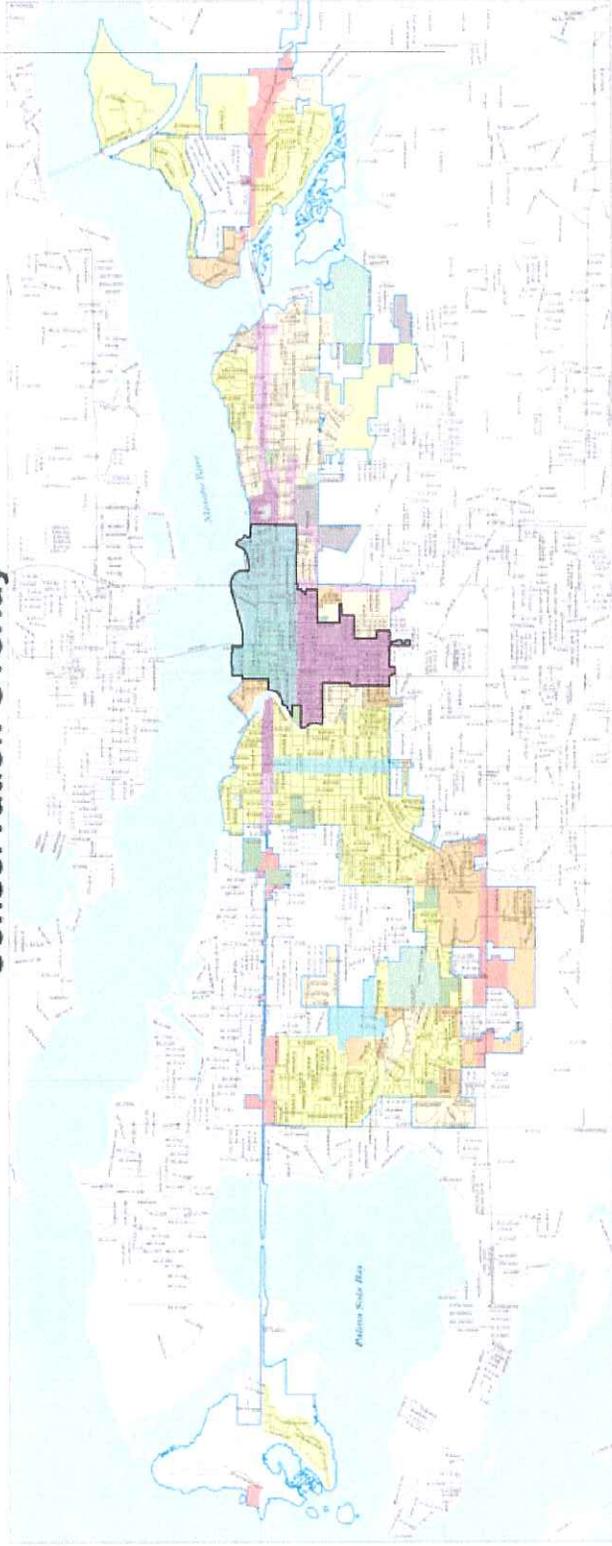


CITY OF BRADENTON
 Department of Planning and
 Community Development
 101 Old Main Street
 Bradenton, Florida 34205
 941.932.9400

Map FLU – 9: Transportation Concurrency Exception Area Overlay

Source: City of Bradenton

Conservation Overlay



<p>RESIDENTIAL</p> <ul style="list-style-type: none"> Very Low Density (Up to 3 DU/A) Low Density (Up to 6 DU/A) Medium Density (Up to 10 DU/A) High Density (Up to 15 DU/A) 	<p>NON-RESIDENTIAL</p> <ul style="list-style-type: none"> Professional Office/Medical Industrial Public and Open Space Public/Private Schools Recreation/Open Space Conservation 	<p>MIXED USE</p> <ul style="list-style-type: none"> UCED Urban Core Urban Village <p>Corridor</p> <ul style="list-style-type: none"> Urban Commercial Corridor Suburban Commercial Corridor 	<p>OVERLAYS</p> <ul style="list-style-type: none"> Cat. 1 Storm Surge Coastal High Hazard Area Conservation Overlay 	<p>SCALE</p> <p>0.5 Miles</p>	<p>Prepared by the City of Bradenton Department of Planning & Community Development September 3, 2009</p> <p>CITY OF BRADENTON Department of Planning and Community Development 101 Old Main Street Bradenton, Florida 34205 941.932.9400</p>
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Map FLU – 10: Energy Conservation Overlay
Source: City of Bradenton

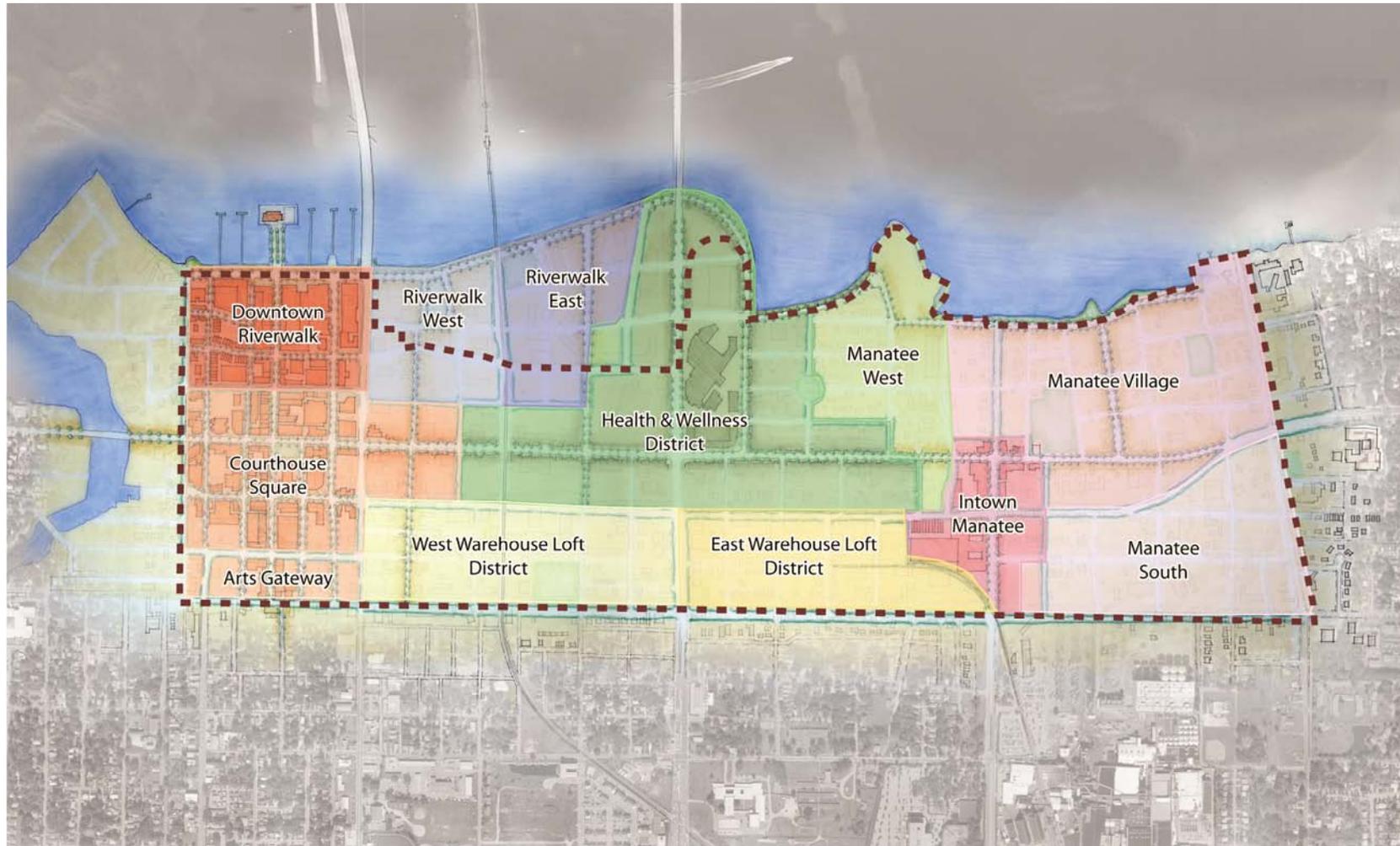


Exhibit 1: Downtown District Plan

Source: Downtown by Design: The Bradenton CRA Master Plan, 2007



Exhibit - 2: Tamiami Trail Corridor Transect Zones
Source: Tamiami Trail Revitalization Strategy, 2005

Exhibit 3: Uses, Density and Intensity - Future Land Uses				
RESIDENTIAL CLASSIFICATION	DESCRIPTION OF USES	DENSITY	MAXIMUM FAR ⁽³⁾	MIXED-USE % DISTRIBUTION
Very Low Density Residential	Coastal area residential with possible neighborhood commercial component	3 dwelling units or less	0.50 - neighborhood commercial component of residential development not to exceed 1 acre.	N/A
Low Density Residential	Residential use, primarily single-family with possible neighborhood commercial component	To 6 dwelling units per acre	0.50 - neighborhood commercial component of residential development not to exceed 1 acre.	N/A
Medium Density Residential	Residential uses with possible neighborhood commercial component	To 10/12 ⁽¹⁾ dwelling units per acre	0.50 - neighborhood commercial component of residential development not to exceed 1 acre.	N/A
High Density Residential	Residential uses with possible neighborhood commercial component	To 15/18 ⁽¹⁾ dwelling units per acre	0.60 - neighborhood commercial component of residential development not to exceed 1 acre.	N/A
MIXED-USE CLASSIFICATION	DESCRIPTION OF USES	DENSITY	MAXIMUM FAR ⁽⁴⁾	MIXED-USE % DISTRIBUTION Res. Non-Res.
Urban Central Business District	High intensity mixed-use, high density residential	To 40/50 ⁽²⁾⁽⁵⁾ dwelling units per acre	5.0 - retail, office, commercial, hotel, restaurant, and cultural and educational facilities	50% 50%
Urban Core	Highest intensity mixed-use, highest density residential	To 60/70 ⁽²⁾⁽⁵⁾ dwelling units per acre	5.0 - retail, office, commercial, hotel, restaurant, and cultural and educational facilities	55% 45%
Urban Village	Medium intensity mixed-use, medium density residential	To 25/30 ⁽²⁾⁽⁵⁾ dwelling units per acre	0.7 - retail, office, hotels, restaurants, cultural and educational facilities	60% 40%
Urban Commercial Corridor	Medium intensity mixed-use, moderate density residential	To 10/13 ⁽²⁾ dwelling units per acre	0.7 - office, commercial, retail, hotel, motel, automotive sales, repair and services, social services and educational.	20% 80%
NON-RESIDENTIAL CLASSIFICATION	DESCRIPTION OF USES	DENSITY	MAXIMUM FAR	MIXED-USE % DISTRIBUTION
Suburban Commercial Corridor	Moderate intensity	N/A	0.50	N/A
Professional	Low intensity	N/A	0.35	N/A
Industrial	High intensity	N/A	1.0	N/A
SPECIAL PURPOSE CLASSIFICATION	DESCRIPTION OF USES	DENSITY	MAXIMUM FAR	MIXED-USE % DISTRIBUTION
Public & Private Schools	Educational Facilities with associated accessory uses	N/A	N/A	N/A
Recreation and Open Space	Parks and designated open space	N/A	N/A	N/A
Conservation	All land below two-foot contour line or otherwise designated; docks, boardwalks or passive recreational uses only	N/A	N/A	N/A

- (1) Depicts additional density permitted for workforce housing units calculated for full acre, rounded down.
- (2) Depicts additional density permitted for workforce housing units calculated for actual acreage, rounded up or down to nearest whole number.
- (3) FAR for neighborhood commercial is in addition to density permitted in the applicable zone district
- (4) FAR includes both residential and non-residential components of mixed-use development (excludes structured parking and other uses to be determined).
- (5) Dwelling unit density inside the Coastal High Hazard Area shall not exceed 25 dwelling units per acre (based on maximum density approved for 2006 Comprehensive Plan Amendment).