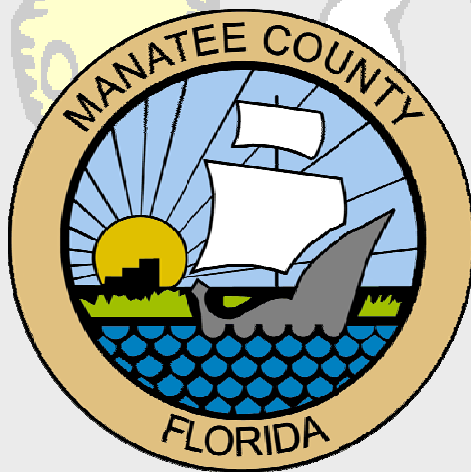


Manatee County Government

Transportation Concurrency Exception Area
14th Street West & South County
Community Redevelopment Areas



Overview

Introduction

Manatee County established Transportation Concurrency Exception Areas (TCEA) in February 2008. TCEAs are established to promote urban infill and redevelopment where opportunities for expansion or addition of new transportation corridors are limited.

The TCEAs are situated contiguous and within the 14th Street West CRA and the South County CRA (Community Redevelopment Areas – see attached maps). The CRAs are geographic areas of Manatee County targeted for redevelopment and urban infill.

Specifically, TCEAs allow development/redevelopment projects within their boundaries to address their transportation impacts and mitigation through alternative means. This means alternative methods will be examined and considered instead of the typical roadway widening and automotive capacity enhancing improvement projects consistent with the following policies.

Manatee County Comprehensive Plan TCEA policies are located in the Transportation Element of the Comprehensive Plan, primarily contained under Objective 5.0.4. These policies outline the potential alternative mitigation measures.

Objective 5.0.4: Establish Transportation Concurrency Exception Areas (TCEA) within the Urban Core Area which promote economic revitalization and community redevelopment goals.

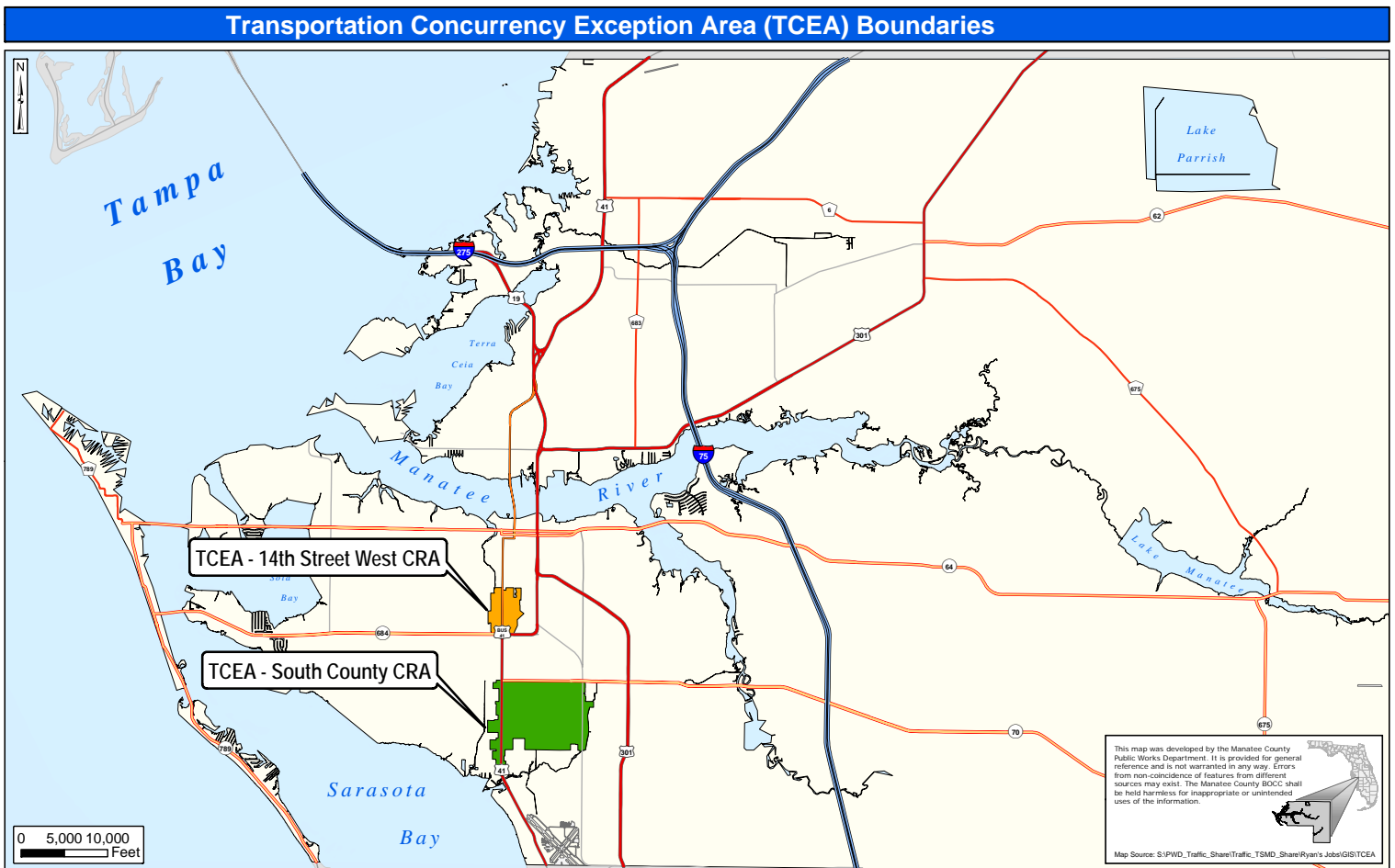
- Development/Redevelopment within the TCEA shall mitigate transportation impacts through mechanisms supporting the CRA plan and multi-modal objectives and policies of the Plan
- Mitigating measure(s) shall be in proportion to the transportation impacts
- Mitigating measure(s) shall advance the goals of adopted area or subject matter plans such as:
 - Community Redevelopment Plans
 - Neighborhood Revitalization Plans
 - Corridor Revitalization Plans
 - Bike and Pedestrian Master Plan
 - Transit Development Plan
- Mitigation measure(s) may include, but not be limited to the following:
 - Operational and/or Capital Enhancements for MCAT
 - Participation in a transit pass program for employees, van pooling and/or ride sharing programs
 - Pedestrian Improvements
 - Bus Shelter/Transit Stop Improvements
 - Bicycle Improvements
 - Lighting Improvements
 - Connectivity Improvements
 - Roadway/Intersection Improvements
 - Streetscape Improvements
 - Enhancements to the Automated Traffic Management System (ATMS)
 - Creating parallel travel ways connecting adjacent development
 - Financial contributions to implement actions consistent with this policy
 - Any other measures which increase mobility options and inter-modal connections as may be approved by the County

Policy 5.0.4.6: Any development or redevelopment project within the TCEA that impacts roadway segments or intersections outside the TCEA shall be subject to concurrency requirements for those impacts outside the TCEA.

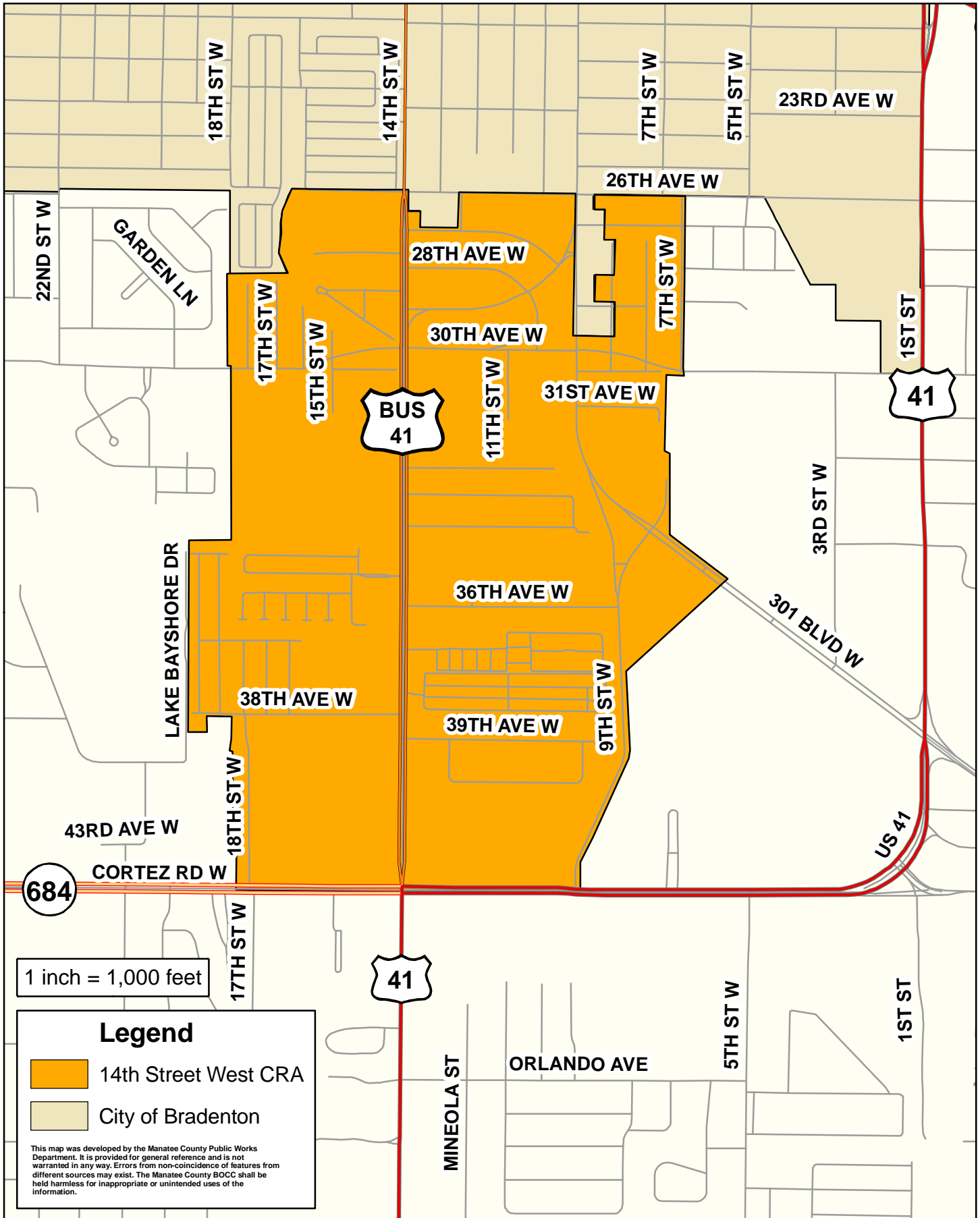
Procedurally, projects inside the TCEAs follow the same steps for Land Development Applications as any other project outlined in the Land Development Code. Submitted traffic studies will identify the “typical” mitigation improvements required.

Cost estimates will be required from the applicant for these improvements. Once verified by County Staff, these values will be used to determine the mitigating measure(s).

Please be advised, projects may have impacts outside of the TCEA and those improvements will still be required. These measures will be consistent with the previous policies to mitigate the transportation impacts of the project and further the goals of promoting economic revitalization and community redevelopment.



TRANSPORTATION CONCURRENCY EXCEPTION AREA MAP I - 14TH ST WEST CRA



1 inch = 1,000 feet

Legend

- 14th Street West CRA
- City of Bradenton

This map was developed by the Manatee County Public Works Department. It is provided for general reference and is not warranted in any way. Errors from non-coincidence of features from different sources may exist. The Manatee County BOCC shall be held harmless for inappropriate or unintended uses of the information.

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