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**COMPREHENSIVE PLAN  
COUNTYWIDE AMENDMENTS  
TRAFFIC SUB-ELEMENT**

1. Amendment to Element title:

Traffic ~~Sub~~-Element

2. Amendment to **Objective 5.0.4:**

Objective: 5.0.4

~~Expand Establish~~ Transportation Concurrency Exception Areas (TCEA) within the Urban ~~Core-Service~~ Area ~~which to~~ promote economic revitalization and achieve community redevelopment goals.

a) Any future plans to expand the TCEA must include coordination with FDOT to assess any potential impacts on State and/or Strategic Intermodal Systems (SIS) facilities within the expanded TCEA boundary.

b) Any future plans to expand the TCEA must include a detailed transportation analysis supporting the expanded boundary.

3. Amendment to **Policy 5.0.4.5:**

Policy: 5.0.4.5

Mitigating measure(s) may include but not be limited to the following:

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Implementation Mechanism:

~~a)c) Adopt provisions in the Land Development Code and Administrative Procedures within 12 months of the effective date of this Ordinance~~ Land development regulations developed pursuant to § 163.3202, F.S., and consistent with this policy.

4. Amendment to **Policy 5.2.1.5.**

Policy: 5.2.1.5

Implement, through this Comprehensive Plan and land use regulations, standards which shall limit or prohibit development of structures, parking areas, or drainage facilities within the location of ~~further~~future transportation corridors and rights-of-way as generally configured and indicated on the Future Traffic Circulation: Right of Way Needs Map, (Map 5C) and specified on Table 5.1. Other thoroughfare uses may be allowed within designated Future Transportation Corridors, including temporary uses.

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5. Amendment to **Policy 5.2.2.7:**

Policy: 5.2.2.7

Require the provision of adequate on and/or off-street parking facilities for all land uses, ~~to avoid the use of roadways as parking areas, thus preserving~~

~~the capacity of such roadways to carry traffic between land uses.~~

Implementation Mechanism:

- a) Maintain and develop parking requirements by land use in the land development ~~regulations code~~ developed pursuant to § 163.3202, F.S., ~~of minimum off-street parking requirements, by land use.~~

6. Amendment to **Policy 5.2.2.9:**

Policy: 5.2.2.9

Implement requirements for on and/or off-street on-site parking facilities for all land uses, ~~to avoid the use of roadways as parking areas, thus preserving the capacity of such roadways to carry traffic between land uses.~~ Requirements shall ensure the safe and convenient circulation of on-site vehicular and non-vehicular traffic, and to ensure adequate site access and circulation of emergency vehicles. These regulations may include, but not be limited to, appropriate parking volume requirements, permitted consideration of shared/joint-use parking areas, private roadway/parking aisle requirements, loading area requirements, and requirements for pedestrian and/or bicycle circulation systems where required or otherwise utilized.

Implementation Mechanism(s):

- a) Land development regulations developed pursuant to § 163.3202, F.S., and consistent with this policy.
- ~~b) — Conditioning, as necessary, of Certificates of Level of Service Compliance to ensure consistency with requirements developed pursuant to this policy.~~

7. Amendment to **Policy 5.3.3.1:**

Policy: 5.3.3.1

Continue to implement the approved Traffic Calming Plan that identifies acceptable traffic calming measures for neighborhoods requesting such measures. Implementation shall include neighborhood citizen participation to incorporate preferences of traffic calming measures for each neighborhood.

Implementation Mechanism(s):

- a) Manatee County Public Works Department, Community Services Department (Transit Division), and Planning—Building and Development Services Departments coordination to implement this policy.

8. Amendment to **Table 5-1, Manatee County Peak Hour Level of Service Standards Twenty Year Roadway Requirements/Right-Of-Way Needs:**

**TABLE 5-1 (PA-14-02)  
MANATEE COUNTY PEAK HOUR LEVEL OF SERVICE STANDARDS  
TWENTY YEAR ROADWAY REQUIREMENTS / RIGHT-OF-WAY NEEDS**  
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Facility Adopted 12-04-14 Effective 01-17-15	Limits	Jur	Current Year LOS Std	Five Year LOS Std	Twenty Year LOS Std	Twenty Year Functional Classification	Twenty Year # of Lanes	Twenty Year ROW Needs (width in ft) *
Bunker Hill Rd	SR 62 W – SR 62 E	MC	C	C	C	Collector	2	100
Business US 41 <i>+ Potential for reduced right-of-way within Urban Core (see Comprehensive Plan for Urban Core policies/map)</i>	+ Cortez Rd – 26th Ave W City Limits (Bradenton) 17th St E/Memphis Rd (Palmetto City Limits) – US 41	ST	D	D	D	Arterial	4	120
		ST	D	D	D	Arterial	4	120
Canal Rd	US 301 – Memphis Rd/17 <sup>th</sup> St E (Palmetto)	MC	D	D	D	Collector	4	120
	Memphis Rd/17 <sup>th</sup> St E – Mendoza Rd/ 37 <sup>th</sup> St E (Palmetto)	MC	D	D	D	Collector	4	120
	Mendoza Rd/37 <sup>th</sup> St E – US 41 (Palmetto)	MC	D	D	D	Collector	4	120

Up to an additional 24' of right-of-way shall be required at the intersection of two or more thoroughfare roadways when turn lanes are necessary. Said right-of-way shall run for a depth/distance equal to the potential commercial node depth (800'- 1500' depending on the future land use category). Additional right of way shall be required when intersection realignments are necessary for public safety such as removing offsets, correcting misalignments or mitigating unsafe sight conditions or upon finding the additional right of way is needed for another public purpose. Roadways identified on the Future Traffic Maps (5B, 5C and 5D) with notation such as "AA", "BB", "CC" will be assigned a street or road name at the appropriate time by the Planning Department – Addressing Division

See Attached Addendum for thoroughfares that shall not have an entitlement for commercial node designation without Special Approval by the BOCC.