AGENDA
BRADENTON CITY COUNCIL WORKSHOP
9:00 a.m. Wednesday, January 29, 2025
CITY HALL COUNCIL CHAMBERS - 101 OLD MAIN STREET

1. WORKSHOP CALLED TO ORDER

2. CITIZEN COMMENTS

Citizen comment will be accepted during the Citizen Comment portion of the meeting on agenda items only.

3. DISCUSSION TOPICS

a) Planning & Community Development: Discussion of Building Permit Fees
Permit Fee Adjustment Memorandum
Fee Comparison
Matrix Fee Study
Presentation
b) Planning & Community Development: Presentation of Citywide Vision
Strategic Visioning Presentation
c) City Administration: Code of Ordinances Section 14-4. - Keeping live poultry; penalty for violation
d) City Administration: Face it & Fix it - Infrastructure

4. ADJOURN

RULES OF PROCEDURE FOR AGENDA AND PUBLIC APPEARANCES BEFORE CITY COUNCIL

Please place all cell phones on silent!

PRIOR TO COUNCIL MEETING: Appointments on the agenda, all items from Department Directors and other interested parties must be submitted before 12:00 p.m. on the Wednesday preceding the Council meeting. Anyone wishing to be placed on the agenda must contact Tamara Melton, City Clerk, at City Hall by phone 941-932-9463 or email: tamara.melton@bradentonfl.gov and give their name, business name (if applicable), whether they are resident taxpayers of the City and their business before Council. Appearances before Council will be authorized by the Mayor or Councilperson in charge of the meeting. NOTE: The Mayor may ask a city department to look into an issue prior to the meeting to see if the issue can be resolved. If the Mayor or Councilperson in charge of the meeting feels the request is justified, they will instruct the City Clerk as to its placement on the agenda.

Non-Discrimination Statement: The City of Bradenton prohibits discrimination in all of its services, programs or activities on the basis of race, color, age, disability, sex, national origin, religion, genetic information or marital status. Persons with a disability needing a reasonable accommodation to participate in, or who require assistance or an alternative means for communication of program information such as Braille, large print, etc., should contact as soon as possible, but at least 48 hours in advance:

City of Bradenton
ADA/Title VI Coordinator
101 Old Main Street
Bradenton, FL 34205
ADACoordinator@cityofbradenton.com
941-932-9400
TTY: 7-1-1 or 1-800-955-8771

La ciudad de Bradenton proveera servicio de interprete a las personas quienes su primer lenguage no es el ingles. Si necesita estos servicios, usted o su representante puede comunicar al ADA/Title VI Coordinator, 101 Old Main Street, Bradenton, FL 34205. Tambien puede llamar al (941) 932-9470 o enviar correo electronico a ADACoordinator@cityofbradenton.com

AT COUNCIL MEETING:

Citizen comment will be accepted during the Citizen Comment portion of the meeting on any non-agenda item, agenda item, future agenda item or topic of relevance to the City. Citizen comment related to any public hearing item shall be provided during the duly noticed public hearing in order to maintain an accurate record of the proceedings. All citizen comments related to quasi-judicial items are required to be under oath and such comments will be invited to be presented during the duly noticed public hearing for such items.

If an individual (or agent) wishes to address the City Council, they should complete a comment card available at the back of the Chamber and submit such card to the City Clerk.

At the appropriate time during the meeting, the Mayor will call speakers to come forward. After being recognized by the Mayor, the individual should come to the podium and, for the public record, state their name and address, and then provide any relevant comments or testimony related to the item they wish to address. In the case of an agent, they shall identify themselves and the party they represent. The speaker should then proceed to state their position or present their information.

An individual appearance for citizen comment will be limited to three (3) minutes unless additional time is permitted by the Mayor or consensus of the Council. Additional time will be allowed (up to 10 minutes at the discretion of the Mayor or

consensus of the Council) for public hearing items if the speaker is officially representing a group of five or more people, provided that written authorization is provided that the person is authorized to speak on behalf of the group.

Note: If handouts are being distributed, please provide a minimum of ten (10) copies to the City Clerk. If you wish to display a drawing or rendering, contact Tamara Melton, as indicated above, prior to the meeting. Any submissions commented on, photographs, letters, renderings, etc. will be kept by the City Clerk for the official record.

PURSUANT TO FLORIDA STATUTE 286.0105: If an individual decides to appeal any decision made by the board, council, agency, or commission at this meeting, such individual will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

PLEDGE OF PUBLIC CONDUCT We, the Mayor, City Council and Employees of the City of Bradenton, agree to: *Establish a process to promote positive interaction among ourselves and the citizens of Bradenton in a positive and non-threatening environment. *Encourage visible, involved and active participation among all. *Promote improved communication through active listening, providing feedback and honest expression of ideas. *Utilize consensus for decision making. *We realize that though we may disagree, we will be respectful of each other. *We will direct all comments to the issues and will avoid personal attacks.

AGENDA ITEM NO. 3.a

Item Cover Page

CITY COUNCIL WORKSHOP AGENDA ITEM REPORT

DATE: January 29, 2025

SUBMITTED BY: Robin Singer, Planning & Community Development

ITEM TYPE: Miscellaneous

AGENDA SECTION: **DISCUSSION TOPICS**

SUBJECT: Discussion of Building Permit Fees

SUGGESTED ACTION: Authorize staff to bring forward a resolution adjusting the City's Building Permit Fees.

Is this item Quasi-Judicial?
No

Does this item require a public hearing?
No

EXPLANATION:
The Planning and Community Development Department is requesting an increase in fees to support operation of the Building Division in the enforcement of the Florida Building Code. The State has prevented the increase in fees until October 1, 2024. The Building Official has prepared a fee study to support this increase.

FINANCIAL IMPACT:
A fee increase is necessary to cover the costs incurred in enforcing the Florida Building Code.

ATTORNEY REVIEW/RECOMMENDATION:
N/A

ATTACHMENTS:
Permit Fee Adjustment Memorandum
Fee Comparison
Matrix Fee Study
Presentation

MEMORANDUM

DATE: 08/30/2024

TO: Robin Singer

FROM: Scott Williams

SUBJECT: Permit Fee Adjustment

After reviewing the budgets, fee structure and the independent Permit Fee Comparison study performed by Matrix on 12/26/2023 I have reached the conclusion that a 20% increase in our fee structure is warranted to make the building department solvent once again.

To support this conclusion, I have compared building permit fees from 5 similar sized communities, Miami Beach, Doral, Tamarac, Margate, Sarasota, Pinellas Park. I disregarded any community who had not updated their fee structure within the last 4 years.

I have created a comparison of our current fees and proposed fees as related to our closest jurisdiction (Hillsborough County) that is on a similar fee structure. With a 20% increase City of Bradenton permit fees will still be less than our closest jurisdiction.

Over the last five years the building department deficit has averaged 18.35% or $165,114, the four-year average is 29.9%, or -$327,011. A 20% fee increase will generate an average of $322,386.

The last two years have seen the greatest budget deficit for the building department in the five-year period. This is partially related to the implementation of Accela and the associated costs. It should be noted permits issued and the related revenue are also down in 2024 to date.

The building department fee structure was adopted in January 2014 and underwent a revision in 2018. It has not been revisited in 6 years to update for inflation, labor costs, or general cost of business increases. This 20% adjustment falls in line with the industry average permit fee increases for the last six years of 20.8% and will be a step in the right direction to again be solvent.

Over the next year I would like to reevaluate our fee structure as well as our fees to determine if a complete change in structure would be in the cities best interest.

City of Bradenton

Proposed Building Fee Schedule 2024-2025

Permit Catagories	Current Fees as of 2018	Proposed Fees	Comparable Jusidictions
1-2 Family New Construction	$.77 per Sqft	$0.92 per sqft	$1.00
1-2 Family Alt. /Add. - Under 600Sqft	$300.00	$360.00	$380.00
1-2 Family Alt. /Add. Structure - Over 600Sqft	$.77 per Sqft.	$0.92 per sqft	$1.00
1-2 Family Accessory Structure - Under 600Sqft	$.82 per Sqft	$0.98	$1.00
1-2 Family Accessory Structure - Over 600Sqft	$400.00	$480.00	$1.00
Commercial New Construction	$.82 per Sqft	$0.98	$1.09
Commercial Alt. /Add. - Under 600Sqft	$400.00	$480.00	$500 minimum
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Electrical Scope – Commercial Only	$125.00 - Entire scope of work on site – Electrical Only	$150.00	$190.00
Electrical Scope – Residential Only	$100.00 - Entire scope of work on site – Electrical Only	$120.00	$130.00
Electrical Service Change	$100.00	$120.00	$130
Electrical Trade - As Subcontractor	$100.00		
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Roofing Scope – Commercial Only	$300.00 - 4 Inspections Maximum ($75 each after 4th inspection	$360.00	$500.00
Roofing Scope – Residential Only	$200.00 - Entire scope of work on site – Roof Only	$240.00	$380.00
Roofing Trade - As Subcontractor	$100.00		
Solar Commercial	$350.00	$420.00	$750.00
Solar Residential	$100.00	$150.00	$250.00
Pool/Spa Commercial	$600.00	$720	$875.00
Pool/Spa Residential	$475.00	$570.00	$475.00
Window/Ext. Door/Garage Door Replacement	$75.00 - (1) Inspection up to 1 Hour - $75.00each additional inspection hour	$90.00 Inspection up to 1 Hour - $75.00each additional inspection hour	$130-$190 up to 20 openings or fraction thereof
Waterfront Structure (Dock/Davit/Seawall)	$150.00	$180.00	$346
Storage Tank LP/NG	$200.00	N/C	$130-$190
Sign	$75.00	$90.00	$158.00
Siding, Soffit, Fascia	$75.00	$90.00	$320
Mobile Home Set Up	$375.00	$450.00	$600.00
Generator	$175.00	$210.00	$250.00
Fence/Wall – Commercial	$25.00 - If a concrete/block wall - $300.00	N/C	Ext Perimeter wall $350.00
Dumpster	$75.00	$90.00	
Demolition	$250.00	$300.00	$330
Deck over 30” High	$200.00	$240.00	$190 up to 200 SF, additional $33.00 per each 100 SF
DCA Modular Building	$500.00	$600.00	$720.00
Concrete Pad with Footing	$200.00	$240.00	$249

City of Bradenton

Proposed Building Fee Schedule 2024-2025

Building Relocation	$500.00	$600.00	
Antenna	$250.00	$300.00	$500.00
Aluminum Structure	$250.00	$300.00	$500.00
Master Plan Review	$300.00	N/C	
30-Day TCO (30 Days ea.)	$200.00 - If Approved by Building Official	$240.00	$825.00
Certificate of Occupancy or Completion	No Fee	$100.00	$825.00 up to
Change of Contractor/Subcontractor	No Fee	$50.00	
Change of Occupancy Review	No Fee	$125.00	
Affidavit Inspection	No Fee	$75.00	
Construction Board of Appeals	$375.00	N/C	$350.00
Agricultural Exemption Review	No Fee	N/C	
Building Code Interpretation	No Fee	$350.00 (written interpretation) $600.00 Commecial	$400-$700
Brownfield Development Incentive	10% Permit Fee Reduction	N/C	
Designated Brownfield's Incentive	Building Permit Fee Only (Does not include other fees)	N/C	
Duplicate Permit Card	No Fee	$25.00	
Expired Permit Reinstatement	Cost of the permit unless $200+ - If cost of permit is $200.00 or more, the fee will be $200	N/C	
Issued Permit Extension (180 Days)	$150.00 - If Approved by Building Official (**Must RequestBefore Expiration)	N/C	
Permit Application Extension (90 Days ea.)	$150.00 - If Approved by Building Official (**MustRequest Before Expiration)	N/C	
Fire and/or Damage Assessment	$75.00	N/C	
Flood Code Compliance Inspection	No Fee	$75.00	
Flood Elevation Determination	No Fee	$25.00	$25
Flood Management Permit	$175.00	$210.00	
Flood Pre-application Meeting	No Fee	N/C	
Flood Re-stamping	No Fee	$40.00	
Floodplain Review	$50.00	$75.00	
Flood-proof Certificate Review	No Fee	$50.00	
Floodway Construction Certificate	No Fee	$50.00	
Landscape Fill Review	No Fee	$75.00	
Local Product Approval	No Fee	$75.00	
Mitigation Review LOMR	No Fee	$75.00	
No Rise Certificate Review	No Fee	$75.00	
Notary Service	No Fee	N/C	
Plan Amendment Re-review	No Fee	$145.00	$145.00
Records/Parcel/Research	No Fee	$100.00	
Permit After-The-Fact	100% of Original Permit Fee (excluding tax)	N/C	
Reproduction Fees – Large Format 24"+	$1.00 per sheet	$5.00	
Re-Stamping Plans	No Fee	$25.00	
Stop Work Order Release	No Fee	$75.00	
Temporary Power to Permanent Service	No Fee		
Same Day/Off Hours/Time Specific Inspection:	$150.00 - First 2 Hours; $40 Each Hour After -Pending Inspector Availability	N/C	
Re-Inspection Fee	$75.00 each/3x=$300 - At Inspectors Discretion – $300.00 upon 3rd failed result	N/C	
Milestone Permitting		300	
Partial Inspection (when warranted)	No Fee		

Building Permit Fee Comparative Study

BRADENTON, FLORIDA

DRAFT

December 26, 2023

matrix consulting group

INTRODUCTION

As part of the organizational study for the Planning and Community Development Department, the project team conducted a survey of how the City's current building permit fees cost compared to other identified jurisdictions. The following sections provide a comparative look at several fee-related services provided by the City versus the surveyed jurisdictions. The table below indicates the communities that were compared in the study, along with their population and the date they last updated their fee schedule.

Comparative Entities	Population	Last Update to Fee Schedule
Bradenton, FL	55,905	SEP-2018
Clearwater, FL	116,674	SEP-2023
Manatee County, FL	412,703	APR-2023
North Port, FL	80,021	2022
St. Petersburg, FL	258,201	2022
Winter Park, FL	29,131	OCT-2023

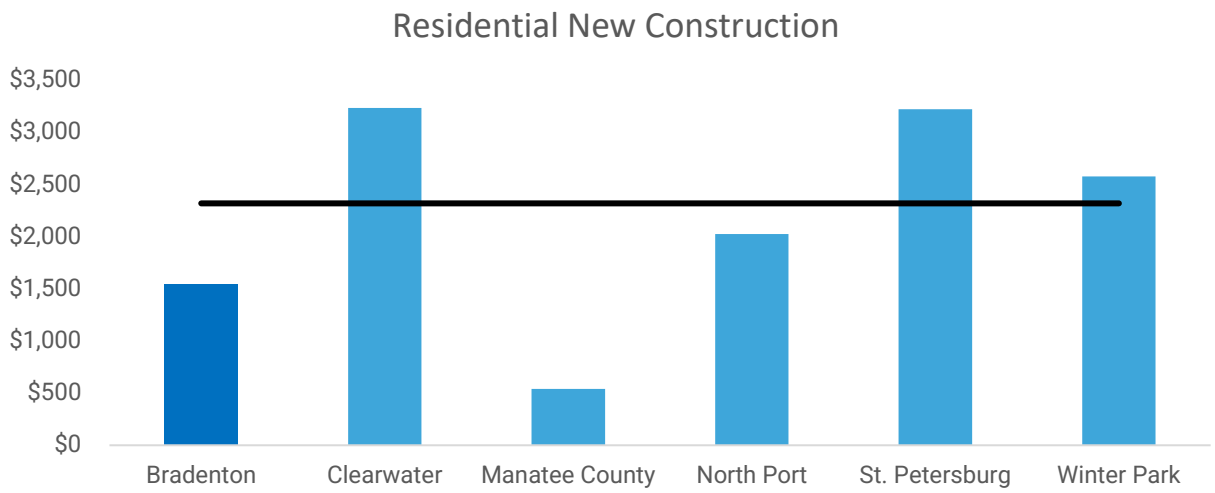
In the context of this study, both Bradenton and the selected jurisdictions employ intricate fee calculation methodologies. To gain a comprehensive understanding of the practical implications of these calculations, we devised and compared four distinct scenarios. These scenarios were carefully crafted to represent various real-world situations.

The first scenario pertains to the construction of a new single-family home, spanning 2,000 square feet in size, with an associated valuation of $450,000. The second scenario involves the construction of a new commercial building, covering 10,000 square feet and holding a valuation of $3,000,000. The third scenario encompasses a commercial renovation project, encompassing 4,000 square feet and having a valuation of $400,000. The fourth and final scenario centers around the application for a photovoltaic/solar system, with an estimated valuation of $40,000.

Within the documentation for each of these scenarios, comprehensive tables have been included to delineate the total cost of the building permit application for each respective permit type. The average of the combined organization's fees, less Bradenton's, in each scenario, is denoted by a black line in the graphs. Additionally, any pertinent plan review fees have also been factored into these calculations for a comprehensive assessment of plan review / building permit fees. This comparative assessment does not take consider impact fees or fees charged by outside departments / agencies.

1. Building Permit - New Single-Family Home (2,000 Square Feet)

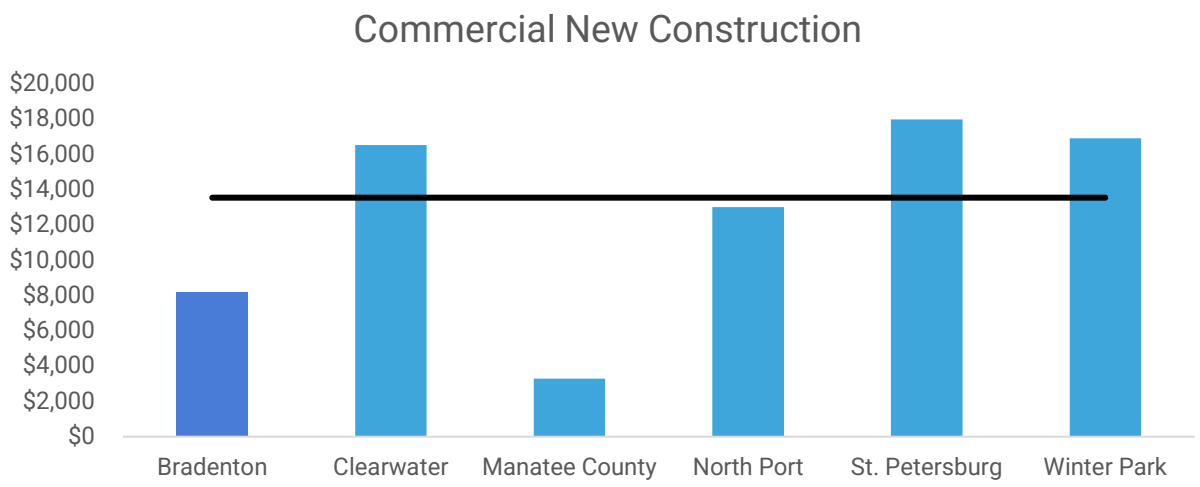
The City of Bradenton currently charges $0.77 per square foot for a new single family home building permit application. In this example of a 2,000 square foot home (valued at $450,000), the total cost would be $1,540. The following graph compares the City's current fee to those of the comparative jurisdictions.



Based on the comparative analysis conducted, the average amongst all organizations is $2,189. Bradenton has the second lowest fee and Manatee County has the lowest at $540. Bradenton and Manatee County are the only two jurisdictions to not include a plan review fee.

2. Building Permit - New Commercial (10,000 Square Feet)

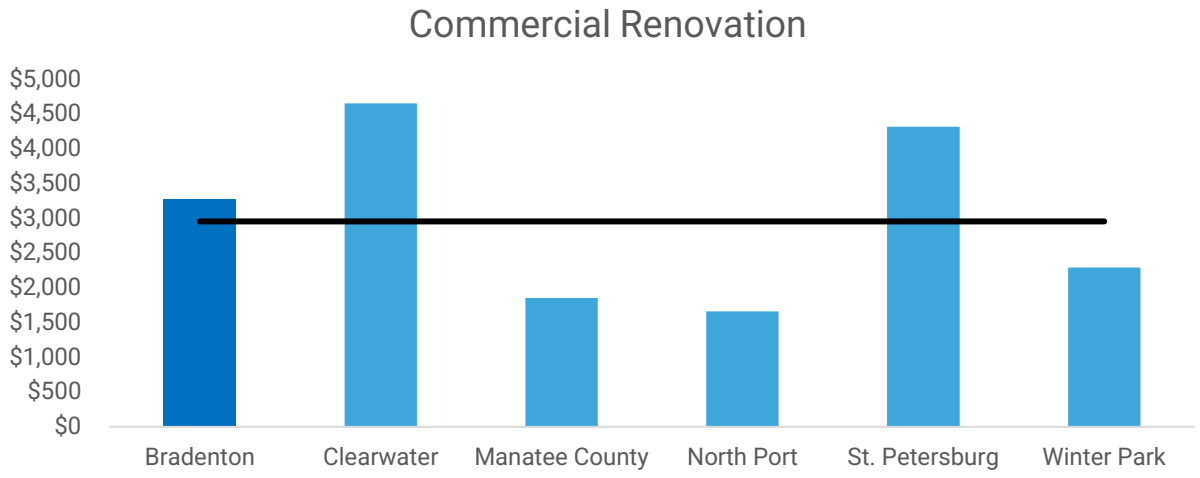
The City of Bradenton currently charges $0.82 per square foot for a new commercial building permit application. For this scenario of a commercial building at 10,000 square feet (valued at $3,000,000 in construction cost), a permit would cost $8,200. The following graph compares the City's current fee to those of the surrounding jurisdictions.



The average cost of a new commercial building permit in this scenario is $12,666. Bradenton falls well below the average and again has the second lowest fee only to Manatee County. Bradenton and Manatee County are the only jurisdictions that does not charge a plan review fee.

3. Building Permit – Commercial Renovation (4,000 Square Feet)

The City of Bradenton currently charges $0.82 per square foot for any commercial construction or renovation. For this scenario of a commercial building renovation at 10,000 square feet (Valued at $400,000), a permit would cost $3,280. The following graph compares the City's current fee to those of the surrounding jurisdictions.

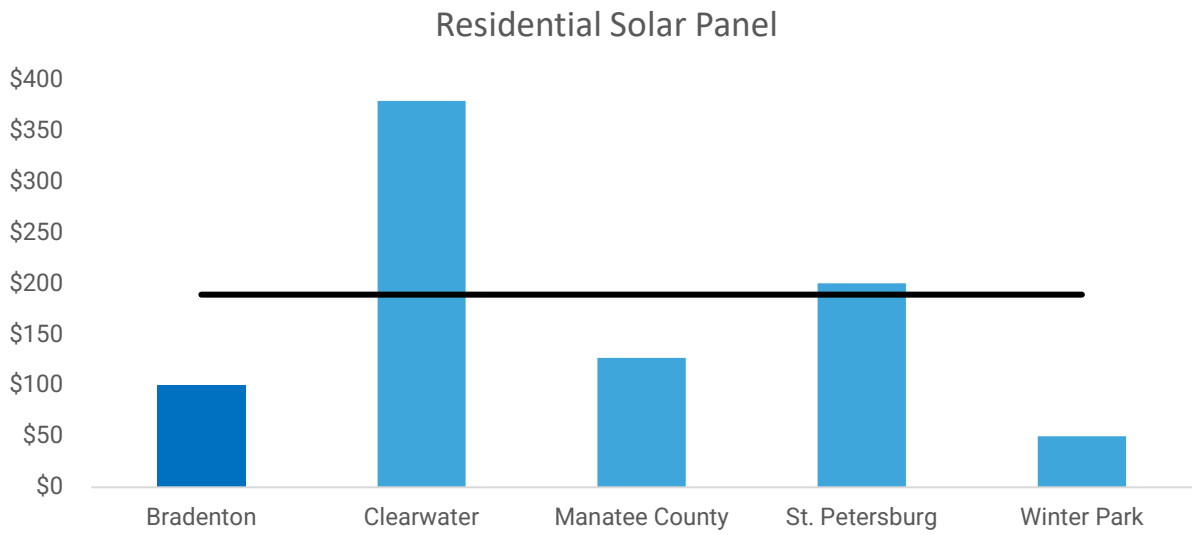


The average cost for the commercial renovation building permit for this situation is $3,012. Bradenton is slightly above average in this scenario and ranks as third highest

fee, with Clearwater being the most expensive at $4,660. Bradenton and Manatee County are the only jurisdictions to not include a plan review fee.

4. Building Permit – Residential Photovoltaic / Solar System ($40,000)

Bradenton currently charges a flat fee of $100 for residential photovoltaic and solar system building permits. The following graph compares the City's current fee to those of the surrounding jurisdictions.



All communities except for Clearwater had a flat fee for this type of permit. The average permit cost was $171. Bradenton was below average in this scenario, with Winter Park coming in the lowest at $50. Clearwater was the only community to not have a flat fee and to include a plan review fee for this type of permit. The project team could not identify information on North Port's photovoltaic / solar system fees.

5. Summary

Comparatively, Bradenton comes in below most jurisdictions when comparing common construction type scenarios. For new construction on residential and commercial, Bradenton is below the average and is the second lowest fee overall in those two areas. They are also below average and the second lowest in solar / photovoltaic system permit fees. The only permit type they are above average (slightly) is for commercial renovation fees.

A significant difference in fee costs is caused by a lack of a mandatory plan review fee that is included on all other jurisdictions fee schedule, other than Manatee County. Bradenton and Manatee County are the only comparative agencies that does not include

both a review and permitting fee. Of the four communities that have a plan review fee, they each have a different way of calculating it. Clearwater is based on valuation of the work, North Port calculates the fee based on square footage, St. Petersburg adds an extra flat fee, and Winter Park includes a fee of 50% of the permit fee cost.

The following table shows the various ways each city calculates plan review fees for the first three scenarios we used in the study.

Comparative Entities	New Residential	New Commercial	Commercial Renovation
Bradenton, FL	None	None	None
Clearwater, FL	$16 + $1 per $1,000 of valuation	$2,050 + $1.65 per $1,000 in valuation	$380 + $2.80 per $1,000 in valuation of construction cost
Manatee County, FL	None	None	None
North Port, FL	$0.10 per square-foot	$0.10 per square-foot	$40 flat fee
St. Petersburg, FL	$50 flat fee	20% of permit fee	20% of permit fee
Winter Park, FL	50% of permit fee	50% of permit fee	50% of permit fee



Planning and Community Development Building Division

Permit Fee Proposal

Introduction

- Why change the City's building permit fee structure?
  - The goal is to make the building department financially independent of the City's general fund.
  - Due to increased costs of service, required software upgrades, and general inflation the department has registered a deficit for fiscal years 2021-2022 and 2022-2023.
  - Per state statute 553.80, the building department may carry a balance equal to four years operating expenses.

Permit Fee History

- The Building Division Schedule of Fees was adopted November 13, 2013. While there was a minor revision on May 9, 2018, the current fee structure has remained unchanged for at least six years.
- The current fee structure does not have a built-in component to adjust for annual increases in operating expenses.
- The goal is to make the building department financially independent of the city general fund and replenish the reserve funds.
- Fee increase is needed to offset the increased costs of service, required software upgrades, and general inflation the department has experienced.

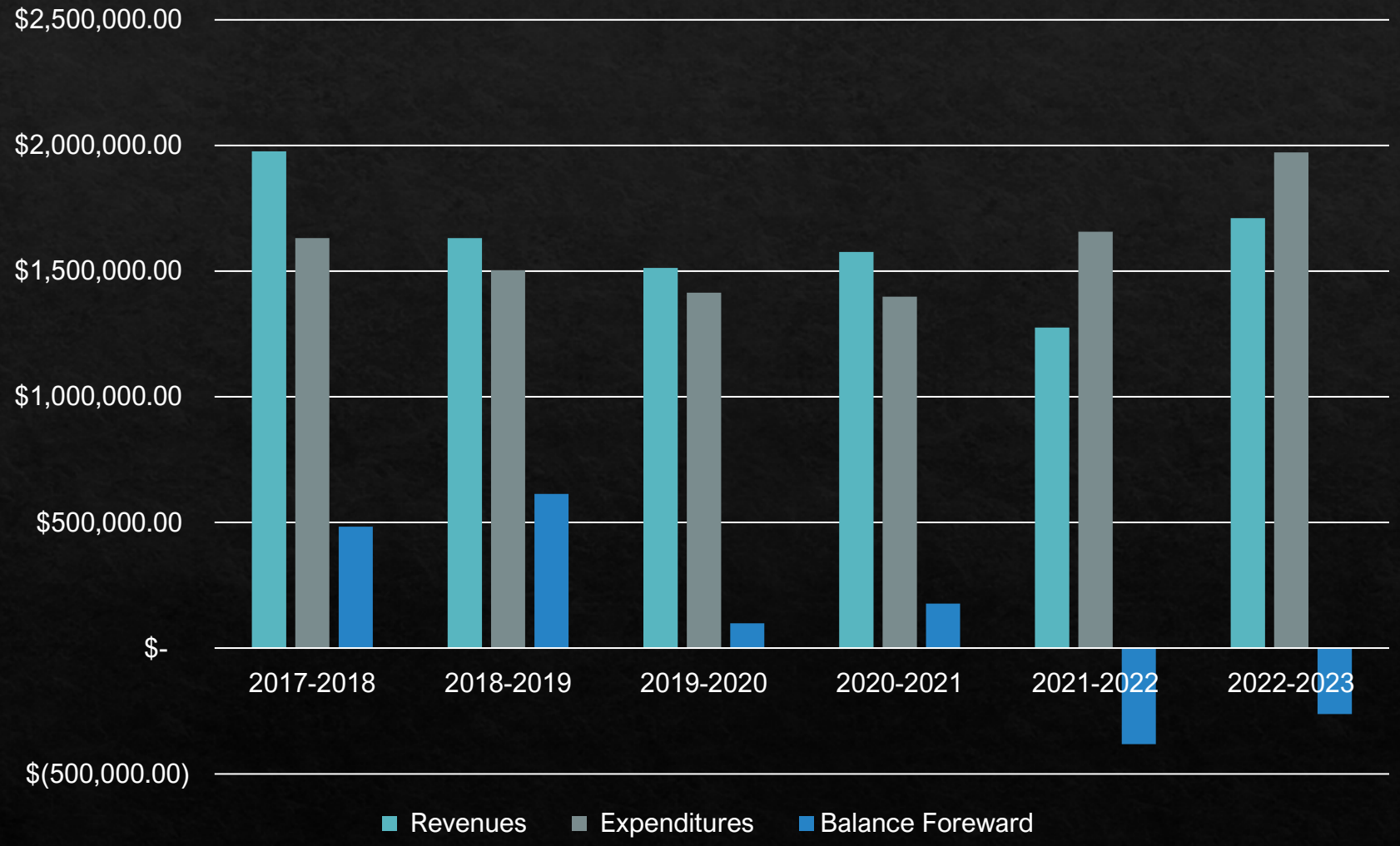
Overview of Current Fees

- Upon reviewing the budgets, fee structure, and the independent Permit Fee Comparison study performed by Matrix on 12/26/2023, a 20% increase in our fee structure is warranted to compensate for increased costs since the last revision in 2018.
- To support this conclusion, permit fees from 5 similar sized communities, Miami Beach, Doral, Tamarac, Margate, Sarasota, Pinellas Park have been analyzed. Hillsborough County has a similar fee structure, and a comparison is being provided. Communities that had not updated their fee structure within the last 4 years were dismissed.
- A total of 37 communities were reviewed searching for comparisons.

Historical Comparison

- Over the last five years the building department deficit has averaged 18.35% or $165,114 per year.
- The four-year average is 29.9%, or -$327,011 per year.
- A 20% fee increase will generate an average of $322,386 per year.
- The last two years have seen the greatest budget deficit for the building department within the five-year period. This is partially related to the implementation of Accela and the associated costs.
- Matrix Study Summary: “Bradenton comes in below most jurisdictions when comparing common construction type scenarios. For new construction on residential and commercial, Bradenton is below the average and is the second lowest fee overall in those two areas. They are also below average and the second lowest in solar / photovoltaic system permit fees.”

Revenue and Expenses



Why Adjust Building Permit Fees

- Rising Operational Costs: Labor has increased average 2.47% per year
- Inflation: Average inflation from 10/2017 to 10/2023 was 24.7%
- Current fees were implemented in 2014 and revised in 2018. It has been 6 years since the fees have been updated.
- We must be able to compete with private sector for salaries and benefits.
- Sustained Excellence: The building department strives to continue providing a high level of customer service to our residents.

Recommendation

- Propose to increase fees by 20%
- Effective Date: Provide a 30-day notification period.
- Notify through direct email to registered contractors, website banners, and social media
- This proposal does not include changes to the original fee categories, only an increase in costs to the current permit categories. With the recent launch of Accela staff recommends not changing the fee categories at this time. This will be studied and revisited in the future.

City of Bradenton
Proposed Building Fee Schedule 2024-2025

Permit Catagories	Current Fees as of 2018	Proposed Fees	Comparable Jusidictions
1-2 Family New Construction	$.77 per Sqft	$0.92 per sqft	$1.00
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City of Bradenton
Proposed Building Fee Schedule 2024-2025

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Permit Catagories	**Current Fees as of 2018**	**Proposed Fees**	**Comparable Jusidictions**
Generator	$175.00	$210.00	$250.00
Fence/Wall – Commercial	$25.00 - If a concrete/block wall - $300.00	N/C	Ext Perimeter wall $350.00
Dumpster	$75.00	$90.00	
Demolition	$250.00	$300.00	$330
Deck over 30" High	$200.00	$240.00	$190 up to 200 SF, additional $33.00 per each 100 SF
DCA Modular Building	$500.00	$600.00	$720.00
Concrete Pad with Footing	$200.00	$240.00	$249
Building Relocation	$500.00	$600.00	
Antenna	$250.00	$300.00	$500.00
Aluminum Structure	$250.00	$300.00	$500.00
Master Plan Review	$300.00	N/C	
30-Day TCO (30 Days ea.)	$200.00 - If Approved by Building Official	$240.00	$825.00
Certificate of Occupancy or Completion	No Fee	$100.00	$825.00 up to
Change of Contractor/Subcontractor	No Fee	$50.00	
Change of Occupancy Review	No Fee	$125.00	
Affidavit Inspection	No Fee	$75.00	
Construction Board of Appeals	$375.00	N/C	$350.00
Agricultural Exemption Review	No Fee	N/C	
Building Code Interpretation	No Fee	$350.00 Residential $600.00 Commecial (written interpretation)	$400-$700
Brownfield Development Incentive	10% Permit Fee Reduction	N/C	
Designated Brownfield's Incentive	Building Permit Fee Only (Does not include other fees)	N/C	
Duplicate Permit Card	No Fee	$25.00	
Expired Permit Reinstatement	Cost of the permit unless $200+ - If cost of permit is $200.00 or more, the fee will be $200	N/C	
Issued Permit Extension (180 Days)	$150.00 - If Approved by Building Official (**Must RequestBefore Expiration)	N/C	
Permit Application Extension (90 Days ea.)	$150.00 - If Approved by Building Official (**MustRequest Before Expiration)	N/C	
Fire and/or Damage Assessment	$75.00	N/C	
Flood Code Compliance Inspection	No Fee	$75.00	
Flood Elevation Determination	No Fee	$25.00	$25
Flood Management Permit	$175.00	$210.00	
Flood Pre-application Meeting	No Fee	N/C	
Flood Re-stamping	No Fee	$40.00	
Floodplain Review	$50.00	$75.00	
Flood-proof Certificate Review	No Fee	$50.00	
Floodway Construction Certificate	No Fee	$50.00	
Landscape Fill Review	No Fee	$75.00	
Local Product Approval	No Fee	$75.00	
Mitigation Review LOMR	No Fee	$75.00	
No Rise Certificate Review	No Fee	$75.00	
Notary Service	No Fee	N/C	

Summary of Key Points:

- Independent Matrix Study states the City of Bradenton is below average in fees.
- Proposing a 20% increase based on industry and consumer index yearly market value adjustments.
- The building department is allowed per statute to access appropriate fees to support the resources required to enforce Florida Building Code.
- Continued Study: Propose the department considers a complete change to the fee structure to allow for annual fluctuations. A value-based approach is supported by administrative code and the most common method across the state.

Questions?

AGENDA ITEM NO. 3.b

Item Cover Page

CITY COUNCIL WORKSHOP AGENDA ITEM REPORT

DATE: January 29, 2025

SUBMITTED BY: Robin Singer, Planning & Community Development

ITEM TYPE: Miscellaneous

AGENDA SECTION: **DISCUSSION TOPICS**

SUBJECT: Presentation of Citywide Vision

SUGGESTED ACTION: Review the Vision as presented by Stantec

Is this item Quasi-Judicial?
No

Does this item require a public hearing?
No

EXPLANATION:
Stantec Consulting Services was contracted by the City to conduct a visioning input process and prepare a vision for the City on the built environment. Stantec provided multiple input sessions at the Public Market and public meetings throughout the City. These sessions were followed by an online survey asking residents what they felt was important to their experience and what may need further attention.

Stantec has prepared Forever Bradenton to provide guidance as the City grows and develops over the coming years. This vision recommends completing six district plans, each tailored to their individual needs, and each with multimodal neighborhood centers connecting to other districts. They have also provided a detailed analysis of one neighborhood center as an illustration of what could be accomplished at various neighborhood centers throughout the City. This discussion will be focused on the presentation of these results.

ATTACHMENTS:
Strategic Visioning Presentation

DRAFT 01.18.2025

BRADENTON FOREVER

STRATEGIC VISIONING 2024-25



Acknowledgements

2024 BRADENTON SUMMARY DOCUMENT

City Council Members

Gene Brown, Mayor
Jayne Kocher, Ward 1, Vice Mayor
Marianne Barnebey, Ward 2
Josh Cramer, Ward 3
Lisa Gonzalez Moore, Ward 4
Pam Coachman, Ward 5

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bradenton
The Friendly City

Stantec

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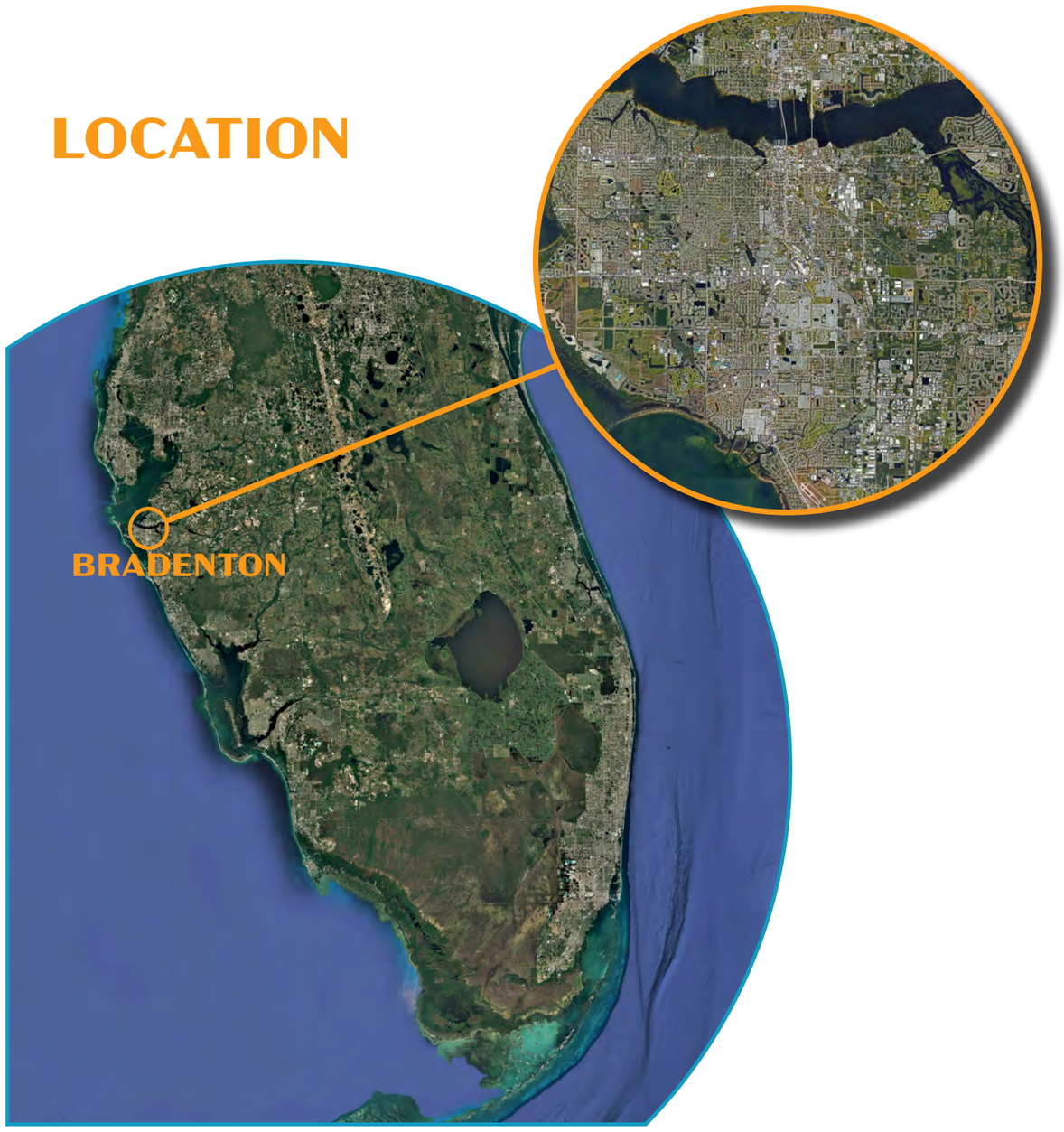
COME BACK SOON
ARTIST: DON BRANDES, 2019


You Can't Really Know Where You Are Going Until You Know Where You Have Been" - Maya Angelou
With deep rooted history, we know where Bradenton has been; now is the time to plan where we are going. In 2023, the City of Bradenton embarked on the next journey to create a vision for the community. This starts with an exploration into the community experience, how we interact with the built environment, and where we place our priorities.
How long does a vision reach? We answer a lot of questions in life – what do you want for dinner; where would you like to go on vacation? But these short-term questions have short term solutions with impacts for today (now to 5 years). This plan intends to focus on the long-term questions with long-term impacts to the future generations (5 years and beyond). This city-wide plan prioritizes a focus on a future beyond our own span and creating communities for generations after.
A vision is never complete – new avenues can be explored to push our goals; once we do that, we do it again, and again, and again. This visioning plan, Bradenton Forever, is to be used as a tool to assess the guiding policies and principles and provide tangible recommendations to adjust closer to the City vision. As you read this document, you will see that one priority areas are the extent and quality of the community experience and participation – this plan is a reflection of who the City is and will shepherd strategic planning and strategic thinking as a community.
This vision of Bradenton will lead us to our Bradenton Forever.
Bradenton Forever
To: Bradenton Forever

CHAPTER 1

PICTURE OF BRADENTON

LOCATION



Bradenton is a place to visit, a place to explore, and a call home – this vision plan paints the picture and outlines a path to finding our Bradenton Forever. It identifies a succinct and unique vision for the City of Bradenton concerning the built environment and how the community interacts with it; this vision spans the human experience, where they live, work, shop, and play and is anticipated to serve as a foundational vision for the City of Bradenton decision making across every department and division.

History is Destiny

Day-to-day, the world continues to spin; new technological advances are made, arts come to life, and the world grows around us as history is made – creating our destiny. The macro-view of how Bradenton developed zooms out to the whole state of Florida, to national advancements, and other worldly events; evets that forever changed the city of Bradenton far extend beyond local decisions.

Post World War II (1940s), the state saw a boosted economy and increasing population as soldiers trained here and returned home – Bradenton grew as well. A now-staple of Florida is air-conditioning; throughout the 1950-1960s, air-conditioning became common in homes and stores making them more comfortable through the heat; this advancement eased the comfort of living and pushed throughout the south – Bradenton grew as well. Bradenton continues to urbanize as a city, expanding the city-boundaries throughout the 1970s, bringing in additional citizens and expanding services. In 1981, I-75 opened (located in east-Bradenton) – Bradenton continued to grow. Bradenton saw significant growth through the macro-lens. When zoomed in, Bradenton sets itself apart in extraordinary ways.

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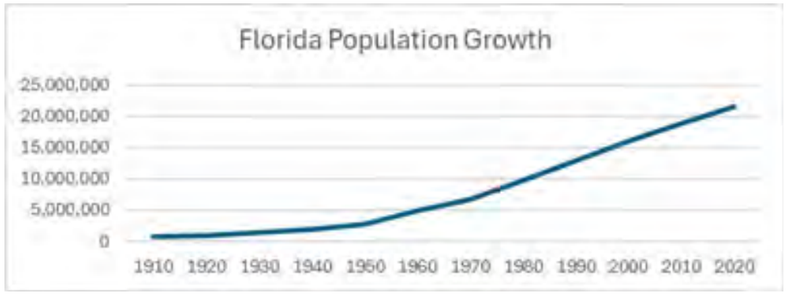
Timeline:

- 1842: Bradenton Settled
- 1851: Sarasota Settled
- 1870s: Bonita Springs Settled
- 1880s: Palm Beach Gardens Settled
- 1910: Coral Gables Settled
- 1940s: WWII
- 1947: Mosquito control
- 1950s: AC is becoming common
- 1960s: Air Conditioning is Common
- 1970s: West Bradenton Annexations
- 1981: I-75 Opened
- 2000-2010s: East Bradenton Annexations

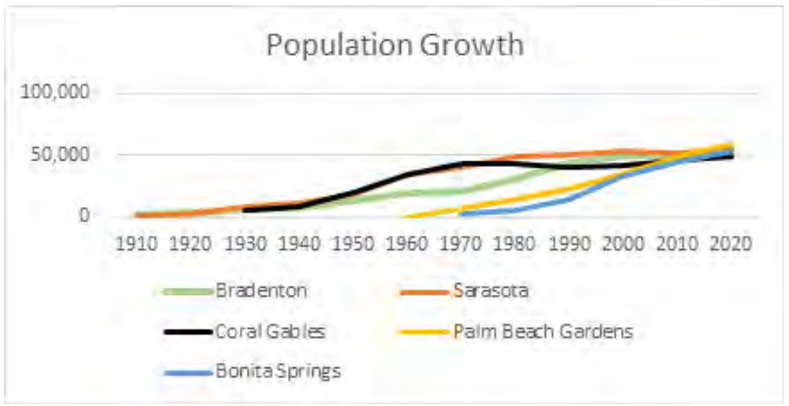
	Population	Population per square mile
Bradenton	57,076	3,882
Sarasota	57,602	3,777
Bonita Springs	56,229	1,396
Coral Gables	48,653	3,810
Palm Beach Gardens	60,175	2,884

City of Bradenton

The City of Bradenton is located 12 miles north of Sarasota (North Port-Sarasota-Bradenton Metropolitan area), surrounded by the Manatee River and the Gulf of Mexico coastline; the city encompasses a total area of 14.44 square miles.



Florida Population Growth from 1900-present day



City Population Growth from 1900-present day

Bradenton Then

Entrenched in Florida history, the City of Bradenton starts in 1539 with explorer Hernando de Soto; it is claimed that his adventures to America led him to the west coast of Florida at Shaw's Point. Founded in 1842, the city is named "Bradentown" after agriculturist Joseph Braden. The city grew and adapted as a winter resort and shipping center for farm produce, namely citrus and winter crops. The city was officially incorporated in 1903; as growth continued, the City merged with Manatee in 1943, officially becoming the City of Bradenton today.

During this century, much of the infrastructure that still serves Bradenton today was laid. Though these streets and pipes are aging, they support one of the more compact cities in Florida. Like other cities that formed during the late 19th and early 20th centuries, Bradenton enjoys a highly connected street network with amenities, destinations, and jobs within a short distance of most residents. This history is leveraged in Bradenton Forever.



A Painting in Bradenton Downtown



Bradenton Now

The city has grown beyond the Manatee River and is home to more than 57,000 residents. The hometown welcomes visitors near and far throughout the year to experience the South Florida Museum, ascending to the stars at the Bishop Planetarium, splashing through the Parker Manatee Aquarium, and stroll along the beautiful Riverwalk. Art pours out from every corner, showcasing the colorfully restored 1920s and 30' cottages with art galleries, studios, and shops located in the Village of the Arts. Vibrant voices are heard cheering through the core of Bradenton at LECOM Park, which is home to the Marauders and baseball spring training for the Pittsburgh Pirates.

With so many attractions and proximity to the beach, Bradenton is also a regional destination. Every day, tourists and day trippers pass through Bradenton to visit beaches and come back into Bradenton to enjoy culture. With culture, arts, and lifestyle pouring from every corner of Bradenton, we look for a common vision to bring the city together for generations to come.

Population & Demographics

The City of Bradenton lies within Manatee County. Manatee County recorded 439,566 citizens within the unincorporated boundaries. In 2023 Bradenton recorded 55,698 citizens. From 2020-2023, population has increased by 1,555 citizens, increasing to 57,253 citizens city-wide.

In 2023, the City of Bradenton recorded 57,253 citizens; it is projected the population will grow up to 62,048 citizens by 2050. The population increase within Bradenton is gradual and rises approximately 1.35% every five (5) years; the population increase in Manatee County rises approximately 6.90% every five (5) years.

Bradenton is composed of a more diverse population than Manatee County.

- Manatee County overall has 11.2% higher white (non-Hispanic) population than the City of Bradenton
- Bradenton has 5.7% higher black or African American population than Manatee County, with concentrations of Haitian/Creole speaking populations (primarily in Ward 5)
- Bradenton has 4.3% more Hispanic population than Manatee County

The median age in Bradenton is younger than Manatee County, and the median income in Manatee County is $15,590 higher than in Bradenton.

Race		
	Bradenton	Manatee County
White (non-Hispanic)	57.90%	69.10%
Black or African American	14.70%	9.00%
Hispanic	22.50%	18.20%
Other	4.90%	3.70%

Source: US Open Data, Census

Demographics		
	Bradenton	Manatee County
Median Age	45.4	49.4
Median Income	$55,795	$71,385

Source: US Open Data, Census



Kids playing along the Riverwalk

Jurisdiction	Population Estimate 2023	Population Change 2020-2023	Census Count 2020
Manatee County	439,566	39,856	399,710
Bradenton	57,253	1,555	55,698

Source: UFL BEBR Projections, 2023

Jurisdiction	2023	2025	2030	2035	2040	2045	2050
Manatee	439,566	459,500	503,100	540,100	568,100	592,200	614,600
Bradenton	57,253	57,372	58,383	59,015	59,869	60,876	62,048

Source: UFL BEBR Projections, 2024 & SWFWMD Population Projections, 2023

Social Environment

The social environment captures the culture of an area, social programs, or issues facing the City. Within Bradenton, the social environment starts with a small-town feel, followed with a vibrant downtown that welcomes community and visitors alike. Bradenton fosters a friendly atmosphere and engages the community at every level with active social events, with weekly Public Market events on the downtown square and monthly concerts in the park, among other regular events.

Bradenton has created a culture that fosters the arts and promotes performing arts, even naming a district for it (Village of the Arts). The Village of the Arts is an eclectic live-work community with live music, food, bakeries, and the area's best art galleries.

Bradenton is a growing City with big-city activities and the charm of a small, historic, waterfront town. During the visioning process, a public engagement survey was used to capture community input; when asked what their favorite thing about Bradenton was, the small-town feel was ranked among the top three. Other social impact areas, social programs, and issues within the City were observed and included within the community survey. Social issues are difficult to tackle through a vision for the built environment – policy shifts may not fully capture the issues at the core and require a change in social behavior to completely correct.

Physical Environment

The foundation of the physical environment starts with the Future Land Use and Zoning, which establishes specific areas that are best suited for uses in proximity to others – this shows where people live, where they will work, shop, and play. Map 7 and Map 8 show the existing Future Land Use and Zoning within the City of Bradenton – areas designated for residential development will typically remain residential (with varied density); areas designated as commercial/retail/office will typically remain commercial/retail/office, with varied uses within the building (for example, a bank may redevelop to pharmacy, a pharmacy to bakery, a bakery to tax office) – all of these uses can maintain the same building structure with varied services and products. The Future Land Use and Zoning provide the patterns for development and establish roadways where traffic is diverted to handle higher trip counts because you can reliably expect people to leave their home and travel on certain roadways to meet locations for work, places to shop, and areas designated for leisure/play.

Early in the visioning process, the team analyzed how the city was laid out, how the land uses interact, where traffic is being diverted to, and who uses the roadways (City residents versus visitors/people passing through the City). The ultimate question was "Where do people live, work, shop, and play & do the policies in place support how the City is being used?" ; this question intends to cover how people experience the City, what commercial nodes attract more intense uses, where mixed use space could be activated, and show how the average person experiences the City.

The physical environment includes the buildings, geography, infrastructure – the tangibles. Challenges within the physical environment are better suited to built environment policy shifts, programming, and design.

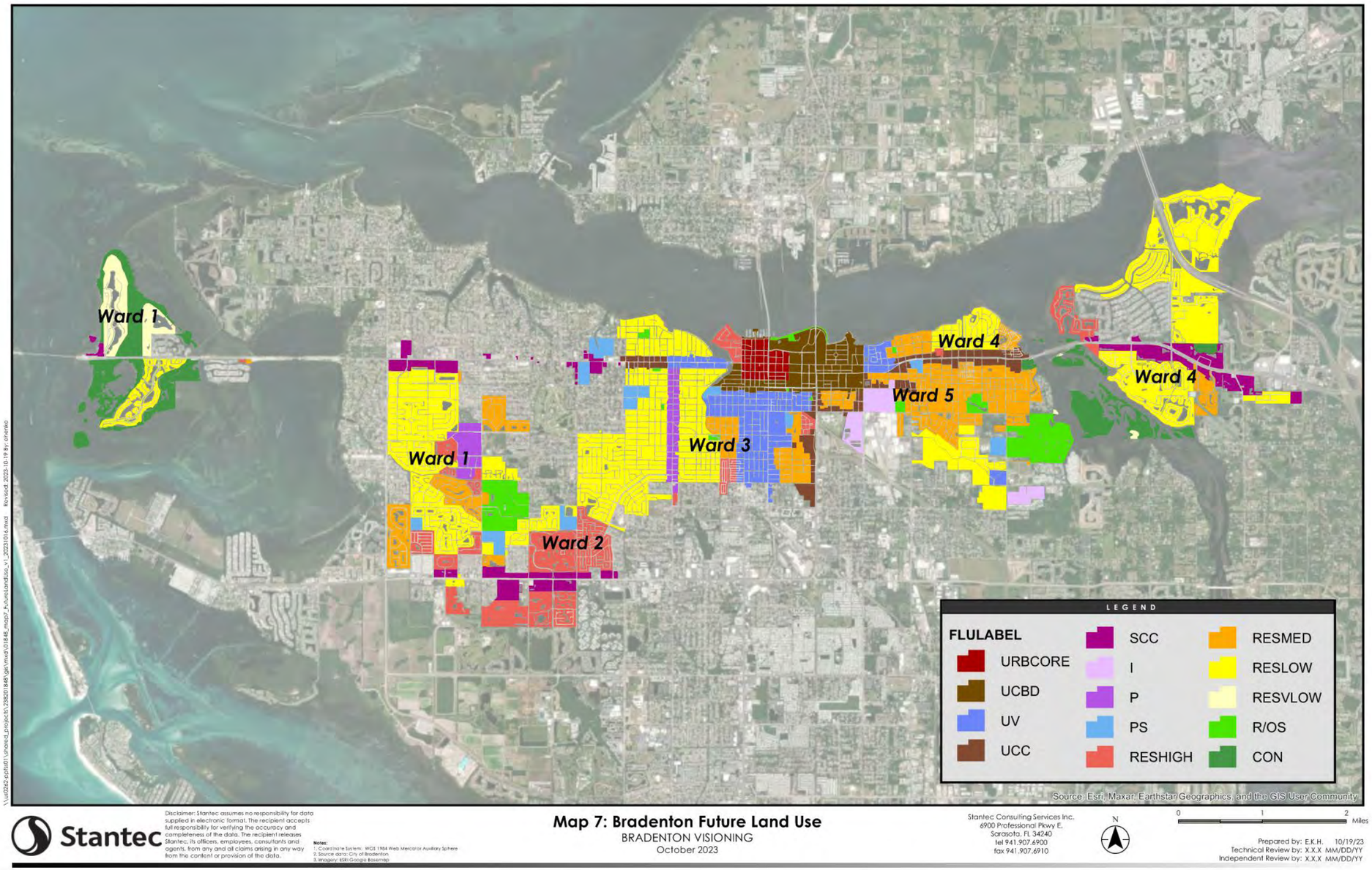
Bradenton is an older city within the State of Florida along the Manatee River, with a large concentration of historical building located in Old Manatee. Outside of Old Manatee is aging infrastructure and buildings (Map 16). The City is currently connected to the north by two bridges: the Green Bridge and the Manatee River Bridge) and has access to Anna Maria Island to the west. The historical and 'small-town' lends itself to the physical environment of Bradenton (small-town feel acts as a social and physical environment trait as the historical development pattern lends itself to the cozy, compact development that sanctions the small-town feel).



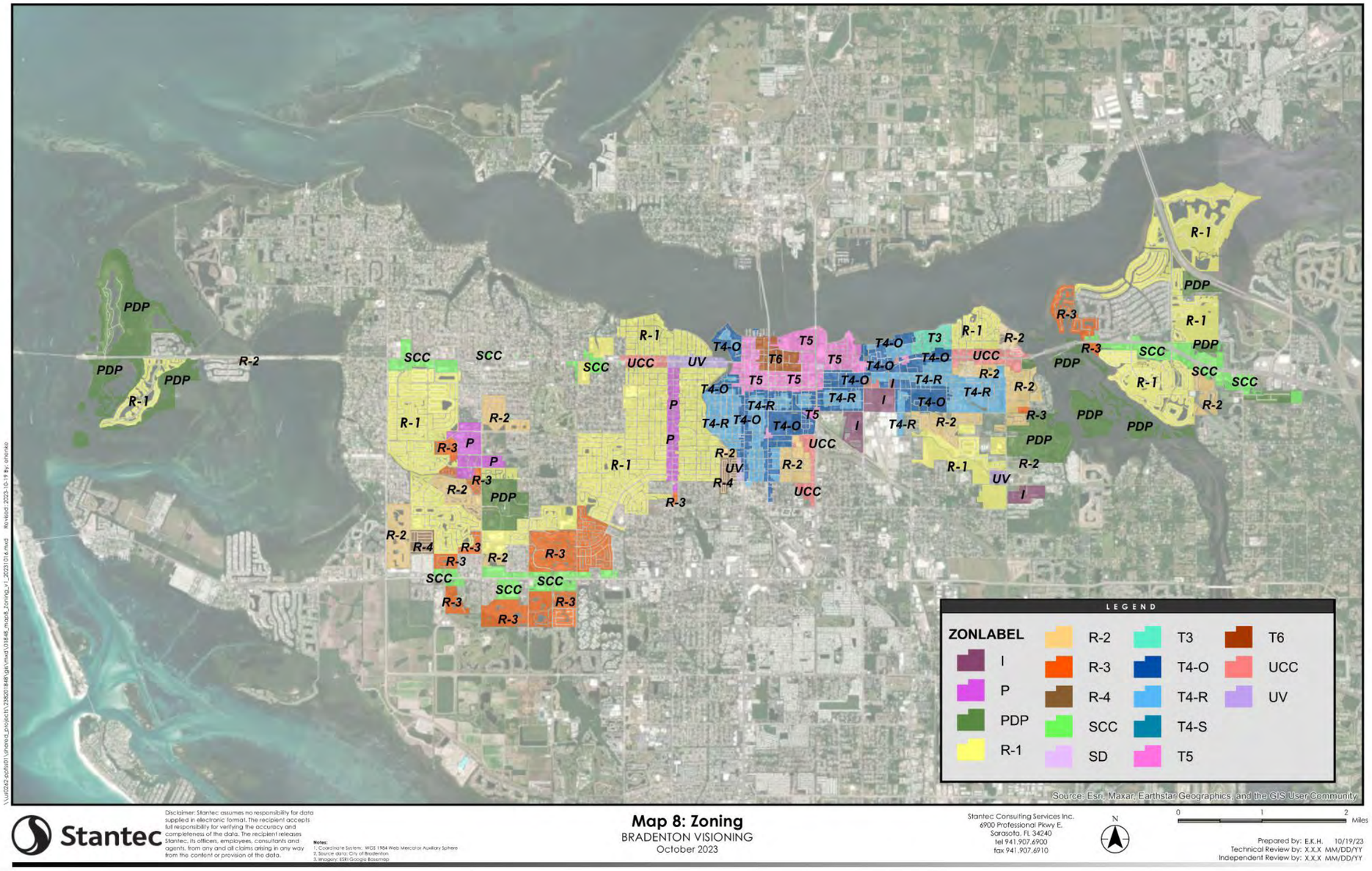
Public Market Event



Building in Old Manatee



Bradenton Future Land Use



Bradenton Zoning

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CHAPTER 2

BRADENTON FOREVER: VISION

Bradenton Forever: Vision

Bradenton Forever starts with the community painting the picture-perfect vision – "What does the City I leave for the next generation look like?". The intent of Bradenton Vision is to capture the priorities of the City as they existed upon founding, as they exist today, and as they will exist. The world is ever changing – the vision of the City is to be all encompassing of the resident experience.

Vision Summary

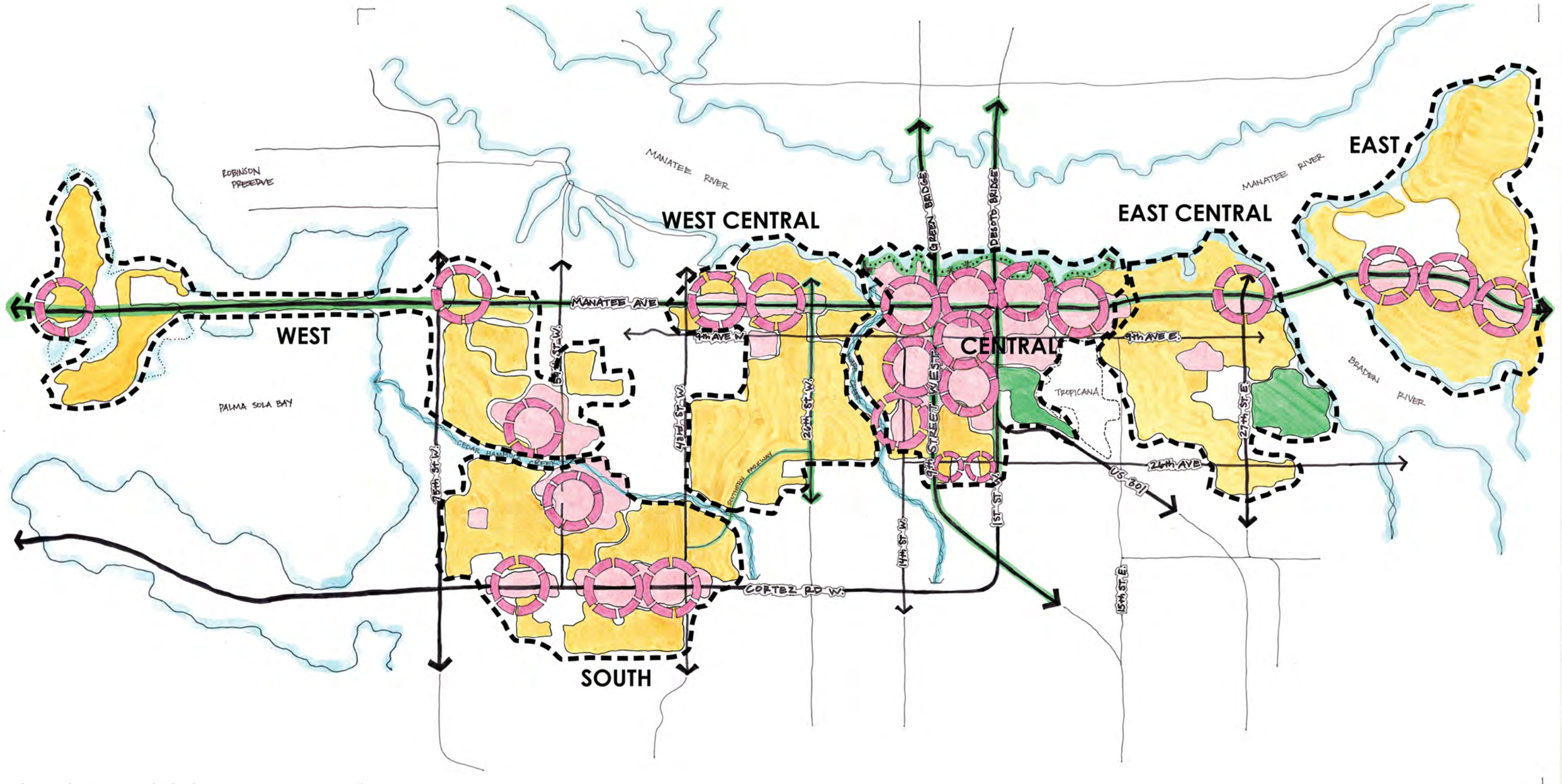
The ideal location to house a cities vision is its adopted comprehensive plan, which outlines a path toward its desired future. Update the Comprehensive Plan to include a citywide vision component, with identification of neighborhood and community serving redevelopment nodes and a multimodal network connecting them. The vision should rest on four pillars:

1. **Provide a fully connected multimodal environment for citizens of Bradenton**
2. **Build centers of neighborhoods where citizens can gather, dine, shop and recreate.**
3. **Ensure that the city can continue to maintain and improve its infrastructure.**
4. **Incorporate the needs of our city's visitors without compromising the quality of life of our residents.**

The map below shows Bradenton broken down – major roadways are outlined showing the typical routes for traveling through Bradenton. The yellow shows existing neighborhoods; the green show existing greenspace; the pink circles show community centers, where opportunities for people to shop, play, work, and live are present, will be enhanced, and preserved.

Community priorities from the survey outlined the importance of walkability/bikeability throughout the community. From these neighborhoods and nodes, districts are formed that create areas for pedestrian sheds and areas for bicycle sheds. Six distinct districts were formed – West, West Central, Central, East Central, East, and South; these districts can aid in determining adequate uses within a walkable/bikeable area by providing meaningful destinations, such as parks, recreation centers, shopping centers, or employment or residential opportunity.





Bradenton by Proposed Districts

Strategic Goal & Recommendations

Within the four visionary pillars are core recommendations that implement the Bradenton Forever Vision. The following recommendations are crafted through extensive listening to the community, analysis of existing policies, review of services and department operations; see analysis of data in Chapter 4. Through the provided recommendations, strategic goals are established as ways in which to measure the progress of transforming the City to meet the vision.

Goals:

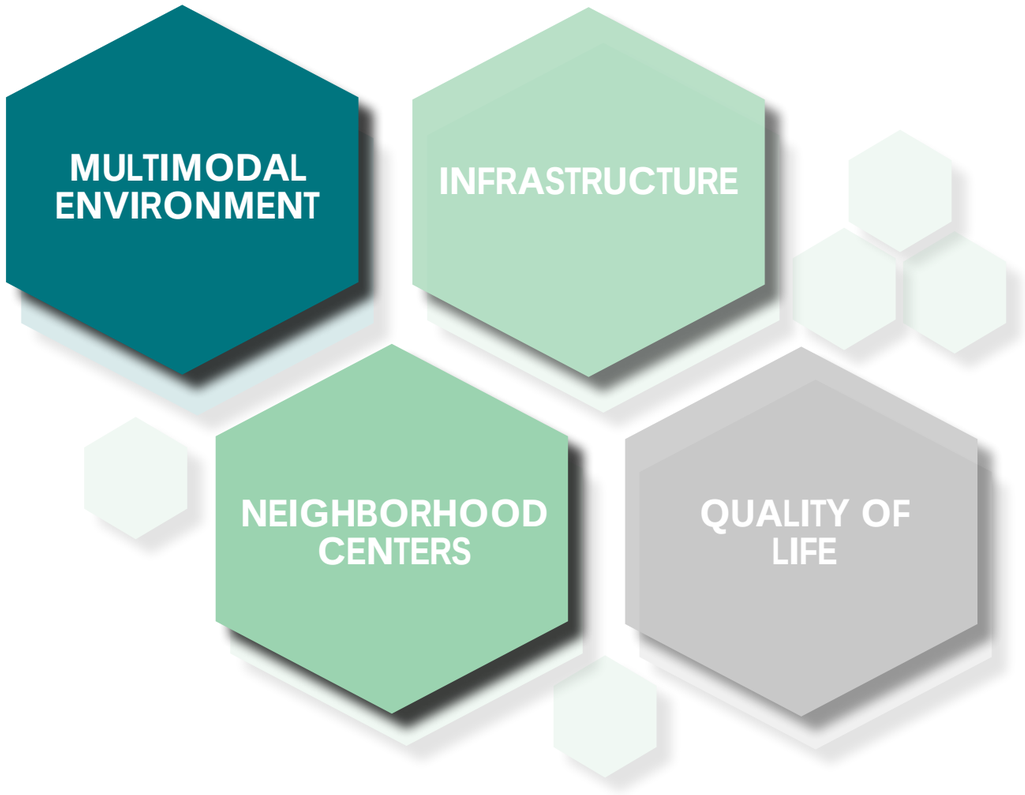
1. **Incorporate neighborhood, district and city-wide principals to direct the built environment at all scales.**
2. **Residents have easy multimodal access to shopping, recreation & entertainment and each other.**
3. **Regional employment centers are adequately accessible by all modes of transportation.**
4. **Coordination with other agencies to take advantage of and improve Bradenton's unique position in the region.**

The Bradenton Forever Vision is broken down into 8 multi-faceted recommendations that uphold the goals and pillars.

Recommendations:

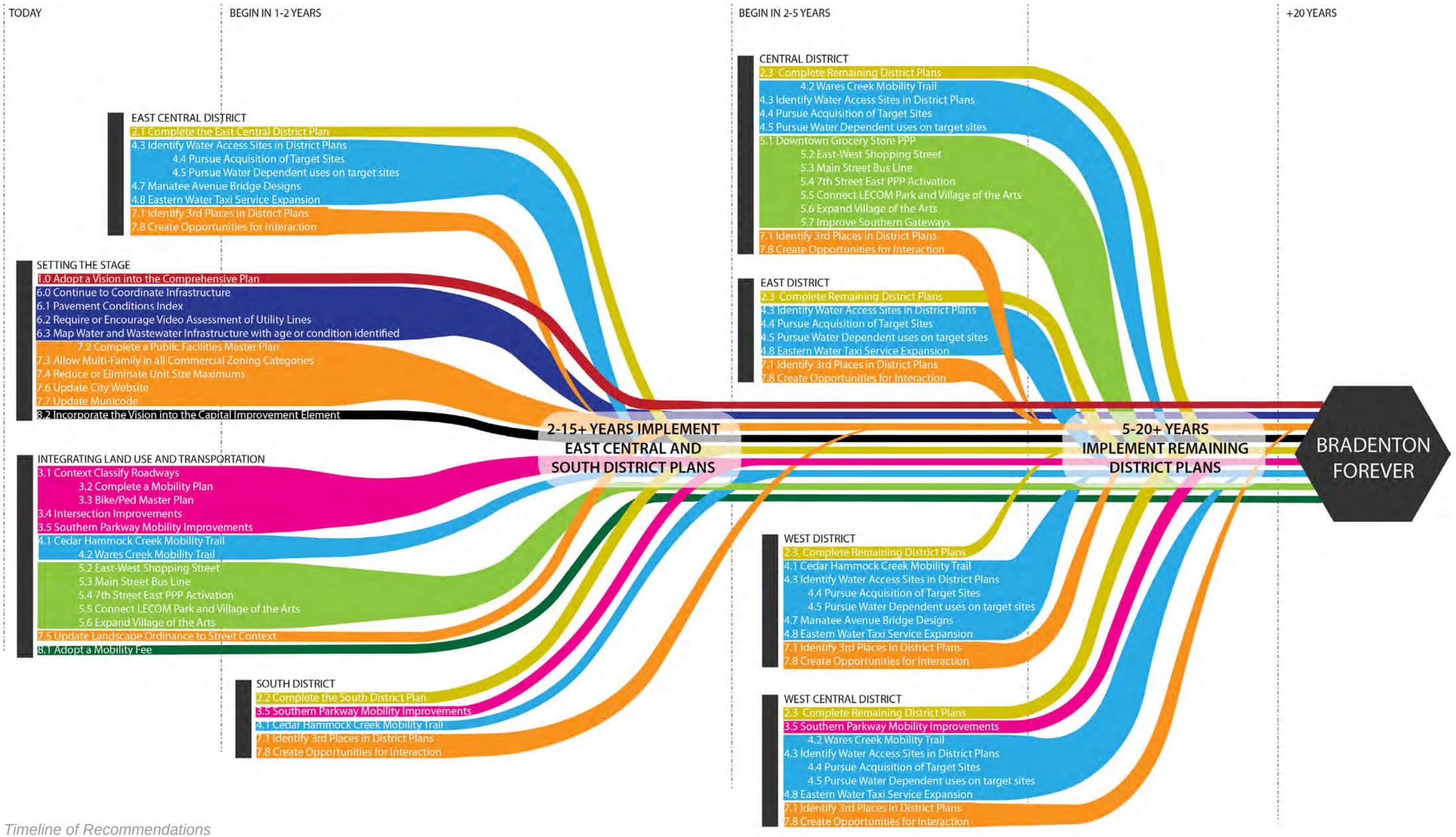
1. **Adopt a Vision**
2. **Build Around Destinations**
3. **Utilize Multiple Modes**
4. **Embrace the Water**
5. **Continue to Define the Core**
6. **Continue to Coordinate Infrastructure**
7. **Improve Livability**
8. **Fund the Vision**

On the next page is the graphic showing the recommendations separated as individual 'tasks', or objectives – each one gets us closer to reaching our Bradenton Forever. The tasks are shown as a timeline, staggering the recommendations by the order in which they start, overlap, and are to be completed. This method allows priority tasks to be executed, lay the groundwork for the next task, and permit the coordination and distribution of funds adequately.





Timeline of Recommendations Legend



Timeline of Recommendations



Build Around Destinations

The city can be divided into six distinct districts, each defined by natural features and city boundaries. Each of these districts are large enough to contain multiple neighborhoods, yet small enough so that all residents of them can reach dining, shopping and recreation without using their car if they so choose. One of the key characteristics of Bradenton is the small-town charm – as we continue to grow, we can maintain this charm through investing in the districts individually, making them reflect to the people who make up that district. This presents a unique opportunity to define Bradenton through six unique lenses:

1. West Bradenton, which includes the area north of Cedar Hammock Creek and south of Manatee Avenue, along with the Perico Island,
2. South Bradenton, which includes the area south of Cedar Hammock Creek,
3. West Central Bradenton, which includes the area between Wares Creek and the City limits at 43rd Street West,
4. Central Bradenton, which includes downtown, the Village of the Arts, Old Manatee, and the neighborhoods surrounding them,
5. East Central Bradenton, which includes the area between 34th Street East and the Braden River, and
6. East Bradenton, which includes the area between the Braden River and the city limits.

Each of these district plans should include well defined nodes. These nodes will add to the small town feel while provided residents with easy access to goods and services they need every day. Complete district plans and amend the form-based code to provide property owners in the nodes with a quick path to implementing the vision.

Well defined places give neighborhoods a sense of identity and a source of pride. Each of the six districts has a set of existing shopping and play destinations. These destinations should be given the opportunity to redevelop over time into fully functional mixed-use centers, with pedestrian scale destination streets and residential opportunities. Current zoning and land use designations on many of the nodes do not facilitate this outcome, with Future Land Use designations on some nodes that do not allow residential uses. These Future Land Use designations are temporarily pre-empted by the Live Local Act (Florida § Section 196.1978(3)), which will allow for development at the city's highest density and height provided that 40% of the units built are affordable to individuals making 120 percent of area median income; the Live Local Act is set to expire in 2033. The Suburban Commercial Core and Professional Future Land Use categories, along with their implementing zone districts, should be amended to allow for some portion of multi-family residential to avoid disjointed plans that incorporate high density residential development with auto oriented retail and office development.

The city should also complete redevelopment plans for the nodes in association with six district plans. These plans can reside in the cities existing form-based code as underlying development options that a property owner can take advantage of in lieu of existing underlying zoning. Essentially each node would have a form-based code optional overlay executed at site plan approval. This will require amendments to the form-based code to establish it as an optional overlay as well as a base zoning district and will require the completion of six district plans, along with Future Land Use Map amendments (when identified through the district planning process) coinciding with the adoption of district plans. The discussion of nodes below is not all inclusive, as the district planning process should provide opportunity to define nodes. The discussions below focus on unique nodes within each district and are not exhaustive of all potential nodes within the districts.

West Bradenton

West Bradenton contains three nodes, two on Manatee Avenue and one at 59th Street West and 17th Avenue West. These three areas represent most of the opportunity for shopping and services for residents of the West Bradenton District. All three have future land use designations that do not allow residential uses.

One node cannot be completed without annexing property currently under Manatee County Jurisdiction. Located at Manatee Avenue and 75h Street, the larger portion of it has a manatee county future land use that allows more density and intensity than the adjacent City of Bradenton Future Land Use. Its City Future Land Use, Suburban Commercial Corridor, effectively orients the property to Manatee Avenue, allowing only auto serving commercial uses and making it a regional node serving primarily non-residents. It has no allowable density and a 0.5 maximum floor area ratio. A mixed-use project on the adjacent property in the county can achieve double this Floor Area Ratio along with 36 units per acre. The redevelopment plan for this node should include the portion not in the City and should also incorporate a Future Land Use designation that allows for the proper mix of uses and maintains competitive density and intensity of development with Manatee County's designation, such as Urban Village. This node is also an ideal location for a mobility hub serving West Bradenton, and providing crossings to the barrier island in. This mobility hub should include opportunities for electric transit circulators that connect to the barrier islands via dedicated lanes on a redesigned Manatee Avenue Bridge. These circulators can evolve over time into a bus rapid transit rout connecting Central Bradenton, the barrier islands, West Bradenton, and South Bradenton.

South Bradenton

Like West Bradenton, nodes in south Bradenton predominantly have a future land use designation Suburban Commercial Corridor, but do not necessarily need a future land use map amendment to facilitate redevelopment if the future land use designation has been modified to include residential uses. The district plan should be used to direct their Future Land Use.

Like West Bradenton, however, South Bradenton is the last stop before crossing the Cortez Road Bridge to the barrier islands. One of the nodes along Cortez Road should have an underlying redevelopment plan that includes a mobility hub that can move people over a redesigned Cortez Road Bridge without having them waiting in the traditional through lanes. Though in the long-term bus rapid transit in dedicated lanes may be feasible, mid-term solutions should be considered, including electric transit circulators, which have a much lower up front capital cost and still provide alternatives to waiting to cross the bridge. This type of system has been found to be successful, when combined with on demand transit systems at the destination, on Sarasota County's barrier islands.

1 *Build Around Destinations*

West Central Bradenton
District plans for West Central Bradenton include identified nodes on Manatee Avenue. These nodes are likely to contain most of the district's destinations. West Central Bradenton, However, is also very close to the significant number of destinations in Central Bradenton. District plans for West Central Bradenton should keep this in mind and may have more focus than other districts on multi-modal connectivity to neighboring districts.
26th Street West is fronted on both sides with the Professional Future Land Use designation. The district plan for West Central Bradenton should consider that this street will evolve into a series of mixed-use destinations over time but ensure that it does not end up dividing neighborhoods in this predominantly residential district.

East Central Bradenton
The district plans for East Central Bradenton should include the identification of at least one node west of the Braden River. This node should take advantage of access to the river to provide for long term opportunity to incorporate water taxi options to the residents' suite of mobility options, but should be located outside of the coastal high hazard area.

The Urban Commercial Corridor Future Land Use designation provides an opportunity to provide more "missing middle" housing types. These housing types include for townhomes, and other types on the spectrum between detached single family and multifamily housing. Redevelopment plans for this node should include ample opportunity for this housing type. Achieving this housing type will facilitate providing opportunities for a significant number of people living in the Category 1 storm surge area to find more resilient living arrangements. The district plan should explore opportunities for this and look for ways to incorporate the Coastal High Hazard Area into recreational amenities. An effective method of encouraging missing middle housing in this node is to provide density bonuses based upon assemblage of lots along a block face. For example, while one lot may develop at 10 units per acre, an entire black face may develop at 20 units per acre. This encourages assemblage of properties while avoiding compatibility issues arising from piecemeal development.

The East Central Bradenton District includes portions of the City with the lowest rates of participation in the survey. All efforts to improve participation through traditional social networks did not make a significant impact. The plan for this district should be more deliberate than plans for other districts. It should commence with community listening sessions, detailed follow up with listening session participants, and direct street and neighborhood level outreach to the community. The purpose of this is to identify community issues, needs and desires as well as to identify the community networks that will be necessary to facilitate participation in and carry forth recommendations of the actual district level planning process. A complete district plan for East Central Bradenton should take at least two years, and should be started as soon as reasonably practicable.

East Bradenton
East Bradenton enjoys the newest development at its nodes and should expect that redevelopment of these nodes will occur later than other districts. Long term uncertainty can lead to plans that are difficult to implement and erode faith in the planning process. This must not preclude it from being incorporated into the citywide vision and mobility plans. Streets in the district should be context classified along with the rest of the city, and plans for a node should be pursued to allow for the introduction of regional mobility solutions that work in concert with the city's other five districts.





2 *Utilize Multiple Modes*

Utilize Multiple Modes

Implement a Target Zero Master Plan to alleviate traffic, improve walkability, and encourage alternative modes of transportation throughout the City.

Plan districts around the needs of residents
Each district is small enough so that travel within can be achieved without relying on the arterial road network. With the nodes defined through district plans, mobility improvements should focus on pedestrian, bicycle and alternative mobility solutions such as golf carts and electric bicycles (whether on two or four wheels). Each district plan should identify a set of mobility improvements tailored to the physical constraints of the district as well as the needs of its residents. While bicycle routes may be important to support the mobility needs of one district, golf cart paths may be more important in another. Residents of Bradenton can then enjoy their city and neighborhoods without competing with visitors to the city and barrier islands for space on the arterial road network.

Each district should also include at least one place where different transportation modes intertwine to connect districts to each other, or mobility hubs. These mobility hubs can incorporate bus, auto, micromobility, bicycle and pedestrian connections. With each district planned to support alternative transportation modes, residents can travel between these hubs and be assured that when they travel from them to other districts, their destination will not leave them with no ability to get around. They also mirror mobility options already available on the barrier islands and should be coordinated with the implementation of the MPOs barrier islands traffic study.

Ensure that future road design addresses the city's desired built environment
Traditionally, roads are treated as a utility serving the various land uses built throughout the city. They are classified based upon the amount of traffic that they carry and improved accordingly. Roads, however, typically make up 30 percent of the land in any given city. This makes it one of the most significant land uses in any given city. Treating them as a utility instead of a land use introduces compatibility and safety concerns for the neighborhoods and districts they traverse. The City of Bradenton should move beyond the Local/Collector/Arterial system of road classification toward a more modern Context Classification system.

Context Classification systems organize roads into a land use paradigm, defining them as urban, suburban, or rural depending on the environment on which they are constructed. This system allows a city to determine the design and speed of a road not solely based on the volume of traffic it will hold, but on the types of users expected to utilize the street. For example, a major street like Manatee Avenue in an Urban environment will be designed for lower speeds and wider sidewalks to provide a safe and comfortable environment for pedestrians, a dominant user of the road. The same street in a suburban environment will provide for higher speeds with sidewalks and bike lanes separated from auto traffic, accounting for the relative increase in automobile users while ensuring that more vulnerable users are protected from injury. This system is used by the Florida Department of Transportation to direct road design and should be adopted into the comprehensive plan for all roads traversing the city, regardless of who is responsible for maintenance. Roadway design standards should be revised to address the needs of all users in every context. When revising these standards, it should be understood upfront that typical cross sections do not always fit in every right of way and within every project budget. Clear procedures should be developed to direct what elements of the street are vital in each context, and what elements of a street can be modified or eliminated in each context.

Incorporate a Bicycle and Pedestrian Master Plan throughout the City
The City of Bradenton is fortunate to have a highly connected street system throughout. Not all of these streets have been improved to support all users, with some lacking adequate infrastructure to encourage walkability and bikeability. A citywide bicycle and pedestrian master plan should be completed, identifying important routes between districts that should be improved for pedestrian and bicycle movement among districts. Traditionally, these plans are completed with the needs of existing pedestrians and bicyclists in mind. However, if bike lanes and sidewalks are to be considered as part of the City's mobility system, the plan should be considered with the needs of people who are interested in using the facilities but have comfort and safety concerns. When completing district plans, this citywide master plan should be supplemented with neighborhood scale improvements that support the needs of residents and connect them to destinations within their respective district.

Review busy Intersections; identify strategies to improve traffic flow during peak hours and increase safety for pedestrians
The City of Bradenton should work with the MPO and FDOT to develop multi-modal intersection improvements that address all road users. Examples of this can include the introduction of traffic calming Manatee Avenue and 9th Street West as well as the exploration of areas to sync the traffic. When identifying these strategies, context classification can be used to choose the correct intersection treatment depending on the expected users of a roadway. Intersection improvements applied in an urban setting should be designed for slower moving vehicles and account for the safety and comfort of pedestrians crossing the street, while improvements in suburban environments can be designed with wider turning radii while still accounting for the safety of pedestrians. Crash data for pedestrian/bicycle/vehicle crashes, including time of day and injury severity should be considered in identifying intersections for improvements and the nature of those improvements. Near miss crash analysis can also be considered to identify for pre-emptive countermeasures.



3 *Embrace the Water*

Embrace the Water

Access to water was the number one thing people liked about the City of Bradenton overall and was ranked among the top five things people like about the city in every ward. Each district is bound by water on at least one of its edges, and these edges should be improved to reinforce the city's waterfront bona fides. This waterfront access also brings the risks associated with being close to the water. These risks can be mitigated through smart public investments, where each dollar spent improving resilience against hazards can also contribute toward improving daily quality of life.

The waterfront should be considered as part of both the City's parks system and the City's mobility system. The existing maintenance easement along Cedar Hammock Creek should be improved as a trail. This trail can serve both recreation and functional purposes, as it can connect residents of West, South, and West Central Brandon to GT Bray Park and Blake Hospital. Similarly, improvements to the maintenance easement along Wares Creek can connect residents of West Central Bradenton to downtown employment. Southern Parkway provides an ideal multimodal spine to connect these two trails, and existing pedestrian, bicycle, and low speed elective vehicle improvements on it should be accentuated. Opportunities to complete a similar trail along Wares Creek should also be pursued. This trail will provide a distinct edge between Central and West Central Bradenton and will provide a comfortable pedestrian and bicycle connection for residents of West Bradenton wishing to visit downtown when 9th Avenue West is improved for through traffic.

Opportunities to acquire property along the Manatee and Braden Rivers, Wares Creek and other portions of the Coastal High Hazard Area should be explored. Each district master plan should identify locations where access to the water can be gained. These locations can be incorporated into the park systems as waterfront parks, or utilized for future water taxi stops. This accomplishes two public purposes, reducing resident population vulnerable to hurricanes and enhancing the recreational value of the water to all citizens of Bradenton. In instances where acquisition of locations is not feasible, zoning solutions that allow for uses such as waterfront dining or meeting spaces could also achieve the same result.

It is likely that a third bridge to the north will be constructed at some point in the future. Wherever this bridge is built, the City should look at the infrastructure investment as a resiliency investment. Opportunities to move people out of harms way in the coastal high hazard area should be considered, either through property acquisition or through encouraging improvements that raise homes above storm surge levels.

West and South Bradenton are the last districts one passes through before taking a bridge to the barrier islands. Mobility hubs in these districts should include park and rides, giving residents and visitors an opportunity to enjoy alternative means of getting to the islands. These park and rides will provide relief to congestion on the bridges, provided that the bridges are designed to support multimodal connectivity. Both the Cortez Road and Manatee Avenue bridges should have designs with dedicated transits and mobility lanes. This design creates a reliable means of getting to the barrier islands, so that no matter what the congestion levels on the bridges are, residents and visitors of Bradenton can rest assured that there trip to the beach always takes the same amount of time. The City should work with the MPO to ensure that these redesigns are included in the Unified Planning Work Program at the completion of district plans for these districts.

East and East Central Bradenton are bound by rivers, with the Manatee and Braden Rivers providing ideal access to water. In conjunction with the district plan for East Central Bradenton, the city should pursue providing river access that could provide future water taxi transportation in association with the gateway nodes mobility hub. Existing County owned property just south of Manatee Avenue may provide an ideal location.

Live Above the Coastal High Hazard Area

The Coastal High Hazard Area (CHHA) is the portion of the city that will most likely be inundated in a category 1 storm surge. While the best way to avoid this hazard is not to be there in the first place, many residents have made their homes there, and moving a home is not a simple matter. As mentioned in previous recommendations, the city should be opportunistic in acquiring homes in the CHHA through deliberate strategies in district plans. All public infrastructure and quality of life investments can also be seen through a lens of resiliency. These deliberate strategies will open funding sources beyond traditional FEMA or HUD funds. For example, federal and state sources of funds may be used for the primary purpose of acquiring park lands or boat launches, but improved resilience to dangerous weather events is certainly a co-benefit of a park designed and located to reduce exposure to coastal flooding. Further, as the state continues to improve and build bridges, look at these as opportunities to leverage resilience projects for the city.

Finally, as district plans are completed and major infrastructure investments are planned and built, zoning should be reviewed and modified to provide attractions for living outside the CHHA, and alternatives to building and rebuilding homes in the CHHA. A new bridge and associated higher traffic volumes, for instance, may introduce opportunities for more non – residential development. While this type of development may still exist in the CHHA, it has the advantage of not creating evacuees that may lose family possessions if the worst were to occur.








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4 *Continue to Define the Core*

Continue to Define the Core

The Central Bradenton district includes Downtown, Old Manatee, the Village of the Arts, LECOM Park and the surrounding neighborhoods. Its geography is almost entirely included in the CRA plans for the Tamiami Trail CRA (Village of the Arts) Downtown CRA (Downtown) and Central CRA (Old Manatee). As such, the city of Bradenton has devoted a significant portion of planning resources to revitalizing this area. The Riverwalk defines the northern edge of this district and is one of the top three features that people like about the City. Downtown, 14th Street West, 9th Street West, and Old Manatee are four of the top five areas that survey respondents wished to see improved in the near future.

Complete the Downtown

A great deal of progress has been made on revitalizing downtown Bradenton. Old Main Street has seen a resurgence of life, new hotels, residential, and parking garages have sprung up throughout the downtown core. Bradenton is the seat of Manatee County, and as such is home to several thousand county employees and associated industries in professional services that prefer to locate near administrative centers. Technology spurred trends toward telework, which accelerated in recent years, will continue. This trend leaves areas reliant on this type of industry cluster vulnerable daytime population loss. As many respondents identified a small town feel as one of the top things they like about Bradenton (number 4 citywide, number 2, 3, or 4 in wards overlapping the Central Bradenton District), the most viable strategy to maintain downtown is to provide more opportunity for residential, thus replacing that daytime population with a 24-hour population.

Several respondents to the online idea map identified a need for a downtown grocery store. A grocery store is an amenity that certainly attracts residents to downtowns, however, it will be quite some time before Downtown Bradenton reaches a population density high enough to support a grocery store. This is often the most difficult plateau to reach in downtown revitalization. A site should be identified on which a public private partnership, led by the Downtown CRA, can realize the construction of a downtown grocery store. The current population of downtown is less than 2,000, so a site near an existing unserved population, within walking distance to downtown, should be located.

With the addition of a grocery store, downtown can become attractive to additional residents, and along with them more shopping opportunities. Historically, Main Street has served has the "main" downtown shopping street for Bradenton. As Main Street frontages are revitalized, an east west street must be identified. This street must have the potential to serve people on foot with sidewalks wide enough for outdoor dining and high volumes of pedestrians, as well as with traffic speeds low enough to create a safe, comfortable environment for those pedestrians. Two streets have the potential to provide this. The first, 1st Avenue West, is ideally situated on the waterfront, and is already a known destination with existing waterfront dining, a hotel and the Riverwalk. The long-term redevelopment of the Manatee County Public Library and City Hall may include street level retail, taking advantage of an existing regional destination. This area has no pass by traffic, however, and the City may wish to keep City Hall in the current location (set back from Old Main Street) or preserve the City Hall façade in any planned redevelopment, both of which can limit the viability of this as a retail street. The second potential street is 6th Avenue West. 6th Avenue West has adequate right of way for the pedestrian experience described above, and has historically served a main street purpose, as evidenced by the orientation of the buildings fronting it. However, this is a one-way street that is more effective at moving people through downtown than into downtown. In order to activate this street as a second east west "main street" an alternative regional through street must be identified. 9th Avenue West has been identified as a possible candidate. The identification and design of a second regional through street will allow 6th Avenue West to be redesigned as a two-way street supporting traffic at lower speeds, facilitating the completion of an environment with the traffic and pedestrian orientation to support main street retail.

A vibrant downtown is not complete without convenient, reliable transit. Though the city does not have its own transit system, it should coordinate with the MPO and MCAT to remove the bus terminal from the downtown core and convert the location to a premium stop with services to support drivers. This will allow MCAT to use Old Main Street as a defacto bus terminal, running all downtown routes the length of the corridor to effectively multiply headways, while also opening the terminal site as a potential public private partnership for a station-oriented development that helps position 6th Avenue west as downtowns east-west main street.



4 *Continue to Define the Core*

Activate Old Manatee
With the potential for 6th Avenue West as downtown's east-west main street, along with potential target zero intersection improvements on its intersections with 1st and 9th Streets West, Old Manatee should be connected with downtown via both Manatee Avenue and 6th Avenue. This involves activating the area between the two Avenues with temporary use programming on vacant and underutilized properties between them. 7th Street East may be the ideal location for this activation, due to its proximity to historic Old Manatee and cohesive ownership patterns of land surrounding it. Public / Private Partnerships should be pursued to encourage activities along this street, which may include food truck rallies, holiday bazaars, and even simply Sunday picnics under the oak. This type of event programming brings more people to the area, making it more attractive to business development.

Connect Village of the Arts and LECOM
Plans are currently underway to improve connections between the Village of the Arts and LECOM Park. It is important that, as improvement to 9th and 14th Street are identified, multimodal improvements to 13th, 16th, and 17th Avenues to improve connectivity between the Village of the Arts and LECOM Park are also pursued. This improved connectivity between arts and sports broadens the appeal of the Village of the Arts, keeping shoppers and diners in the district for more time before and after LECOM Park events.

To take full advantage of these improvements, the district should encompass both sides of the street. Expand the village boundaries to include both sides of 17th Avenue West and 9th Street West. This will extend the arts theme to the entire streetscape and allow for uniform treatment of these streets that will be expected to support a high number of pedestrian users.

Improve the Southern Gateways
Potential Gateways to Central Bradenton are located as one crosses 26th Avenue on 14th Street West, 9th Street West, and 1st Street West. The Gateway at 9th Street West and 26th Avenue West has an Urban Village future land use designation and is already in the Form Based Code Area, however the southwest quadrant of the intersection is in Manatee County. Future district planning should identify a T-4O zoning for this area upon annexation into the city.

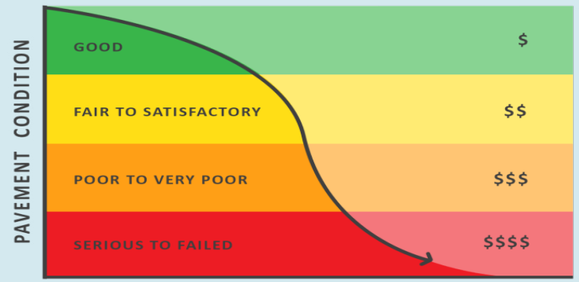




5 *Continue to Coordinate Infrastructure Maintenance and Improvement*

Continue to Coordinate Infrastructure

Maintenance and Improvements
Identify the health of existing infrastructure and plan out future infrastructure to continue accessibility throughout the City through the continued implementation of infrastructure maintenance plans. This should include a pavement condition index, in which streets are classified in good, fair, or poor condition. Funding based on street condition and ownership can be prioritized toward improving these streets. Poor streets may be in need of significant rebuilding, so Capital Improvement Projects should be used to fix them. Street maintenance funds can be used to repair roads in fair condition.



Along with this the assessment of streets, ensure that water and wastewater infrastructure is also considered. Though it may be impossible to identify the condition of all underground infrastructure, age of infrastructure or mapping of potholes could help identify lines that may need attention. Requiring or encouraging video assessment of utility lines during land development projects could also help identify water and wastewater infrastructure in need of repair. Coordinating utility and road maintenance improvements can help stretch available funding.



6 *Improve Livability*

Improve Livability

A vision for a city's-built environment is about more than its buildings and infrastructure, it's about defining the space in which people live and interact with each other. As such, it should not ignore beauty, opportunities for interaction, trust in institutions, and security in the future. Four strategies will help reach this goal.

Create 3rd Places

A 3rd place is a location that a person frequents separate from their usual home or work environment. District nodes can naturally house these places in the form of coffee shops, bars, and restaurants. However, not all citizens have the disposable income to enjoy such a luxury. The City of Bradenton should work with Manatee County and non-profit service providers to complete a Public Facilities Master Plan. This plan should ensure that all residents in the city are within a reasonable walk to a community gathering space, including parks, libraries, and community centers. District plans can, in turn, identify existing facilities within the district and outline amenities based upon the needs and desires of district residents and ensure public access to public facilities, implementing the means to traverse to them, via roads, sidewalks, and trails. This will facilitate the creation of multi-generational neighborhoods, where 3rd spaces serve the needs of the neighborhoods in which they are located.

Improve Housing Affordability

Homelessness has been identified as a major long- and short-term issue by citizens of Bradenton. Though a vision for the built environment cannot remedy economic conditions that lead to homelessness, it can ensure the built environment regulations do not hinder the efforts to provide affordable housing by increasing the supply of land available for housing in decreasing the cost of labor needed to construct housing.

The city can expand opportunities for affordable housing through a few code reforms:

- Allow multifamily in all commercial zoning categories. This does not have to include just apartments but can also include missing middle housing types such as townhomes and duplexes in more suburban contexts.
- Decrease or eliminate unit size minimum requirements. This will reduce construction costs for housing in areas where demand might call for smaller housing types, such as near downtown or major employment centers. This may prove difficult to accomplish citywide, with such a wide array of housing types, but can be practically implemented through District Plans if necessary.

Landscape Beautification

Review of the existing landscaping ordinance; identify allowable plant materials, maintenance requirements, and growth projections. Update the landscape ordinance in the Euclidean code to design landscaping cross sections when abutting streets in accordance with the context of the street. Continue to utilize the right tree in the right place concept, recognizing that trees have an urban design function along with meeting ecological needs and limiting impacts on infrastructure. Appropriate plant materials adjacent to roadways and sidewalk infrastructure can better provide lower long-term maintenance efforts, provide the aesthetic, shade, and longevity that allow the trees to mature to full size without adverse impacts, and should be mindful of 4 things:

1. Size at planting
2. Distance from infrastructure
3. Material growth impacts
4. Required maintenance of landscaping

Transparency

Provide a clear, accessible path to reach City employees, services, events, or provide self-sufficiency to locate desired information. This will facilitate access of existing citizens to city services as well as provide a clear understanding of the City's development rules and processes to persons who will build the improvements that implement the city's vision.



Website

First, update the City website to be more user friendly, reliable, and where information is located in logical places. Improve portals for user accessibility, for example the report a problem page – page on the front takes you to a central portal, however, the 'I want to Report…' page takes you to individual department pages. Similarly, city calendars are segregated. Combined city council calendars improve transparency and may enhance civic participation and city events calendars Ensure website information is consistent. If one page lists the department director/contact information, all applicable pages should list the director/contact information in the same location on the page.

Code Availability

All land use regulations should be uploaded to Municode for easy public access, and application forms should be posted online. This ensures that someone wishing to invest in the city knows the rules and procedures they will need to follow prior to committing money.

With a reformed website, increased citizen access may necessitate the need to provide an operating board where citizens can talk to a person who can readily answer common questions or be redirected to the proper department.

Procedures

The purpose of a form based code is to create a predictable and well designed public realm. This means that the primary decision in changing a form based zoning designation is one of development form, not use. In contrast, a Euclidean code (named for the Village of Euclid V. Amber Realty, not geometry) focuses primarily upon use. When Bradenton adopted a form based code parallel to a Euclidean code, the decision making process was slightly muddied. The current zoning amendment procedures can accommodate this distinction between form based in Euclidean codes, but they rely upon staff reports and planning judgement to relay the interpretation to decision makers. Procedures should be clarified to clearly state findings necessary

for an amendment to the form based code and findings necessary for an amendment to the Euclidean code.

Create Opportunities for Interaction
Each of the six district plans will be completed in diverse settings with diverse opportunities to engage social networks. Some areas may have strong neighborhood associations, some may have strong civic associations, or church memberships, or even strong merchant associations. Importantly each district does not have the same opportunity for social interaction, and each does not enjoy the same level of interaction. This is particularly true early in the implementation of the Vision.

As the City undertakes these plans, deliberate care should be taken to ensure that citizen participation is as broad and meaningful. A first step in this effort should be increased city sponsored events, located in neighborhoods throughout Bradenton. Each event should be seen as a learning opportunity, with some not meriting repeating but others being successful enough to merit repetition. This holds true when looking at the survey results, where we see that wards with the lowest levels of participation had the greatest desire for more city sponsored events.

These successful events will provide one backbone upon which the district planning process can rest. Combined with robust engagement of existing civic organizations during the district planning process, a platform to maintain a friendly Bradenton and to ensure the success of 3rd places will be created.



7 *Fund the Vision*

Fund the Vision

Adopt a Mobility Fee
This document lays out a path to a vision that integrates transportation, land use, and livability. It treats the three as an interrelated system rather than a series of unrelated problems that must be solved. Traffic has been identified as the number one priority issue by citizens in order to address this issue, we must understand it in the context of an interrelated system. More urban areas rely on congestion for vitality, while in suburban residential areas it is a dangerous form of pollution. Furthermore, because of Bradenton's locational advantages, most of the traffic in the city is not generated by the city.

Making improvements to alleviate traffic will not guarantee that the relief is permanent. In fact, history has shown that it is not. The city has historically relied on transportation impact fees to fund capital improvements for transportation. Due to the nature of these fees, they can only be spent on improvements to auto infrastructure, leaving the city with no means to fund bicycle, pedestrian, and other multimodal improvements. This effectively ensures that fees collected by the city are spent to the benefit of non-city residents. The city must make more funding tools available to itself. A mobility fee, based upon a citywide mobility plan, can generate capital that can be used to fund the type of transportation improvements identified throughout these recommendations.

Ensure That Capital Improvements Further the Vision
In conjunction with the addition of a vision element to the Comprehensive Plan, the capital improvement element should be updated to include criteria that any capital improvements pursued are in furtherance of the cities vision. These criteria should not only focus on the physical aspects of the improvement, such as design, but also on the fiscal aspects of the improvement, such as long-term maintenance cost. Furthermore, because the city does not hold jurisdiction over a significant number of roadways and bridges serving it, efforts to coordinate with regional planning agencies should be continued and redoubled. Realizing Bradenton's vision will not be possible without the help of partners, so the MPOs Unified Planning Work Plan should be closely scrutinize for the maintenance and updates to facilities critical to Bradenton.







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CHAPTER 3
PUBLIC INVOLVEMENT

Coordination

Planning ahead for an entire community requires coordination across every department. Currently, multiple City departments have active studies being conducted that address noted challenges from the community survey – this vision takes the analysis and studies into account of those studies and works to align the City priorities to empower departments to execute the findings and results. This vision recognizes that these studies have been completed or are underway with a great attention to neighborhood and topical detail and is intended to build on them and help drive future efforts to improve the city. Documents reviewed in preparation of this vision include:

- The City Charter
- The City Code
- The City's Adopted 2023 – 2024 Budget
- The City Comprehensive Plan
- Community Redevelopment Area (CRA) Plans
- The Downtown Bradenton Market Analysis and Business Development Strategy
- The Manatee County Comprehensive Plan
- The MPO Unified Planning Work Program
- The Cortez Road Vision Plan
- The Sarasota and Manatee Barrier Island Traffic Study
- The Cities Draft Mobility Fee Technical Report
- Cortez Road Vision Plan
- The LECOM/VOTA Mobility Study

Forever Together: Engagement and Outreach

Planning works best when the community is known, which requires their voices to be active throughout the process. The planning process for Bradenton Forever involved engaging citizens throughout the community through stakeholder interviews, surveys. and public workshops. Stakeholders included public officials, property owners, citizens, and local business interests who are active in the community. The community workshops involved visioning presentations and exercises that allowed members of the community to act as citizen planners and express their experiences, views, and preferences on their vision for the future of Bradenton.

Steering Committee

To create a vision, every level of experience was engaged. A Steering Committee was created of governmental department directors/leaders. This group steered the visioning process through the existing programs, services, and experiences as the governing body. The Steering Committee was comprised of members with:

- Intense knowledge of their department/division
- Understanding of the challenges and limitations within their department
- Possessed critical strategic planning skills and visioning

Business

The Business Stakeholder group invited prominant businesses in the City of Bradenton to afirm their experiences with the current economic regulations and services. **Highlighted comments includes issues with affordable housing, connecting with the labor force, and seasonal economic needs**

Non - Profit

The Non-Profit Stakeholder group engaged non-profit organizations to share their expereinces and challenges, such as **challenges in coordinating with City/County, meeting the needs of the homeless, accessibility of resources, and walkability / bikeability of the City.**

Development

The Development Stakeholder group has intense knowldge of the development process within the City; challenges in the development process were identified. **The pace of development, infrastructure maintenance, existing development regulations, and walkabilility / bikeability were primary comments**

Figure: 4.1 Community Stakeholders

Community Stakeholders

In addition to a government steering committee, a group of Community Stakeholders were identified, including the business community, development community, and the non-profit community; these groups are well experienced in working with the City, services, and policies. Three group Stakeholder meetings were conducted to employ active leaders in the community and account for realistic experience within the City to assist in prioritizing areas of concern and create a community survey to engage the public.

Stakeholder Comments

Comments from the stakeholder meetings are grouped in three categories: what are the immediate issues, general comments, and what are the wants/proposed solutions.

Business Stakeholder Meeting Comments		
Issues	**Comments**	**Wants**
Affordable Housing is lacking	Does the city get the revenue to cover services?	Safe walk to LECOM Park
Labor Force is not diverse	What support businesses are needed?	Kayak Drop Spot - Easier Access to river
Skatepark is a popular spot for young adults (positive), but also attracts the transient population	Skate Park – Issues with crime/ feeling of security in the area	Long-Term parking solution with downtown revitalization
Seasonal Infrastructure use leads to years year infrastructure being behind	The Riverwalk is 11 years old – upon creation, the Riverwalk had a 'Disney-like' atmosphere with security/police to monitor the Riverwalk; with age, there is little security monitoring along the Riverwalk	Catalyst projects to spur development and redevelopment
Hiring issues – if people can't afford to live here, can't afford to work here either	Like the walkability of the city but have safety concerns about being out alone.	Amenities for 30–60-year-olds
CRA covers the Village of the Arts, no CRA director has been there long enough to resolve the issues	Village of the Arts – Low hanging fruit the city has been promising to resolve (city), but they have not delivered	
	Traffic is seasonal with the snowbirds	Dead mall needs to be redeveloped
	Traffic issues - all events and attractors are in the downtown area; all main roads run through downtown north/south and east/ west	Pass through traffic solution; provide alternative routes to redirect traffic not traveling to the downtown core

The main concern from the Business Stakeholders included declining infrastructure, affordability within the city and job opportunities within the City.

Non-Profit Stakeholder Meeting Comments		
Issues	**Comments**	**Wants**
E. Bradenton is a food desert	The City of Bradenton is a friendly City and has 'cool vibes'	Kayak on Manatee
Affordability of living in the City	Affordability – In some areas, residents require two jobs to afford living in the City.	Diversity of entertainment options
Uncovered bus stops (MCAT)	Original town of Manatee: Old Manatee Historic District Core - 9th & Manatee	Tobacco-free beaches and parks
Gentrification threats	"Heavy topics" post-COVID are difficult	Insurance incentives
Manatee Elementary School – most kids walk to school, lacking safe sidewalks	Rise Realty purchased property at 9th and Manatee Ave., second floor damaged, requires renovation to become lofts	Would like to see more public greenspace
Downtown safety concerns	Three most historical buildings are located 9th & Manatee, with the Bat Books comic bookstore being from the 1800s	Prioritize the conservation of the natural coastline
If under age of 21, not much to do	Mural/art is very popular, has high budget	Revitalization of Historic Manatee
	9th & Manatee attracts younger crowds (21-40) now	

The Non-profit Stakeholders prioritized affordability, perceived crime, and equity of uses throughout the city.

Development Stakeholder Meeting Comments		
Issues	**Comments**	**Wants**
City is slow and unwelcoming at times	There needs to be more community leadership for funding improvements	Provide meaningful improvements for DeSoto bridge
Aging population wants to park more easily	Views of river are underutilized	Flyover at 301
Building height limitation makes projects harder to finance, limiting potential uses	Process of attracting development investment must be easier, clearer and more consistent (indicates the development process is challenging and inconsistent)	Connect the city to destinations (park to shopping, food, homes, etc.)
2-8 story buildings are not enough, 20 story buildings better	Mixed use buildings are hard to finance and implement	Open event space up - some places only open for events
Permitting process - Bradenton seems to be looking for a reason to say no	Circulator buses and water taxi are good but in infancy stages	More welcoming attitude towards developers - yes, we want to help you develop here instead of elsewhere
Perception of safety - homeless persons makes it feel unsafe even if it isn't	View asset to see mile wide river - help activate Riverwalk and connect uses to the Riverwalk	Walkability should be strengthened - park once and walk, safe crosswalks, destinations along pedestrian walkways
9th & 14th Streets are very tight for both driving and walking	Areas prime for development are anything connected to waterfront	
	Possible walkable path from downtown to LECOM has potential, but infrastructure concerns (lighting, parking, sidewalk width) makes it unsafe and uninviting	
	People who keep trying to develop the mall area don't get very far - consolidation of property, flooding, and size are issues	
	Certain areas could benefit from public/private partnerships to allow for areas to be more amenable to prospective visitors/customers	

The Development Stakeholders concurred with comments from the previous stakeholders, also citing difficulties with the development process and code requirements within the City.



Manatee Performing Arts Center



Manatee Chamber of Commerce Building

Pre-Community Kick-Off/Outreach

Prior to public engagement, the Bradenton Vision team attended three public market events to take the temperature to the community. The Public Market is an outdoor market held downtown along Main Street in which vendors are able to sell local foods and goods, enjoy live music, and engage the entire community. During these events, visitors were asked to place a sticker on a map of Bradenton of where they actively live, work, shop and play – these responses were later added to the community kick-off responses for a complete display of community uses.

These questions were used to engage the public and assess active areas of the City, establish preliminary survey questions, and analyze preliminary priorities. The public market events were used to engage the public and invite them to the Bradenton Forever visioning kick-off meetings and identify what questions to ask the overall population via survey.

Community Meetings

Four (4) Community Kick-Off meetings were held: (1) G.T. Bray Recreational Center, (2) 13th Avenue Dream Center, (3) Trinity United Methodist Church, and (4) Manatee Performing Arts Center. The meetings targeted the community by Ward districts to meet the people where they are. Overall, the meetings welcomed 44 community-members who shared their thoughts on the vision for the City of Bradenton – concerns ranged from long-term traffic/parking issues, pace of development, development opportunity (infrastructure and walkability) and social issues. These challenges provide a basis for a vision:

- Is policy change required address this challenge?
- Is outside funding required to address this challenge?
- Are additional services required to address this challenge?
- Do these challenges require coordination with outside agencies to address?

During the community kick-off meetings, citizens were asked to become a city planner for a day and think strategically about where the City is going and where they would like to go. At a land use level, it is known where there is opportunity for residential and nonresidential development, but as the City moves forward, it is critical to assess what areas are currently utilized, what areas have yet to be developed, and what areas a prime for redevelopment.

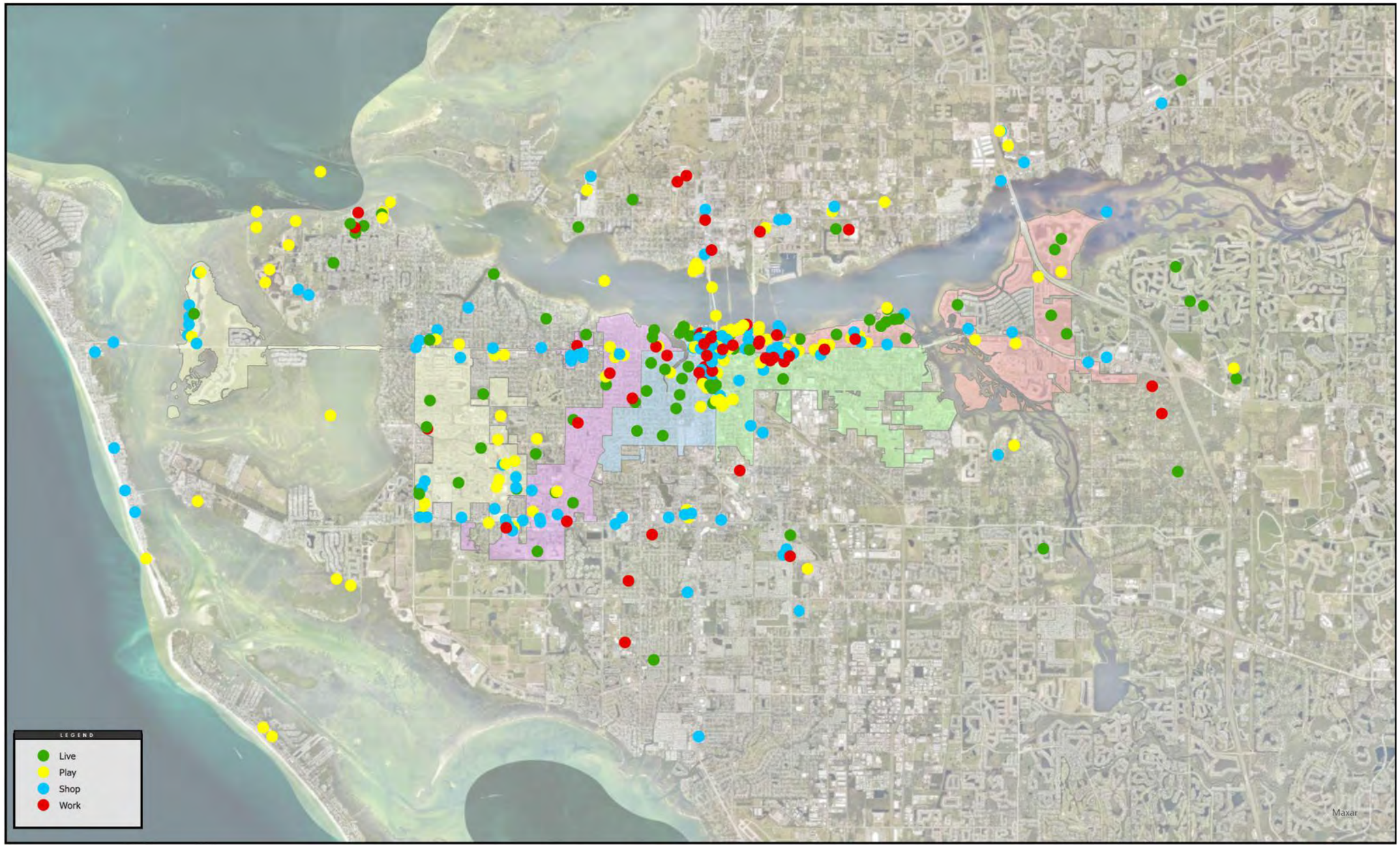
Participants were asked to place a dot in the primary areas where the live, work, shop, and play – this indicates the areas that are actively being utilized, if there are uses missing (that require people to leave Bradenton to find the use) and simulate transportation patterns to travel to the uses.



Public Market stall for Bradenton Forever Outreach



Public Market stall showcasing Bradenton Forever Strategic Visioning Plan



Where do you Live, Work, Shop, & Play?

Stickers (dots) representing approximate locations where people live, work, play, and shop were placed by community participants and stakeholders through a series of 10 meetings.

LIVE (GREEN)
WORK (RED)
SHOP (BLUE)
PLAY (YELLOW)

These individual exercises were combined into one overall map as seen to the left for cluster identification.

Clusters of dots were used to validate the overall analysis and inform recommendations for investment.

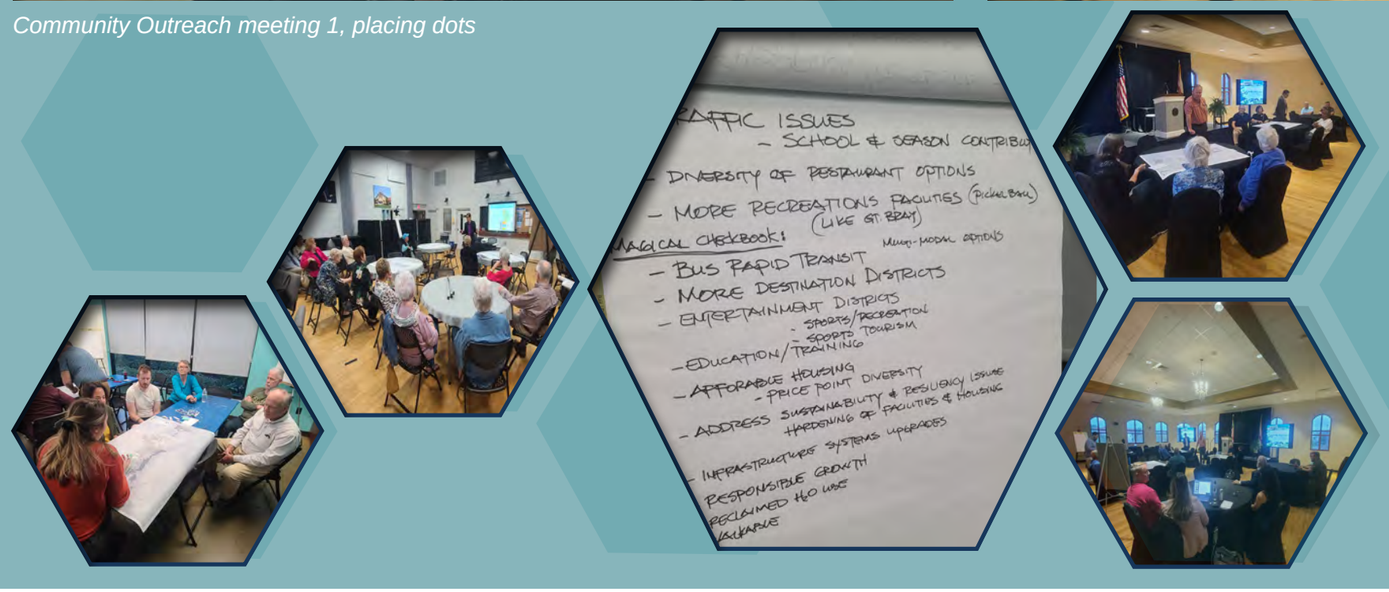
Live, Play, Shop, Work Dot Map Exercise Results

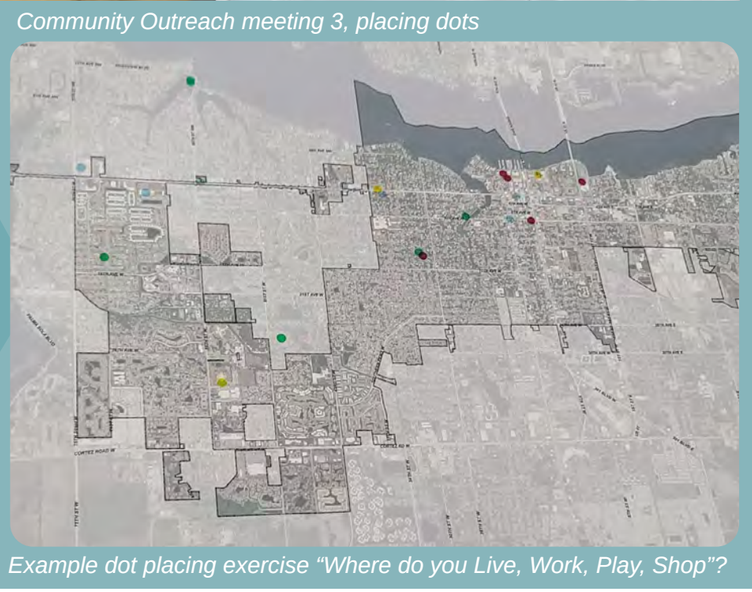


Community Outreach meeting 1, placing dots



Community Outreach meeting 3, placing dots





Example dot placing exercise “Where do you Live, Work, Play, Shop”?

From these responses, it can be observed that the downtown core (east Ward 3, west Ward 4) has a mixture of opportunities available to live, play, shop, and work. There is limited opportunity throughout the City for work (red), with may responses recorded outside of the City boundaries. There is a concentration of dots within the Manatee River, affirming the play (yellow) opportunities for recreational water uses along the river. Shopping (blue) is primarily located along the main corridors, Manatee Avenue and Online Survey.

To obtain a wide range of responses from residents in the City of Bradenton, an online survey was pushed out to the community, from March 6th, 2024, to May 17th, 2024. During this time, 1,078 responses were received. The survey included nine (9) questions concerning community and three (3) demographic questions, as outlined below. Community priorities were identified during public market outreach, stakeholder meetings, steering committee input, and community workshop input.

Community Priority Questions:

1. Do you live within the City of Bradenton?
2. Do you work within the City of Bradenton?
3. Where or what areas do you generally shop or play (dining, entertainment, leisure, and recreation)?
4. In your opinion, what are specific areas within the City that should be improved in the near future?
5. In your opinion, what are the biggest long-term issues or challenges the City Council and Administration should be focused on?
6. What do you like most about the City?
7. What improvements would you specifically like to see in the City of Bradenton?
8. How long have you been a City resident?
9. Why did you choose your neighborhood to live in?

Demographic Questions:

1. What best describes your household?
2. What general age range best describes you?
3. What best describes your total annual household income?

Survey participants were asked to prioritize areas they utilized, areas in need of short-term improvements, and areas in need of long-term improvements.

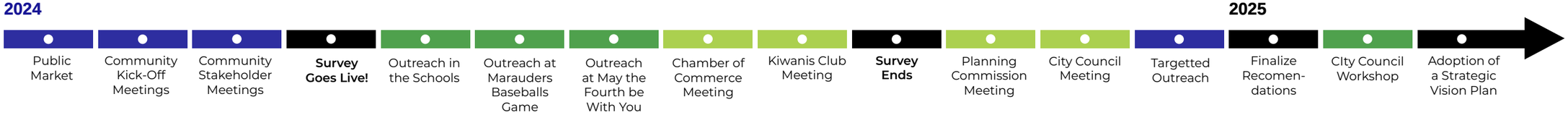


Open Heart Sculpture



Mineral Springs at Riverwalk East

Timeline



Targeted Outreach

After the survey dates concluded on May 17th, 2024, the demographics from the respondents were observed, comparing the demographics of the City of Bradenton versus who responded to the survey; this analysis is completed to ensure a fair and balanced set of responses are used to analyze the priorities of the City. If a certain demographic was missing from the final subset of survey responses, additional targeted outreach is required to meet that demographic and obtain a complete response to the survey.

Through this comparison, it was concluded that targeted outreach was required to balance out the survey results. In total, Ward 1 had a 13% response rate; Ward 2 had a 12% response rate; Ward 3 had an 11% response rate; Ward 4 had a 12% response rate; Ward 5 had a 5% response rate. Targeted outreach in Ward 5 consisted of coordinating with local churches within the Ward. Physical surveys were delivered to these churches in English, Haitian/Creole, and Spanish, as well as an online survey available for community participation. Direct contact was not able to be made with the churches or community members – limited responses were able to be obtained from these efforts.

Three hypothesis are proposed for the limited responses:

1) Timing – phone calls were attempted during weekdays, staffing may have been limited at this time; in-person targeted outreach was conducted 12 days post-hurricane Helene where community members may have been engaged in other activities;
2) Transparency – as identified in the recommendations, public engagement is difficult to execute where is has not been established previously; relationships do not currently exist with portions of the Ward, which may complicate community involvement. Ward 5 has provided limited engagement in the past as well;
3) Priorities & Resources – targeted outreach through coordination with churches may not meet the community needs and resources, meaning, they are unavailable to be involved at the community/ government level because they are at work, at home, or attending to other priorities due to accessibility to resources.

Although lower responses were received from this Ward, the City will continue to establish relationships within the Wards to increase community engagement and public involvement in the decision-making process.



CHAPTER 4

DATA, ANALYSIS, AND RESULTS

Data, Analysis, Results

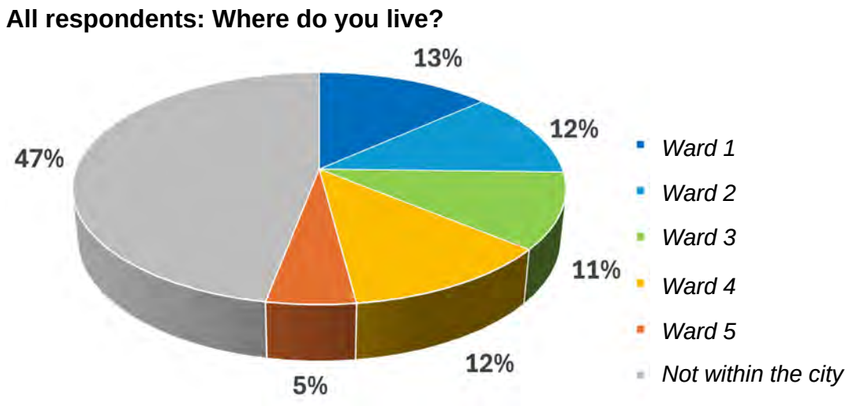
The survey asked participants to prioritize items from most important to least important. The results of this survey are used to build recommendations and where to prioritize efforts; improvements can be made in every corner of the City, but prioritizing them allows the City to adequately allocate funds and resources, reaching for our Bradenton Forever.

Results

Data is categorized in two categories – those who live within the City limits and those who do not; this separation indicates the priorities of those directly living in the City using City services and those who are visiting, passing through, or work within the City; data was further refined the City responses into responding Wards. The survey conducted has a 4% margin of error at a 95 % confidence level for City residents.

WHERE DO YOU: LIVE

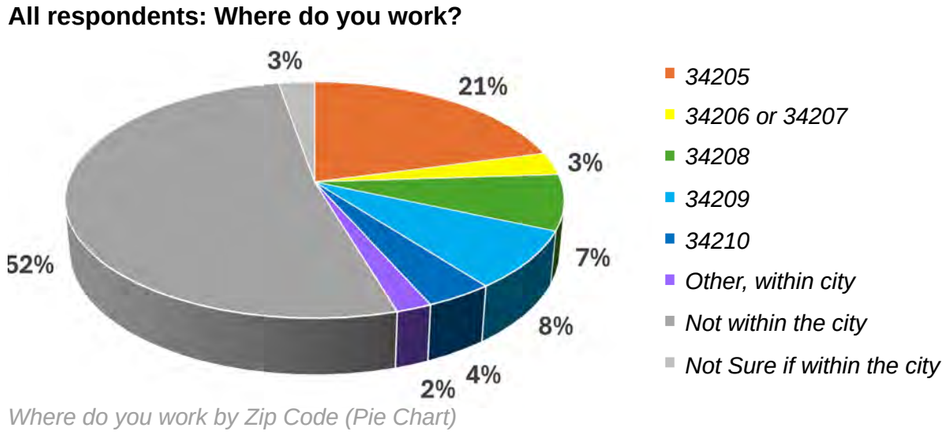
Out of the 1,078 responses received from the survey, 588 were city responses, and 490 were non-city responses (Figure: 4.1). Out of the 588 city responses, 13% resided within Ward 1, 12% resided within Ward 2, 11% resided within Ward 3, 12% resided within Ward 4, and 5% resided within Ward 5; 47% of survey respondents did not live within the City boundaries. Overall, there is an even mix of city and non-city response; responses within the city were a healthy representation of Bradenton, with the exception of Ward 5. This low participation may be indicative of other challenges, such as willingness to participate in civic engagement, disconnect with community, language barriers, or lack of information. Additional efforts were made to capture the Ward 5 response through targeted outreach, although, the total numbers of responses did not increase significantly.



Where do you Live, by Ward (Pie Chart)

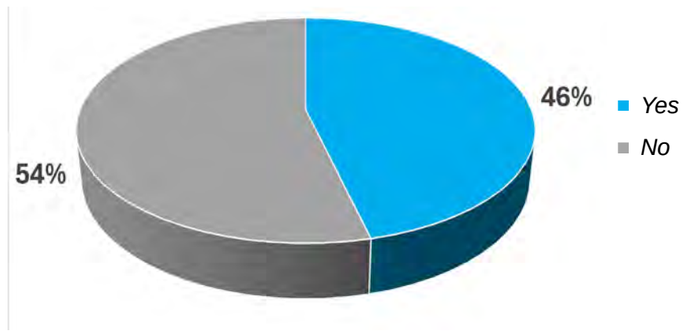
WHERE DO YOU: WORK

All respondents were asked “Where do you work?” – this gauges employment opportunity and employment needs; response choices included zip codes within the City, one category of outside the City; as well as choice of ‘not sure if within the city’. During the public outreach events, many people didn’t know exactly where the city boundary started and stopped Approximately 55% of respondents do not work within the City. A majority of employees (21%) work within zip code 34205, with 24% of respondents working within zip code 34206, 34207, 34208, 34208, 34209, or 34210.



Where do you work by Zip Code (Pie Chart)

Out of the city residents, only 46% work within Bradenton, leaving 54% working outside of the City or retired/not working at all. Additional information may be needed to assess if an adequate amount of employment opportunities exists within the City of Bradenton.



Do you work within the City, by City Residents (Pie Chart)

WHERE DO YOU: SHOP/PLAY

Participants were asked to rank the areas they shop or play the most – these areas are comprised of places where one would dine, enjoy entertainment, stroll through a park, or watch/play a game. Responses are separated between city residents and non-city residents.

The most visited area by city residents for shop/play opportunity is in West Bradenton while non-city residents primarily visit Bradenton for the downtown core. City residents ranked Anna Maria Island as number four while non-city residents ranked it as number two. City residents ranked Cortez Road as number three, which may indicate the shops/businesses in this area are more critical to local living. Most other city resident priorities were within one rank of the non-city residents, showing minimal difference in residency status to shop or play in an area.

The top four areas for shop/play are West Bradenton, Downtown, Cortez Rd, and Anna Maria Island. While ranking slightly differently, these four areas were the same top choices for both City and non-City residents.

City Residents	Non-City Residents
1. West Bradenton	1. Downtown (General)
2. Downtown (General)	2. Anna Maria Island
3. Cortez Road and 43rd / 59th St W	3. West Bradenton
4. Anna Maria Island	4. Riverwalk
5. Riverwalk	5. Cortez Road and 43rd / 59th St W
6. Westgate (Manatee Ave W)	6. Other Area Outside of the City
7. Other Area Outside of the City	7. East Bradenton
8. East Bradenton	8. Westgate (Manatee Ave W)
9. Village of the Arts	9. Village of the Arts
10. LECOM Park	10. Old Manatee
11. Old Manatee	11. LECOM
12. Other	12. Perico Island
13. Perico Island	13. Other

Areas to Shop/Play for City and Non-City Residents

At the time of this survey, participants ranked Anna Maria Island within their top four areas. In Fall of 2024, the Florida east coast experiences two major hurricanes which left significant areas of damage to the City and coast, including Anna Maria Island (drastically reducing the amount of visits). As this area recovers from the storms, visitors return as well.

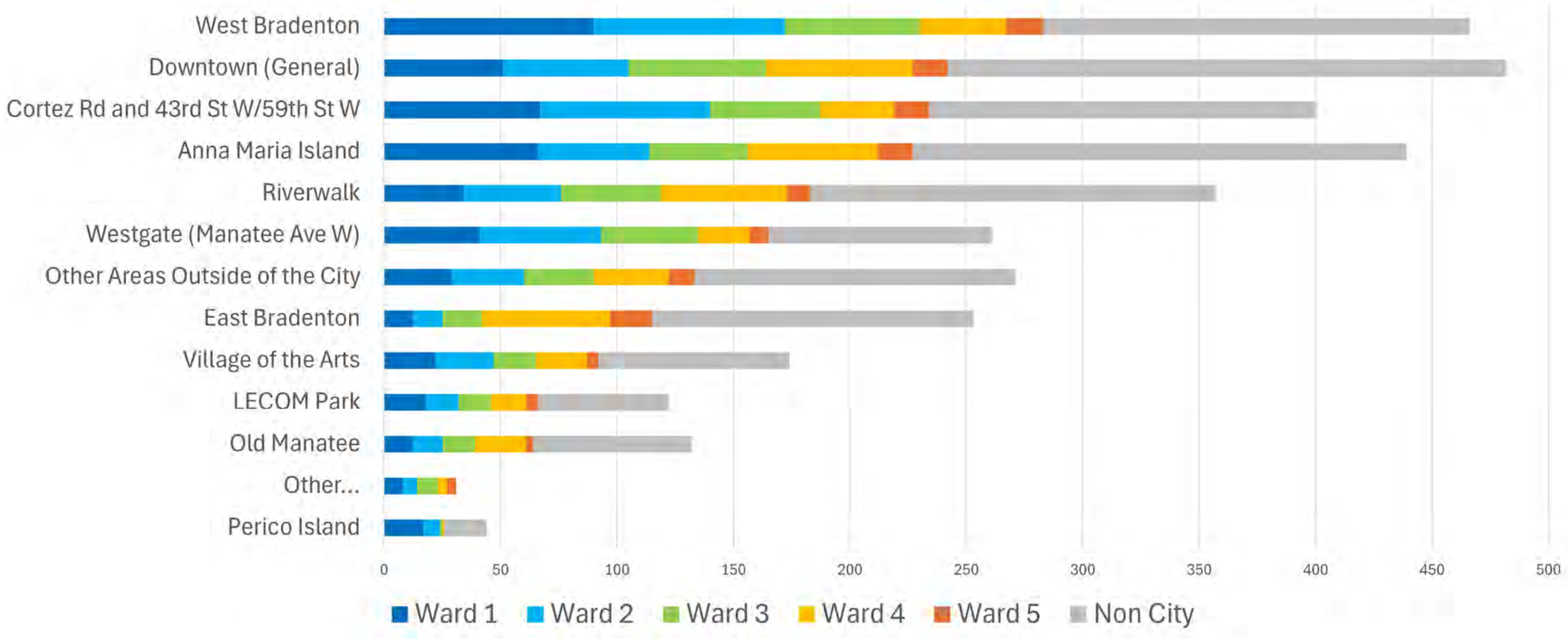


Playground at the Riverwalk



Riverwalk Pergola

What areas do you generally shop or play? (Sorted by most popular areas for City Residents) - (dining, entertainment, leisure, recreation)



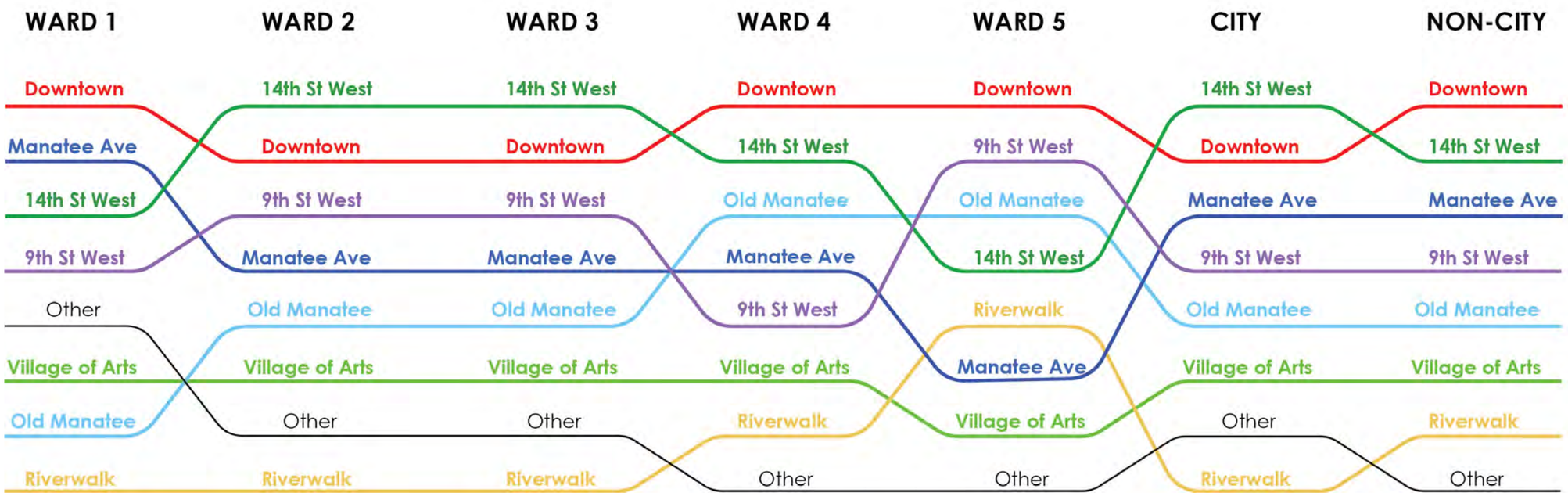
Where do you shop, by Ward (Bar Graph)

PRIORITIES: SHORT-TERM IMPROVEMENTS

The City of Bradenton is dedicated to improving the livability of the city – respondents were asked "In your opinion, what are specific areas within the City that should be improved in the near future?" (Question 9) and "What improvements would you specifically like to see in the City of Bradenton?" (Question 12); the improvement priorities are short-term improvements. Responses were recorded from 1-10 in rank order, with ten being the highest priority and one being the lowest priority; compiled data assigned a value of the rank to the improvement, I.E, if ranked as a ten, ten points were assigned; if ranked as a one, one point was assigned; if item was unranked, zero points were assigned. The highest score indicates the highest priority.

Figure: 4.8 shows the preferred locations of short-term improvements, with the downtown core ranking priority one for Ward 1, Ward 4, and Ward 5 (and non-city residents). 14th St West ranked priority one for Ward 2 and Ward 3 (and overall City). The Riverwalk ranked the lowest priority overall, although, this does not indicate improvements are not warranted. Old Manatee increases in priority the further east traveled, while Village of the Arts is consistently a lower priority throughout the City (rank 6).

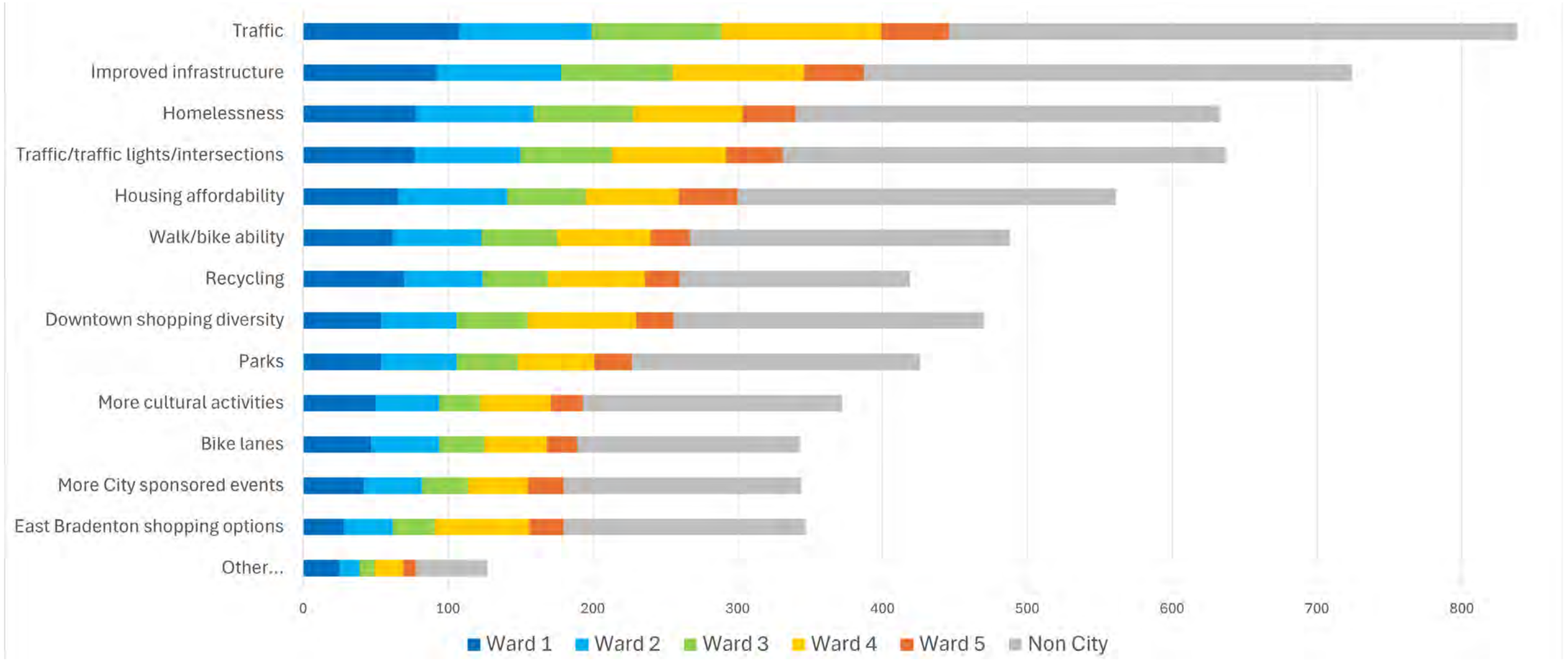
Question 9: In your opinion, what are specific areas within the City that should be improved in the near future?



What are specific areas within the City that should be improved in the near future? (Slope Chart)

The figure below shows the type of short-term improvements preferred by respondents stacked in a bar chart; across both city residents and non-city residents, traffic was the number one prioritized improvement with a score of 685. City residents and non-city residents alike scored infrastructure improvements and traffic light/intersections within the 500 range. Adequately addressing homelessness was also a high priority across all wards and non-city residents.

What short-term improvements would you specifically like to see in the City of Bradenton?



What short-term Improvements would you specifically like to see in the City of Bradenton? (Bar Graph)What Improve-

The slope chart below shows the preferred short-term improvement type priority ranking differenced by Ward, City, and Non-City residents. Ward 1, Ward 3, and Ward 4 prefer traffic, infrastructure, and intersections improvements more than Ward 2 and Ward 5. Ward 2 places a higher priority on walk/bikeability; Ward 5 places a higher priority on affordability of housing. Expectantly, East Bradenton shopping is a high priority in Ward 5 and decreases the further west (Ward 1 having the lowest priority).

Question 12: What improvements would you specifically like to see in the City of Bradenton?



ments would you specifically like to see in the City of Bradenton? (Slope Chart)

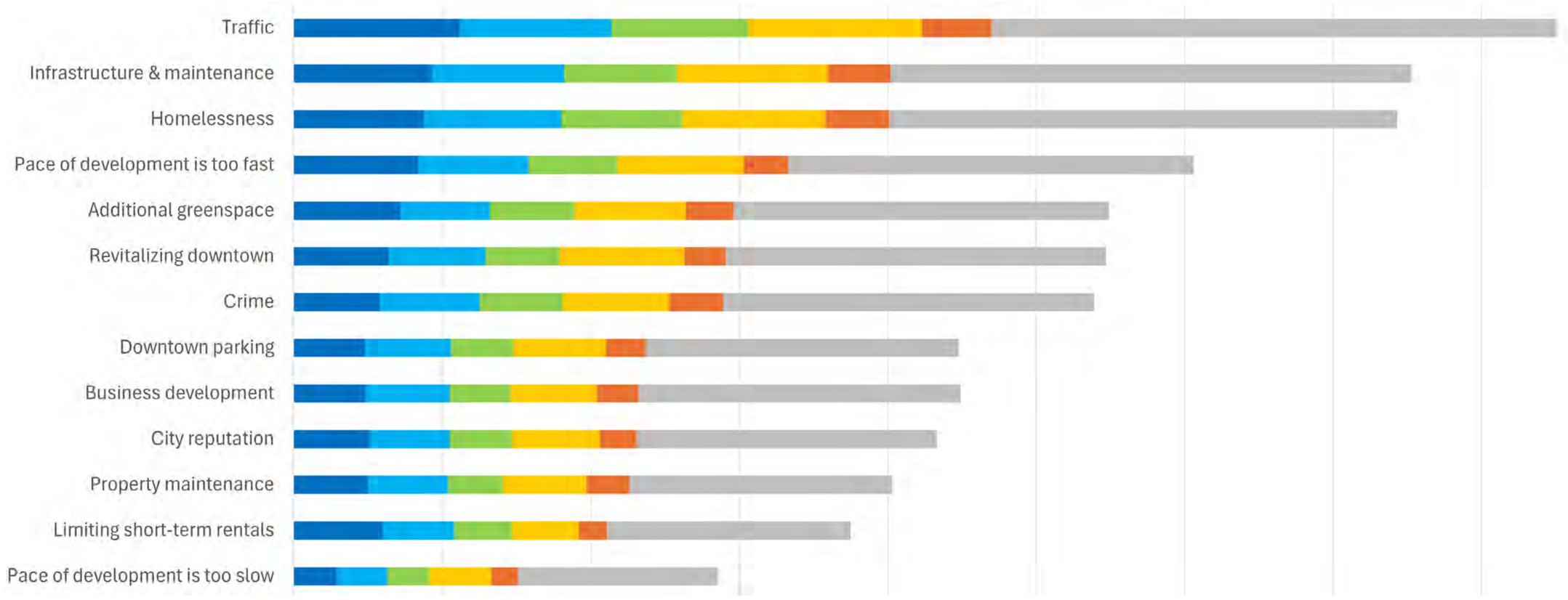
PRIORITIES: LONG-TERM ISSUES/CHALLENGES

Previously, respondents were asked to rank short-term priorities, what areas can be updated to enhance life now. In Figure: 4.11, respondents were asked "What are the biggest long-term issues/challenges the City Council and Administration should be focused on?". Long term issues are those that are complex in nature, may be completed and phases, and may not be completed within a political cycle, or even a single lifetime – these are generational issues that require continual updates and vision.

Responses were recorded from 1-10, with ten being the highest priority and one being the lowest priority; compiled data assigned a value of the rank to the improvement, I.E, if ranked as a ten, ten points were assigned; if ranked as a one, one point was assigned; if item was unranked, zero points were assigned. The highest score indicates the highest priority.

Consistent with short-term improvements, the highest priority for long-term issues is traffic (score of 729), followed by infrastructure and maintenance. Rank three is homelessness – while this is a long-term challenge, this is a social issue that requires attention at every level and cannot be fixed at the municipal level alone. Figure: 4.12 shows significant attention to development patterns and needs, such as the pace of development (too fast and too slow), the revitalization of downtown, public greenspace, and parking issues. Additional social issues include crime and the City reputation.

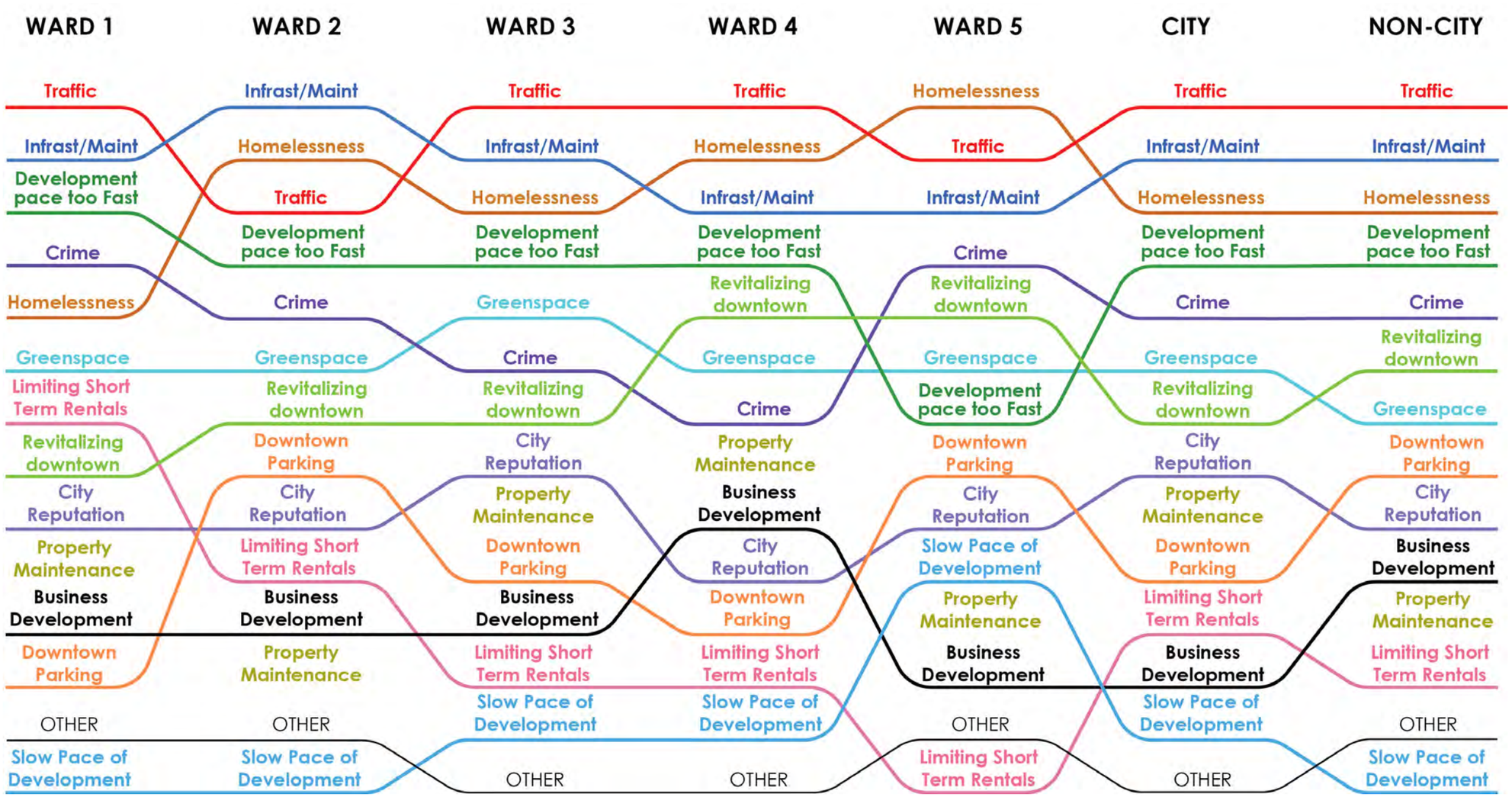
What are the biggest Long-Term issues/challenges the City Council and Administration should be focused on?



What are the long-term issues the City should focus on? (Bar Graph)

Figure: 4.13 shows the same data as ranked priorities by Wards and outline challenges in different demographics. Ward 1, Ward 3, and Ward 4 ranked traffic as the number one long-term challenge, while Ward 2 ranked traffic as number three and Ward 5 ranked traffic as number 2. While it was not ranked number one across the board, this is a lang-term issue that impacts all areas of the City significantly. The ranking of short-term rentals within the Wards may indicate areas that have higher seasonal population throughout the year and their proximity to popular shop/play locations. The data shows contrasting ranks concerning the pace of development being too fast (average rank of 4) and pace of development being too slow (average rank of 14).

Question 10: In your opinion, what are the biggest Long-Term issues/challenges the City Council and Administration should be focused on?



What long-term issues should the City focus on? (Slope Chart)

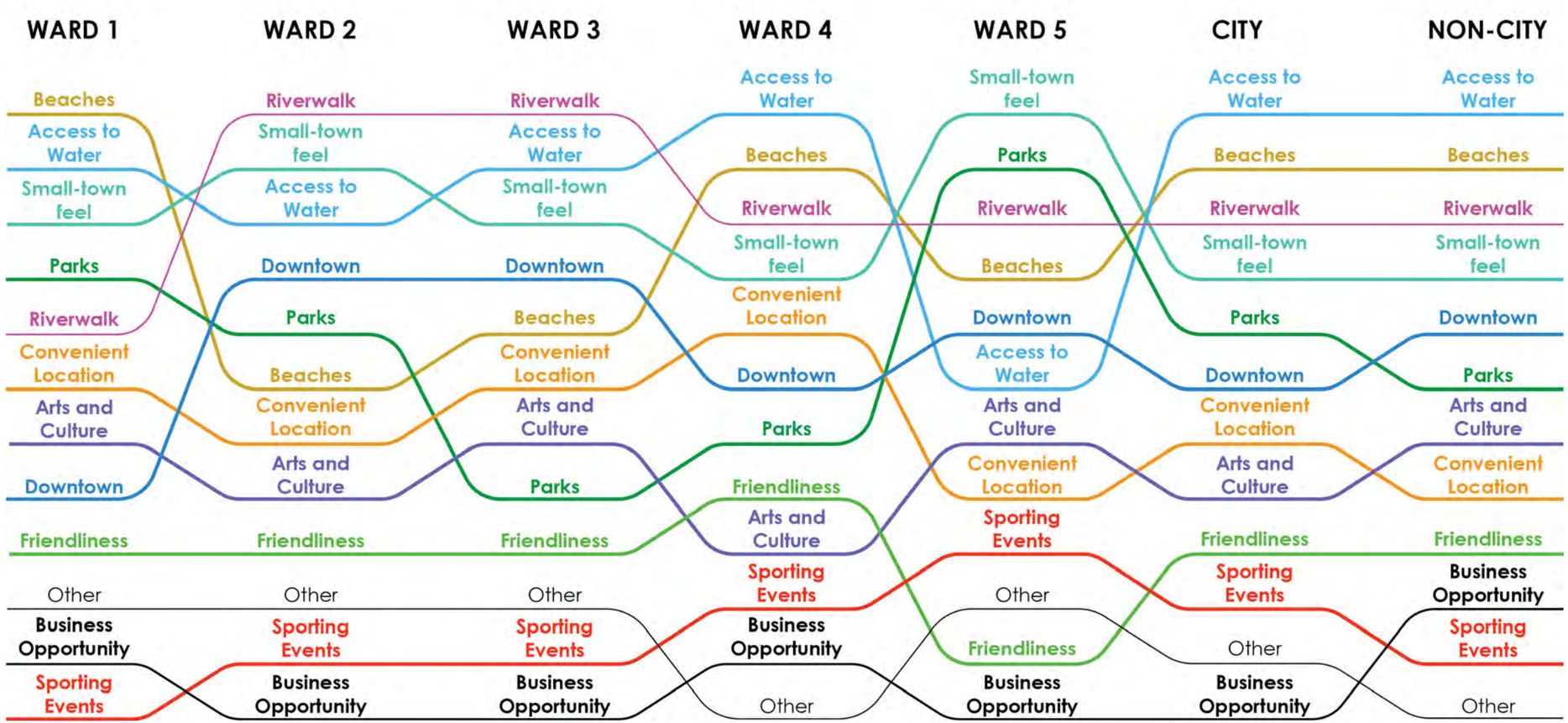
PRIORITIES: WHAT PEOPLE ALREADY LOVE ABOUT BRADENTON

The City of Bradenton is dedicated to improving the livability of the city – respondents were asked "What do you like most about the City?". Responses were recorded from 1-10, with ten being the highest priority and one being the lowest priority; compiled data assigned a value of the rank to the improvement, I.E, if ranked as a ten, ten points were assigned; if ranked as a one, one point was assigned; if item was unranked, zero points were assigned. The highest score indicates the highest priority.

The people of Bradenton love their City and want to see the continued success of what makes them unique. It's easy to identify failing areas and areas that require additional attention, although, it is still critical to identify the areas of success to ensure dedication of effort to continue success. Both city and non-city residents prioritized having access to water. Bradenton is unique with access to beaches, coast, and have internal inlets running through the City – continued access to water is a must in Bradenton's future. Along the waterway runs the Riverwalk, which is on average ranked number three.

The top priority of Ward 5 is the small-town feel (and ranked highly among the other Wards); this is indicative of the historic neighborhoods, generational families residing in Ward 5 that provide the small-town feel. Woven together are the downtown, location, and arts/culture.

Question 11: What do you like most about the City?



What do you like most about the City? (Slope Chart)

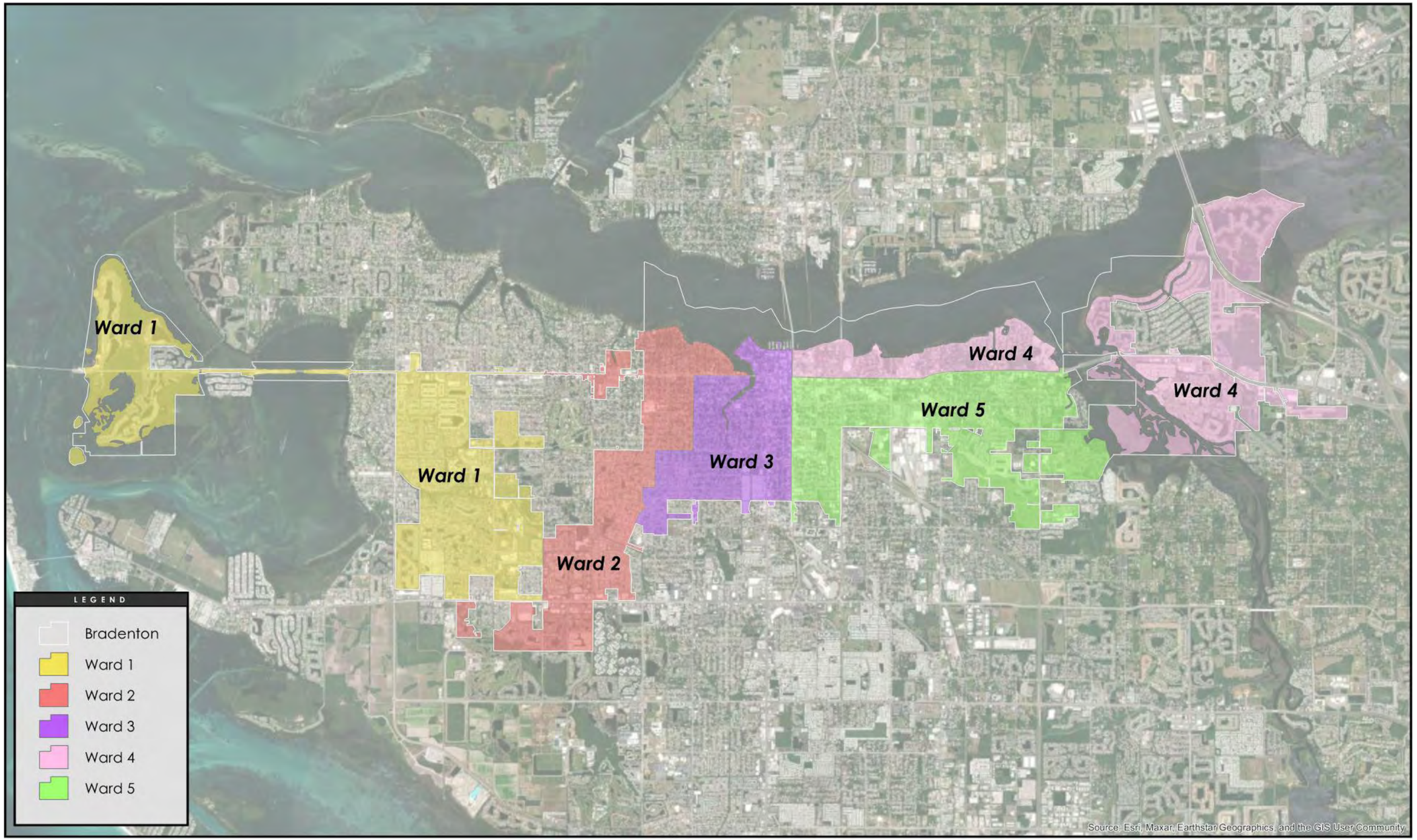
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APPENDIX A

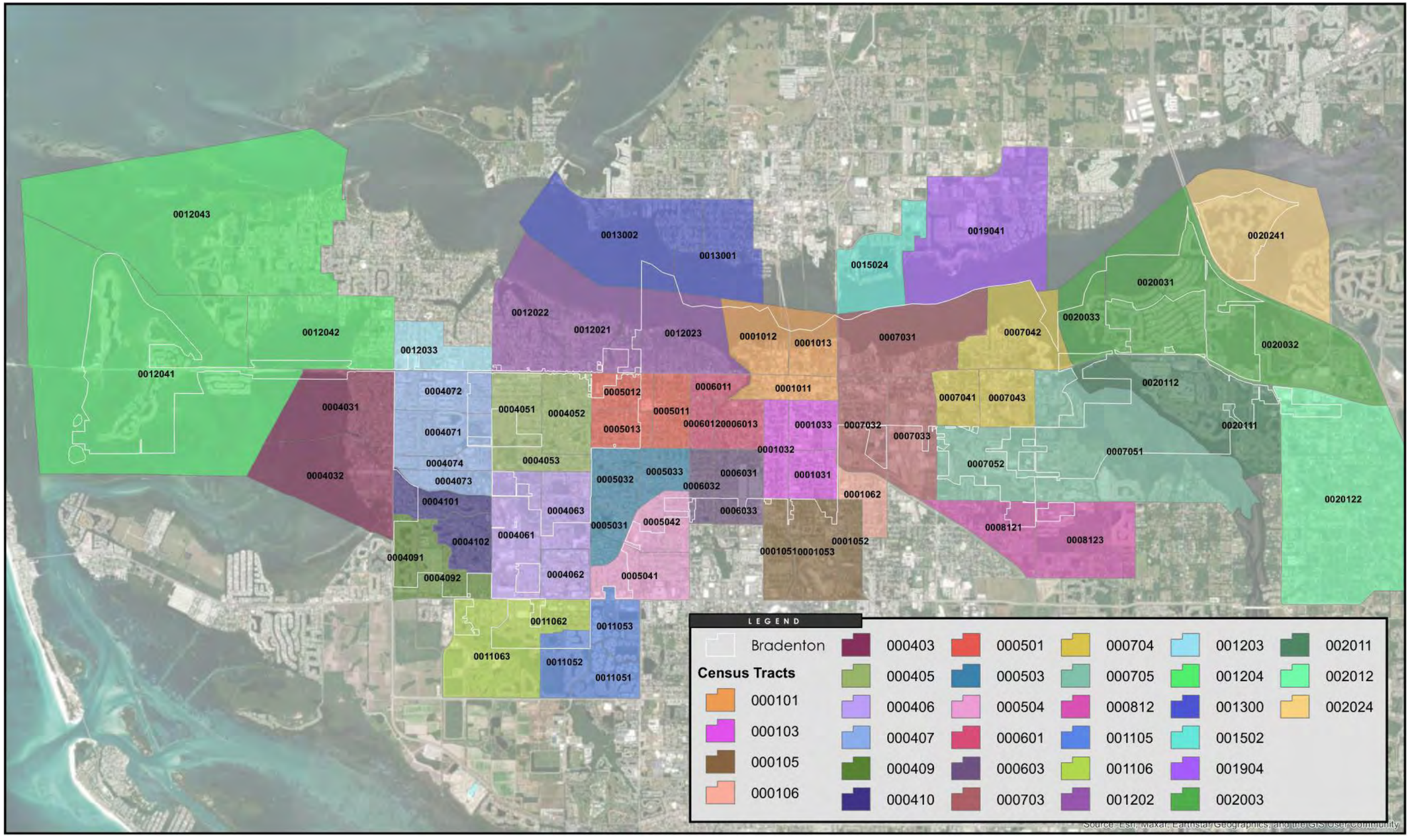
MAPS

Map Series

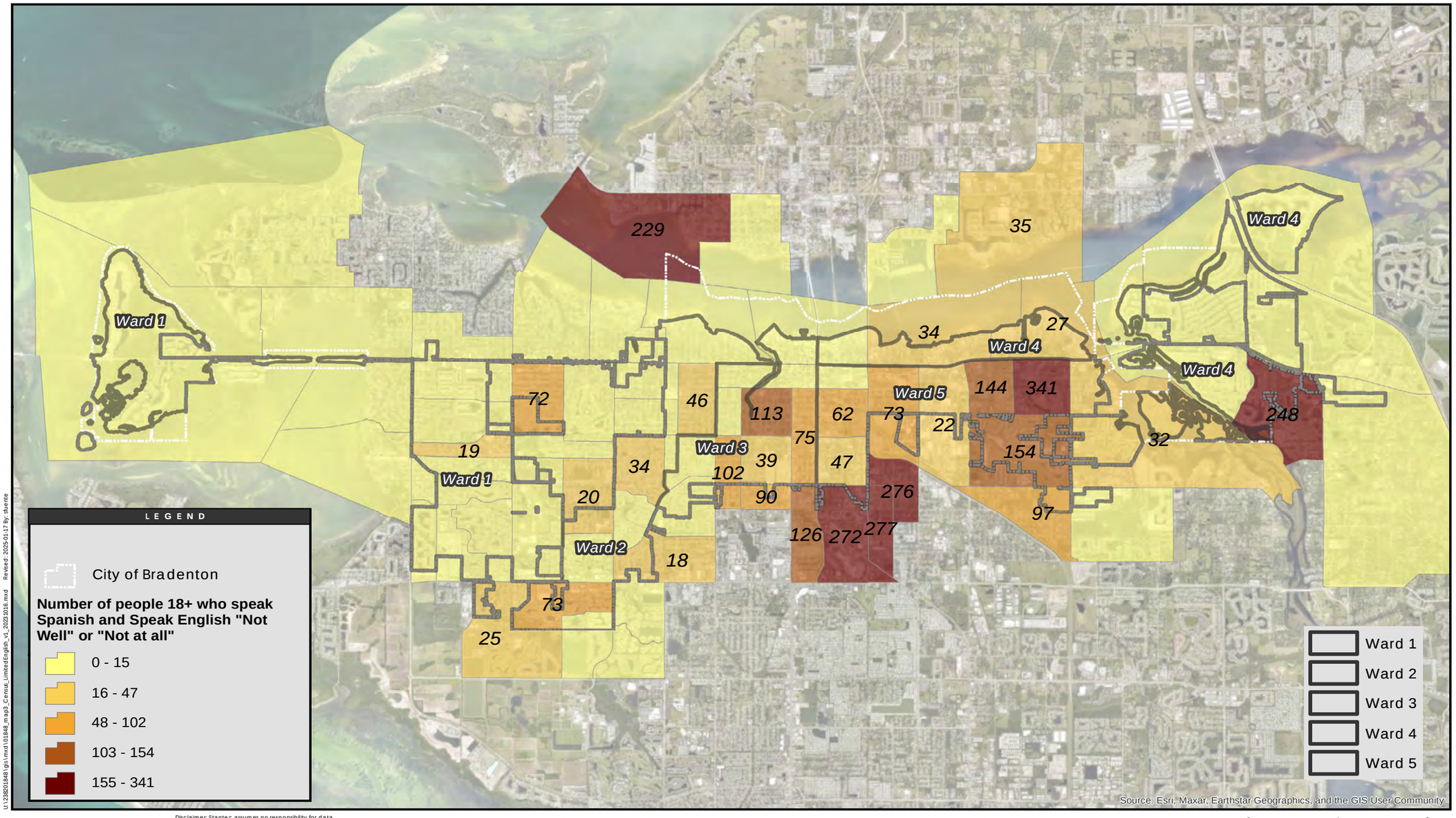


Map 1: Wards in Bradenton

APPENDIX A | CENSUS TRACTS



Map 2: Census Block Groups



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Stantec

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Notes:
1. Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere
2. Source data: City of Bradenton, Census.gov (B160004, ACS 2021)
3. Imagery: ESRI Google Basemap

Map 3: Limited English (Speaks English "Not Well" / "Not at all")
BRADENTON VISIONING
January 2025

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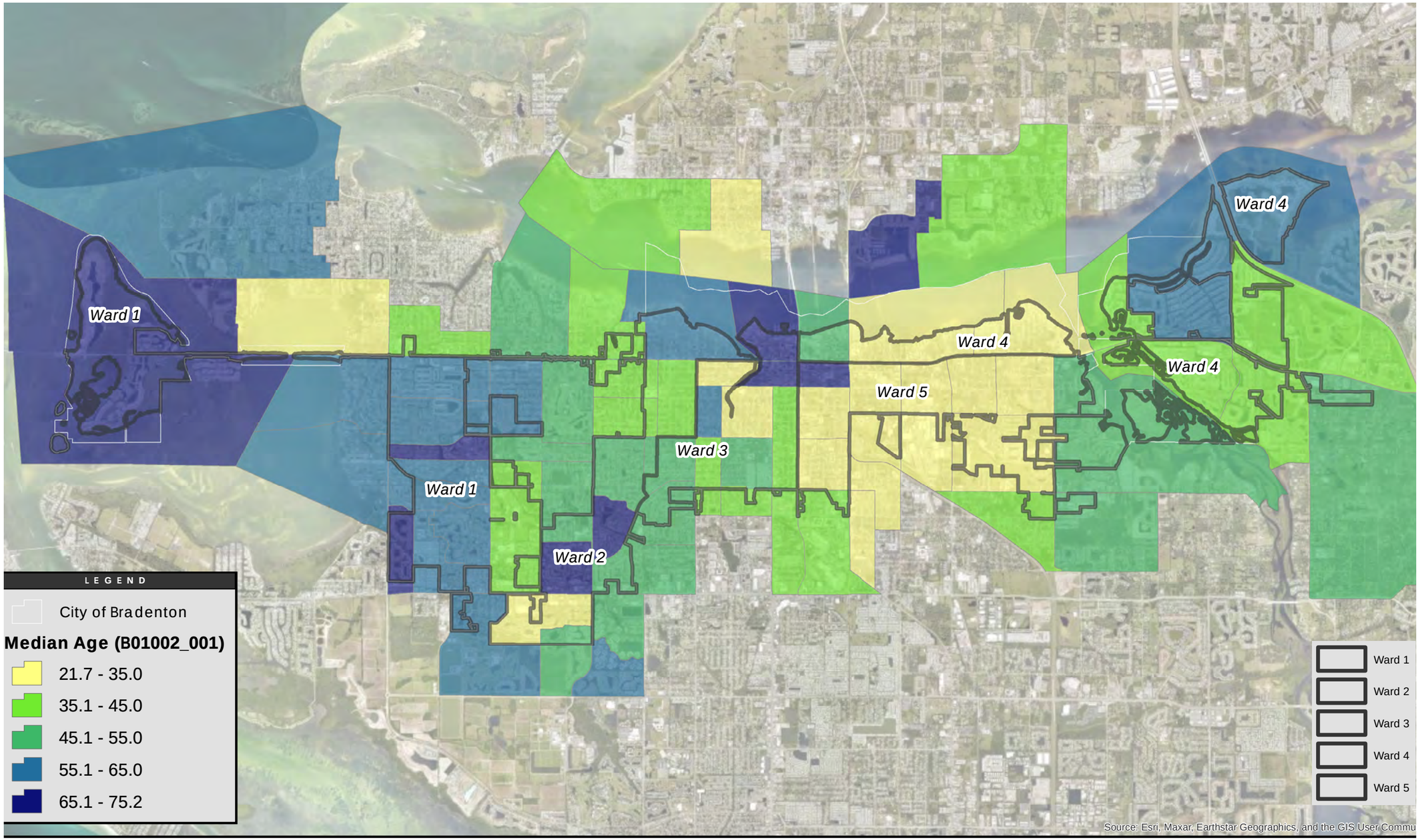
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0 1 2 Miles

Prepared by: E.K.H. 01/17/25
Technical Review by: X.X.X MM/DD/YY
Independent Review by: X.X.X MM/DD/YY

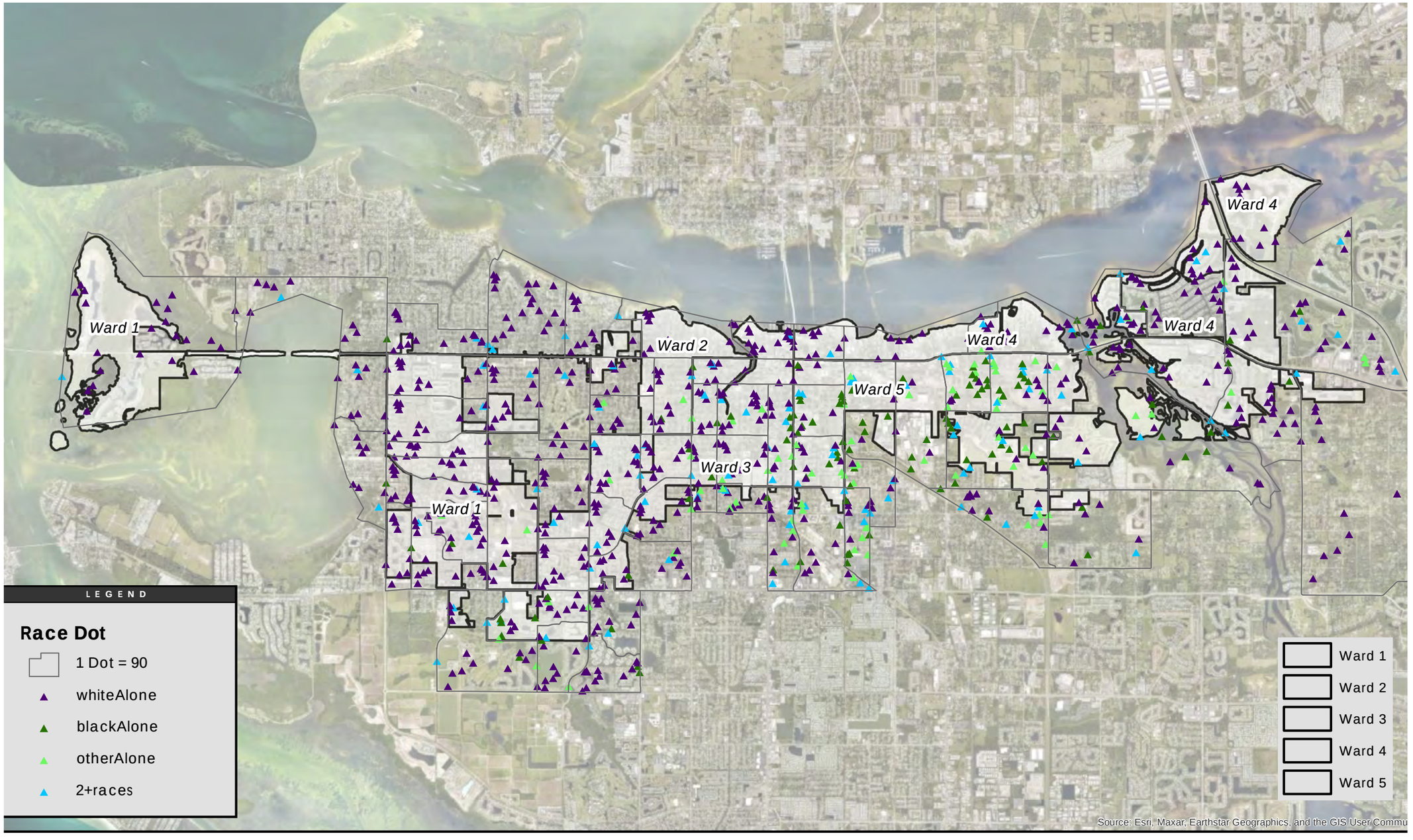
Map 3: Language Barrier (Limited English)

APPENDIX A | MEDIAN AGE



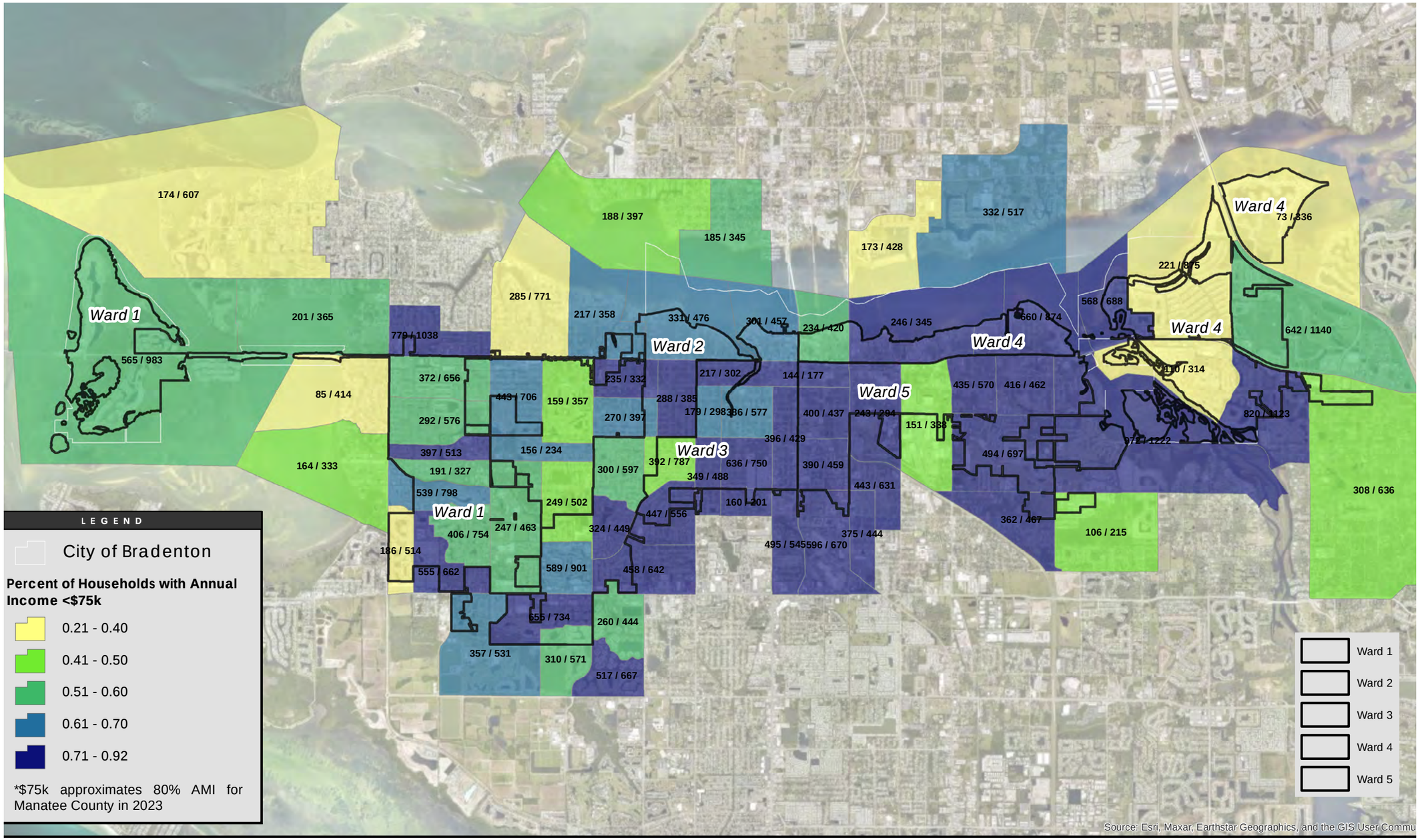
Map 4: Median Age

APPENDIX A | RACIAL MAKEUP

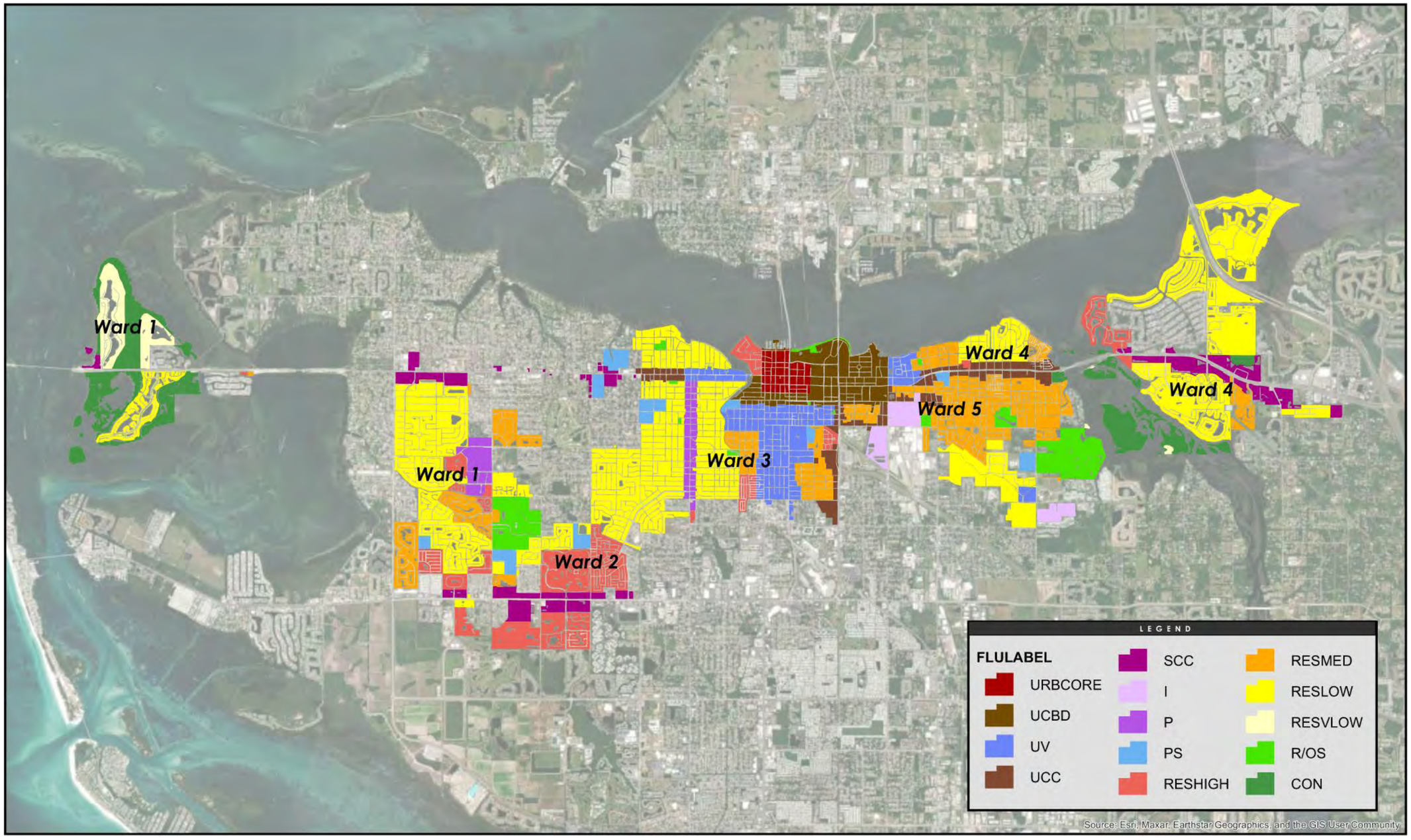


Map 5: Race

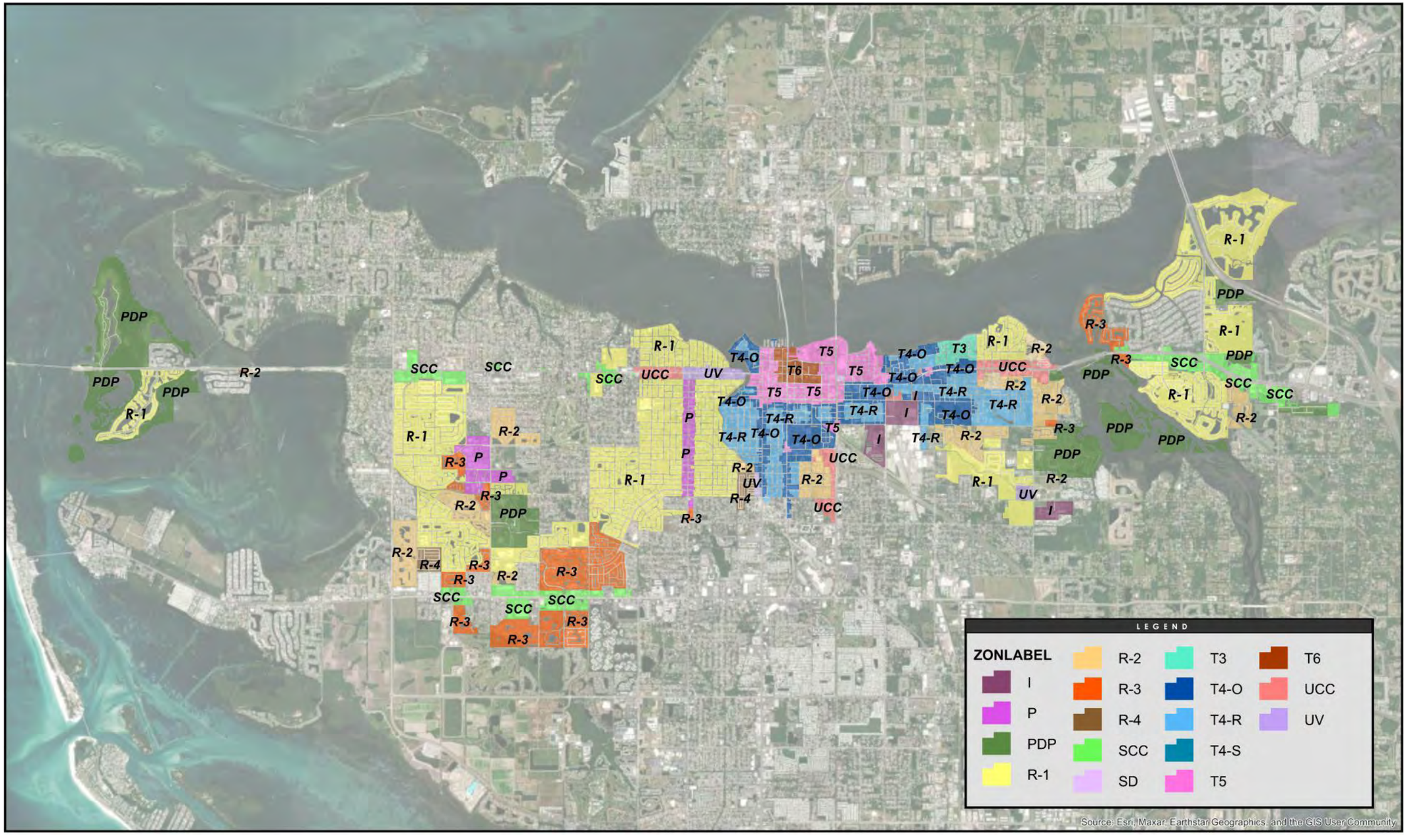
APPENDIX A | LOW INCOME



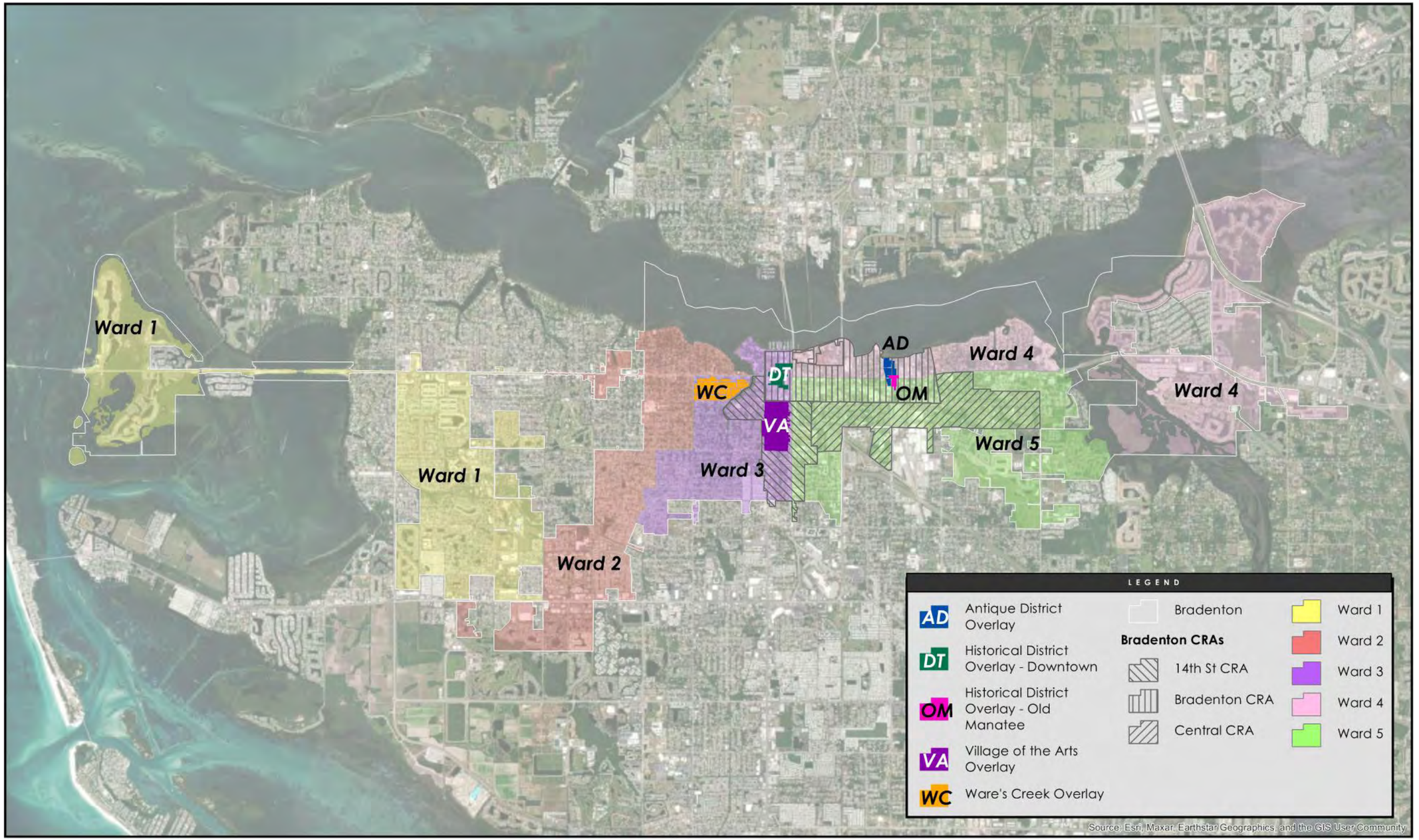
Map 6: Low Income



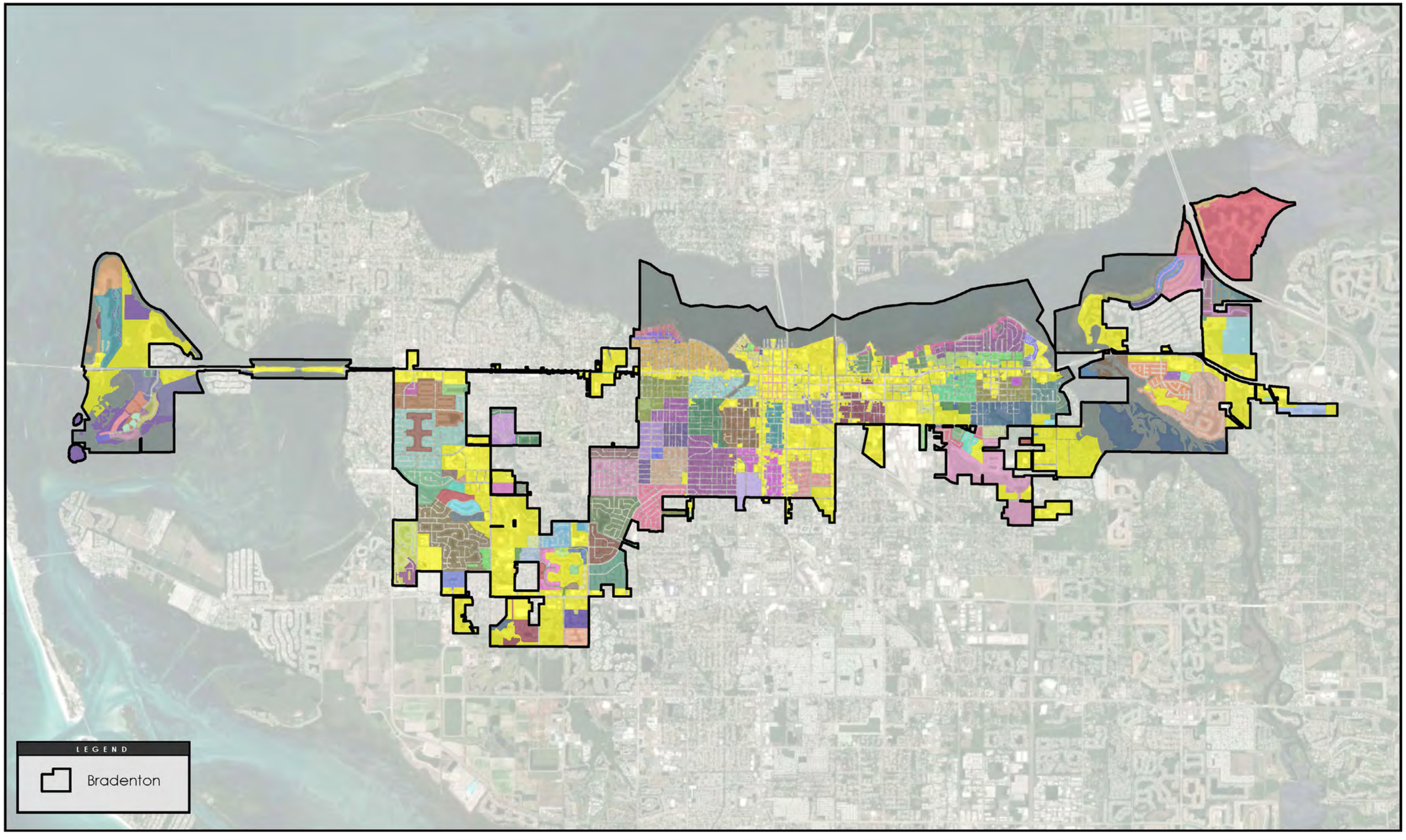
Map 7: Bradenton Future Land Use



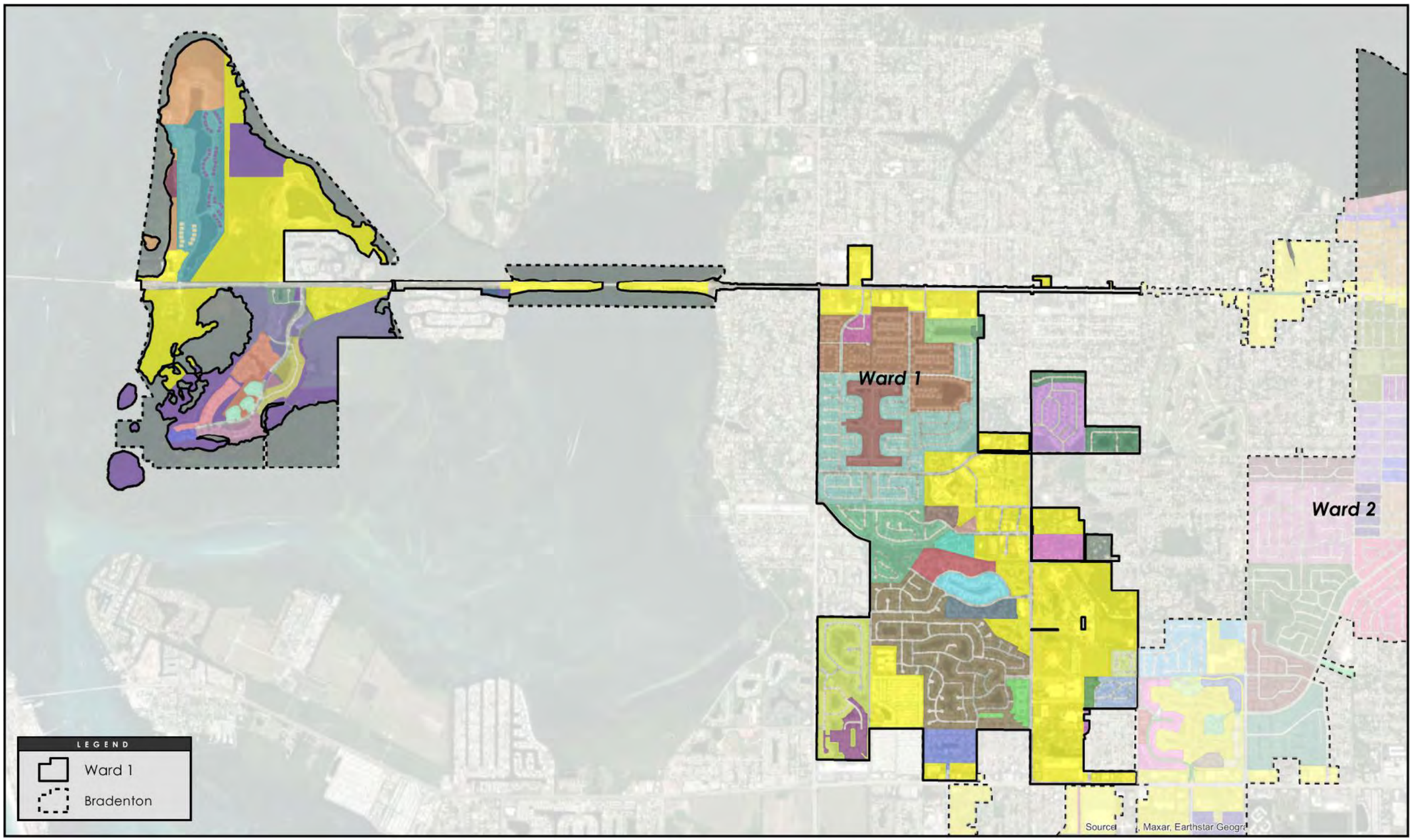
Map 8: Bradenton Zoning



Map 9: CRA and Overlays

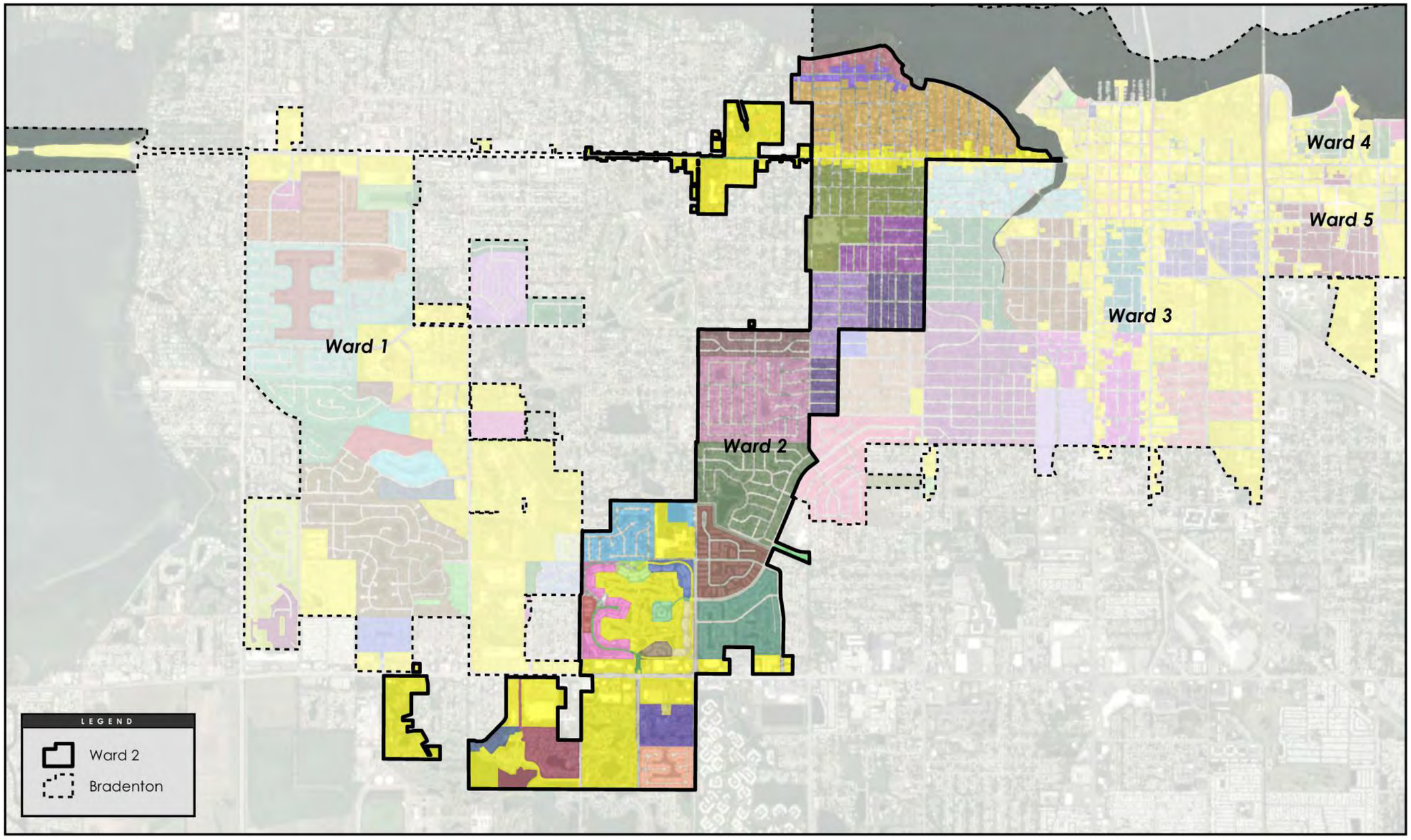


Map 10: Neighborhoods (City)

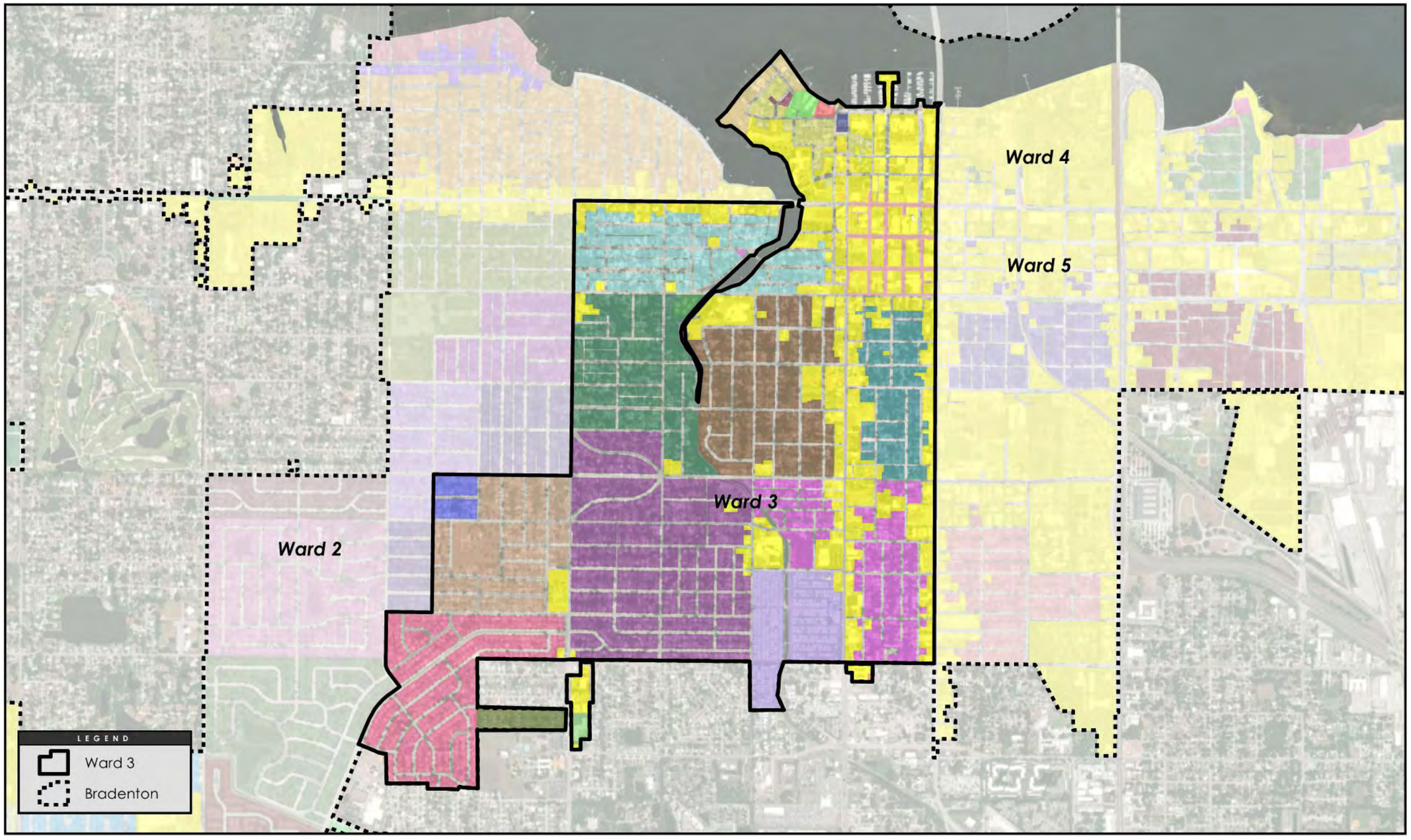


Map 11: Neighborhoods (Ward 1)

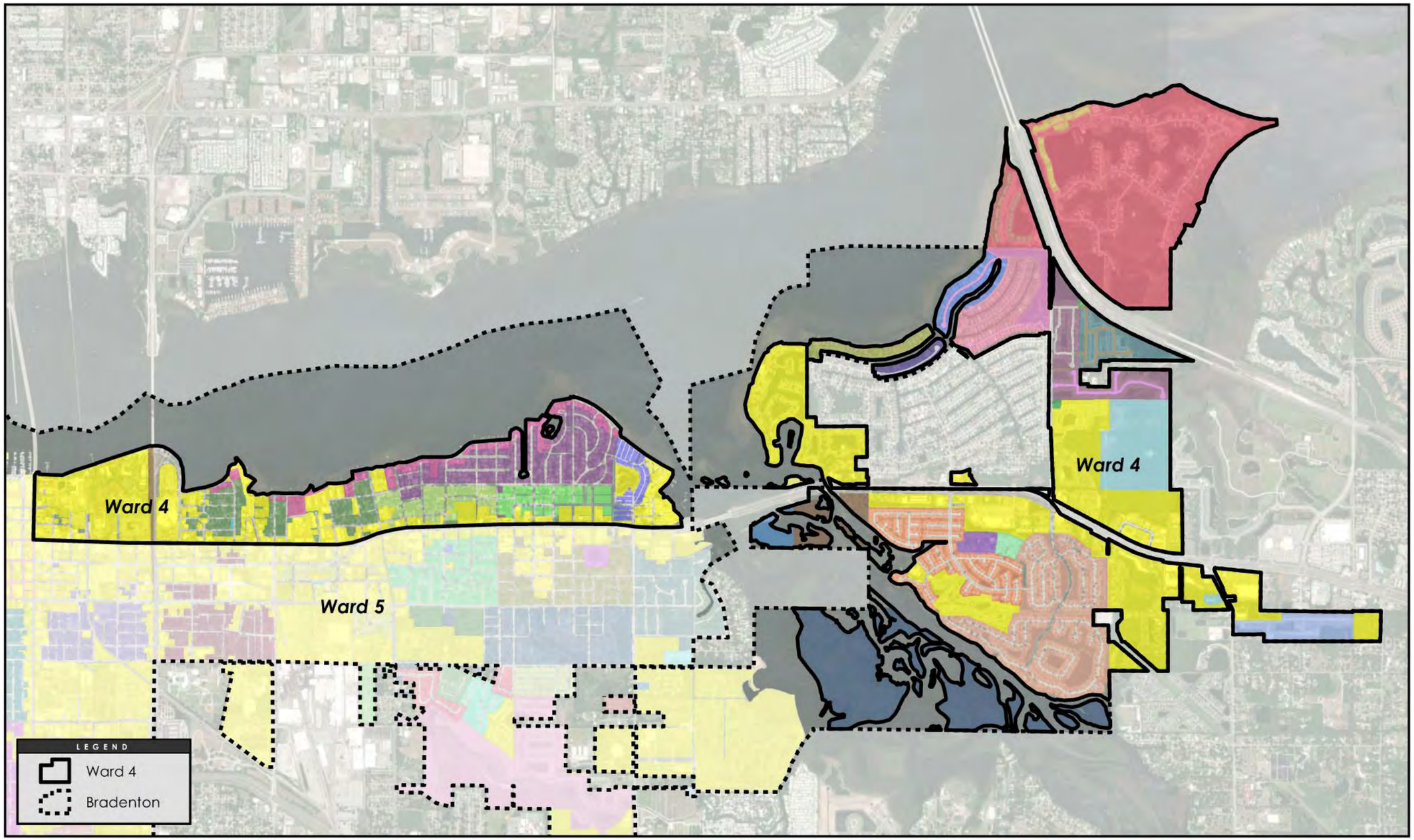
APPENDIX A | WARD 2 NEIGHBORHOODS



Map 12: Neighborhoods (Ward 2)

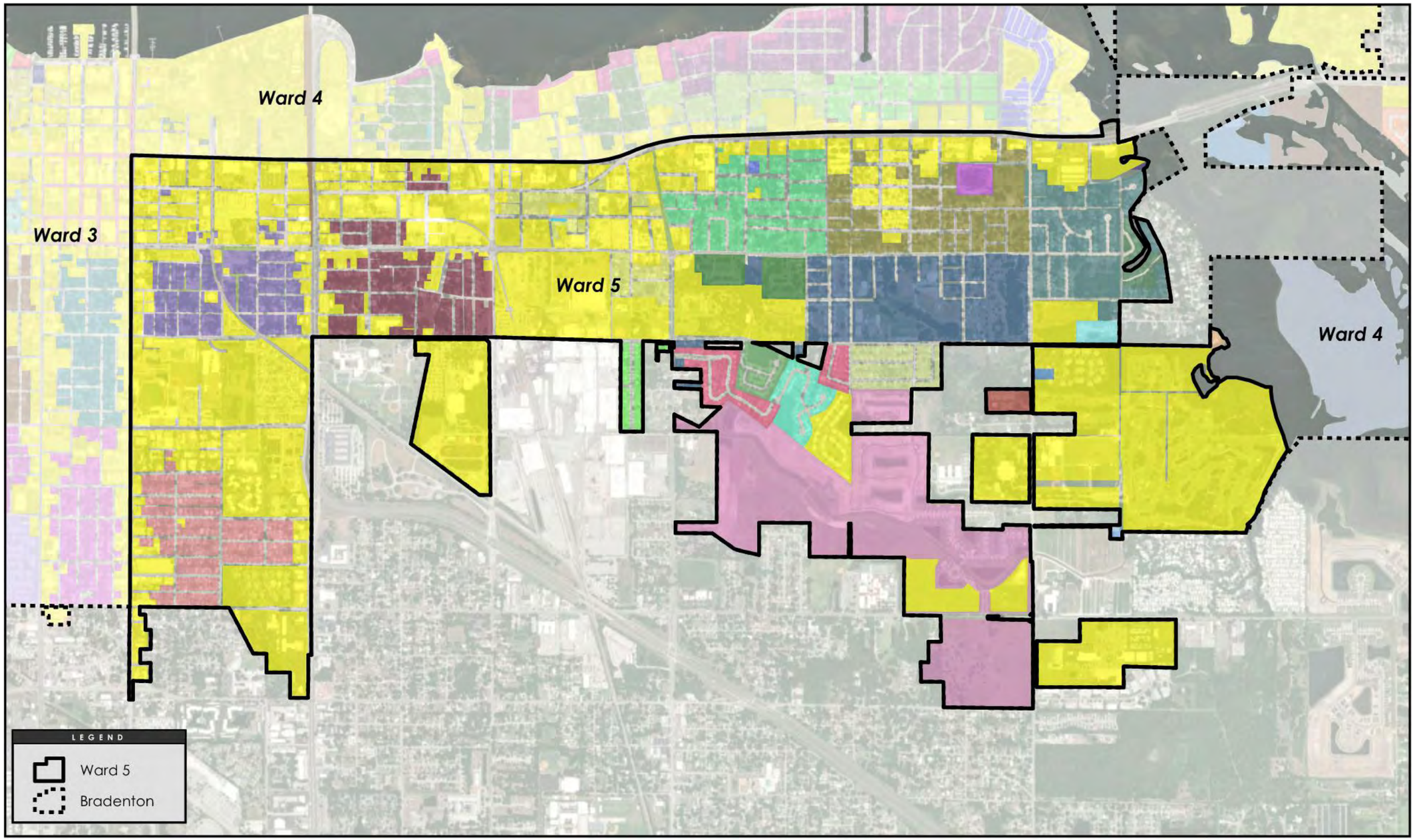


Map 13: Neighborhoods (Ward 3)



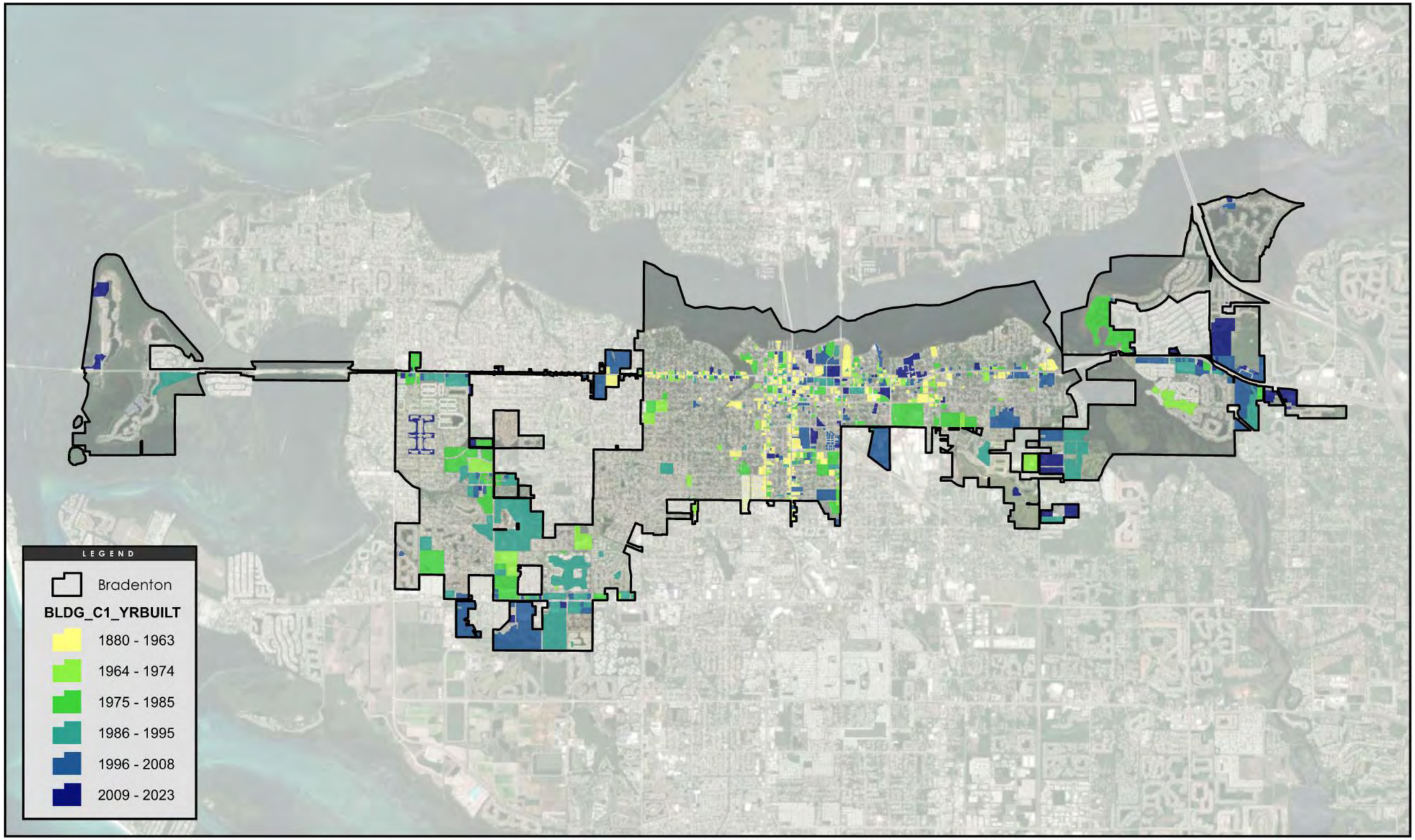
Map 14: Neighborhoods (Ward 4)

APPENDIX A | WARD 5 NEIGHBORHOODS



Map 15: Neighborhoods (Ward 5)

APPENDIX A | COMMERCIAL BUILDINGS, YEAR BUILT



Map 16: Commercial Buildings, Year Built

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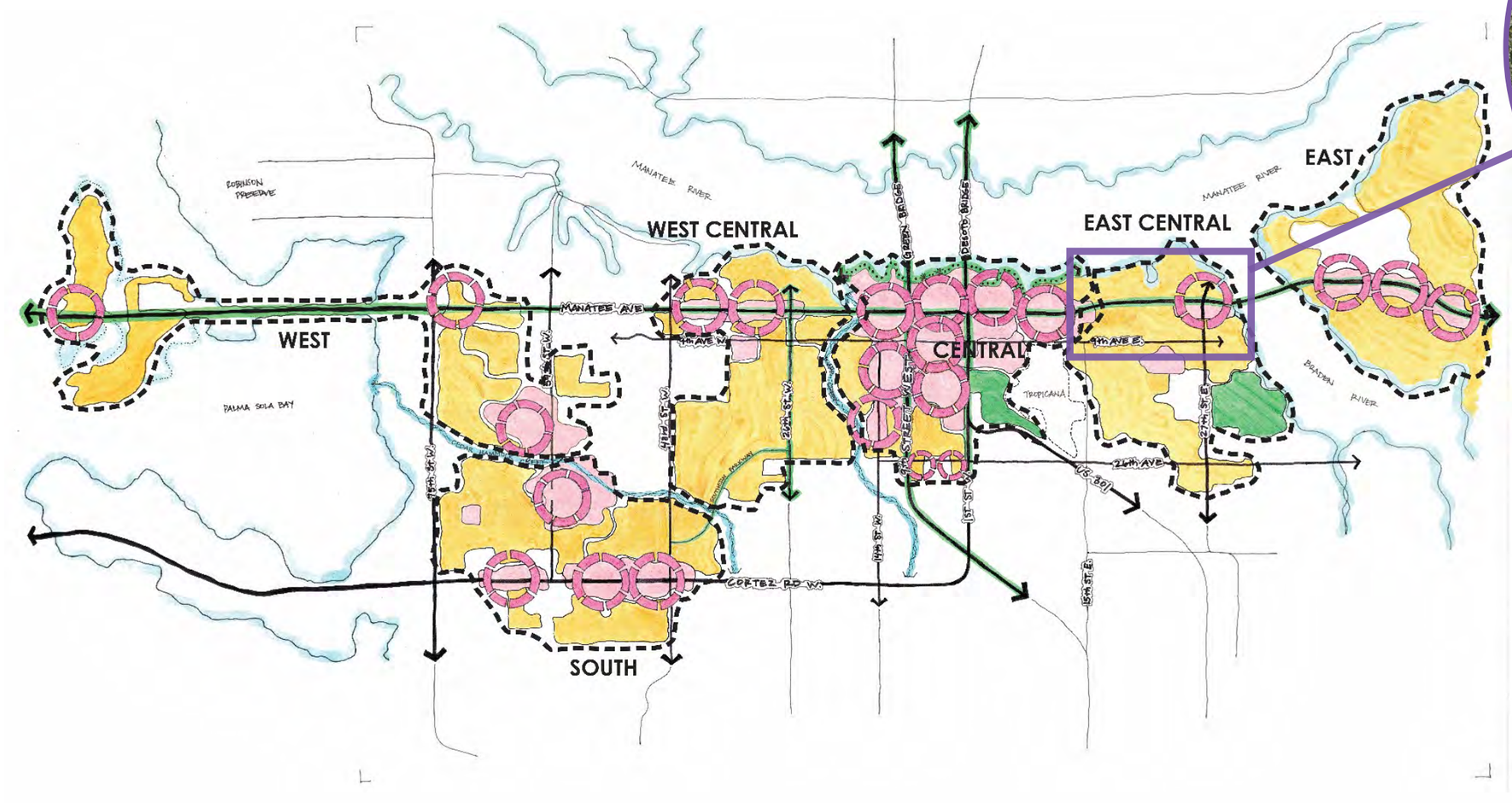
APPENDIX B

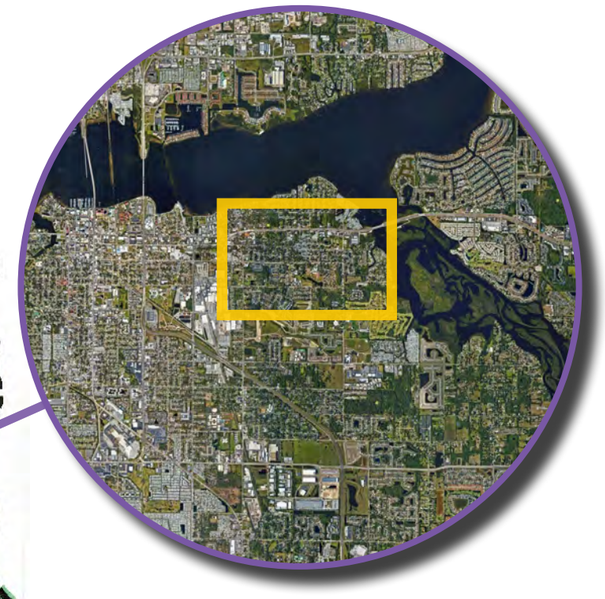
MANATEE AVENUE TRANSFORMATION

Refining & Organizing Nodes Through District Plans

This section will focus on the monomodal to multimodal transformation of a corridor through a district plan. The corridor identified is Manatee Avenue, between 20th and 24th street. For Manatee Avenue to serve as a backbone for a multimodal node serving the East Central district, we must go beyond simply making it safe for multiple modes of transportation to making it inviting for multiple modes of transportation.

For the purposes of this section, we will focus on adding transit, bicyclists, pedestrian, and low speed electric vehicles users to the corridor. This example transforms that corridor into a multimodal node while refining the location of the existing node, making the East Central District safer and more resilient.





EAST CENTRAL

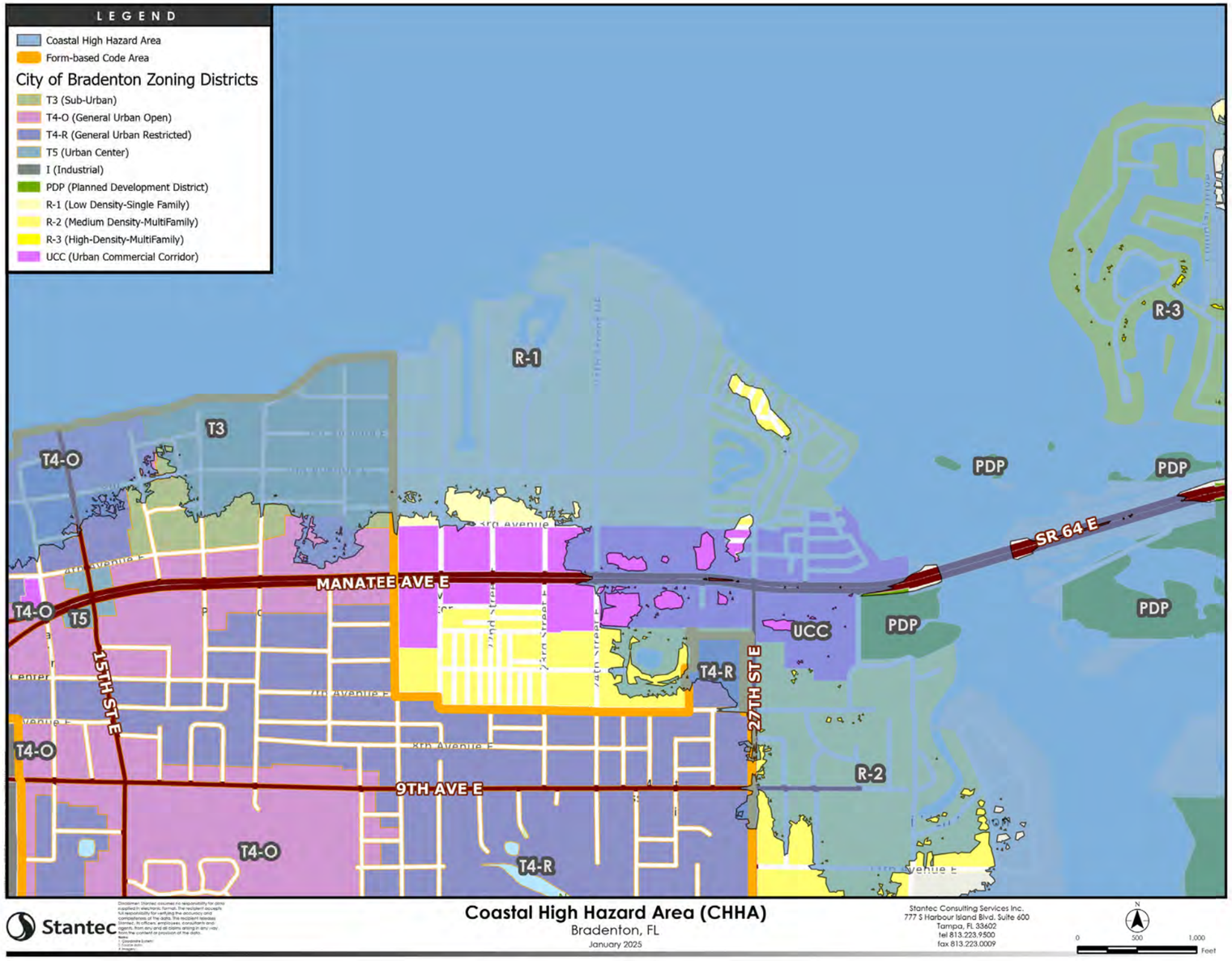
District Plan: East Central

Current Condition

The Forever Bradenton vision places a node at Manatee Avenue and 27th street. At a macro-level, this is an excellent location, providing local and regional access to a mixed-use destination at this location.

The intersection, however, is located within the Coastal High Hazard area, where increases in density would simply put more people and their homes at risk during major storms. A short distance west however, a multimodal hub can be built out of harms way.

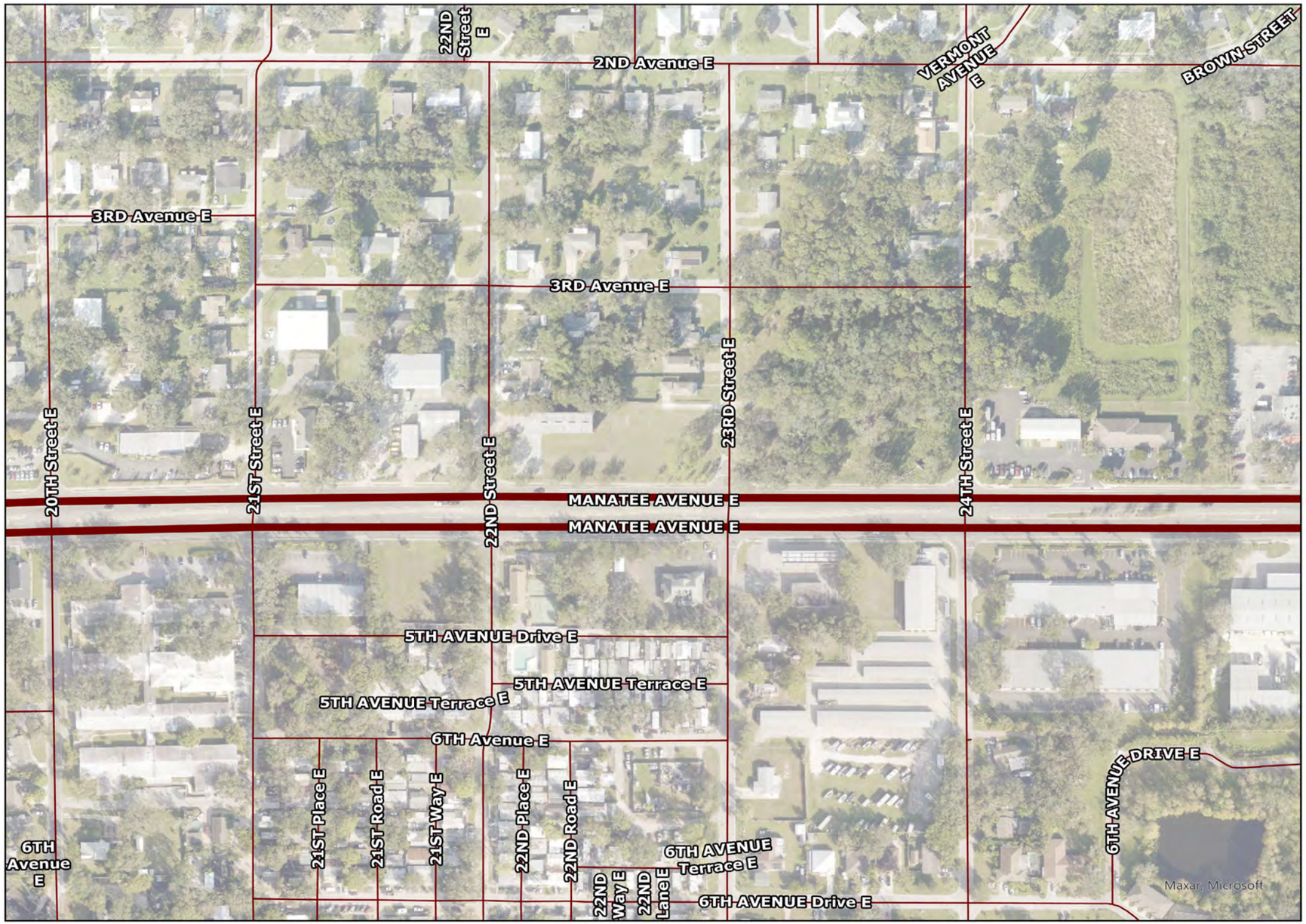
Looking at the area in the context of coastal high hazard also shows us that we have a small area that is already well connected to the surrounding neighborhoods but outside of the Form Based Code Area.



Coastal High Hazard Area: East Central

Current Condition

A closer look at this locations shows a neighborhood bisected by a wide, somewhere but arterial. There is a relatively compact block structure with single family homes surrounding offices and stores. With ample parking and limited multimodal connectivity between the offices and stores, this area is organized to serve people driving to somewhere but is occupied by neighborhood serving retail and medical office..



Roadway Aerial East Central

Placemaking Buildings

To change the area from a pass through neighborhood to a district node, a half mile section of Manatee avenue can be redesigned. Begin by reorganizing the buildings to the street. Thes reorganization of buildings:

1. No longer showcases parking lots in front of structures, relegating the automobile to a level equal to all other modes at a block level,
2. Changes context from suburban to urban, setting the stage for lowering the design speed of Manatee Avenue, and
3. Provides vertical interruptions that work in concert with other changes to slow traffic moving through the area.

The best way to accomplish this change is to extend the Form Based Code over this area.



Placemaking Building: East Central

Integrating Transportation

With the buildings organized to support a multimodal environment, access and safety improvements are needed to ensure that it supports the success of the business and residences located in the buildings.

1. 5th Avenue is extended from 20th St to 24th St. to provide vehicular access to the relocation parking. This extension to 20th and 24th connects the main vehicular access to both Manatee Avenue and Martin Luther King Jr. Avenue. Providing regional connectivity to the district from all directions.
2. All traffic calming improvements on Manatee Avenue will start one block before the change in building design to ensure that traffic is slowed down prior to entering the multimodal area.



Placemaking Building & Roadways: East Central

Integrating Transportation - Manatee Avenue Today

Today, Manatee Avenue through the node consists of a six lane divided arterial, with posted speeds of 45 miles per hour. Pedestrian and bicycle facilities are limited to a shoulder and standard width sidewalks.

Consistent with this street design, the road is fronted by parking lots serving strip commercial and isolated office uses.



Manatee Avenue Roadway Entering the Node: East Central

Integrating Transportation - Manatee Avenue Tomorrow

Creating the multimodal environment does not end with building placement and parking access. Streets must be redesigned so that cyclist, pedestrian, and low speed electric vehicle users are not just safe, but comfortable using them. This involves:

Slowing Traffic
- Narrow lanes
- Building placement
- Street trees
- Raised medians

Active Modal Accommodation
- Color change
- Dedicated lane for buses and low speed electric vehicles

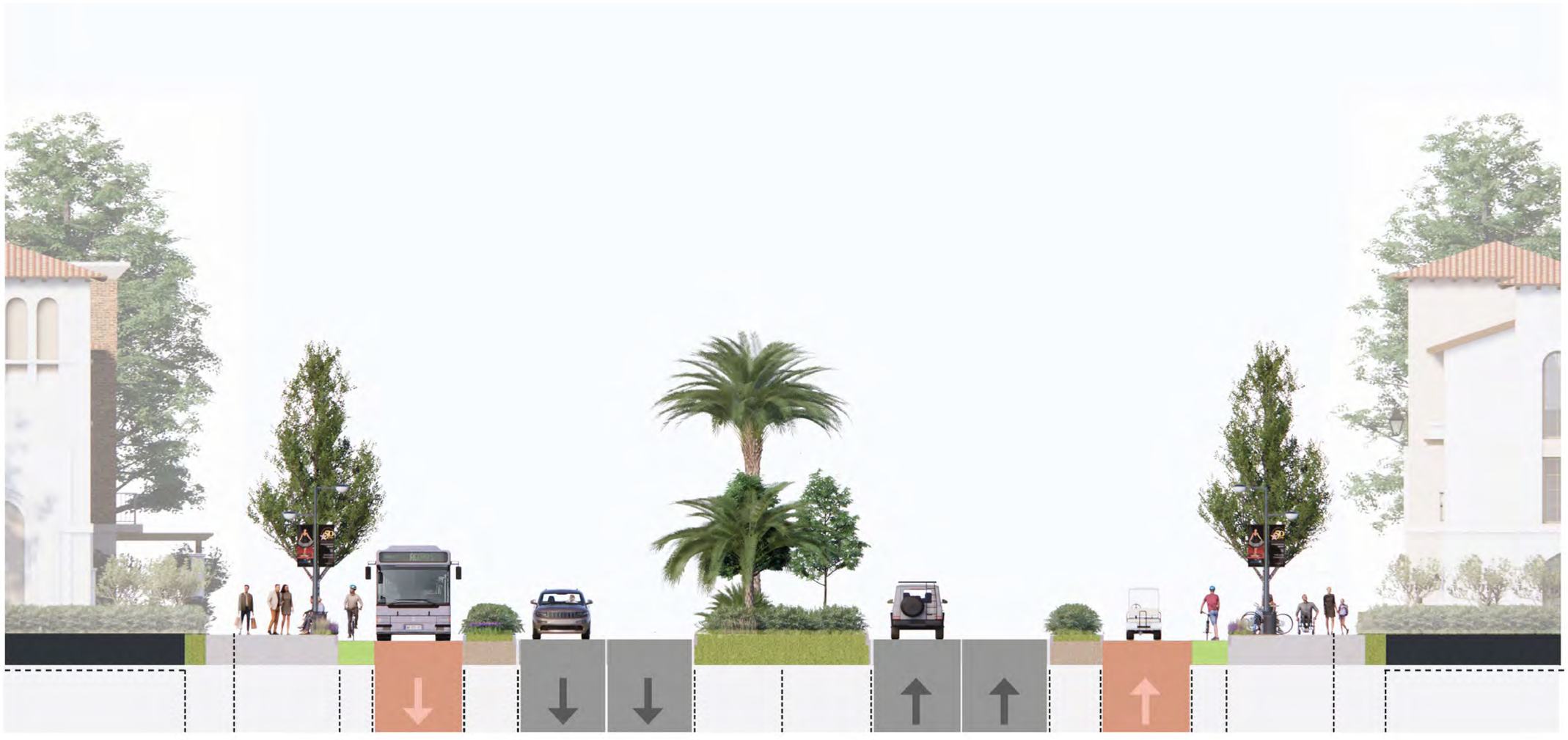
24 Hour Buildings
- Missing middle housing
- Neighborhood retail
- Destination office

Street dimensions are shown on the next page.



Manatee Avenue Re-envisioned: East Central





Manatee Avenue Re-envisioned Cross-Section

20th Street

20th street within this node is already designed for speeds that support bicyclist, pedestrians, and low speed electric vehicles. Moving this street from a status of “safe for multimodal travel” to “comfortable for multimodal travel” involves:

1. Designation of the travel lanes as sharrows, using paint to indicate to users of the road that bicycles and low speed electric vehicles will be sharing the road.
2. Addition of sidewalks on both sides. Wide sidewalks are not necessary, but with the addition of more pedestrian scale destinations on Manatee Avenue, ample pedestrian paths to them are critical to making walking to the store a comfortable trip.



20th Street Re-envisioned: East Central

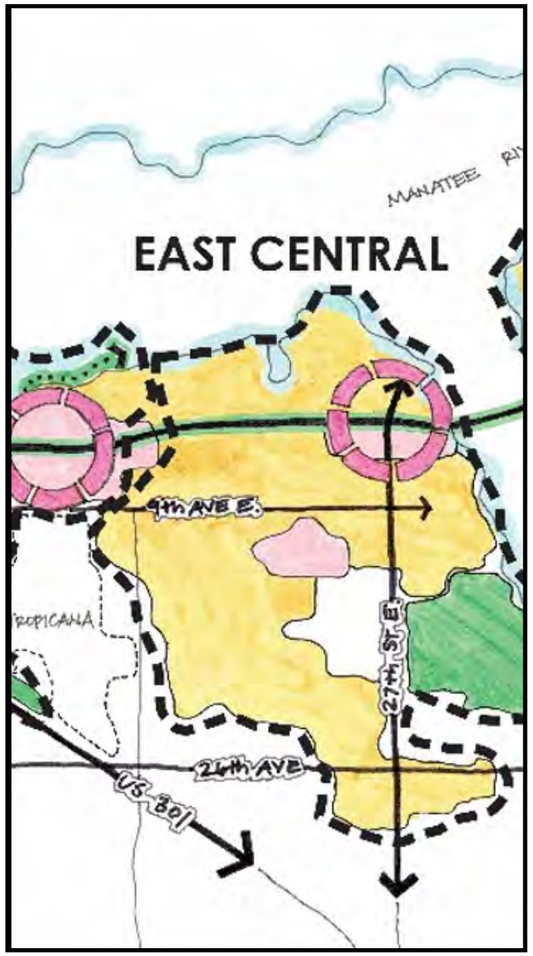
Refined Vision

This exercise organized decisions to the scale of those most affected. Bradenton Forever called for districts connected citywide via a multimodal network. Each district plan, however, should refine the location of the multimodal node serving the district using local information. This refinement should also address district level demographics, service needs, and physical realities.

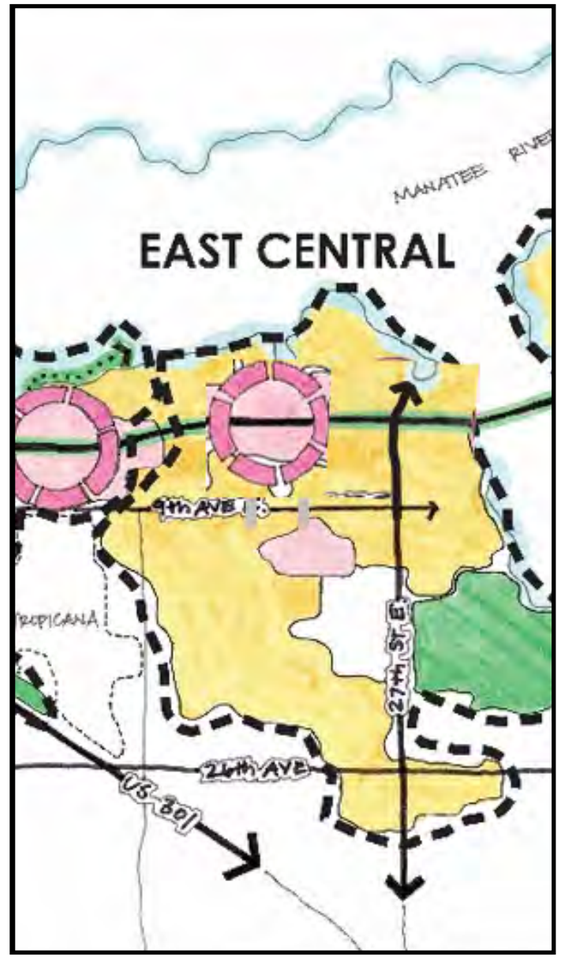
In our example, the node was moved to a location where it could be better integrated into the surrounding neighborhoods, and where it would be more resilient to major storms. It was assumed to provide regional transit solutions and local bike/ped/low speed electric vehicle solutions.

It is important to remember that this is an example, and full refinement should be done with input from district residents and business owners.

Original:



Refined:



Moving the Commercial Node to FIt the Community: East Central

CITY OF BRADENTON, FLORIDA

AGENDA ITEM NO. 3.c

Item Cover Page

CITY COUNCIL WORKSHOP AGENDA ITEM REPORT

DATE: January 29, 2025

SUBMITTED BY: Rob Perry, City Administration

ITEM TYPE: Miscellaneous

AGENDA SECTION: **DISCUSSION TOPICS**

SUBJECT: Code of Ordinances Section 14-4. - Keeping live poultry; penalty for violation

SUGGESTED ACTION: N/A

Is this item Quasi-Judicial?
No

Does this item require a public hearing?
No

ATTACHMENTS:

AGENDA ITEM NO. 3.d

Item Cover Page

CITY COUNCIL WORKSHOP AGENDA ITEM REPORT

DATE: January 29, 2025

SUBMITTED BY: Rob Perry, City Administration

ITEM TYPE: Miscellaneous

AGENDA SECTION: **DISCUSSION TOPICS**

SUBJECT: Face it & Fix it - Infrastructure

SUGGESTED ACTION: None.

Is this item Quasi-Judicial?
No

Does this item require a public hearing?
No

ATTACHMENTS: