

## **Chapter 18 - COMMUNITY REDEVELOPMENT**

### **Section 18.1 – Background**

Martin County's six Community Redevelopment Areas (CRAs) are Jensen Beach, Port Salerno, Hobe Sound, Rio, Old Palm City and Golden Gate. Martin County's CRAs are older neighborhoods where historic charm and the need to reverse deterioration occur side-by-side. Some local businesses are thriving but at the same time the need to revitalize the business climate persists. The CRAs are the location of substantial existing investment as well as areas in need of focused investment in urban infrastructure. Finally, the CRAs are the home of long-term and new residents and business-owners who wish to actively participate in planning and investing for the present and future of their communities.

The CRAs were the historic focus of population and economic activity in Martin County. These historic communities pre-date the establishment of Martin County in 1925. For example, the Sewell's Point Land Company Map of Golden Gate was initially recorded in 1911 and revised in 1913; the Port Salerno Town Map was recorded in 1912; the Map of Palm City was recorded in 1912, followed by the Amended Plat of Palm City in 1916; the Hobe Sound Plat was recorded in 1913; and the Olympia Plat was recorded in 1924.

Following significant public engagement, in June of 1997, the Martin County Board of County Commissioners established the Martin County Community Redevelopment Agency. A Community Redevelopment Agency is a public entity that finances redevelopment within focused, geographic areas called CRAs and is governed by state law as well as local law. Under Florida law (Chapter 163, Part III), local governments may designate CRAs when certain conditions exist. To establish a CRA, a municipality follows the guidelines outlined in the Community Redevelopment Act, Chapter 163, Part III, Florida Statutes and (1) adopts a Finding of Necessity that formally identifies the conditions within the boundaries of the CRA; (2) adopts a Community Redevelopment Plan that addresses the needs of the targeted area; and (3) establishes a Redevelopment Trust Fund enabling the County to direct a percentage of property tax revenues to implement the redevelopment plan. Pursuant to Martin County's Community Redevelopment Ordinance, the Community Redevelopment Plans are required to be consistent with state statute, the Comprehensive Growth Management Plan (CGMP), the 2020 Sustainable Vision Plan, the Martin County Septic to Sewer Plan, the Capital Improvement Plan for Roads, and the Stormwater/Water Quality Needs Assessment.

The Martin County Board of County Commissioners (Board), in accordance with Section 39.3 of Martin County General Code, directs the activities of the Community Redevelopment Agency (Agency). The Board appoints the seven members of the Agency, designates the chair and vice chair of the Agency, sets the percentage of Tax Increment Financing available for investment in the CRA, and approves the Agency budget.

The Community Redevelopment Agency adopts redevelopment plans and budgets, provides direction to staff and makes recommendations to the Board of County Commissioners. The members of the Agency must reside within a CRA, be a resident of Martin County and engage in business within a CRA, or be a resident of Martin County and own property within one mile of a CRA. Additionally, members of the Agency must have served as chair of a Neighborhood Advisory Committee (NAC), or in the case of the at-large member, have served as a member of an NAC. Each individual CRA is guided in part by a Neighborhood Advisory Committee (NAC), the members of which are appointed by the Board to provide advice and recommendations regarding the implementation of the Community Redevelopment Plans. To be eligible to serve on the NAC, a person must be a resident of the CRA, be a resident of Martin County and the owner or senior manager of a business in the CRA, or be a resident of Martin County and own real property within one mile of the CRA.

As articulated in the 2018 County-wide Community Redevelopment Plan, the mission of the Martin County Community Redevelopment Agency is the revitalization and restoration of the neighborhoods and town centers of the CRAs. The Agency seeks to maintain the unique character of the communities by encouraging sustainable economic investment and promoting walkability and livability. The vision for the CRAs is economically and environmentally sound, safe and healthy neighborhoods and vibrant town centers that celebrate the distinctive identity and character of each CRA while contributing to the overall sustainability of Martin County. The Community Redevelopment Agency seeks to achieve this through implementation of certain core values including innovation, collaboration, consistency, sustainability and stewardship.

Redevelopment projects are largely funded through Tax Increment Financing (TIF). The year the CRA was established is designated as the base year. The base year for Jensen Beach and Port Salerno is 1999; for Rio and Hobe Sound it is 2000; and for Old Palm City and Golden Gate it is 2002. The assessed value of all real property within the CRA in that base year is the base year value. TIF represents a percentage of new property tax revenue generated within the CRA due to increased property valuation since the base year. The percentage of the tax-increment that is allocated annually to the CRA Trust Funds can range from 50% to 95%. Tables 18-1 and 18-2 (next page) present total taxable value of real property in the CRAs and changes in real property valuation over time. Supplemental funding for CRAs can also come from grants, public/private partnerships, contributions, donations, investment, loans or bond revenues.

The projects, activities, and progress of the CRAs are examined and published in the Agency Annual Report. The Annual Report publishes measurements such as total number of building permits, total value of the improvements represented by the building permits, projects planned, underway and completed, and the status of each of the six CRA Trust accounts.

Since the CRAs were established in 1997, the CGMP policies governing land development within them have been amended several times. It was in 2003 that

Table 18-1  
Taxable Value of Real Property in the CRAs

	<u>Total Taxable Value of Real Property in Current Dollars<sup>(1)</sup></u>			
	<u>2002<sup>(2)</sup></u>	<u>2007</u>	<u>2013</u>	<u>2018</u>
<u>Jensen Beach</u>	<u>\$12,390,923</u>	<u>\$34,029,833</u>	<u>\$25,099,079</u>	<u>\$40,537,496</u>
<u>Rio</u>	<u>104,402,668</u>	<u>241,504,646</u>	<u>146,171,830</u>	<u>183,430,657</u>
<u>Old Palm City</u>	<u>93,653,780</u>	<u>207,930,780</u>	<u>122,858,211</u>	<u>163,327,484</u>
<u>Hobe Sound</u>	<u>107,323,571</u>	<u>256,595,583</u>	<u>163,253,639</u>	<u>208,721,775</u>
<u>Golden Gate</u>	<u>51,415,512</u>	<u>135,682,154</u>	<u>61,368,800</u>	<u>89,817,503</u>
<u>Port Salerno</u>	<u>90,101,824</u>	<u>242,078,172</u>	<u>127,646,819</u>	<u>167,722,447</u>
<u>TOTAL CRA</u>	<u>\$459,290,280</u>	<u>\$1,117,823,175</u>	<u>\$646,400,391</u>	<u>\$853,557,362</u>

(1) Dollar figures are unadjusted for inflation.

(2) 2002 is the first year for which data is available for all Martin County CRAs.

Source: Property Appraiser of Martin County, Table: Martin County CRA Inventory Historical, <https://www.pa.martin.fl.us/tools-downloads/data-downloads>

Table 18-2  
Change over Time of Taxable Value of Real Property in the CRAs

<u>Geography</u>	<u>Percent Change</u>			
	<u>2002-07</u>	<u>2007-13</u>	<u>2013-18</u>	<u>2002 -2018</u>
<u>Jensen Beach</u>	<u>175%</u>	<u>-26%</u>	<u>62%</u>	<u>227%</u>
<u>Rio</u>	<u>131%</u>	<u>-39%</u>	<u>25%</u>	<u>76%</u>
<u>Old Palm City</u>	<u>122%</u>	<u>-41%</u>	<u>33%</u>	<u>74%</u>
<u>Hobe Sound</u>	<u>139%</u>	<u>-36%</u>	<u>28%</u>	<u>94%</u>
<u>Golden Gate</u>	<u>164%</u>	<u>-55%</u>	<u>46%</u>	<u>75%</u>
<u>Port Salerno</u>	<u>169%</u>	<u>-47%</u>	<u>31%</u>	<u>86%</u>
<u>TOTAL CRA</u>	<u>143%</u>	<u>-42%</u>	<u>32%</u>	<u>86%</u>

mixed-use development in the CRAs was first allowed. The CRA Mixed-Use future land use overlays were established and policies for mixed-use development in the CRAs outside the Mixed-Use future land use overlay adopted.

This Chapter 18 was adopted in 2019 to more effectively accomplish CGMP Goal 4.2, which is "To alleviate the negative impacts of inadequate public facilities and services and substandard structures in the County." It supports the goals set forth in the six Redevelopment Plans and provides the CGMP policy structure to support substantial

revisions to the LDR applicable within the CRAs. The intention is to provide in one coherent chapter all Goals, Objectives and Policies that apply within Martin County's six CRAs. However, the implementation process for Chapter 18 is ongoing.

Chapter 18 created two new CRA-specific future land use designations—CRA Center future land use and CRA Neighborhood future land use. In order to implement the new future land use designations, each of the six CRA areas will undergo the comprehensive plan amendment process. The Future Land Use Map will be amended for each CRA to replace the Mixed-Use Overlay and the underlying future land use designations within the Mixed-Use Overlay with the CRA Center future land use. Land areas outside of the CRA Center will receive the CRA Neighborhood future land use. Two exceptions are the Marine Waterfront Commercial and Institutional future land uses, which are retained in the CRAs.

Because the Future Land Use Map will be amended to assign the CRA Center and CRA Neighborhood future land use designations to each CRA one at a time, the Goals, Objectives and Policies governing the Mixed-Use Overlays must be retained until such time as the Future Land Use Map has been amended for every CRA. When the Future Land Use Map has been amended to assign the CRA Center and the CRA Neighborhood future land use designations to every CRA, the Comprehensive Plan will be amended again to delete all Goals, Objectives and Policies relevant to Mixed-Use Overlays and any other text that is no longer needed.

## **Section 18.2 – Current Conditions**

### **A. Area**

The CRAs vary in total land area and in land area within the Mixed-Use future land use overlay. Jensen Beach is the smallest CRA, with just 67 acres, while Hobe Sound is the largest, with 1,024 acres. Generally, the larger the CRA's land area, the smaller is the percentage of the CRA that is in the Mixed-Use future land use overlay. See Table 18-3.

The important role of the CRAs in the County exceeds that which would be expected solely by land area. The 3,482 acres located within Martin County's six CRAs represent just one percent of the County's total land area and seven percent of the Primary Urban Service District (excluding the incorporated municipalities). Nine percent of Martin County's population lives in a CRA. Additionally, the CRAs have historically been the focus of population and commerce in Martin County and they continue to provide the locales where County residents and visitors gather together at restaurants, shops and community events.

Table 18-4 provides the percentage of land assigned to different categories of future land use designations by CRA and for the CRAs overall. One key point is that for five of the six CRAs, residential future land use designations predominate. The percentage of land with a residential future land use designation ranges from 46% in Hobe Sound to 66% in Rio. Jensen Beach is the exception with only seven percent of its land having a

Table 18-3  
Land Area in Martin County's CRAs

	<u>Area (in acres)</u>		<u>% of CRA that is Mixed- Use Overlay</u>
	<u>Total</u>	<u>Mixed-Use Overlay</u>	
<u>Jensen Beach</u>	<u>67.24</u>	<u>67.24</u>	<u>100%</u>
<u>Rio</u>	<u>542.20</u>	<u>150.31</u>	<u>28%</u>
<u>Old Palm City</u>	<u>609.51</u>	<u>90.21</u>	<u>15%</u>
<u>Hobe Sound</u>	<u>1,023.66</u>	<u>78.47</u>	<u>8%</u>
<u>Golden Gate</u>	<u>379.19</u>	<u>125.60</u>	<u>33%</u>
<u>Port Salerno</u>	<u>860.57</u>	<u>159.00</u>	<u>18%</u>
<u>TOTAL</u>	<u>3,482.37</u>	<u>670.83</u>	<u>19%</u>

residential future land use designation. Another noteworthy point is the amount of land dedicated to right-of-way. Overall, 22% of the land in Martin County's CRAs is dedicated to right-of-way. This ranges from a high of 29% in Golden Gate to just 13% in Rio. The sheer volume of land devoted to right-of-way points to the importance of street design and the creation of a public realm that fully supports and advances the vision for the CRAs. While roadways are expensive to redevelop and to maintain, the quality of streets directly contributes to the value of adjoining and nearby parcels. The public rights-of-way are land controlled by the County. They represent a tremendous resource for accomplishing stormwater objectives, improving active transportation (walking and biking), providing parking, and beautifying the community.

Table 18-4  
Percentage of Land Area in the CRAs  
by Category of Future Land Use Designation and Right-of-way

	<u>Residential</u>	<u>Commercial</u>	<u>Institutional</u>	<u>Industrial</u>	<u>Right-of- Way</u>
<u>Golden Gate</u>	<u>51%</u>	<u>8%</u>	<u>4%</u>	<u>5%</u>	<u>29%</u>
<u>Hobe Sound</u>	<u>46%</u>	<u>18%</u>	<u>14%</u>	<u>0%</u>	<u>19%</u>
<u>Jensen Beach</u>	<u>7%</u>	<u>63%</u>	<u>0%</u>	<u>0%</u>	<u>15%</u>
<u>Old Palm City</u>	<u>53%</u>	<u>16%</u>	<u>5%</u>	<u>3%</u>	<u>26%</u>
<u>Port Salerno</u>	<u>57%</u>	<u>7%</u>	<u>6%</u>	<u>2%</u>	<u>25%</u>
<u>Rio</u>	<u>66%</u>	<u>14%</u>	<u>4%</u>	<u>4%</u>	<u>13%</u>
<u>ALL CRAs</u>	<u>53%</u>	<u>14%</u>	<u>8%</u>	<u>2%</u>	<u>22%</u>

## B. Population

The U.S. Census Bureau conducts a census every ten years. In 2000, the population of Martin County was 126,731. It grew by 13.4% to reach 146,318 in 2010. In 2010, nine percent of Martin County's population lived in one of the six CRAs. Table 18-5 represents the change over time of population in the CRAs.

Table 18-5  
Population in the CRAs and Martin County

	<u>2000</u>	<u>2010</u>	<u>% change</u> <u>2000 to 2010</u>
<u>Jensen Beach</u>		<u>100</u>	
<u>Golden Gate</u>		<u>3,041</u>	
<u>Port Salerno</u>		<u>3,620</u>	
<u>Rio</u>		<u>2,322</u>	
<u>Palm City</u>		<u>2,344</u>	
<u>Hobe Sound</u>		<u>2,341</u>	
<u>CRA Total</u>		<u>13,768</u>	
<u>Martin County</u>	<u>126,731<sup>(1)</sup></u>	<u>146,318<sup>(1)</sup></u>	<u>13.4%</u>

<sup>(1)</sup> 2017 Population Technical Report; U.S. Census.

## C. Natural Resources

### 1. Shorelines

Martin County has more than 135 miles of shoreline. As in the County overall, in the CRAs, land uses and activity in the coastal area must protect natural resources, provide recreational opportunities, support tourism and redevelopment, and enhance the local economy. CGMP Policy 8.1D.1. prioritizes the use of waterfront land as follows:

1. Public boat ramps and public use marinas;
2. Other water-oriented recreation, including the development of public access to the water through county owned conservation lands;
3. Commercial fishing and sport fishing;
4. Water-dependent industries or utilities;
5. Targeted businesses that are water-dependent or water-related;
6. Water-related uses; and
7. Residential with marinas or other water-oriented recreation uses.

Martin County's CRAs have shorelines along the Indian River Lagoon, the St. Lucie River, the Manatee Pocket, or Willoughby Creek. Eight-and-one-half miles of the County's 135 miles of shoreline (six percent) are located in a CRA. Jensen Beach, Rio and Port Salerno each have a long history of boating and fishing activities. These CRAs represent important concentrations of existing commercial marinas and marine industries. CGMP Figure 8-1 illustrates the concentration of water-dependent and water-related uses, such as boat ramps, commercial marinas and marine industries in the CRAs.

The Jensen Beach, Rio and Port Salerno CRAs host several Marine Service Areas. Marine Service Areas are sites with Waterfront General Commercial Zoning or used as marinas or marine repair facilities, including all related boat storage and repair areas. Marine Service Areas cannot be converted to permanent housing unless the marine service uses can be replaced on the same parcel or another parcel not already designated a Marine Service Area. See, CGMP Policy 4.13A.8(4). The Goals Objectives and Policies in this chapter and the Land Development Regulations will continue to protect Marine Service Areas. Furthermore, all waterfront property, particularly that property with multi-slip commercial docks, is controlled by the Boat Facilities Siting Plan and the Manatee Protection Plan (referenced in Chapter 8, the Coastal Management Element). Jensen Beach, Rio and Port Salerno are all identified as preferred locations for the redevelopment and expansion of boating facilities in the Martin County Boat Facility Siting Plan (2002). Additionally, the 2002 Boat Facility Siting Plan identified the opportunity to reconfigure stormwater management systems to improve water quality as one benefit of the redevelopment of existing marinas.

Development along the shorelines in the CRAs began decades before Martin County adopted Shoreline Protection Zone (SPZ) policies in 1982. Much of the existing development does not comply with the policies adopted in 1982 and revised over the years, particularly in 1990 and 1997. Redevelopment in compliance with all currently applicable regulations can reduce the developable area, increase setbacks from the water, increase required open space and reduce the functionality of a site. This result has discouraged investment in or and redevelopment of waterfront sites. Chapter 18 adopts SPZ policies applicable within the CRAs to require protection of natural resources and water quality without reducing the function of a site.

In addition to protecting the shorelines from degradation caused by human activity, it is also necessary to consider sustainability in light of changing coastal conditions related to accelerating sea-level rise. Coastal High Hazard Areas are present in the CRAs. See CGMP Figure 8-7. The Coastal High Hazard Area (CHHA) is the area below the elevation of the Category 1 storm (sustained wind speed of 74 mph) surge line established by the Sea, Lake and Overland Surges from Hurricanes model (SLOSH) developed by the National Weather Service. Storm surge is the abnormal rise of water generated by a storm, over and above the predicted astronomical tides. Along coastal areas, storm surge is often the greatest threat to life and property from

a hurricane. (Source: National Hurricane Center, <https://www.nhc.noaa.gov/surge/slosh.php> (accessed on 4/22/19))

Separate from State regulation of Coastal High Hazard Areas, the Federal Emergency Management Agency publishes the Flood Insurance Rate Maps. Martin County participates in the Community Rating System that establishes minimum finished floor elevations in Special Flood Hazard Areas. The combined effect of policies and regulations related to Shoreline Protection Zones, Coastal High Hazard Areas, and Special Flood Hazard Areas can discourage redevelopment of sites and structures that most increased resilience. Encouraging sustainable, resilient redevelopment will help Martin County preserve the historic character of the CRAs.

## 2. *Native Upland Habitat*

As discussed in Section 18.1., the CRAs were the first areas of Martin County to develop, even before Martin County was carved out of Palm Beach and St. Lucie Counties in 1925. Adoption of Plan policies protecting native upland habitat did not occur until 1990. The Comprehensive Plan contains Goals, Objectives and Policies requiring that 25% of native upland habitat be preserved. In many areas of the CRAs, native upland habitat no longer exists, and preservation requirements are not applicable.

The Rio and Hobe Sound CRAs contain some undeveloped lots that contain native upland habitat, much of which appears to be rare and unique habitat. Rio appears to have about 17 acres of native upland habitat on 5 separate undeveloped parcels. Hobe Sound appears to have approximately 55 acres of native upland habitat on 24 undeveloped separate undeveloped parcels (excluding platted single-family lots, land subject to a Preserve Area Management Plan, and land held for conservation.) Pursuant to current policies, requiring 25% of native upland habitat to be preserved, Rio will retain some 4.25 acres over 5 separate parcels and Hobe Sound will retain 13 or 14 acres over 24 parcels. Fifty-four acres will likely be lost to development. Policies in Chapter 18 provide additional options for the preservation of native upland habitat by development in the CRAs in order to facilitate compact walkable development and preservation of sustainable areas of native upland habitat.

## D. Infrastructure and Public Facilities

### 1. *Mobility and Transportation*

As presented in Table 18-4, roadway right-of-way represents a significant resource in the CRAs. This right-of-way presents the opportunity to achieve many CRAs goals- sidewalks, beautification, on-street parking, and stormwater management. Due to the fundamental impact roadways and the right-of-way have on the visual appeal, economic competitiveness, safety and walkability of a community, and because the roadways are in public ownership, roadway improvements have been and continue to be a priority within the CRAs. It should be noted that many of these rights-of-way of way were created when the communities were platted in the 1910s



and 1920s and are narrower than today's standards that are established to provide two-way vehicular travel with wider sidewalks and bicycle facilities. This presents another challenge to redevelopment within the CRAs.

None of Martin County's CRAs are currently served by the Martin County public transit system, but the 2014-2023 Transit Development Plan calls for introducing transit service when funds are available. The CRAs would benefit from access to public transit. Generally, the feasibility of public transit, in terms of frequency of service and number of routes, improves as residential and employment densities increase.

In Chapter 5, roadways that do not currently meet Level of Service (LOS) criteria but that will not be expanded by the addition of two or more through lanes due to physical, environmental or policy constraints are called constrained facilities. Because the built environment makes it impracticable to widen roadways, and because the CRA desires to accommodate bicyclists and pedestrians safely and conveniently, and to encourage a compact, walkable urban form, new options may be needed when roadways in the CRAs are unable to provide the adopted LOS.

The NACs, the Community Redevelopment Agency and the Board of County Commissioners may need to evaluate and plan for traffic impacts of high speed passenger rail service anticipated between Orlando and Miami. While the proposed passenger rail service has previously missed numerous projected start-dates, in April 2019, \$1.75 billion in bonds were sold. These bonds are intended for construction of the corridor between West Palm Beach and Orlando. The current projected start date for service is 2022.

## 2. *Drainage and Stormwater Management*

The creation of the lots and roadways occurred in the CRAs long before modern stormwater management was common. Substantial development occurred in the CRAs prior to the development of flood protection and water quality methodologies, such as wet and dry detention and retention of stormwater run-off. Contemporary stormwater goals include controlled discharges of clean stormwater run-off from developed sites in a manner that simultaneously projects the site and neighboring sites from flooding. The smaller size of development sites and the desired compact, walkable urban form make stormwater detention and retention basins impractical in the CRAs. The lack or insufficiency of off-site drainage infrastructure also presents challenges to in-fill development and redevelopment. Therefore, particular attention to drainage and stormwater management is needed to encourage in-fill development and redevelopment in the CRAs.

## 3. *Public Water and Wastewater Systems*

Lack of public potable water distribution systems and public wastewater collection

systems was acknowledged in the 1997 Finding of Necessity that preceded the establishment of the CRAs. While investments have been made and progress has been achieved, substantial areas within the CRAs still lack basic urban infrastructure. In Rio, Old Palm City and Port Salerno CRAs, there are residences located on lots ranging from as small as 6,000 to 12,000 sq. ft. where potable water is provided by an individual well and sanitary wastewater is collected and treated by on-site sewer facilities (OSTDS). New residences are allowed to be built on these lots, without regional utilities because they are platted lots of record and state and county law exempt from modern standards governing individual wells and OSTDS. In comparison, lots created between 1982 and 2014, must have at least one-half acre of useable area in order to install an on-site potable well and on-site sewer facility and lots created after 2014 must have at least one acre of usable upland area in order to utilize an OSTDS. The County has prioritized a program to connect all properties in the CRAs within its service area to its regional collection and treatment system. Only the Hobe Sound CRA is not served by Martin County.

#### **Section 18.4. - Goals, Objectives and Policies**

**Goal 18.1.** ~~4.2.~~ To alleviate the negative impacts of inadequate public facilities and services and substandard structures for affected areas in the County.

*Objective 18.1A.* ~~4.2B.~~ To encourage in-fill development and redevelopment through the designation of Community Redevelopment Areas (CRAs).

*Policy 18.1A.1.* ~~4.2B.1.~~ *Creation of community redevelopment areas.* All CRAs shall be created in accordance with the provisions of F.S. Chapter 163, Part III.

*Policy 18.1A.2.* ~~4.2B.2.~~ *Location of Community Redevelopment Areas.* CRAs shall not be established outside the Primary Urban Service District.

*Policy 18.1A.3.* ~~4.2B.3.~~ *Resources to aid redevelopment.* Martin County shall continue to provide technical, planning and financial resources to aid the residents and landowners with redevelopment and in-fill development.

*Policy 18.1A.4.* ~~4.2B.4.~~ *Designation of community redevelopment areas.* Martin County has designated the following CRAs in unincorporated Martin County: Jensen Beach, Rio, Old Palm City, Hobe Sound, Golden Gate and Port Salerno, Hobe Sound, Rio, Golden Gate, Old Palm City and Indiantown. These specific geographic areas are identified in the community redevelopment plan for each area, which were initially adopted by the Board of County Commissioners ~~as of June between 2000 and 2003 and are designated on the FLUM. Any new CRAs or any changes to the boundaries of a CRA shall require an amendment to the CGMP and to the FLUM.~~

*Policy ~~18.1A.5.~~ 4.2B.5. Priority for capital improvements in CRAs.* In developing its Capital Improvement Plan and as provided in the Capital Improvements Element, Martin County shall give priority to capital projects ~~identified in adopted community redevelopment plans~~ that provide infrastructure improvements in ~~designated~~ CRAs.

*Policy ~~18.1A.6.~~ 4.2B.1. Consistency of land use policies.* Land use policies for CRAs or portions of them in a Coastal High-Hazard Area or a Special Flood Hazard Area shall be consistent with all CGMP policies regulating construction in such areas.

*Objective ~~18.1B.~~ 4.2A.* To continue to assist areas in need of redevelopment.

*Policy ~~18.1B.1.~~ 4.2A.1. Mechanisms for attracting private investment.* Using fiscally sound means, the County shall investigate and establish mechanisms for attracting private investment into the CRAs. ~~redevelopment activities.~~

*Policy ~~18.1B.2.~~ 4.2A.2. Requirements for redevelopment plans.* At a minimum, redevelopment plans, activities and regulations shall:

- (1) Be consistent with policies set forth in this Plan, including statutory condemnation and eminent domain provisions;
- (2) Be coordinated with the availability of the following public facilities and services at the levels of service adopted in the CGMP: transportation, potable water, sanitary sewer, drainage and aquifer recharge, solid waste and recreation;
- (3) Address the impacts of redevelopment activities on the natural systems and historic resources of Martin County;
- (4) Provide for the visual continuity of designated redevelopment areas through application of sound principles of architectural design and landscaping.

*Policy ~~18.1B.3.~~ 4.3A.8. Expedited review in CRAs.* ~~By December 2011~~ Martin County's Land Development Regulations shall ~~incorporate~~ maintain its provisions for expedited review of redevelopment and in-fill projects in ~~designated~~ the CRAs.

*Policy ~~18.1B.4.~~ 4.3A.6. Consistency with all applicable policies.* ~~redevelopment plan.~~ The ability to develop the maximum density and intensity of use permitted by a future land use designation is ~~are not~~ guaranteed. All development must comply with all applicable CGMP policies, the Land Development Regulations, and the Martin County Code. ~~Density and intensity must be consistent with the community redevelopment plan for the area and Goal 4.3, as well as with the redevelopment overlay districts, Land Development Regulations and infrastructure limitations..~~

Policy 18.1B.5. 4.2A.3. Amendments supporting redevelopment. In conjunction with the continuing efforts of the Affordable Housing Advisory Committee, as well as objectives and policies established in the Housing Element, the County shall periodically consider amendments to the CGMP and/or Land Development Regulations regarding mechanisms to address areas in need of redevelopment and renewal and the provision of affordable housing.

Objective 18.1C. To support the desired land uses in the CRAs, protect public health, and reduce non-point-source pollution entering the St. Lucie River and the Indian River Lagoon.

Policy 18.1C.1. The County shall complete and maintain the public wastewater collection and treatment systems to serve the entire Jensen Beach CRA.

Policy 18.1C.2. The County shall complete and maintain the public wastewater collection and treatment systems to serve the entire Rio CRA.

Policy 18.1C.3. The County shall complete and maintain the public wastewater collection and treatment systems to serve the entire Old Palm City.

Policy 18.1C.4. The County shall complete and maintain the public wastewater collection and treatment systems to serve the entire Golden Gate CRA.

Policy 18.1C.5. The County shall complete and maintain the public wastewater collection and treatment systems to serve the entire Port Salerno CRA.

Policy 18.1C.6. The County shall work with South Martin Regional Utilities to provide public wastewater collection and treatment systems to serve the entire Hobe Sound CRA.

Objective 18.1D. To support the desired land uses in the CRAs, protect groundwater resources and protect public health.

Policy 18.1D.1. The County shall complete and maintain the public potable water treatment and distribution system to serve the entire Jensen Beach CRA.

Policy 18.1D.2. The County shall complete and maintain the public potable water treatment and distribution system to serve the entire Rio CRA.

Policy 18.1D.3. The County shall complete and maintain the public potable water treatment and distribution system to serve the entire Old

Palm City CRA.

Policy 18.1D.4. The County shall maintain the public potable water treatment and distribution system to serve the entire Golden Gate CRA.

Policy 18.1D.5. The County shall compete and maintain the public potable water treatment and distribution system to serve the entire Port Salerno CRA.

Policy 18.1D.6. The County shall work with South Martin Regional Utilities to complete the public potable water system to serve the Hobe Sound CRA.

Objective 18.1E. To plan, design, finance and implement community stormwater management systems in each CRA that are consistent with a small-town compact urban form and protect the St. Lucie River and the Indian River Lagoon from non-point-source pollution.

Policy 18.1E.1. The County shall determine what infrastructure is needed for each CRA to adequately protect the CRA from flooding assuming maximum lot coverage pursuant to the future land use map.

Policy 18.1E.2. The Land Development Regulations shall encourage to the fullest extent practicable the use of innovative engineering and best management practices including, but not limited to, green infrastructure and low impact design to manage, treat, retain and detain stormwater runoff in the CRAs.

Policy 18.1E.3. ~~13.1E.8.~~ Stormwater needs in CRAs. ~~community redevelopment areas.~~ The County shall review the stormwater needs of the CRAs ~~mixed use projects in community redevelopment areas~~ and shall provide exceptions or alternative compliance measures for these areas in the Land Development Regulations. Any exceptions shall assure that other properties do not flood and that the timing, quantity and quality of stormwater runoff does not ~~has no potentially~~ negatively impacts on the St. Lucie River or other receiving bodies. Where offsite water management facilities are used they must be in place and functioning prior to the issuance of a building permit.

Policy 18.1E.4. The County and the Community Redevelopment Agency shall investigate the feasibility and effectiveness of a stormwater utility ordinance, special assessment, or other funding mechanisms for individual CRAs based on the amount of impervious area, to fund stormwater treatment and management improvements.

Policy 18.1E.5. Landscaped areas in the CRAs shall be designed to serve as integral components of a community stormwater treatment system.

Policy 18.1E.6. The Community Redevelopment Agency shall engage in a campaign with existing residents and businesses to retrofit properties with low-impact stormwater best management practices, such as pervious driveways, rain gardens, rain barrels or cisterns.

Policy 18.1E.7. Community stormwater detention or retention basins shall be designed to also serve as public open space through the provision of walking trails and benches, whenever feasible.

**Goal 18.2.** To facilitate the revitalization, restoration and strengthening of the CRA town centers and neighborhoods by establishing future land use designations that allow and encourage a compact, walkable, small-town urban form.

Objective 18.2A. The CRA Center future land use designation applies to the urbanized core of the CRAs and along certain corridors where mixed-use development patterns exist or are allowed.

Policy 18.2A.1. Quality of life. Development in the CRA Center shall be designed to improve residents' quality of life by:

- (1) Encouraging compatibility and pedestrian and bicycle links between commercial development and surrounding residential areas;
- (2) Accommodating small businesses and home-based businesses;
- (3) Increasing economic and social integration by providing opportunities for diverse housing types;
- (4) Encouraging vibrant, compact development;
- (5) Providing for local, small-scale employment, shopping and civic opportunities; and
- (6) Maintaining or attaining a small-town urban form, with well-connected, walkable streets, on-street parking, small parking lots, public open spaces, community facilities, and high quality buildings of similar scale related to each other in form and proportion.

Policy 18.2A.2. Mixed-use development. Opportunities for mixed-use development in the CRA Center shall be provided by allowing both mixed-use projects and a mixed-use pattern. A mixed-use project contains a complementary mix of residential, commercial, institutional and/or limited impact industrial uses that are planned and approved as a single, unified project. A mixed-use pattern is a dynamic mix of residential, commercial, institutional, and/or limited impact industrial uses that have developed in proximity to each other incrementally over time. A mixed-use pattern

results from the decisions of individual property owners and may, but need not, involve more than one type of land use on any individual lot.

*Policy 18.2A.3. Land Development Regulations.* The Land Development Regulations (LDR) shall establish redevelopment zoning districts and regulations for each CRA to implement the CRA Center future land use. The LDR shall detail permitted uses, building size and height, intensities of non-residential uses, densities of residential uses, open space, landscaping and parking requirements, and roadway design, as appropriate and consistent with this Chapter.

*Policy 18.2A.4. Development Standards.* All development in the CRA Center future land use designation shall comply with the following requirements, which shall be further delineated in the LDR:

- (1) *Residential density.* Residential density in the CRA Center shall not exceed 15 units per gross acre and may be further limited in the LDR.
- (2) *Policy 4.3A.3.(2)* When the result of this calculation is a number that ends in 0.5 or higher, the total unit count shall be rounded up. When calculating the number of residential units in a mixed-use project in the CRA Center future land use designation on lot sizes of one one-half acre or less, units of 800 or fewer square feet shall be counted as one half of a unit.
- (3) When calculating the number of residential units in a mixed-use project on lot sizes greater than one one-half acre, units of 800 or fewer square feet shall be counted as half a unit if at least 50 percent of the units are restricted to affordable housing. meeting the requirements of Policy 6.1D.5. All mixed-use projects, regardless of size, shall be allowed at least one residential unit.
- (4) *Building height.* Building height in the CRA Center shall not exceed four stories or 40 feet and may be further restricted in the LDR. Floors devoted to parking shall count toward the maximum number of stories.
- (5) *Open space.* The minimum open space in the CRA Center shall be 20 percent. The LDR may require a higher percentage of open space.
- (6) *Transition between uses.* The LDR shall provide for the regulation of mass, scale, height, setbacks, landscaping, and/or architectural rhythm to make a proper transition between an existing residential use and a new use. The buffers and transitions between different land uses and development intensities provided by Objectives 2.1A., 4.1F., and 4.9D. shall not apply in the CRA Center FLU designation.
- (7) *Neighborhood and Building Design.* Development in the CRA Center future land use must comply with Goal 18.4.

Objective 18.2B. To amend the Future Land Use Map to assign the CRA Center future land use designation in each CRA.

Policy 18.2B.1. Future Land Use Map. As a future land use designation, the boundaries of the CRA Center shall be shown on the Future Land Use Map. Any change to the boundary of the CRA Center future land use designation shall require a Future Land Use Map amendment to the CGMP.

Objective 18.2C. CRA Neighborhood future land use designation. The CRA Neighborhood future land use designation is generally located outside the urbanized center of each CRA and outside corridors where mixed-use development patterns exist or are allowed.

Policy 18.2C.1. Quality of Life. Redevelopment and in-fill development in the CRA Neighborhood future land use designation shall be designed to improve residents' quality of life by:

- (1) Maintaining the primacy of residential land uses while allowing a mix of residential uses.
- (2) Allowing limited commercial activity, primarily on collector or arterial roadways or where commercial activity historically has been located.
- (3) Attaining or maintaining a small-town urban form, with well-connected, walkable streets, public open spaces and recreational facilities, and buildings whose form and proportion are consistent with existing buildings.
- (4) Maintaining and upgrading the character and building stock of residential neighborhoods;
- (5) Accommodating home-based businesses;
- (6) Increasing economic and social integration by providing opportunities for a diversity of housing types that are compatible with the character of existing neighborhoods;
- (7) Improving public facilities such as adding sidewalks and calming traffic; and,
- (8) providing a coordinated system of recreation and open space.

Policy 18.2C.2. Land Development Regulations. The LDR shall establish redevelopment zoning districts and zoning regulations for each CRA to implement the CRA Neighborhood future land use. The LDR shall detail permitted uses, building size and height, intensities of non-residential uses, density of residential uses, open space, landscaping and parking requirements, and roadway design, as appropriate and consistent with this Chapter.



Policy 18.2C.3. Development Standards. All development in the CRA Neighborhood future land use designation shall comply with the following requirements, which shall be further delineated in the LDR:

- (1) Residential density. Residential density in the CRA Neighborhood shall not exceed 10 units per gross acre and may be further restricted in the LDR.
- (2) Building height. Building heights in the CRA Neighborhood future land use designation shall not exceed four stories or 40 feet and may be further restricted in the LDR. Floors devoted to parking shall count toward the maximum number of stories.
- (3) Open Space. The minimum open space in the CRA Neighborhood shall be no less than 30 percent. The LDR may require a higher percentage of open space.
- (4) Transition between uses. The LDR shall provide for the regulation of mass, scale, height, setbacks, landscaping, and/or architectural rhythm to provide for proper transitions or to provide necessary buffers between an existing residential use or structure and a new use or structure. The buffers and transitions provided by Objectives 2.1A., 4.1F., and 4.9D. shall not apply in the CRA Center future land use designation.
- (5) Neighborhood and Building Design. Development in the CRA Neighborhood future land use must comply with Goal 18.4.

Objective 18.2D. To amend the Future Land Use Map to assign the CRA Neighborhood future land use designation in each CRA.

Policy 18.2D.1. Future Land Use Map. As a future land use designation, the boundaries of the CRA Neighborhood shall be shown on the Future Land Use Map. Any change to the boundary of the CRA Neighborhood future land use designation shall require a Future Land Use Map amendment to the CGMP.

Objective 18.2E. Marine Waterfront Commercial in the CRAs. To preserve marine waterfront uses, the Marine Waterfront Commercial future land use designation is retained in the CRAs.

Policy 18.2E.1. Marine Service Areas. All development on Marine Waterfront Commercial future land use is subject to the protection of Marine Service Areas provided in CGMP Policy 4.13A.8.(4).

Policy 18.2E.2. Mixed-Use Development on Marine Waterfront Commercial future land use in the CRAs. The land in the Jensen Beach, Rio and Port Salerno CRAs designated Marine Waterfront Commercial

on the Future Land Use Map, and not a Marine Service Area, as shown on CGMP Figure 18.2E., may be utilized consistent with CGMP Policy 4.13A.8.(4), or for a mixed-use project, consistent with this Chapter and the LDR.

*Policy 18.2E.3. Minimum open space.* Notwithstanding CGMP Policy 4.13A.8.(4), minimum open space in the Marine Waterfront Commercial future land use within the CRAs shall be 20 percent.

*Policy 18.2E.4. Land Development Regulations.* The LDR shall establish a redevelopment zoning district and zoning code for each CRA to implement the Marine Waterfront Commercial future land use. The LDR shall detail permitted uses, building size and height, intensities of non-residential uses, density of residential uses, open space, landscaping and parking requirements, as appropriate and consistent with this Chapter and Policy 4.13A.8.(4).

*Policy 18.2E.5. Other Coastal Management Policies.* Goals, Objectives and Policies set-forth in Chapter 8, the Coastal Management Element, remain in force and effect in the CRAs, except as they have been specified in Chapter 18.

*Objective 18.2F. Institutional future land uses in the CRAs.* The Institutional future land use designation is retained in the CRAs.

*Policy 18.2F.1. Land Development Regulations.* The Institutional future land use designation shall be implemented within the CRAs through the Public Recreation, Public Conservation and General Institutional Zoning Districts, as provided in Article 3, LDR and consistent with CGMP Policy 4.13A.11.

*Objective 18.2F. Industrial future land uses in the CRAs.* The Industrial future land use designation is retained in the CRAs.

*Policy 18.2F.1. Land Development Regulations.* The Industrial future land use designation shall be implemented within the CRAs through the Industrial Zoning Districts, as provided in Article 3, LDR and consistent with CGMP Policy 4.13A.10., except that mixed-use development projects are also permitted, consistent with this Chapter and the LDR.

**Goal 18.3. 4.3.** To provide opportunities for mixed residential and nonresidential uses, including Traditional Neighborhood Development, in CRAs that have not adopted the CRA Center and CRA Neighborhood future land use designations, in order to: ~~The goal of allowing mixed use in specified areas of CRAs and in Traditional Neighborhood Development is to:~~

- Encourage redevelopment and in-fill development;

- Provide for livable urban areas that mitigate the impacts of mixing uses;
- Provide a coordinated system of recreation and open space;
- Provide for pedestrian-friendly communities that reduce dependence on the automobile;
- Reduce infrastructure needs by integrating and sharing parking, drainage and other public facilities;
- Meet the needs of neighborhood residents; and
- Provide residents with a variety of housing choices.

Objective 18.3A. Martin County shall encourage but not mandate mixed-use development in the CRAs. Opportunities for mixed use shall be provided by allowing different types of land uses in close proximity and functionally integrated to share infrastructure.

Policy 18.3A.1. Types of Mixed-use Development. Mixed-use development encompasses both mixed-use projects and mixed-use patterns. A mixed-use project contains a complementary mix of residential, commercial, institutional and/or limited impact industrial uses that are planned and approved as a single, unified project. Mixed-use patterns are a dynamic mix of residential, commercial, institutional, and/or limited impact industrial uses that develop in close proximity to each other incrementally over time. A mixed-use pattern may or may not involve more than one type of land use on any individual lot.

Policy 18.3A.2. 4.3A.1. Location of mixed-use development in the CRAs. Martin County shall allow mixed-use development in the CRAs areas that are listed in Policy 4.2B.4., as follows:

- (1) Mixed-use projects and mixed-use patterns shall be allowed in a Mixed-Use Overlay (MUO) area(s) developed for designated CRAs, as described in Policy 4.2B.4., and as designated on the FLUM.
- (2) Mixed-use projects are also allowed outside of a Mixed-Use Overlay MUO in the following future land uses designations:
  - (a) Commercial Office/Residential (COR) as described in Policy 4.13A.8.(1);
  - (b) Limited Commercial (LC) as described in Policy 4.13A.8.(2);
  - (c) General Commercial (GC) as described in Policy 4.13A.8.(3); .

Mixed-use development in these land use categories shall remain consistent with the nonresidential use and intensity requirements in each of these land use designations (see Goal 4.13) except that residential use shall be allowed. Residential density shall be consistent with the mixed-use densities described in this section (Objective 4.3A.) [moved to Policy 18.3A.9.]

Policy 18.3A.3. 4.13.A.14. Mixed-Use Overlay. The Future Land Use Map designates Mixed-Use Overlays (MUO) to certain areas in CRAs to allow mixed-use development regardless of the underlying future land use designation. ~~designated community redevelopment areas as specified in Policy 4.2B.4. Mixed-Use Overlays MUO areas~~ are intended to support a compact urban form and provide for local, small-scale employment, shopping and civic opportunities. The overlay areas seek to attain a small town urban form, with walkable streets, on-street parking, small parking lots, public open spaces, community facilities, and buildings of similar scale related to each other in form and proportion. Generally, the Mixed-Use Overlays areas cover the urbanized core of the CRA and certain corridors where mixed-use is development patterns exist or are allowed. ~~to encourage redevelopment.~~

Policy 18.3A.4. Redevelopment and in-fill development in the Mixed-Use Overlays ~~these areas~~ shall be designed to improve residents' quality of life by:

- (1) encouraging compatibility and pedestrian links between commercial developments and surrounding residential areas;
- (2) accommodating home-based small businesses; and
- (3) increasing economic and social integration by providing opportunities for diverse housing types and reduced traffic and other infrastructure needs.

Policy 18.3A.5. The nonresidential component of a mixed-use project in a MUO Mixed-Use Overlay shall include a use from one or more of the following: Commercial Office/Residential, Limited Commercial, General Commercial and or compatible Limited Industrial, as provided in the Land Development Regulations. ~~consistent with the requirements of Policy 4.3A.2.~~

Policy 18.3A.6. Boundaries of the Mixed-Use Overlays ~~overlay area~~ shall be shown on the Future Land Use Map (FLUM). New overlay areas or changes in the boundaries of existing overlay areas can be made only by FLUM amendments to the CGMP. ~~which shall assess the impacts of conversion to mixed use.~~

~~The MUO shall allow and encourage mixed use as defined under Goal 4.3 (Mixed Use). Mixed-use development in a Mixed Use Overlay in a CRA shall comply with the thresholds for densities and intensities of use identified in Policies 4.3A.2. and 4.3A.3. Martin County shall allow mixed-use development in this designation consistent with the applicable redevelopment overlay districts found in the Land Development Regulations.~~

Policy 18.3A.7. LDR requirements for mixed-use projects in Mixed-Use

Overlays. The LDR shall regulate mixed-use projects in a Mixed-Use Overlay through redevelopment zoning overlays for each CRA. The LDR shall detail, building coverage and height, permitted uses, buffers, landscaping and parking requirements as appropriate and consistent with the policies in this Chapter. ~~Goal 4.3.~~ [end of text copied from Policy 4.13.A.14.]

Policy 18.3A.8. LDR requirements for mixed-use patterns in Mixed-Use Overlays. The LDR shall include provisions for mixed-use patterns in Mixed-Use Overlays that are consistent with Policy 4.13A.14. and Chapter 18. The LDR shall detail permitted uses, building coverage and height, and landscaping and parking requirements.

Policy 18.3A.9. 4.3A.3. Requirements for all development in a Mixed-Use Overlay. All development projects in a Mixed-Use Overlay ~~the designated CRAs must~~ shall meet the following requirements, which shall be further delineated in the LDR.

- (1) ~~Constructed~~ Residential densities shall range from 2 units to 15 units per gross acre.
- (2) ~~When the result of this calculation is a number that ends in 0.5 or higher, the total unit count shall be rounded up. When calculating the number of units in a mixed-use project on lot sizes of one one-half acre or less, units of 800 or fewer square feet shall be counted as one half of a unit.~~
- (3) When calculating the number of units in a mixed-use project on lot sizes greater than one one-half acre, units of 800 or fewer square feet shall be counted as half a unit if at least 50 percent of the units are restricted to affordable housing, ~~meeting the requirements of Policy 6.1D.5. All mixed-use projects, regardless of size, shall be allowed at least one residential unit.~~
- (4) Permitted uses shall be mutually supportive and compatible with the scale of neighborhood development. Clustered living, working, shopping and other activities shall serve the local population and help to create self-contained neighborhoods.
- (5) Highway-dependent retail and wholesale commercial with a regional market, ~~high-~~ extensive-impact industrial uses and other uses incompatible with a residential mixed-use neighborhood shall not be allowed.
- (6) Projects shall be designed primarily for pedestrians and only secondarily for cars. Drive-through businesses shall not be allowed. Pedestrian circulation systems shall assure ties to adjacent commercial and mixed-use areas as well as the surrounding residential community.

- (7) Urban design techniques that avoid a "sea of parking" and large parking areas in front of buildings shall be required.
- (8) A mixed-use project in an MUO shall include a non-residential use that is allowed by the Land Development Regulations that apply to the site, from one or more of the following: Commercial Office/Residential, Limited Commercial, General Commercial and compatible Industrial consistent with the requirements of Objective 4.3A.
- (9) A mixed-use project located on a parcel designated Marine Waterfront Commercial on the FLUM and in a Mixed-Use Overlay an MUO may satisfy its required nonresidential component with nonresidential Waterfront Commercial uses.
- (10) Development shall comply with the density and intensity standards (units per acre, height, lot coverage, building coverage, etc.) set forth in the LDR. Maximum building coverage shall be 100 percent.
- (11) Building height shall comply with the limits established in the LDR applicable to each parcel. may range from one to three stories with a maximum of 35 feet. Floors devoted to parking shall count toward the maximum number of stories.
- (12) The LDR shall provide for the use of mass, scale, height, setbacks, landscaping, and/or architectural rhythm to make a proper transition or provide a necessary buffer between an existing residential use and new uses. Objective 2.1A, 4.1F, and 4.9D, shall be inapplicable to mixed-use development.  
A Mixed Use Overlay shall have between 20 percent and 75 percent residential use based on the total building square footage.

Policy 18.3A.10, 4.3A.5. Additional requirements for mixed-use projects located outside Mixed-Use Overlays, in CRAs. Mixed-use projects outside a Mixed-Use Overlay and in any of the seven designated CRAs shall meet the following requirements, which shall be further delineated in the LDR:

- (1) Mixed-use shall be allowed only on land designated for Commercial Office/Residential, Limited Commercial and General Commercial.
- (2) Land use limitations The non-residential uses and development intensity shall remain consistent with the limitations of the underlying future land use except that residential development shall be encouraged allowed as part of any mixed-use development. Residential density shall not exceed 15 dwelling units per gross acre. Densities shall be consistent with the mixed-use densities of Policy 4.3A.3.
- (3) Mixed-use projects shall have between 20 percent and 75 percent residential use based on the total building square footage of the project.

Objective 18.3B. The applicable policies and LDR regulations applicable to Mixed-

Use Overlays shall remain in effect until such time as no CRA retains a Mixed-Use Overlay.

*Policy 18.3B.1. Future Land Use Map.* When the Future Land Use Map has been amended to delete the Mixed-Use Overlay from each CRA and to assign the CRA Center and CRA Neighborhood future land use designations in each CRA, the text of the CGMP shall be amended to remove all Goals, Policies and Objectives that apply to the Mixed-Use Overlay.

~~*Policy 4.3A.6. Consistency with redevelopment plan.*~~ Maximum density and intensity of use are not guaranteed by right. Density and intensity must be consistent with the community redevelopment plan for the area and Goal 4.3, as well as with the redevelopment overlay districts, Land Development Regulations and infrastructure limitations. [moved to Policy 18.1B.4]

~~*Policy 4.3A.7. Buffers in CRAs.*~~ Buffers for mixed use in CRAs shall be as follows: [This subject now addressed elsewhere, e.g. Policies 18.2A.4., 18.2C.3., 18.3A.9]

- ~~(1) Buffers and land use transitions internal to a mixed-use project are exempt from policies that require density and use transitions and physical buffers inappropriate for compact mixed-use development including: Objective 4.9E; Policy 4.13A.7.(5)(d); Policy 4.13A.8.(1)(a); Policy 4.13A.8.(3); Objective 4.1F and Objective 4.9D. Land Development Regulations shall require urban design techniques, use control and other strategies for resolving the impacts of mixing different uses in close proximity. These shall include performance standards with specific requirements.~~
- ~~(2) To encourage redevelopment, mixed-use projects that are entirely within an MUO, regardless of adjacent land use, shall require no buffers beyond those required in the Community Redevelopment Plan and the redevelopment overlay district. Ultimate conversion and redevelopment consistent with the community redevelopment plan and the redevelopment overlay district will provide for long-term compatibility of adjacent uses.~~
- ~~(3) Mixed-use projects in an MUO that abut the boundary of an MUO shall have special provisions for buffers. Where the mixed-use project is adjacent to existing uses of lesser intensity outside the MUO, buffers shall protect those uses from adverse impacts. In this situation, mixed-use projects at the edge of the MUO shall be exempt from the density allocation requirements of Objective 4.1F.~~

**Goal 18.4.** To protect and enhance the quality of life and business climate in all CRAs through adoption and implementation of urban design standards.

Objective 18.4A. Neighborhood and Building Design. Natural vistas shall be preserved, attractive well-defined public spaces shall be created, and high quality buildings shall be promoted in the CRAs.

Policy 18.4A.1. Design principles. All development in the CRAs shall be designed in accordance with the following principles, which shall be further delineated in the Land Development Regulations.

- (1) Mixed-use development shall be functionally integrated to encourage shared vehicular and pedestrian access and parking areas. [from Obj.4.3A.]
- (2) The residential component of mixed-use development is important to encourage residents to live, work and shop in the same neighborhood. [from Obj.4.3A.]
- (3) Permitted uses shall be mutually supportive and compatible with the scale of neighborhood development. Clustered living, working, shopping and other activities shall serve the local population and help to create self-contained neighborhoods. [Policy 4.3A.3.(3)]
- (4) Highway-dependent retail and wholesale commercial with a regional market, high-impact industrial uses and other uses incompatible with a residential mixed-use neighborhood shall not be allowed. [Policy 4.3A.3.(4)]
- (5) Projects shall be designed primarily for pedestrians and only secondarily for cars. Drive-through businesses shall not be allowed. Pedestrian circulation systems shall assure ties to adjacent commercial and mixed-use areas as well as the surrounding residential community. [Policy 4.3A.3.(5)]
- (6) Large parking areas located between a building and a public right-of-way shall be prohibited. This policy is not applicable to development of parking lots that constitute the principle use. [Policy 4.3A.3.(6)]

Objective 18.4B. Roadway design in the CRAs shall facilitate a compact, walkable, small town urban form that is safe and inviting for all roadway users.

Policy 18.4B.1. Roadway design in the CRAs shall exhibit a high degree of connectivity. Gated roads shall be prohibited. The use of cul-de-sacs shall be limited to circumstances where barriers as such water, wetlands, preserve areas, railroads, or highways make connectivity impossible or unwise.

Policy 18.4B.2. Roadway landscaping in the CRAs shall be designed to detain and treat stormwater through utilization of green infrastructure to the greatest extent practicable.



**Goal 18.5.** To provide development within all CRAs alternative means of compliance with County policies in order to encourage infill development and redevelopment and achieve a compact, walkable small-town urban form.

**Objective 18.5A.** To facilitate attainment of a coordinated system of public open space and recreation areas within the CRAs.

**Policy 18.5A.1.** An open space plan that indicates the general location of desired open space and pedestrian and cyclist connectivity through the community shall be prepared for each CRA.

**Policy 18.5A.2.** Within the CRAs, impervious areas may be credited toward the required open space if designated as community gathering spaces such as plazas, esplanades, or covered gathering spaces.

**Policy 18.5A.3.** Development within a CRA may meet its obligation to provide open space by providing open space at another location or by making a cash payment in-lieu-of providing open space, subject to the following criteria:

- (1) the off-site open space shall be located in the same CRA as the development site;**
- (2) the cash payment made in-lieu-of on-site open space shall be equal to the per acre value of the total development site as determined by a current appraisal multiplied by the amount of required open space in acres;**
- (3) an off-site parcel acquired for the purpose of this policy shall be of adequate size to independently provide community open space or be located such that it helps achieve a network of small open spaces connected by sidewalks, bicycle trails or walking paths;**
- (4) utilization of this policy to provide no on-site open space shall be limited to project sites that are less than one-half acre; and,**
- (5) cash payments received by the CRA pursuant to this policy shall be utilized solely for the purpose of acquiring land and making improvements to the land as are necessary to achieve the public open space objective.**

**Objective 18.5B.** To facilitate compact, walkable, urban development in the CRAs while advancing the County's goal to preserve no less than 25% of native upland habitat.

**Policy 18.5B.1.** Development within a CRA may meet its obligation to preserve no less than 25% of the native upland habitat present on the development site, as required by CGMP Policies 2.2B.1, 9.1G.6., and 9.1G.7., by preserving native upland habitat off-site at another location in Martin County. Native upland habitat may be preserved at another

location in the following manner and subject to each of the following conditions:

- (1) ownership of the land shall be transferred to Martin County or a conservation easement on private land benefitting Martin County shall be recorded in the County property records;
- (2) the off-site habitat shall be part of a sustainable preserve system;
- (3) the off-site habitat shall be the same habitat type, shall have the same or better habitat value, and be roughly equivalent or larger in area, taking into account relative habitat values, as the habitat present on the development site; and,
- (4) An off-site transfer of the obligation to preserve native upland habitat, pursuant to this policy, shall not be permitted if the required on-site preserve area equals or exceeds acre or if the habitat contains plants or wildlife which is listed as endangered, threatened or of special concern.

Policy 18.5B.2. Development within a CRA may meet its obligation to preserve no less than 25% of native upland habitat present on the development site, as required by CGMP Policies 2.2B.1, 9.1G.6., and 9.1G.7., by making a cash payment in-lieu-of on-site preservation, subject to each of the following conditions:

- (1) The cash payment made in-lieu-of on-site upland habitat preservation shall be equal to the per acre value of the development site as determined by a current appraisal multiplied by the amount of required habitat in acres.
- (2) A cash payment in-lieu-of on-site preservation of native upland habitat, pursuant to this policy, shall not be permitted if the required on-site preserve area equals or exceeds 1 acre if the habitat contains plants or wildlife which is listed as endangered, threatened or of special concern

Policy 18.5B.3. Martin County shall use payments received pursuant to Policy 18.5B.2. in the following manner:

- (1) payments received pursuant to this policy shall be memorialized along with the type and value of the habitat and land area for which the payment was made;
- (2) the funds shall be utilized to acquire land or to purchase a conservation easement on land in Martin County that will be part of a sustainable preserve system;
- (3) up to 25% of funds received pursuant to this policy may be utilized to plant native vegetation and restore the natural habitat on the 27 acres

acquired by Martin County in December 2017, the deed for which is recorded in Book 2965 at page 2237, and commonly called the Hobe Sound Preserve.

*Objective 18.5C.* To facilitate in-fill development and redevelopment in the CRAs, provide public access to the waterfront, preserve shoreline mangroves and protect shoreline stability, and reduce non-point source water pollution entering the Indian River lagoon, St. Lucie River and Manatee Pocket.

*Policy 18.5C.1. Shoreline Protection Zone.* Land with the Marine Waterfront Commercial future land use designation and within a CRA, the CRA Center future land use designation, or within a Mixed-Use Future Land Use Overlay shall have a shoreline protection zone of 25 feet. The landward extent of the shoreline protection zone may be developed or redeveloped, as provided below:

- (1) Existing non-conforming impervious surfaces and structures may be relocated, redeveloped or enlarged vertically provided that there is no net increase in the square footage of impervious surfaces within the shoreline protection zone.
- (2) Except as authorized in (1) above, the square footage of impervious surfaces shall not exceed forty percent of the shoreline protection zone area.
- (3) Pervious walkways shall be allowed within the shoreline protection zone where they provide public access to the water or between adjoining properties.
- (4) Existing manmade boat basins or boat "cut-outs" may be reduced or eliminated provided there is no impact to wetlands, seagrass or oyster beds. Elimination of a basin shall not permit the creation of upland area waterward of the natural shoreline, prior to man-made impacts.
- (5) Any development or redevelopment authorized pursuant to this policy, shall:
  - a. Protect all shoreline mangroves;
  - b. Incorporate a living shoreline element into the site plan to the extent feasible. Where a living shoreline is not feasible, an alternative proposal for mitigation shall be provided;
  - c. Direct stormwater away from the shoreline and meet the minimum stormwater requirements for rate, quantity, quality, and timing of the discharge; and,
  - d. Ensure no shoreline erosion.

*Objective 18.5D.* To recognize the vision for compact, walkable, mixed-use development and the environmental, historical, aesthetic or social restraints on additional roadway lanes in the CRAS.

Policy 18.5D.1. Roadway landscaping in the CRAs shall provide for the detention and treatment of stormwater through utilization of green infrastructure to the greatest extent practicable.

Policy 18.5D.2. The County shall continue to investigate and evaluate the feasibility and effectiveness of LOS standards for pedestrians, cyclists and public transit on roadways in the CRAs.

Objective 18.5E. To facilitate redevelopment of vacant residential land within the CRAs.

Policy 18.5E.1. Policy 6.1D.8., the County's no net loss of mobile home lands shall be inapplicable within the CRAs.

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