



MARTIN COUNTY, FLORIDA

Growth Management Department

Amendment of the Land Development Regulations and the Zoning Atlas for the Hobe Sound CRA

Project	Update of the Land Development Regulations for the CRAs
Staff	Irene A. Szedlmayer, AICP
Date of this Report	April 7, 2020; revised May 22, 2020

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I. Introduction

The proposed Article 12, Redevelopment Code, Division 5, Hobe Sound Community redevelopment Code, is included in this agenda item. Article 12, Division 1, General, will become effective in Hobe Sound concurrently with the effective date of the amendment of the Future Land Use Map and Zoning Atlas and adoption of the Article 12, Division 5, Hobe Sound Redevelopment Code. Because Division 5, the subject of this agenda item, cannot be fully understood without reference to Article 12, Division 1, a copy of Division 1 is also included in the agenda materials.

II. Identification of changes since the May 5, 2020 public hearing

Five modest revisions have been made to the proposed Article 12, Division 5, since the public hearing before the BOCC on May 5, 2020. Some are changes identified as beneficial during the public hearings for the Old Palm City Redevelopment code and staff recommends them for Hobe Sound too.

1. The requirement that two-car garages be recessed 10 feet back from the front façade of a single-family dwelling is modified for Hobe Sound to require front-loading garages with garage doors measuring more than 16 feet to be recessed 10 feet while garages with doors measuring up to 16 feet may be recessed just 5 feet. Section 12.5.07.9. (page 29 of Div. 5)
2. The minimum depth of a residential front porch was reduced from 8 feet to 5 feet. Table HS-5.15 (page 26 of the Div. 5)
3. Table HS-5—Development Standards was corrected regarding the mixed-use building type in the General zoning subdistrict to remove the restriction that the building type could be utilized

only on Federal Highway. While the mixed-use building type is similar to the Shopfront and the Office Building, the mixed-use building type requires no less than 5-ft. side setbacks. (page 9 of Div. 5).

4. Industrial buildings and industrial development are exempted from the requirement that one of four architectural styles be utilized. Section 12.5.12.4. was edited (page 35 of Div. 5).
5. A note regarding off-street loading standards was removed because that topic is covered in Article 12, Division 1.

III. Article 12, Division 5, Hobe Sound Community Redevelopment Code

The Treasure Coast Regional Planning Council staff will present the proposed Article 12, Division 5 at the June 16, 2020 public hearing.

The remainder of this staff report is virtually identical to that provided with the agenda materials for the public hearing for the first reading on this ordinance. It highlights the major provisions of the proposed code and provides some comparison to standards pursuant to Section 3.263, LDR, which currently applicable in the Hobe Sound CRA.

Because the goal for a vibrant, compact, walkable, small town Hobe Sound CRA has not substantially changed, the proposed LDR are intended to facilitate a built environment that is consistent with the vision established in the Hobe Sound Community Redevelopment Plan, adopted in 2000 and revised in 2009.

- A. The majority of the Hobe Sound CRA will be assigned to the Hobe Sound Redevelopment Zoning District. The exceptions are those parcels with institutional future land use designations which will retain institutional zoning districts, the Shellbridge Subdivision, which retains its Estate Density residential zoning district, and 8.5 acres which is governed by a PUD zoning district. See Exhibit C.
- B. Art. 12, Div. 5 establishes the Regulating Plan for Hobe Sound. The Regulating Plan assigns land areas to seven zoning subdistricts: Core, Corridor, General, Railroad Corridor, Multifamily, and Detached zoning subdistricts (Div. 5, pages 2 & 3). The Regulating Plan is attached as Exhibit D of this staff report.

Certain general goals guided the assignment of zoning subdistricts to the land:

- (a) avoid diminishing existing development rights;
- (b) avoid creating non-conformities;
- (c) avoid creating substantial new development rights;
- (d) adjacent lots recognized by the Property Tax Assessor Appraiser as a single parcel should be assigned the same subdistrict;
- (e) adjacent parcels under single ownership should be assigned the same subdistrict.

Sometimes consideration of the particular facts concerning a particular property results in modest deviations from these general guidelines. The next paragraphs discuss the assignment of zoning subdistricts in Hobe Sound.

1. The Core subdistrict is depicted by the brick red color on the Regulating Plan. It is intended to be the most compact, walkable center of Hobe Sound. The Core subdistrict is generally assigned to the land area within the Mixed-Use Future Land Use Overlay. Regarding Hobe Sound, staff recommends that the Core subdistrict be extended to include all of the Winn-Dixie Shopping Center in recognition of the infill development and redevelopment opportunity this land area represents as well as additional land between Dixie Highway and Federal Highway with commercial future land use designations.
2. Land between the FEC railroad and Shell Avenue is currently within the Mixed-Use Future Land Use Overlay, but rather than the Core subdistrict, creation and assignment of a new zoning subdistrict is recommended—Railroad Corridor.

This 15-acre area currently has the Commercial Office/Residential and General Commercial future land use designations, between Bridge Road and Gleason Street, and Residential Estate Density future land use between Gleason and Woillard Avenue. According to the Martin County Property Appraiser and local knowledge, the existing uses include a repair service shop, warehouse and distribution terminal, construction industry trades, light equipment manufacturing, a sawmill, a communications tower, and vacant commercial land. Given the physical separation from Bridge Road and A-1-A/Dixie Hwy created by the railroad, and the goal of preserving the ability for commercial activities like those that currently exist to continue, this land area warrants different treatment.

The permitted use groups in the Railroad Corridor subdistrict are more inclusive than the Core subdistrict but more restricted than the Corridor subdistrict. The maximum building coverage (60%) and minimum open space (20%) for the General, Corridor and Railroad Corridor zoning subdistricts is the same.

3. Within the Core zoning subdistrict, for the three blocks along A-1-A/Dixie Highway, from Bridge Road to Adonis, the Regulating Plan requires commercial frontage on the ground floor of buildings. While retail frontage may be highly desirable on this street frontage, a retail is not required due to concern about trying to force a market if one does not exist. The requirement simply disallows residential uses on the first floor.
4. The land area along Federal Highway primarily is assigned to two subdistricts—Corridor and General. The Corridor subdistrict is the most permissive regarding uses. Assignment of the Corridor zoning subdistrict is limited to properties that currently have the General Commercial future land use designation and GC zoning and are outside of the A-1-A/Dixie Highway or Bridge Road Zoning Overlays. Outside of the CRAs, convenience restaurants with drive-through service and vehicle service and maintenance are permitted only on land with the General Commercial future land use designation and GC zoning. As a result, convenience restaurants with drive-through services, convenience stores with fuel, vehicle service and maintenance, and extensive impact retail and services are permitted in the Corridor subdistrict.

Two new building types have been developed to accommodate the permitted uses in the Corridor subdistrict. Building types are proposed for fueling stations and drive-through services which staff believe better protect the public realm and the walkability of the Hobe Sound CRA. (Div. 5, page 10)

- C. Division 5 also includes a Street Regulating Plan for Hobe Sound. The Street Regulating Plan designates primary streets, secondary streets, and civic places. For purposes of Article 12, Primary Streets are not the streets that carry the most traffic but are the streets where the quality of the public realm is most important. In Hobe Sound the Primary Streets are A-1-A/Dixie Highway and Bridge Road. Secondary Streets are Hercules and Lares Avenues.

Federal Highway is identified as a high priority to become a “Complete Street” and “Safe Route to School.” The Florida Department of Transportation’s Complete Streets Policy describes them like this: “While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to Cyclists, Freight handlers, Motorists, and Pedestrians.” FDOT describes Safe Routes to School as a concept intended to increase the number of children who walk or bicycle to school and can do so safely.

- D. Permitted use groups and development standards vary by zoning subdistrict.
- E. The permitted use groups for the Core, Corridor, General, Railroad Corridor, Multifamily, and Detached subdistricts remain consistent, though not identical, with the permitted uses in effect in Hobe Sound now (Div. 5, page 7).
- F. The development standards for the Core, Corridor, General, Railroad Corridor, Multifamily, and Detached zoning subdistricts are set forth in Table HS-5. (Div. 5, page 9). The development standards remain consistent, though not identical, with the development standards in effect now. Adjustments to the development standards include these:
- a. Maximum building coverage and minimum open space. Currently, mixed-use projects within the Mixed-Use Future Land Use Overlay are permitted up to 80% building coverage and must maintain 20% open space. Currently, maximum building coverage and minimum open space for single-use projects are governed by the future land use designation. The current and proposed standards are summarized in the table below.

		Maximum Building Coverage	Minimum Open Space
Future Land Use Designations	Mixed-Use project in Mixed-Use Overlay	80%	20%
	General Commercial	60%	20%
	Limited Commercial	50%	30%
	Commercial Office/ Residential	40%	40%
	Residential	--	50%
Zoning Subdistricts	Core zoning subdistrict	80%	20%
	Corridor, Railroad Corridor, and General zoning subdistricts	60%	20%

- b. Maximum Building Height. Currently, the Hobe Sound CRA has a two-story maximum building height throughout the CRA, except for three discrete locations within the Mixed-Use Future Land Use Overlay where 3-story/35 feet building height is permitted. Art. 12, Div. 5 retains the 2-story height limit, except in the Core subdistrict where 3-story buildings up to 40-feet in height are permitted and the Mobile Home subdistrict where only one-story buildings are permitted.

- c. Current regulations limit the maximum building size per floor to 7,500 sq. ft. in the Bridge Road zoning overlay and 5,000 sq. ft. in the A-1-A/Dixie Hwy. zoning overlay. Alternative compliance regarding building size has been twice recently approved. The proposed Art. 12, Div. 5 does not regulate maximum building size, except as Art. 12, Div. establishes a maximum building length of 200 feet.
- d. Residential Density and Minimum Lot Area.

(1) Art. 12, Div. 5 establishes three residential densities, according to zoning subdistrict:

Zoning Subdistricts	Maximum Dwelling units per Acre
Core, Corridor, General, and Railroad Corridor subdistricts	10
Multifamily and Mobile Home subdistricts	8
Detached subdistrict	5

These densities are lower than the maximum permitted by the Comprehensive Growth Management Plan for the CRA Center future land use designation (15 dwelling units per acre) and CRA Neighborhood future land use designation (10 dwelling units per acre).

- (2) Currently, Section 3.263.F. requires a minimum lot width of 35 feet for a detached single-family dwelling and a minimum and maximum lot width of 16 feet to 35 feet for a townhouse (attached single-family dwelling). There is no minimum lot area.

In the proposed Detached zoning subdistrict, minimum lot width is 25 feet and the minimum lot area is 2,500 sq. ft. These standards acknowledge that currently applicable regulation characterize townhouses as single-family dwellings and they are permitted to be constructed on 25-foot wide platted lots of record. In the Multifamily subdistrict, the proposed minimum lot width is 20-feet.

D. Amendment of the Zoning Atlas

1. Application Information

Applicant: Martin County Board of County Commissioners

Represented By: Susan Kores, Manager, Office of Community Development

Property Owners:	Multiple
Planner in charge:	Irene A. Szedlmayer, AICP
Growth Management Director:	Nicki van Vonno, AICP
Project Number:	CPA 19-23
Application Received:	03/26/2019
LPA Meeting Date:	04/02/2020

2. Project description and analysis

a) Introduction

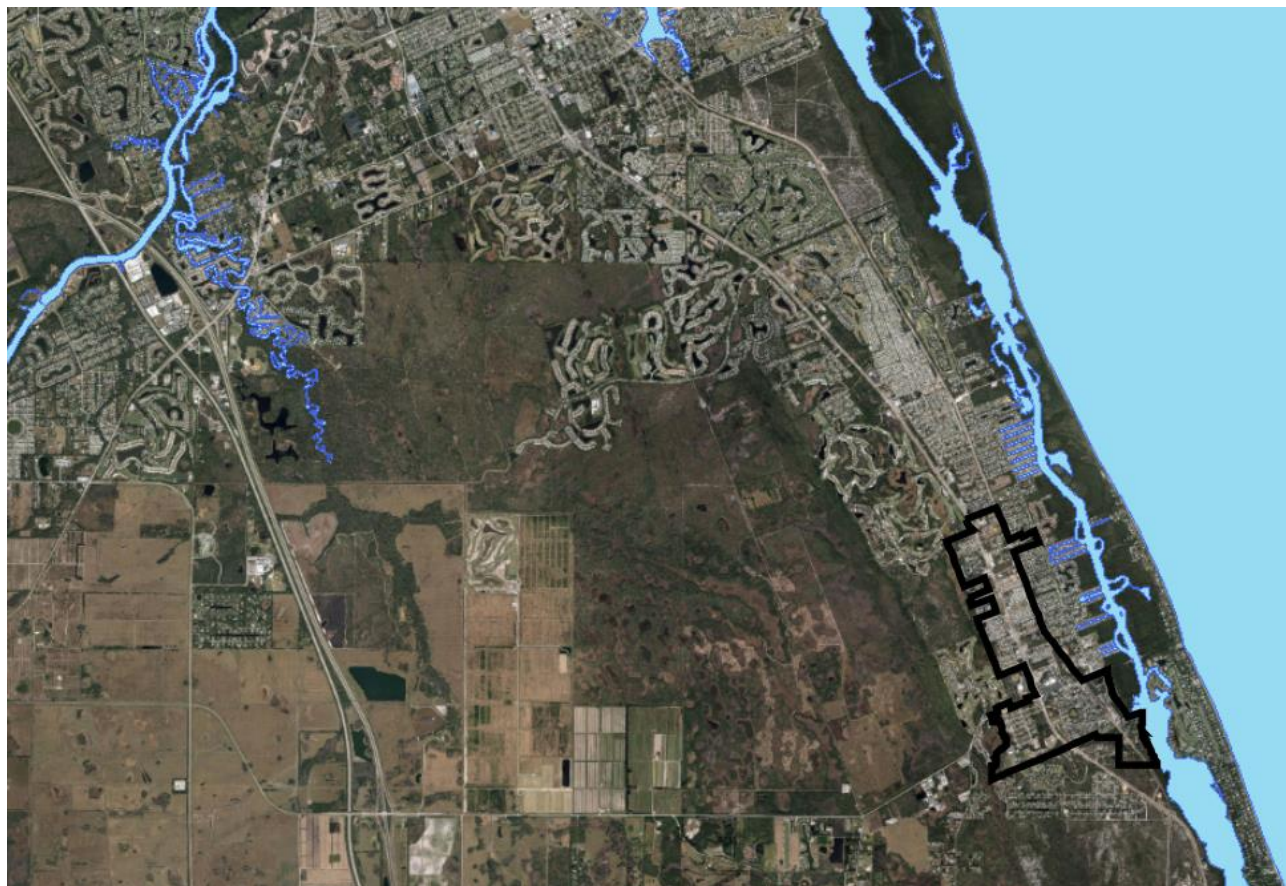
This application involves the Hobe Sound Community Redevelopment Area (CRA). See Figure 1. Currently, 30 different zoning districts are assigned to the Hobe Sound CRA's 1,024 acres. (See Figure 2)

- | | |
|---------------------------------------|---|
| 1. R-1 (Single-family Residential) | 17. PUD (Planned Unit Development) |
| 2. R-1A (Single-family Residential) | 18. HB-1 (Limited Business District) |
| 3. R-2 (Single-family Residential) | 19. B-1 (Business) |
| 4. R-2A (Two-family Residential) | 20. B-2 (Business -Wholesale Business) |
| 5. R-2B (Single-family Residential) | 21. COR-1 (Commercial Office/
Residential) |
| 6. R-3 (Multiple-family) | 22. COR-2 (Commercial Office/
Residential) |
| 7. R-3A (Liberal Multiple-family) | 23. LC (Limited Commercial) |
| 8. RS-5 (Low Density Residential) | 24. CC (Community Commercial) |
| 9. RS-5 (Multi-family Medium Density) | 25. GC (General Commercial) |
| 10. RS-6 (Medium Density Residential) | 26. PS (Public Servicing) |
| 11. RS-8 (Medium Density Residential) | 27. PS-2 (Public Service) |
| 12. RM-5 (Low Density Residential) | 28. PR (Public Recreation) |
| 13. RM-6 (Medium Density Residential) | 29. PC (Public Conservation) |
| 14. RM-8 (Medium Density Residential) | 30. A-3 (Conservation) |
| 15. TP (Mobile Home Park) | |
| 16. RT (Mobile Home Subdivision) | |

Additionally, Hobe Sound CRA has two zoning overlay districts: A-1-A/Dixie Highway and Bridge Road. See Figure 3.

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Figure 1. Location Map



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Figure 2. Existing Zoning Atlas

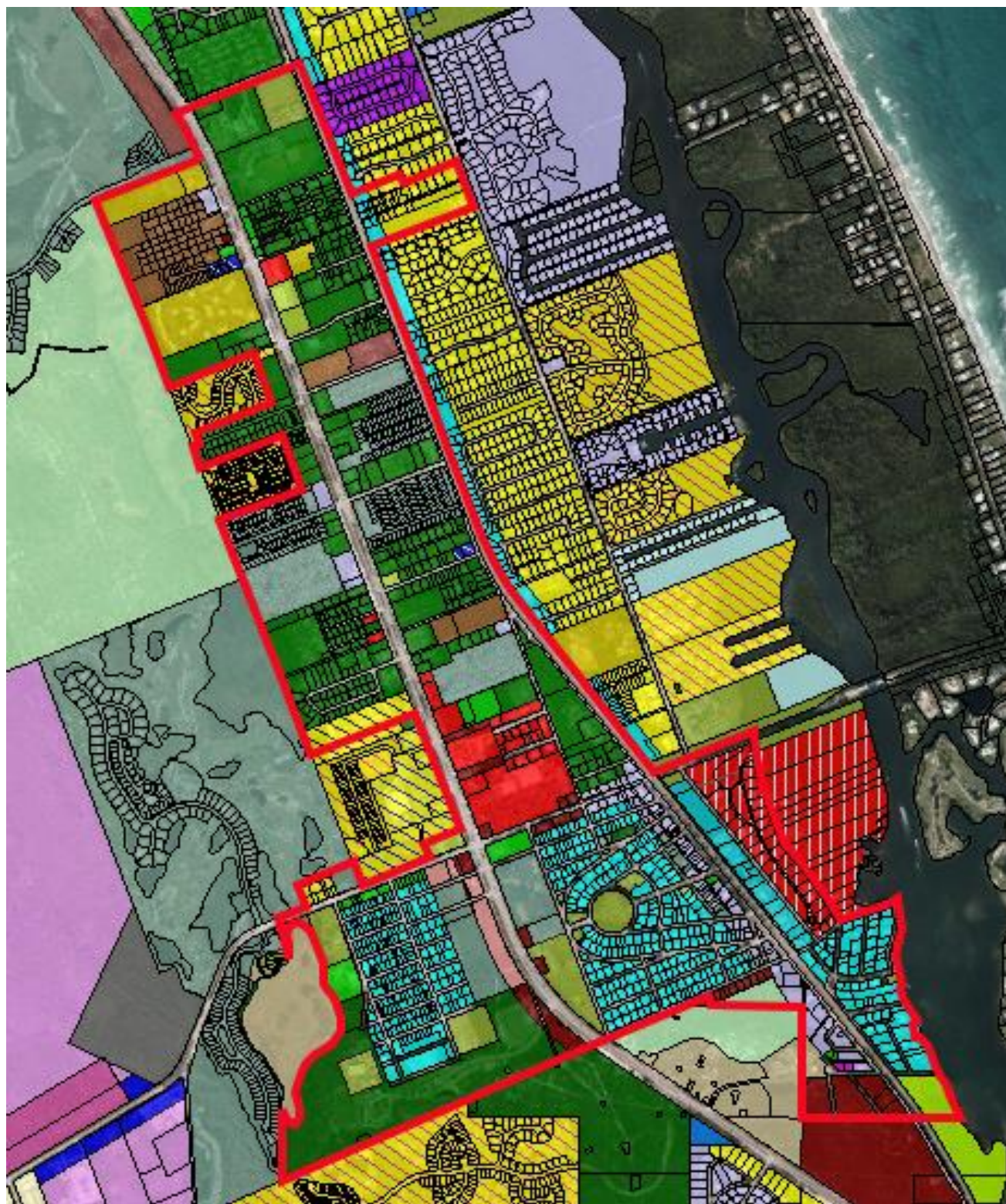


Figure 3. Bridge Road and A-1-A/Dixie Highway Zoning Overlay Districts



The proposal amends the Martin County Zoning Atlas by:

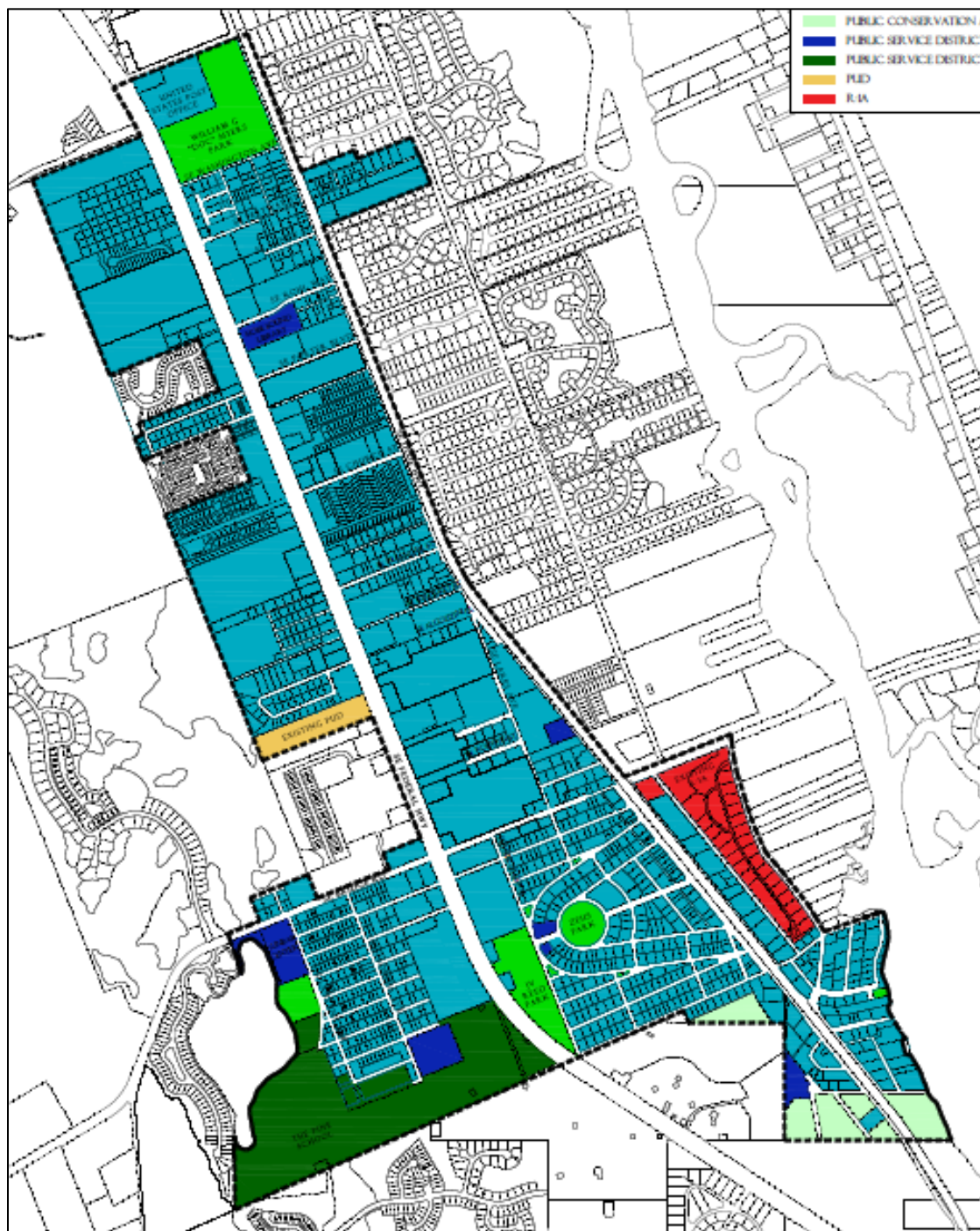
- (1) replacing 25 of the 30 zoning districts with the Hobe Sound Redevelopment Zoning District and 7 zoning subdistricts;
- (2) repealing the two zoning overlay districts; and
- (3) assigning an institutional zoning district to several properties for consistency with the Future Land Use Map.

A PUD zoning district will remain in place as will the R-1A district for the Shellbridge Subdivision. See Figure 4.

The permitted uses and development standards for the Hobe Sound Redevelopment Zoning District are set-forth in Article 12, Redevelopment Code, Division 1, General, and Division 5, Hobe Sound Community Redevelopment Code, LDR. As explained in the first part of this report, permitted uses and development standards vary depending on the zoning subdistrict. Seven zoning subdistricts are proposed for the Hobe Sound CRA: Core, Corridor, Railroad Corridor, General, Multifamily, Mobile Home and Detached. The Regulating Plan assigns the subdistricts for the Hobe Sound Redevelopment Zoning District to the land, which is part of Article 12, Division 5.

The Regulating Plan also illustrates proposed future streets, locations where commercial frontage is required, and important civic sites.

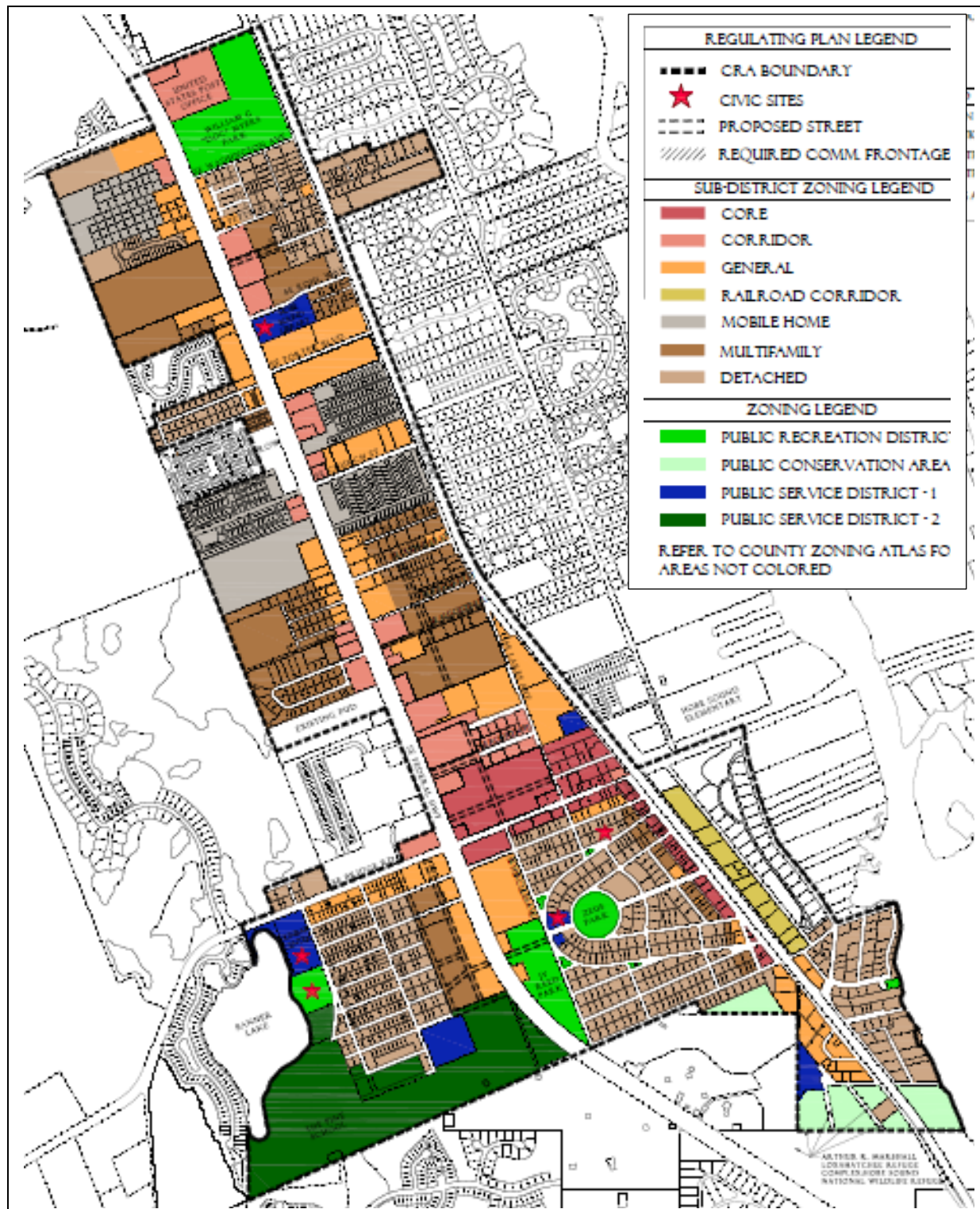
Figure 4. Proposed Zoning Atlas



Legend for Proposed Zoning Atlas

 - HS Redevelopment	 - PUD	 - R-1A	 - Public Service -1
 - Public Service -2	 - Public Recreation	 - Public Conservation	

Figure 5. Proposed Hobe Sound Regulating Plan (3/26/2020)



b) Description of the Hobe Sound Subdistricts

The Hobe Sound Redevelopment Zoning District will have seven subdistricts. The subdistricts are described in Article 12, Division 1 as follows:

CORE: The Core subdistrict is a pedestrian-oriented center for surrounding neighborhoods and the entire CRA. These are centers of dining, shopping, housing, and entertainment, with shaded sidewalks, large windows, intimate pedestrian spaces, outdoor dining, and richly detailed building facades. A broad mix of uses is encouraged in the Core subdistrict.

CORRIDOR: The Corridor subdistrict is intended to extend the pedestrian-oriented building types, frontages and streetscapes along a major roadway.

RAILROAD CORRIDOR: The Railroad Corridor subdistrict is not defined in Article 12, Division 1. It was created in response to existing circumstances in the Hobe Sound CRA. The intent is to protect existing commercial uses in the subdistrict while also protecting the nearby neighborhood from adverse effect.

GENERAL: The General subdistrict offers a wide variety of housing, civic spaces, and pedestrian-oriented businesses. The General subdistrict also fosters a mix of uses but is more residential in scale and character.

MULTIFAMILY: The Multifamily subdistrict allows for denser and more varied residential buildings.

DETACHED: The Detached subdistrict is predominately single family homes with front yards and walkable sidewalks.

c. Adjacent Zoning Districts (See Figure 2 on page 8)

A mixture of different zoning districts—primarily residential or institutional-- border the proposed Hobe Sound Redevelopment Zoning District. To the north, are the R-3A, RM-5 and RM-8 zoning districts. To the west, substantial lands are in PC or A-3, both conservation zoning districts. Additional zoning to the west includes RM-5 and PUD-R and PUD-C. To the south, are the PUD-R, PS-2, PC, A-3, R-3 and R-1 zoning districts.

The permitted uses and development standards for the zoning subdistricts proposed for the Hobe Sound Redevelopment Zoning District are consistent with, though not identical to, the permitted uses and development standards currently applicable. Therefore, the proposed Hobe Sound Redevelopment Zoning District and subdistricts are compatible with the zoning districts adjacent to the Hobe Sound CRA. The proposed Hobe Sound Redevelopment Zoning District and subdistricts should have no negative impact on nearby zoning districts. Nor should these nearby zoning districts negatively impact the proposed Hobe Sound Redevelopment Zoning District.

3. Standards for Amendments to the Zoning Atlas

The Martin County Land Development Regulations (LDR), Article 3, Section 3.2.E.1. provides the following “Standards for amendments to the Zoning Atlas.”

“The Future Land Use Map of the CGMP [Comprehensive Growth Management Plan] establishes the optimum overall distribution of land uses. The CGMP also establishes a series of land use categories, which provide, among other things, overall density and intensity limits. The Future Land Use Map shall not be construed to mean that every parcel is guaranteed the maximum density and intensity possible pursuant to the CGMP and these Land Development Regulations. All goals, objectives, and policies of the CGMP shall be considered when a proposed rezoning is considered. The County shall have the discretion to decide that the development allowed on any given parcel of land shall be more limited than the maximum allowable under the assigned Future Land Use Category; provided, however, that the County shall approve some development that is consistent with the CGMP, and the decision is fairly debatable or is supported by substantial, competent evidence depending on the fundamental nature of the proceeding. If upon reviewing a proposed rezoning request the County determines that the Future Land Use designation of the CGMP is inappropriate, the County may deny such rezoning request and initiate an appropriate amendment to the CGMP.”

Pursuant to Section 3.2.E.2., LDR, the following factors must be considered:

- a. *Whether the proposed zoning amendment is consistent with all applicable provisions of the Comprehensive Plan.*

The Hobe Sound Redevelopment Zoning District and the Core, Corridor, Railroad Corridor, General, Multifamily, Mobile Home, and Detached zoning subdistricts are consistent with all applicable provisions of the Comprehensive Plan, as are the institutional zoning districts proposed to be assigned to several properties.

- b. Whether the proposed zoning amendment is consistent with all applicable provisions of the LDR.

Any development proposal for land located within the Hobe Sound Redevelopment Zoning District, will be required to comply with all applicable LDRs including uses, density, set-backs, height, open-space, wetlands, uplands, landscaping, stormwater, etc. The Hobe Sound Redevelopment Zoning District and Core, Corridor, Railroad Corridor, General, Multifamily, Mobile Home, and Detached zoning subdistricts are consistent with all applicable provisions of the Land Development Regulations.

- c. *Whether the proposed district amendment is compatible with the character of the existing land uses in the adjacent and surrounding area and the peculiar suitability of the property for the proposed zoning use.*

The Hobe Sound Redevelopment Zoning Code was developed expressly for the land to which it will apply—the Hobe Sound CRA. It is compatible with the existing land

uses within the Hobe Sound CRA as well as those in adjacent and surrounding areas. The PS-1 (Public Service District-1) implements CGMP policies for lands designated Institutional-General on the Future Land Use Map. PS-1 is designed to minimize the potential for negative impacts on surrounding properties. Several sites which are now located in the PS (a 1967 Category C zoning district) will be assigned the PS-1 District.

d. Whether and to what extent there are documented changed conditions in the area.

The analysis required for this section is similar to the analysis required pursuant to CGMP Section 1.11.C.(1) when considering the proposed amendment of the Future Land Use Map. The proposed amendment of the Zoning Atlas will not substantially change the land uses or intensity of development permitted. Rather, the intent is to modify the regulatory framework in order to simplify interpretation and implementation for property owners, developers and County staff, provide greater flexibility regarding permitted uses, and incrementally increase the development intensity permitted. The intent is to realize more efficiently and effectively the longstanding vision for the CRAs as represented in the Hobe Sound Redevelopment Plan adopted in 2000 and amended in 2009. Therefore, whether or not there are documented changed conditions in the area does may not be a pertinent factor in this case. Because the Hobe Sound CRA is identified as an area in need of redevelopment, the lack of substantial change offers support for the proposed new zoning.

e. Whether and to what extent the proposed amendment would result in demands on public facilities.

The land subject to the re-zoning is located within the Primary Urban Service District. Therefore, pursuant to CGMP Objective 4.7A., the full range of public facilities and services at the adopted Level of Service are to be provided or programmed to be provided. The maximum residential density allowed within the proposed Core and Corridor subdistricts is the same as that permitted pursuant to the current Hobe Sound Mixed-Use Future Land Use Overlay and the land area included within these subdistricts is mostly the same as is located within the Mixed-Use Future Land Use Overlay. It is expected that the more compact development pattern will enable public facilities and services to be provided more efficiently. Therefore, the amendment of the Zoning Atlas should not create demand on public facilities that is not anticipated by the current zoning. When a proposed site plan is reviewed, Comprehensive Plan policies and the LDR ensure that present or planned public facilities and services are capable of meeting and maintaining the adopted LOS. Additionally, the County Impact Fee program is designed to mitigate such impacts and ensure development pays for itself.

f. Whether and to what extent the proposed amendment would result in a logical, timely and orderly development pattern which conserves the value of existing development and is an appropriate use of the County's resources.

The Hobe Sound CRA was identified by Martin County 30 years ago as an area appropriate for infill development and redevelopment. The proposed Hobe Sound Redevelopment zoning district is designed to encourage infill development and

redevelopment and such infill development and redevelopment would be logical, timely and orderly, would conserve or improve the value of existing development, and is an appropriate use of County resources. Additionally, by providing for residential development within the CRA, it may be possible to help extend the life of the boundary of the Primary Urban Service District.

g. Consideration of the facts presented at the public hearings.

Whatever facts are presented at the public hearing on this proposed amendment of the Zoning Atlas should be taken into account in the decision-making. The hearing provides the public an opportunity to participate in the review and decision-making process.

4. Staff Review

The amendment of the Zoning Atlas does not include review of a site plan. Therefore, departments responsible for site plan review are not included in this staff report. The current review is as follows:

Division or Department	Reviewer	Assessment
Comprehensive Plan	Irene Szedlmayer	Comply
County Attorney	Krista Storey	Review Ongoing
Adequate Public Facilities	Irene Szedlmayer	Exempt

5. Review Board Action

The choice of the most appropriate zoning district for the subject property is a policy decision the Local Planning Agency (LPA) and the Board of County Commissioners (BOCC) are asked to consider based on the “standards for amendments to the zoning atlas” provided in Section 3.2 E.2., Land Development Regulations, Martin County Code.

The review and recommendation of the LPA are required on this application. Final action is by the BOCC. Both the LPA and the BOCC meetings are advertised public hearings.

6. Location and Site Information

Location: The request to amend the Zoning Atlas applies to the 1,024 acres that are within the Hobe Sound CRA. This area can be described generally as 1,300 feet east and west of S.E. Federal Highway for 2.3 miles south from SE Dharlys Street. The eastern boundary is the eastern edge of the FEC Railroad right-of-way from SE Dharlys to SE Bridge Road, with the exceptions that the Hobe Sound CRA extends east to Gomez Avenue to include approximately 18 acres, north and south of Pettway Street, and south of Bridge Road, the CRA extends further west to include all of the Banner Lake neighborhood and the land owned by the Pine School, and extends further east to Laurel Lane and the Indian Rover Lagoon.

Parcel numbers: Approximately 2,771 parcels.

Existing zoning: 30 different zoning districts and 2 zoning overlays. See pages 6 through 13 of this report.

Future Land Use: This amendment of the Zoning Atlas is proposed concurrently with the amendment of the Future Land Use Map. The Low Density Residential, Medium Density Residential, Mobile Home Density, Residential Estate Density, Commercial Office/Residential, Limited Commercial, General Commercial and General Institutional future land use designations are proposed to be changed to the CRA Center, CRA Neighborhood. Public Conservation, Recreational or General Institutional future land use designations. Additionally, the repeal of the Hobe Sound Mixed-Use Future Land Use Overlay is proposed.

Commission District: 3

Community Redevelopment Area: Hobe Sound CRA

Municipal Service Taxing Unit: District 3 MSTU

Planning Area: South County

7. Determination of compliance with the Comprehensive Growth Management Plan

Findings of Compliance:

The staff of the Growth Management Department Comprehensive Planning Division has reviewed the application and finds it in compliance with applicable Goals, Objectives and Policies. There are no unresolved Comprehensive Growth Management Plan issues associated with this application.

8. Determination of compliance with land use, site design standards, zoning, and procedural requirements

Findings of Compliance:

The staff of the Growth Management Department Comprehensive Planning Division has reviewed the application and finds it in compliance with applicable regulations. There are no unresolved issues associated with this application. Changes to the zoning atlas authorize no development activity. Any specific site future land use, design, zoning or procedural issues will be addressed at such time as development of a particular site is proposed.

9. Recommendation

Staff recommends adoption of the proposed ordinance to:

- (1) establish Division 5, Hobe Sound Community Redevelopment Code, Article 12, LDR, Martin County Code;
- (2) repeal Section 3.263, Article 3, Hobe Sound Community Redevelopment Area, Martin County LDR, and
- (3) amend the Zoning Atlas to assign the Hobe Sound Redevelopment Zoning District and other zoning districts for consistency with the Future Land Use Map.

10. Contents of agenda item

- a. Staff report
- b. Proposed ordinance
- c. Article 12, Division 5, Hobe Sound Community Redevelopment Code
- d. Legal descriptions of the zoning districts
- e. Article 12, Redevelopment Code, Division 1, General
- f. Proposed Zoning Atlas
- g. Hobe Sound Regulating Plan
- h. Hobe Sound Street Regulating Plan
- i. Public Notice
- j. Public Comments