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, Chapter 163, part III, Florida Statutes, as well as local law, Chapter 159, Martin County Code. 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 Community Redevelopment Agency adopts redevelopment plans and budgets, provides direction to staff and makes recommendations to the Board of County Commissioners regarding the CRAs.

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.

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.

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

<table>
<thead>
<tr>
<th></th>
<th>Total Taxable Value of Real Property in Current Dollars(1)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2002(2)</td>
</tr>
<tr>
<td>Jensen Beach</td>
<td>$12,390,923</td>
</tr>
<tr>
<td>Rio</td>
<td>104,402,668</td>
</tr>
<tr>
<td>Old Palm City</td>
<td>93,653,780</td>
</tr>
<tr>
<td>Hobe Sound</td>
<td>107,323,571</td>
</tr>
<tr>
<td>Golden Gate</td>
<td>51,415,512</td>
</tr>
<tr>
<td>Port Salerno</td>
<td>90,101,824</td>
</tr>
<tr>
<td>TOTAL CRA</td>
<td>$459,290,280</td>
</tr>
</tbody>
</table>

(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

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jensen Beach</td>
<td>175%</td>
<td>-26%</td>
<td>62%</td>
<td>227%</td>
<td></td>
</tr>
<tr>
<td>Rio</td>
<td>131%</td>
<td>-39%</td>
<td>25%</td>
<td>76%</td>
<td></td>
</tr>
<tr>
<td>Old Palm City</td>
<td>122%</td>
<td>-41%</td>
<td>33%</td>
<td>74%</td>
<td></td>
</tr>
<tr>
<td>Hobe Sound</td>
<td>139%</td>
<td>-36%</td>
<td>26%</td>
<td>94%</td>
<td></td>
</tr>
<tr>
<td>Golden Gate</td>
<td>164%</td>
<td>-55%</td>
<td>46%</td>
<td>75%</td>
<td></td>
</tr>
<tr>
<td>Port Salerno</td>
<td>169%</td>
<td>-47%</td>
<td>31%</td>
<td>86%</td>
<td></td>
</tr>
<tr>
<td>TOTAL CRA</td>
<td>143%</td>
<td>-42%</td>
<td>32%</td>
<td>86%</td>
<td></td>
</tr>
</tbody>
</table>

Since the Community Redevelopment Agency was established in 1997, the CGMP policies governing land development within the CRAs have been amended several times and scattered throughout numerous chapters. In 2017, the Board of County Commissioners initiated a Plan amendment to provide in one chapter all of the goals, objectives and policies specific to Martin County’s CRAs. Chapter 18 was adopted in 2019 to more effectively accomplish the CGMP Goal “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.

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

<table>
<thead>
<tr>
<th></th>
<th>Area (in acres)</th>
<th>% of CRA that is Mixed-Use Overlay</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Mixed-Use Overlay</td>
</tr>
<tr>
<td>Jensen Beach</td>
<td>67.24</td>
<td>67.24</td>
</tr>
<tr>
<td>Rio</td>
<td>542.20</td>
<td>150.31</td>
</tr>
<tr>
<td>Old Palm City</td>
<td>609.51</td>
<td>90.21</td>
</tr>
<tr>
<td>Hobe Sound</td>
<td>1,023.66</td>
<td>78.47</td>
</tr>
<tr>
<td>Golden Gate</td>
<td>379.19</td>
<td>125.60</td>
</tr>
<tr>
<td>Port Salerno</td>
<td>860.57</td>
<td>159.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,482.37</td>
<td>670.83</td>
</tr>
</tbody>
</table>

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 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 quantity 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

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

According to the U.S. Census Bureau, in 2010, 13,768 people lived in one of the six CRAs in unincorporated Martin County. That equals nine percent of Martin County’s population of 146,318. Table 18-5 presents the 2010 population by CRA.

<table>
<thead>
<tr>
<th>CRA</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jensen Beach</td>
<td>100</td>
</tr>
<tr>
<td>Rio</td>
<td>2,322</td>
</tr>
<tr>
<td>Palm City</td>
<td>2,344</td>
</tr>
<tr>
<td>Hobe Sound</td>
<td>2,341</td>
</tr>
<tr>
<td>Golden Gate</td>
<td>3,041</td>
</tr>
<tr>
<td>Port Salerno</td>
<td>3,620</td>
</tr>
<tr>
<td>CRA Total</td>
<td>13,768</td>
</tr>
<tr>
<td>Martin County</td>
<td>146,318</td>
</tr>
</tbody>
</table>


C. Natural Resources

1. Shorelines

Martin County has more than 135 miles of shoreline. Eight-and-one-half miles of the County’s 135 miles of shoreline (six percent) are located in a CRA. 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. Martin County has sought to prioritize the use of waterfront land for water-dependent uses, such as public boat ramps and marinas, water-related recreation, and commercial and sport fishing.

Martin County’s CRAs have shorelines along the Indian River Lagoon, the St. Lucie River, the Manatee Pocket, and Willoughby Creek. 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.

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
property with multi-slip commercial docks, is controlled by the Boat Facilities Siting Plan of Martin County (2002) (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 Boat Facility Siting Plan. Additionally, the 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 current regulations can reduce the developable area, increase setbacks from the water, increase required open space, and reduce the functionality of a site. As a result, investment in and redevelopment of waterfront property has been hindered. 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. A Coastal High Hazard Area is an area below the elevation of the Category 1 (sustained wind speed of 74 mph) storm 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 need increased resilience. Encouraging sustainable, resilient redevelopment will help Martin County preserve the historic character of the CRAs.

2. **Wetlands**

Wetlands serve many important hydrological and ecological values and functions. Martin County protect wetlands in accordance with the wetland protection policies found in Chapter 9, including within the CRAs.

3. **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. Accordingly, preservation requirements are not applicable. Policies in Chapter 18 provide additional options for development in the CRAs to preserve native upland habitat in order to facilitate compact walkable development and preservation of sustainable 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.

Only the Hobe Sound and Golden Gate CRAs are currently served by the Martin County public transit system. The 2014-2023 Transit Development Plan calls for introducing transit service into other CRAs when funds are available. Generally, the feasibility of public transit, in terms of frequency of service and number of routes, improves as residential and employment densities increase.

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. 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 a physical, environmental or policy constraints are called constrained facilities. (Section 5.4.-Future Roadway Needs)

The Neighborhood Advisory Committees, the Community Redevelopment Agency, and the Board of County Commissioners may need to evaluate and plan for impacts of high speed passenger rail service anticipated between Orlando and Miami. While the proposed passenger rail service has previously missed numerous announced start-dates, the current projected start date for service is 2022.
2. Drainage and Stormwater Management

The creation of many 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 discharge of clean stormwater run-off from developed sites in a manner that simultaneously protects 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 sanitary sewer 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 wastewater is handled by on-site sewage treatment and disposal systems (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 them from modern standards governing individual wells and OSTDS. In comparison, lots created between 1982 and 2014, must have at least one-half acre of usable area in order to install an on-site potable well and OSTDS 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 sanitary sewer system. Only the Hobe Sound CRA is not served by Martin County Utilities.

Section 18.3 - Goals, Objectives and Policies

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

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

Policy 18.1A.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. Location of Community Redevelopment Areas. CRAs shall not be established outside the Primary Urban Service District.
**Policy 18.1A.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. 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. These specific geographic areas are identified in the community redevelopment plan for each area, which were initially adopted by the Board of County Commissioners between 2000 and 2003.

**Policy 18.1A.5. Priority for capital improvements in CRAs.** In developing its Capital Improvement Plan and as provided in Chapter 14, the Capital Improvements Element, Martin County shall give priority to capital projects that provide infrastructure improvements in CRAs.

**Policy 18.1A.6. 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.** To continue to assist areas in need of redevelopment.

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

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

1. Be consistent with policies set forth in this Plan;
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; and
4. Provide for the visual continuity of designated redevelopment areas through application of sound principles of architectural design and landscaping.

**Policy 18.1B.3. Expedited review in CRAs.** Martin County’s Land Development Regulations shall maintain its provisions for expedited review of redevelopment and in-fill projects in the CRAs.

**Policy 18.1B.4. Consistency with all applicable policies.** Maximum density and intensity of use are not guaranteed by right. All development must
comply with all applicable CGMP policies, the Land Development Regulations, and the Martin County Code.

Policy 18.1B.5. Amendments supporting redevelopment. In conjunction with the continuing efforts of the Affordable Housing Advisory Committee, as well as objectives and policies established in Chapter 6, 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, Willoughby Creek, Manatee Pocket, and the Indian River Lagoon.

Policy 18.1C.1. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public sanitary sewer system to serve the entire Jensen Beach CRA.

Policy 18.1C.2. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public sanitary sewer system to serve the entire Rio CRA.

Policy 18.1C.3. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public sanitary sewer system to serve the entire Old Palm City CRA.

Policy 18.1C.4. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public sanitary sewer system to serve the entire Golden Gate CRA.

Policy 18.1C.5. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public sanitary sewer system to serve the entire Port Salerno CRA.

Policy 18.1C.6. The County shall work with South Martin Regional Utilities to provide a public sanitary sewer system 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. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public water supply system to serve the entire Jensen Beach CRA.

Policy 18.1D.2. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain
the public water supply system to serve the entire Rio CRA.

Policy 18.1D.3. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall complete and maintain the public water supply system to serve the entire Old Palm City CRA.

Policy 18.1D.4. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall maintain the public water supply system to serve the entire Golden Gate CRA.

Policy 18.1D.5. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall compete and maintain the public water supply system to serve the entire Port Salerno CRA.

Policy 18.1D.6. Consistent with the applicable regulations and procedures concerning the financing of utilities, the County shall work with South Martin Regional Utilities to provide a public potable water supply 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, Willoughby Creek, Manatee Pocket, 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. Stormwater needs in CRAs. The County shall review the stormwater needs of the CRAs 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 negatively impact 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, 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 with residents and businesses to retrofit existing development 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 future land use designation (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 mixed-use patterns. A mixed-use project is one or more buildings containing a residential use and one or more complementary commercial, institutional or limited impact industrial uses, in close proximity, and 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 located within walking distance that develops
incrementally over time. A mixed-use pattern 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 a redevelopment zoning district for each CRA and zoning subdistricts to implement the CRA Center future land use designation. 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 shall comply with the requirements set forth in this policy, 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) Residential density, small units. When calculating the number of residential units in a project in the CRA Center on lot sizes of one acre or less, units of 800 or fewer square feet shall be counted as one-half of a unit.

(3) Residential density, affordable units. When calculating the number of residential units in a project on lot sizes greater than one acre, units of 800 or fewer square feet shall be counted as one-half a unit if at least 50 percent of the units are restricted to affordable housing.

(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.

(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 or structure and a new use or structure. The buffers and transitions between different development intensities provided by Policies 2.1A.3, 4.1F.1, 4.1F.2, and 4.1F.3, shall not apply in the CRA Center FLU designation.

(7) Neighborhood and Building Design. Development in the CRA Center shall 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. The boundaries of the CRA Center shall be shown on the Future Land Use Map. Any change to the boundary
of the CRA Center 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 (CRA Neighborhood) 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 a redevelopment zoning district for each CRA and zoning subdistricts to implement the CRA Neighborhood future land use designation. 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 shall comply with the requirements set forth in this policy, 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 height in the CRA Neighborhood shall not exceed four stories or 40 feet and may be further restricted in the LDR.

(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 between different development intensities provided by Policies 2.1A.3, 4.1F.1, 4.1F.2, and 4.1F.3, shall not apply in the CRA Neighborhood.

(5) **Neighborhood and Building Design.** Development in the CRA Neighborhood shall 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.** The boundaries of the CRA Neighborhood future land use designation shall be shown on the Future Land Use Map. Any change to the boundary of the CRA Neighborhood 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.** CGMP Policy 4.13A.8.(4), which protects Marine Service Areas from conversion to permanent residential use remains in effect in the CRAs.

**Policy 18.2E.2. Mixed-Use Development on Marine Waterfront Commercial future land use in the CRAs.** Land in the Jensen Beach, Rio and Port Salerno CRAs which is designated Marine Waterfront Commercial on the Future Land Use Map, and which is not a Marine Service Area, may be utilized consistent with CGMP Policy 4.13A.8.(4), 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 designation within the CRAs shall be 20 percent.

**Policy 18.2E.4. Land Development Regulations.** The LDR shall establish a redevelopment zoning sub-district for each CRA to implement the Marine Waterfront Commercial future land use designation. 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 Recreational, Public Conservation and General Institutional future land use designations are retained in the CRAs.

Policy 18.2F.1. Land Development Regulations. The Recreational, Public Conservation and General Institutional future land use designations shall be implemented within the CRAs through the zoning districts provided in Article 3, LDR and consistent with CGMP Policy 4.13A.11.

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

Policy 18.2G.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. To provide opportunities for a mix of 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:

- 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 is one or more buildings containing a residential use and one or more complementary commercial, institutional or limited impact industrial uses, in close proximity, and 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 located within walking distance that develops incrementally over time. A mixed-use pattern may, but need not, involve more than one type of land use on any individual lot.

Policy 18.3A.2. Location of mixed-use development in the CRAs. Martin County shall allow mixed-use development in the CRAs in locations as set forth in this policy.

(1) Mixed-use projects and mixed-use patterns shall be allowed in a Mixed-Use Overlay regardless of the underlying future land use designation.

(2) Mixed-use projects are allowed outside of a Mixed-Use Overlay in the following future land use designations:

   (a) Commercial Office/Residential as described in Policy 4.13A.8.(1);

   (b) Limited Commercial as described in Policy 4.13A.8.(2); and

   (c) General Commercial as described in Policy 4.13A.8.(3).

Policy 18.3A.3. Mixed-Use Overlay. The Future Land Use Map designates Mixed-Use Overlays on certain areas in CRAs to allow mixed-use development regardless of the underlying future land use designation. Mixed-Use Overlays 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 cover the urbanized core of the CRA and certain corridors where mixed-use development patterns exist or are allowed.

Policy 18.3A.4. Redevelopment and in-fill development in the Mixed-Use Overlays 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 Mixed-Use Overlay shall include a use from one or more of the following: Commercial Office/Residential, Limited Commercial, General Commercial or compatible Limited Industrial, as provided in the Land Development Regulations.

*Policy 18.3A.6.* Boundaries of the Mixed-Use Overlays shall be shown on the Future Land Use Map (FLUM). New mixed-use overlay areas or changes in the boundaries of existing overlay areas can be made only by an amendment of the Future Land Use Map to the CGMP.

*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.

*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.* _Requirements for all development in a Mixed-Use Overlay._ All development in a Mixed-Use Overlay shall meet the following requirements.

1. Residential densities shall range from 2 units to 15 units per gross acre.
2. When calculating the number of units on lot sizes of one 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 acre, units of 800 or fewer square feet shall be counted as one-half a unit if at least 50 percent of the units are restricted to affordable housing.
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, 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 shall include a non-residential use that is allowed by the LDR that apply to the site.

(9) A mixed-use project located on a parcel designated Marine Waterfront Commercial on the FLUM and in a Mixed-Use Overlay 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.

(11) 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. The buffers and transitions between different development intensities provided by Policies 2.1A.3, 4.1F.1, 4.1F.2, and 4.1F.3, shall not apply in a Mixed-Use Overlay.

Policy 18.3A.10. Additional requirements for mixed-use projects located outside Mixed-Use Overlays. Mixed-use projects outside a Mixed-Use Overlay shall meet the following requirements.

(1) Mixed-use shall be allowed only on land designated for Commercial Office/Residential, Limited Commercial and General Commercial.

(2) The non-residential uses and development intensity shall remain consistent with the future land use except that residential development shall be allowed as part of any mixed-use development. Residential density shall not exceed 15 dwelling units per gross acre.

(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 Comprehensive Growth Management Plan policies and LDR 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 all CRAs 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.

**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 design principles set forth in this policy, which shall be further delineated in the LDR.

1. Mixed-use development shall be functionally integrated to encourage shared vehicular and pedestrian access and parking areas.
2. The residential component of mixed-use development is important to encourage residents to live, work and shop in the same neighborhood.
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.
4. Projects shall be designed primarily for pedestrians and only secondarily for cars. Pedestrian circulation systems shall assure ties to adjacent commercial and mixed-use areas as well as the surrounding residential community.
5. 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.

*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 such as 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.* A development within a CRA and with less than one-half acre site area 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 satisfaction of all 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. 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 percent of native upland habitat.

*Policy 18.5B.1.* Development within a CRA may meet its obligation to preserve no less than 25 percent of the common native upland habitat and 25 percent of the total upland area when special upland habitat is 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 at another location in Martin County. Native upland habitat may be preserved at another location in the following manner and subject to satisfaction of all 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 Martin County Official 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. Off-site common habitat can be substituted for on-site common habitat. Off-site rare habitat can be substituted for on-site rare or common habitat. The off-site preserve area shall be roughly equivalent or larger in area, taking into account relative habitat values, as the habitat present on the development site.

(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 one acre or if the habitat contains plants or wildlife which are listed as endangered, threatened or of special concern.

(5) Existing preserve areas on previously developed sites cannot be transferred off site until a process is established within the LDR.

Policy 18.5B.2. Development within a CRA may meet its obligation to preserve no less than 25 percent 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 conditions (1) and (2) below.

(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 one acre or 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. as provided in this policy.

(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 a conservation easement on land in Martin County that will be part of a sustainable preserve system.

(3) Up to 25 percent 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, protect shoreline stability, and reduce non-point source water pollution entering the Indian River Lagoon, St. Lucie River, Willoughby Creek, and Manatee Pocket.

**Policy 18.5C.1. Shoreline Protection Zone.** Land within a CRA and with the Marine Waterfront Commercial or the CRA Center future land use designation, or in 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 in this policy.

1. Existing, legal, non-conforming impervious surfaces and structures may be relocated, redeveloped or enlarged vertically provided 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 connection 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 human-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. Meet the minimum stormwater requirements for rate, quantity, quality, and timing of the discharge; and
   d. Ensure no shoreline erosion.

**Policy 18.5C.2. Shoreline Protection Zone for residential development.** The Shoreline Protection Zone for land within a CRA and not designated Marine Waterfront Commercial or CRA Center future land use and not in a Mixed-Use Future Land Use Overlay shall be governed by Policies 2.2C.9. and 8.1C.1.
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. Consistent with Policy 5.1B.6., CRAs are designated as Transportation Concurrency Exception Areas (TCEA). Development within the TCEAs which is otherwise consistent with the CGMP shall be exempt from the County’s transportation concurrency requirement.

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

Objective 18.5E. To facilitate redevelopment of vacant 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.

Policy 18.5E.2. As provided in Policy 4.1E.4.(5), for development proposed for previously platted lots in a CRA and subject to calculation of gross residential density, the property owner may opt to include within the gross land area one-half of any right-of-way adjoining the development site.