



**COMMUNITY  
REDEVELOPMENT PLAN**

PREPARED FOR MARTIN COUNTY

**ADOPTED: DECEMBER 19, 2000  
REVISED: October 2009**



# INTRODUCTION

### **ACKNOWLEDGEMENTS**

The development of a Community Redevelopment Plan relies on a collaborative process that draws on the abilities and knowledge of many people. Martin County, the Hobe Sound Neighborhood Advisory Committee, and Glatting Jackson Kercher Anglin Lopez Rinehart, Inc. formed the project team for the Hobe Sound Community Redevelopment Plan. Our thanks go to those who participated in determining the direction and content of the plan during work sessions and public meetings, and to all that gave their time and support in the interest of building a better community.

#### **Martin County Board of County Commissioners**

Marshal L. Wilcox, Chairman  
Dennis Armstrong, Vice Chairman  
Elmira R. Gainey  
Janet K. Gettig  
Donna Sutter Melzer

#### **Hobe Sound Neighborhood Advisory Committee**

The Neighborhood Advisory Committee (NAC) is made up of residents, business owners or their agents, appointed by the Community Redevelopment Agency to act in an advisory capacity for specific redevelopment target areas.

The members of the NAC are:

Bert Krebs, Chair  
Kathy Spurgeon, Co-Chair  
Adrian Reed, Secretary  
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## INTRODUCTION

### Vision for a Sustainable Martin County

This plan for the redevelopment of Hobe Sound is an extension of the "2020 Vision for a Sustainable Martin County". The key elements of this Vision are:

- Preserve wetland and critical uplands
- Preserve and strengthen agriculture
- Contain development through application of the Urban Services Boundary (USB)
- Create livable communities to include:
  - Vibrant city, town and village centers that serve surrounding neighborhoods
  - Strong neighborhoods
  - Extensive system of local streets, sidewalks and bikeways
  - Strategically located, high quality schools, libraries, post offices and other public buildings
  - Functional and attractive infrastructure
  - Extensive system of parks, greenways and open spaces
  - Strong development standards, re: density, height, aesthetics

In order to further the goal of creating livable communities, Martin County has initiated a community redevelopment planning process for targeted communities within the County. The Hobe Sound Neighborhood Planning Area follows the Community Redevelopment Plan format established by the State of Florida and the Small Area Planning Process established by the County.

### Purpose of the Community Redevelopment Plan

The Community Redevelopment Plan (CRP) is one of the chief mechanisms to implement the objectives of the "2020 Vision for a Sustainable Martin County". The purpose of a Community Redevelopment Plan is to create a framework to prioritize neighborhood redevelopment needs and to create an action plan to correct deficiencies and deteriorating conditions. As part of the process of developing the CRP, Martin County has placed particular emphasis on soliciting extensive input and participation from the residents of the communities for which the CRPs are being created.

Each CRP describes a preferred area-wide vision. The CRP then identifies those tools and strategies that will be necessary to achieve the area vision. The CRP must conform to state regulations governing community redevelopment agencies and the County's Comprehensive Growth Management Plan (CGMP). Once adopted, these CRPs are incorporated, as addenda, into the County's CGMP.

The CGMP is specifically intended to guide future development and to manage growth. The overarching objectives of Martin County's plan is to maintain quality residential and non-residential development, conserve natural resources, enhance economic growth and ensure the prudent investment of County resources. As is evident from the accompanying chart, the County has employed a number of tools in addition to the CRP to achieve the CGMP goals and policies.

The Capital Improvement Program is a plan of priorities for the County's future capital investments. These investments are intended to achieve the CGMP objectives.

Zoning and Land Development Regulations (LDRs) are employed to control or shape growth. In addition, the Plan includes a description of Individual Projects the County should implement to further its vision for sustainability.

## The Community Redevelopment Plan Process

The five-step process to develop a Community Redevelopment Plan is as follows:

1. Establishing a Finding of Necessity.
2. Defining a Community Redevelopment Area (CRA).
3. Establishing a Community Redevelopment Agency.
4. Preparing a Community Redevelopment Plan.
5. Establishing a Redevelopment Trust Fund.

### 1. Establishing Finding of Necessity:

The Finding of Necessity establishes those conditions that substantially impair the sound growth of the proposed Community Redevelopment Area.

### 2. Defining a Community Redevelopment Area:

The CRA is that area defined by legal description in which all of the future redevelopment projects will be located. It is also the area that will fund the Redevelopment Trust Fund through the tax increment process.

### 3. Establishing a Community Redevelopment Agency:

Among other duties, the Redevelopment Agency will be responsible for implementing the Community Redevelopment Plan and administering the Trust Fund. The Community Redevelopment Agency is established through local ordinance.

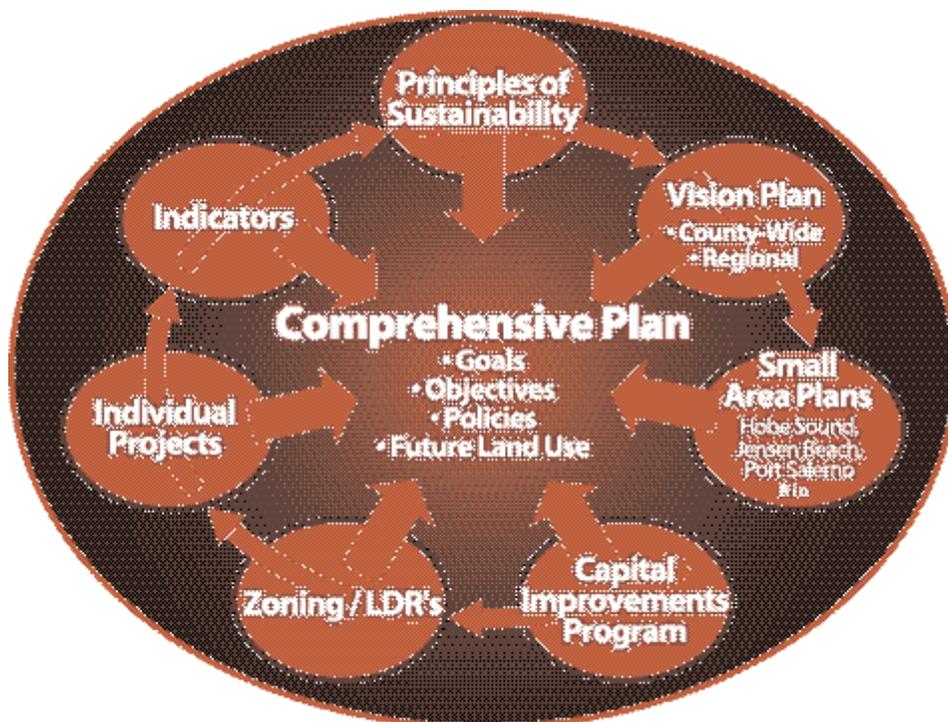
### 4. Preparing a Community Redevelopment Plan:

The Hobe Sound Community Redevelopment Plan identifies the improvements that will revitalize the CRA. The projects contained in the Hobe Sound Community Redevelopment Plan are specific and are conceptually described in the plan.

### 5. Establishing a Redevelopment Trust Fund:

The Redevelopment Trust Fund receives the tax increment funds as they are generated each year. The Community Redevelopment Agency administers the Redevelopment Trust Fund.

Steps 1, 2, 3, and 5 are complete. This report is the product of step #4.





### South Martin County Visioning Charrette (1995)

Between October 28 and November 4, 1994, Martin County, the Treasure Coast Regional Planning Council and the South Florida Water Management District (SFWMD) conducted a series of planning workshops, presentations and work sessions to examine future development of the 90,000 acres in the Hobe Sound area. The process concluded with the issuance of the South Martin County Charrette Report (dated March 14, 1995). The Charrette Report defined the planning issue of focus as follows:

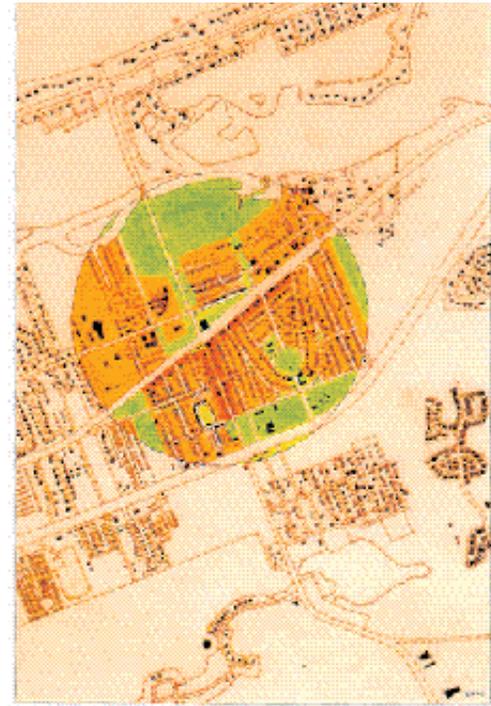
In South Martin County, most undeveloped lands are environmentally sensitive. The Charrette focused on the Atlantic Coastal Ridge. Much of the study area is a wet natural system that functions as the headwaters of the North Fork of the Loxahatchee and South Fork of the Saint Lucie Rivers. Substantial portions of this area have future land use map designations that allow urban or suburban development. Existing urban development is located in a narrow strip along the US-1 corridor. Although infill development opportunities are readily available, growth has occurred as isolated development instead of being encouraged to create compact towns.

The Report evaluated planning issues throughout South Martin County and presented a series of recommendations to resolve identified concerns. The Report included the following recommendations for Hobe Sound:

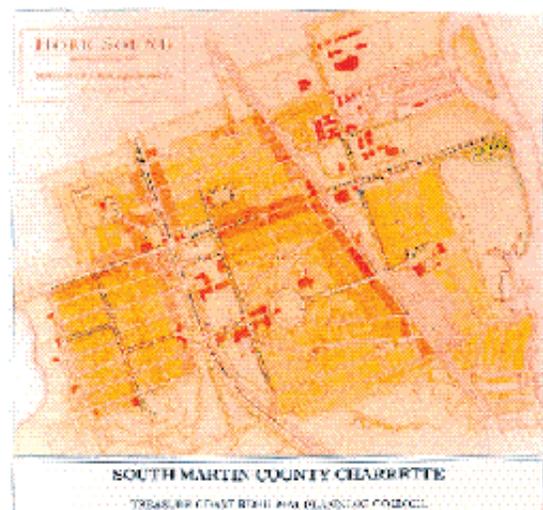
1. The Hobe Sound area should function as a Town.
2. Residential infill should be encouraged particularly in Zeus Park and Banner Lake.
3. Locate the County Library in a prominent location within the existing Hobe Sound neighborhoods.
4. Encourage redevelopment of Bridge Road as a traditional Main Street.
5. Prepare a plan for the train station district.
6. Limit commercial development to Town and Neighborhood Centers.
7. US-1 in Hobe Sound should be designed as an urban boulevard.
8. A1A should remain a 2-lane road.
9. A 4-way stop sign should be placed at Bridge Road and Lares Avenue.
10. Bridge Road and A1A intersection should be designed as a 4-way stop, roundabout, or traffic light.

These recommendations formed the foundation for the Hobe Sound Community Redevelopment Plan planning process.

The Charrette Report was the starting point for the discussions and deliberations that occurred during the Visioning/Consensus Workshop that was conducted in conjunction with the Hobe Sound Community Redevelopment Plan.



SOUTH MARTIN COUNTY CHARRETTE  
TREASURE COAST REGIONAL PLANNING COUNCIL



SOUTH MARTIN COUNTY CHARRETTE  
TREASURE COAST REGIONAL PLANNING COUNCIL

## Hobe Sound Community Redevelopment Planning Process

The Hobe Sound Community Redevelopment Plan is specifically intended to conceptually provide the following:

- A synthesis of the comments presented by the residents of Hobe Sound regarding its community qualities including its residential neighborhoods, its commercial areas, its village center, its schools, recreation facilities, transportation network and its open spaces
- An emphasis on local place making and image creation
- An appreciation on natural resources
- A recognition of regional context and environment
- A plan for pedestrian, bicycle and vehicular accessibility
- A program of community growth guided by the principles of the "2020 Vision for a Sustainable Martin County"
- Broad opportunities for community participation
- Emphasis on quality of lifestyle, health, safety and a sense of neighborhood
- A plan that conforms to State Planning statutes and the County's Community Redevelopment Ordinance (#517)

The Plan was developed in a series of steps, described below, based on a process developed by the Hobe Sound Neighborhood Advisory Committee (NAC) and the County's Growth Management Department staff.

### Task 1: Resource Assessment

The process started with the collection of available data on existing community conditions. This assessment included the development of a conceptual site analysis of various characteristics of Hobe Sound including the character of the area's commercial, public and residential buildings and spaces. In addition, the location and type of community facilities were mapped. Land use patterns and environmental areas were illustrated. Growth patterns were identified. The assessment of these characteristics led to the identification of the opportunities for and constraints to redevelopment of the Hobe Sound community.

### Task 2: Visioning/Consensus Workshop

This step was undertaken over a concentrated four-day period that began with a public "kick-off" meeting with the members of the Hobe Sound NAC and residents from throughout the community. The objective of this meeting was to obtain residents' opinions regarding critical community issues and valued features of Hobe Sound. An intensive design workshop was conducted over the course of the ensuing three days, during which a detailed set of redevelopment

strategies were examined and concept sketches illustrating revitalization plans were prepared. These plans and strategies were presented to the members of the NAC and residents of Hobe Sound during a public meeting held on the evening of the fourth day of the Workshop.

### Task 3: Refined Vision

This plan is the product of Task 3 and it represents the synthesis of the public input obtained during the Visioning/Consensus Workshop and the plans and strategies proposed in the course of that event. The Plan includes:

- An existing conditions report
- Contextual Site Analysis
- Vision Plan
- Prioritization of Projects and Programs
- An Action Plan

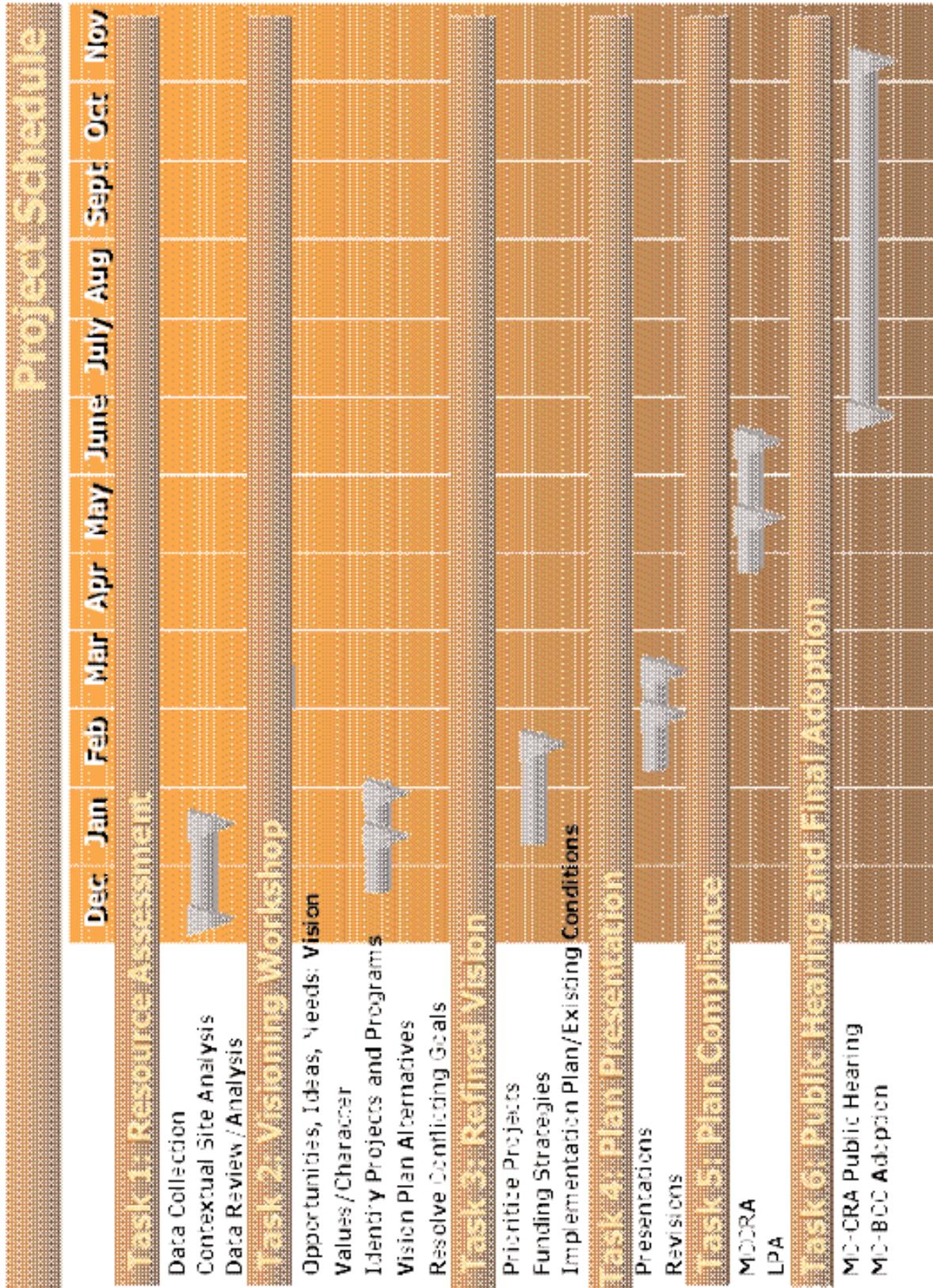


### Task 4: Presentation of the Plan

Once the Plan document is completed it will be presented at a variety of meetings for review and, ultimately, adoption. The Plan will be presented to the Neighborhood Advisory Committee; the Community Planning Group (comprised of County staff); the Martin County Community Redevelopment Agency; the Local Planning Agency; the County's Growth Management Department; and to the Martin County Board of County Commissioners for adoption.

### Schedule

As is evident from the accompanying schedule, Resource Assessment for the Hobe Sound CRA Plan, Task 1, began in early December 1999. Task 2, the Consensus/Visioning Workshop was held between January 22 and January 27, 2000. The Draft Plan was submitted to the County on February 18, 2000 and the various reviews and presentations occurred between February and early September, 2000.



## How to Use This Document

The Hobe Sound Community Redevelopment Plan is organized into four main sections; the Existing Conditions; Design Principles; Contextual Site Analysis; and the Hobe Sound Vision Plan. The supporting Appendices include the outline of the Required Contents of a Community Redevelopment Plan as dictated by Florida Statutes, several memoranda describing in detail the analysis of key projects, and a graphic summary of the Discovery Workshop where many of the projects and design ideas were developed.

## Existing Conditions

This section summarizes the background resource assessment and analysis that took place in preparation for the Visioning/Consensus Workshop and provides the basis for the recommendations of the Community Redevelopment Plan. This section includes a summary evaluation of existing neighborhood conditions and needs related to infrastructure and public facilities deficiencies, land use, and mobility issues based on existing data, interviews and public comments.

## Urban Design Principles

This section describes the Principles of Sustainability adopted by Martin County and the basic design principles that will guide the design of projects as well as form a framework that organizes the Community Redevelopment Plan.

## Contextual Site Analysis

The Vision Plan illustrates the initiatives of the redevelopment approach with design description and detail. This section includes the following:

- Redevelopment Goals and Objectives - outlining the goals and objectives that will guide the implementation of the Community Redevelopment Plan and the prioritization of projects
- Project and Program Descriptions - a detailed outline and description of the identified projects and actions that define the Community Redevelopment Plan. Each project description includes conceptual cost, funding sources, intent, and illustrated design concepts
- Character Board - a collage of images from Hobe Sound and other comparable locations, as well as design character drawings that help visualize the intended look and character of Hobe Sound. This Board will be a useful reference tool for the community as specific projects are being designed and implemented

## Vision Plan

This section provides a detailed description of projects and funding sources for each. Each project is ranked in order of urgency ranging from immediate to long term and ongoing efforts. Recommendations for the implementation of projects or programs and the time frame for redevelopment is also included in this section. The Implementation Plan includes funding alternatives, staffing considerations, and general program development guidelines. This section includes a description of the required contents of the CRA Plan and a detailed description of the support information necessary to satisfy Florida Statutes Chapter 163, Part III for a CRA Plan.

## Appendices

The appendices provide additional technical support and summarize specific meetings and workshops. The appendices include:

- The resolution passed by the Martin County Board of County Commissioners adopting the CRA Plan
- A legal description of the boundaries of the Hobe Sound CRA
- Publicly funded projects designed to accomplish the objectives of the CRA Plan
- A transportation memoranda describing critical transportation issues in Hobe Sound and outlining recommended strategies to address these issues
- Attendance sheet from Consensus/Visioning Workshop
- Tax increment financing projections based on the redevelopment potential of the Hobe Sound CRA
- A description of Community Policing Initiatives



EXISTING CONDITIONS

## EXISTING CONDITIONS

### Study Area

The accompanying map reveals that the Hobe Sound Redevelopment Area extends along the east and west sides of *US-1* from *Osprey Road* to *Dharyls Street*. The CRA also generally includes the area encompassed by *US-1* on the west, *A1A* on the east, *Dharyls Street* to the north and *Bridge Road* to the south. The CRA also includes the area bounded by *Bridge Road* to the north, *Lantana Avenue* and *Banner Lake* to the west, the *Intracoastal Waterway* to the east and the *Eaglewood Golf Course* and *US-1* to the south.

The community elements that were examined as part of the existing conditions assessment and which are described in the following sections, include:

- History and Community Character
- County-wide Growth Patterns
- Various Land Use Characteristics including:
  - Neighborhoods
  - Community Facilities
  - Parks
  - Environment
  - Commercial Districts/Town Center
  - Mobility
  - Infrastructure

The background data collected and the findings that were identified through the assessment of existing conditions described in this section served as the basis for the Site Analysis performed by the Glatting Jackson Kercher Anglin Lopez Rinehart project team. This analysis describes opportunities and constraints for redevelopment and response to various community issues and serves as the basis for the design solutions and character sketches that follow.



Hobe Sound Community Redevelopment Plan Study Area

### History and Community Character<sup>1</sup>

In 1815 King Fernando of Spain conveyed a Royal Grant to Don Eusebio Gomez of 21,000 acres of land in south Florida. The landholding contained all of Jupiter Island and the area that became Hobe Sound.

In the 1880s the Indian River Association, Ltd. acquired the Gomez Grant and a subsidiary of the company, the Pine Apple and Coconut Grove Association, platted a large subdivision in 1893 opening a series of lots west of the Indian River and on Jupiter Island. Pineapple cultivation was the primary agricultural product of the area.

In 1913, the Indian River Association, Ltd. spent approximately \$150,000 building roads, a steel bridge link to Jupiter Island and other improvements in a failed effort to create a large subdivision at Hobe Sound. Ultimately, only the Hobe Sound subdivision, a small development containing eight blocks, was opened south of Bridge Road and east of Dixie Highway.

In 1920, the population of Hobe Sound was 229. For a brief period the community became the site of two ambitious development schemes, Picture City and Olympia. Picture City tried to market Martin County as a movie-making center on the East Coast. The name was emblazoned throughout the area including the Hobe Sound Company's water tower. However, plans to create a movie studio, hotels and businesses in Picture City never materialized.

The Olympia Improvement Company was somewhat more successful than the Picture City Corporation, developing a plan for building sites south of Bridge Road that radiated in an elliptical pattern around the circular green, Zeus Park. The plan approximated the shape of a Greek Olympic arena.

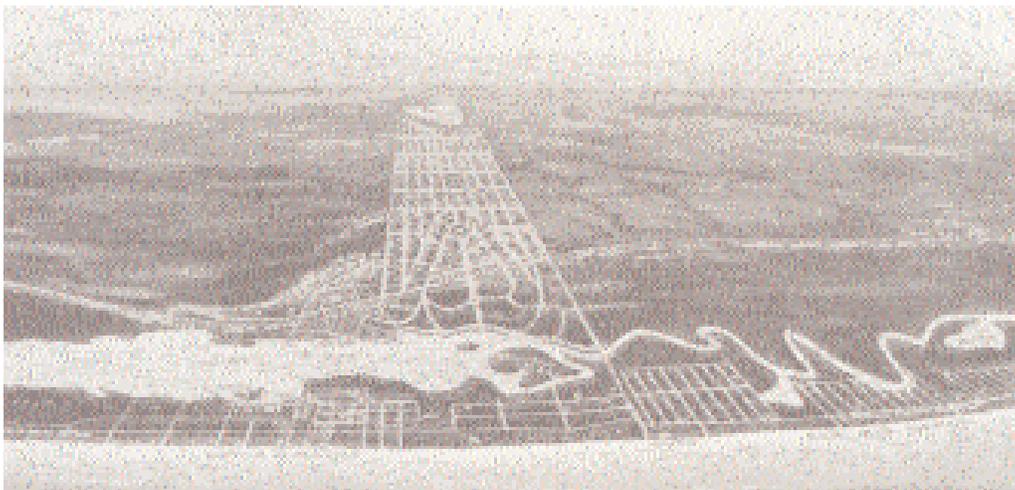
The development concept included plans for apartment houses and hotels that were never constructed. However, a town hall (later the Hobe Sound Elementary School, presently known as the Apollo School) and approximately 20 dwellings were built.

The Olympia 3 subdivision, also opened in the early 1920s, was a significantly smaller development west of US-1 and south of Bridge Road. This subdivision was bordered by Banner Lake, which has become the name of this neighborhood, and consisted of small wood frame dwellings primarily for African-American laborers who worked for the railroad and wealthy residents on Jupiter Island.

Despite their ultimate collapse, the Picture City and Olympia subdivisions set the early development patterns of Hobe Sound and growth did begin to occur slowly. By the 1940s, the population of the area reached 874.

During World War II the U.S. Army built Camp Murphy, a signal corps base approximately four miles south of Bridge Road and west of US-1. The camp, which opened in 1942, was home to 854 officers and 5,753 enlisted men who trained at the base during its two-year existence. In November 1944, the camp was closed but many of the buildings that were constructed there have been scattered throughout the County and are being used as boat manufacturing facilities, homes, commercial buildings and, as with the Hobe Sound Civic Center, as community centers.

Some of the vestiges of old Hobe Sound still remain today, such as the Apollo School, the Post Office, which had served as the Hobe Sound Library and is currently used as a private office, and the old train station which has also been refurbished for use as an office and relocated west of Hobe Sound.



Olympia - Olympia Beach  
Postcard - Old Hobe Sound

<sup>1</sup>Source: History of Martin County, 1975 by the Martin County Historical Society, Florida Classics Library. History of Martin County, compiled by Janet Hutchinson, Florida Classics Library, 1987.

## Hobe Sound Growth Patterns

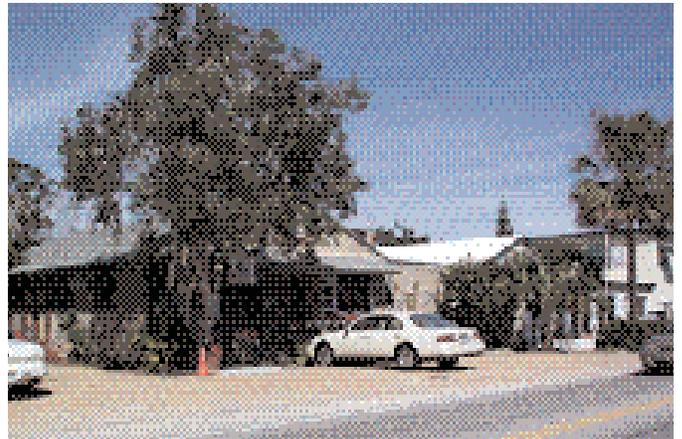
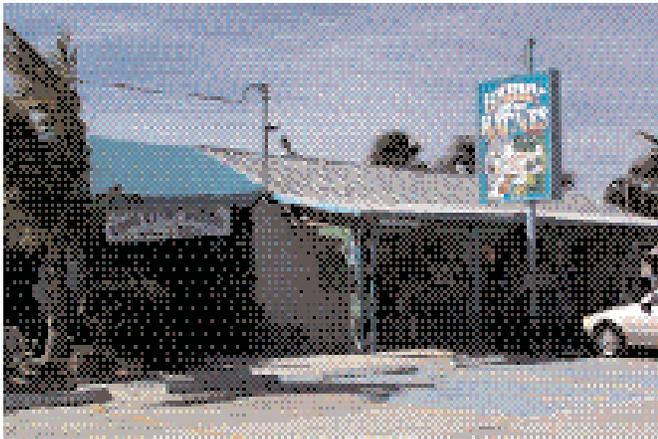
Many of the residential areas that comprise the Hobe Sound study area such as Zeus Park and Banner Lake represent noteworthy examples of traditional neighborhood development patterns. However, recent development along US-1 and Bridge Road represents a development form that should be discouraged if the preferred growth pattern is a traditional village style.

The Winn Dixie Shopping Center, which is adjacent to Bridge Road and US-1, is a typical example of suburban strip development that lacks pedestrian amenities and a sense of community space. This "big box" form of development is also evident in the recently constructed Eckerds Drug Store on the southeast corner of Bridge Road and US-1 as well as the Publix Shopping Center on the west side of US-1 near Bridge Road.

## Conclusion

The public comments during the Visioning/Consensus Workshop clearly revealed residents' desires to retain and reinforce a small-town, village-like setting within Hobe Sound. Strip commercial growth and sprawl typically present considerable conflicts with this objective by introducing uses and development patterns that primarily rely on automobile access; intrusive, large buildings; and impersonal site design which is out of proportion with a village-like environment the residents of Hobe Sound seeks to preserve. Design guidelines and zoning controls should be enacted to discourage discordant, suburban strip development and to promote appropriate redevelopment where strip malls and "big-box" uses have been permitted in the past.

Traditional Town Center



Traditional Residential Neighborhood



### Neighborhoods

The predominant land use within the study area is residential. There are three distinct neighborhoods south of Bridge Road: the Banner Lake neighborhood (west of US-1); Zeus Park (between US-1 and A1A); and the neighborhoods in the vicinity of Greenfield Park along the Intracoastal Waterway. In addition, there are a series of identifiable neighborhood areas north of Bridge Road between US-1 and A1A. Each of these neighborhoods exhibit distinct infill opportunities.

#### Banner Lake

Banner Lake has a traditional grid pattern of development. Small, single family dwellings are the primary land use. A 600'± wide commercial strip that extends along the entire eastern boundary of the neighborhood buffers the area from commercial activity along US-1. The neighborhood is served by the Banner Lake Park, which is slated for improvements in the County's FY 2000 Capital Improvement Program. Three churches are located within the neighborhood and an historic cemetery is located at the southeastern corner of the area. The South Martin Regional Utility System<sup>2</sup> is presently installing a sanitary sewer line extension to serve this area. This project is being funded through a Small Cities Community Development Block Grant. Residents of the Banner Lake neighborhood are predominantly lower income and many of the homes suffer from deferred maintenance. Many of the neighborhood roadways are in need of repair.

#### Zeus Park

This neighborhood is characterized by an unusual development pattern that mirrors a Greek Olympic arena with streets radiating eastward from the circular green known as Zeus Park. Streets throughout the neighborhood (such as Olympus, Mercury, Adonis, Hercules, Athena, Venus) are named after the planets in the solar system and Greek gods and goddesses. This unusual neighborhood is immediately adjacent to the Bridge Road commercial area and the shops and businesses along A1A.

Buildings and residences throughout the neighborhood are constructed in a wide, but compatible variety of architectural styles. Many buildings, such as the Apollo School and the Hobe Sound Civic Center recall the history of Hobe Sound.

In addition to the passive recreation area of Zeus Park and the Hobe Sound Civic Center, the neighborhood is immediately adjacent to the County's J.V. Reed Park which has a number of active recreation fields. Although sidewalks have deteriorated along many of the streets in the neighborhood, the area has a distinct and inviting pedestrian quality. Houses in the area are relatively affordable but are well maintained. Roadways and infrastructure within the area appears to be adequate to meet current needs. There are numerous vacant lots scattered throughout this neighborhood but many are presently under construction for single family homes. Virtually all vacant lots within this neighborhood are expected to be developed within the next 3 to 5 years.

#### Old Hobe Sound

Residential development in this area tends to have a mixed character. Larger, single-family homes have been constructed on large lots that front on Laurel Lane. A compact development pattern with smaller, single-family homes lining winding streets characterizes the southerly portion of this neighborhood. Limited industrial and commercial uses have been constructed on the lots located between Shell Avenue and A1A. In addition, an Assisted Care Living Facility (ACLF) is proposed for construction on Shell Avenue with access from Bridge Road.

#### US-1 Neighborhoods

There are a variety of residential neighborhoods that front on the east/west roadways that run perpendicular to US-1 and A1A between Bridge Road and Washington Street. Mobile homes and small dwelling units predominate in this area. The residents appear to be lower income and many of the residences require structural and cosmetic maintenance. Many of the roadways that bisect this area, such as Robyn Street, Edwyn Street, Algozzini Place, Byrd Street, Page Street, Seagrape Way and London Street, have outlets only on A1A. There are virtually no north/south connections. As a consequence, residents of this area are forced to use either US-1 or A1A in order to access any of Hobe Sound's community facilities or retail services. There is a sidewalk that runs along US-1, however it lacks suitable amenities to shade pedestrians. The pedestrian trail along A1A, however, does appear to have strong potential as the spine of a north/south alternative to automobile use.

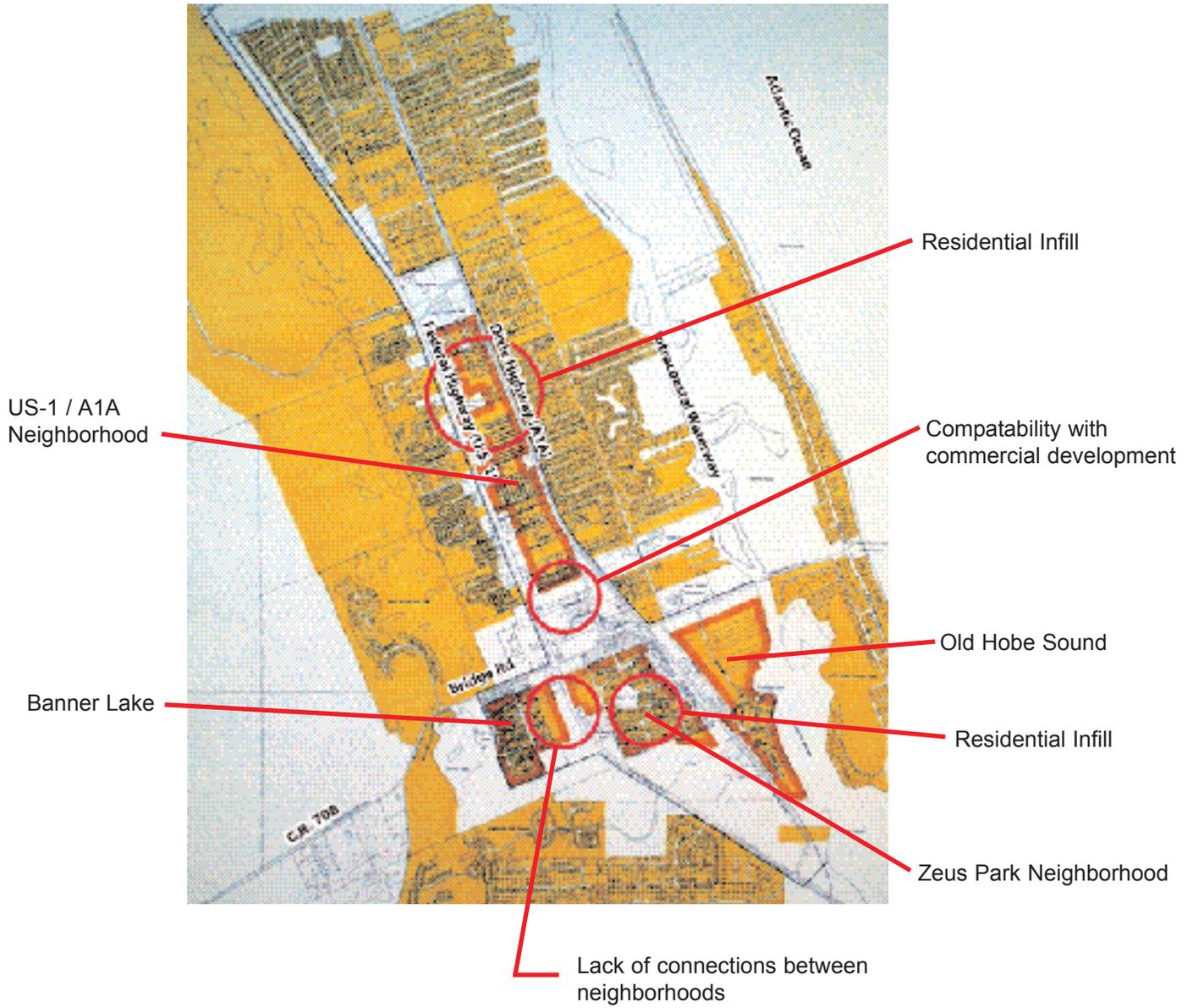
#### Conclusion

There are clear opportunities for infill development throughout the residential neighborhoods within the study area. Such infill development will continue to reinforce the village atmosphere of Hobe Sound and will provide a market for the expansion of the commercial/retail and residential area along Bridge Road.

There is a lack of suitable pedestrian, vehicular or bicycle connections among the various neighborhoods within the study area. Such connections would provide alternative routes for local traffic minimizing the need to use US-1, A1A, Gomez Avenue or Bridge Road.

Efforts should be made to ensure compatibility between retail and commercial development on Bridge Road and the residential and village character that the community seeks to promote. These efforts should include the enactment of overlay zoning controls that encourage compact commercial growth and mixed use development. In addition, the community should adopt design standards that help preserve the intimate street scale and pedestrian environment of a traditional village commercial center.

Neighborhoods



## Community Facilities

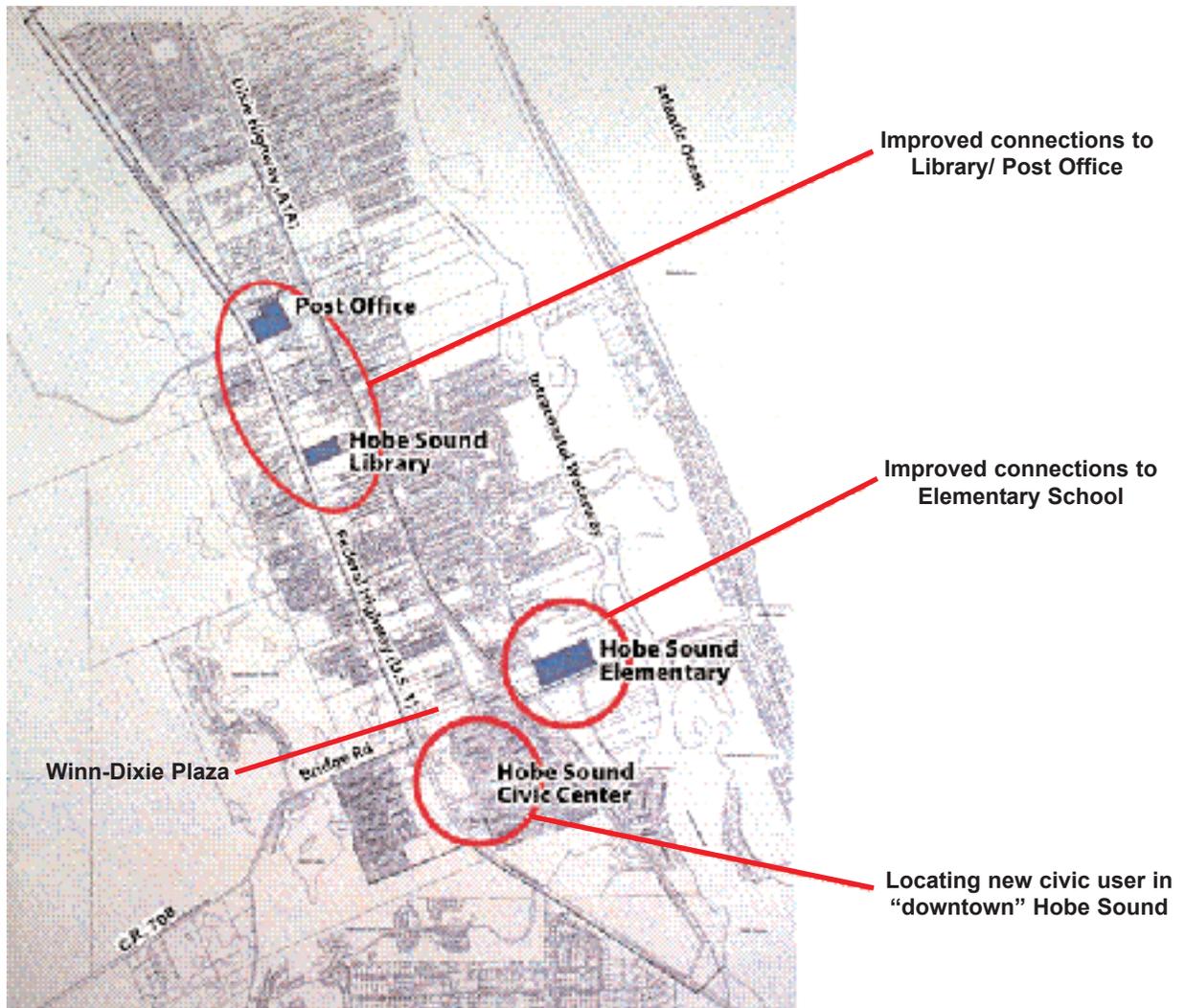
Community buildings define the civic architecture of a community. The recently constructed Library and Post Office buildings are located in the northerly reaches of the Hobe Sound study area. The Hobe Sound Elementary School is located just outside the study area at the intersection of Bridge Road and Gomez Avenue. The Hobe Sound Civic Center area is located on Olympus Street [Hercules Avenue] within the Zeus Park neighborhood. In addition, the office of the Property Appraiser and the office for Driver's Licensing is located in the Winn Dixie Plaza.

locate civic uses and create public spaces within the Town Center. Methods to implement these strategies are illustrated and described in the Vision Plan and Action Plan sections of this document.

## Conclusion

There is a clear need to create and improve connections to the Hobe Sound Library, Post Office and the Elementary School to enable residents to access these facilities without the necessity of resorting to using their automobiles. An integrated overall system of bike paths and pedestrian ways are needed to create connections to these facilities from residential areas. In addition, efforts should be made to

### Community Facilities



## Parks

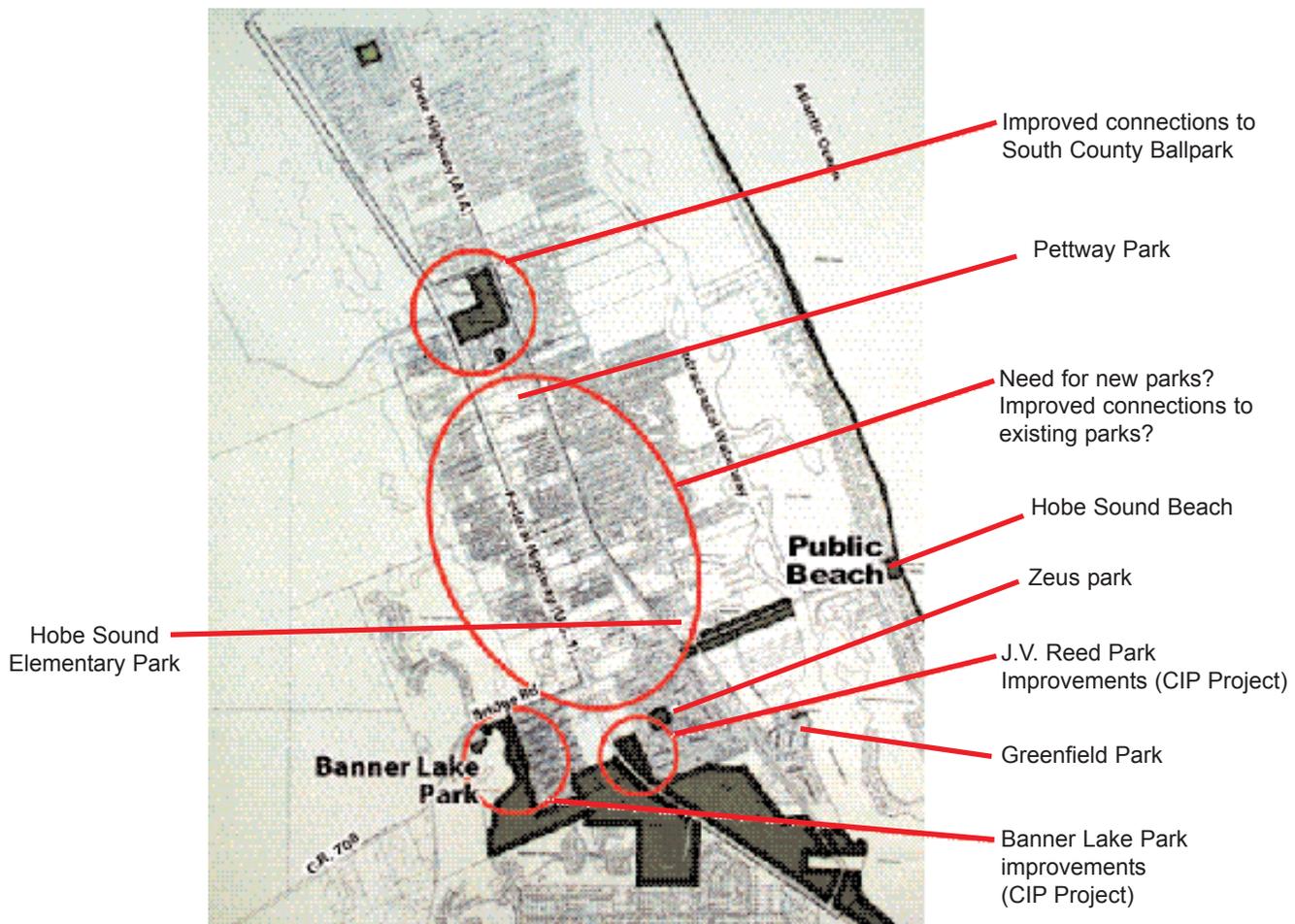
Parks and open spaces often tend to be public gathering points and offer social connections that link the community together as well as offer recreational opportunities. There are a variety of such park and recreation spaces within and adjacent to the Hobe Sound study area. Facilities within the study area include:

- South County Park (Washington St. and A1A) - soccer, football, softball, and baseball fields
- Pettway Park (Pettway Street) - playground and basketball court
- Zeus Park (Olympus St. and Zeus Cres.) - bike paths, fitness trail, and playground
- J.V. Reed Park (Hercules St.) - tennis, handball, baseball, softball, basketball, soccer, and bike path access
- Banner Lake Park (Lantana Ave.) - canoe launch, fishing pier, and picnic sites
- Hobe Sound Beach on Jupiter Island - beach, fishing, bike path access, and picnic facilities
- Greenfield Park (Indian River Drive) - fishing access, pier, and picnic sites

- That portion of the Intracoastal Waterway which abuts the southeasterly reaches of the study area

Facilities and amenities within immediate proximity to the study area include:

- Johnathan Dickinson State Park
- Ridgeway Park
- Greenway along Bridge Road east of A1A leading to Jupiter Island



**Parks and Open Spaces**

## Environmental

Much of the sense of community character that is strongly evident in Hobe Sound is closely related to the natural systems that comprise its environment. The Intracoastal Waterway and the Atlantic Ocean bound the Hobe Sound study area to the east and the Atlantic Coastal Ridge, which marks the position of the historic Atlantic coastline<sup>3</sup>, borders the area to the west. The South Martin Charrette Report includes three significant recommendations with respect to protecting these sensitive natural systems:

- The Atlantic Coastal Ridge Area Ecosystem should be preserved.<sup>4</sup>
- Public access to this natural area should be encouraged, but controlled so that such access creates no threat to the eco-system.
- Development of rural villages, small self-contained urban settlements, adjacent to these natural areas should be allowed. [Such development would be outside the area of focus for the present study.]

## Conclusion

The "small-town" character and extensive environmental amenities that are characteristic of Hobe Sound make the community an attractive location. New growth that will inevitably occur must be carefully guided to ensure that it does not threaten these attributes. To that end, infill development that encourages growth where settlement has already occurred should be promoted. Such effort would serve to protect sensitive environmental areas while promoting sustainable village centers, achieving the recommendations of the South Martin Charrette Report. This development would also support the County's policy to prohibit any wetland impacts related to development.

## Environmental Factors



- Protect existing resources
- Stormwater management
- Public Access to Natural Systems
- Rural Village

<sup>3</sup>Martin County Comprehensive Growth Management Plan, Chapter 9, Conservation and Open Space Element

<sup>4</sup>A large portion of this area has already been purchased by the County and the State of Florida to ensure its preservation.

## Commercial Districts / Town Center

Martin County has been experiencing increasing development pressures and residents have expressed concern as traditional development patterns are gradually giving way to sprawl. One of the primary factors that seems to have created the opportunity for this development form is the continuous commercial zoning district that stretches along the length of US-1. As a result of this strip zoning, commercial and retail development has occurred at random. This type of growth tends to create two primary and negative influences:

1. Retail growth that does occur fails to support the Town Center and will actually continue to push the focus of commercial activity farther from the area considered by many residents as the focal point of Hobe Sound, the Bridge Road retail area.
2. The physical distance between retail establishments and their remote locations forces residents of the Town to use automobiles, further aggravating levels of roadway congestion and discouraging pedestrian or bicycle activity.

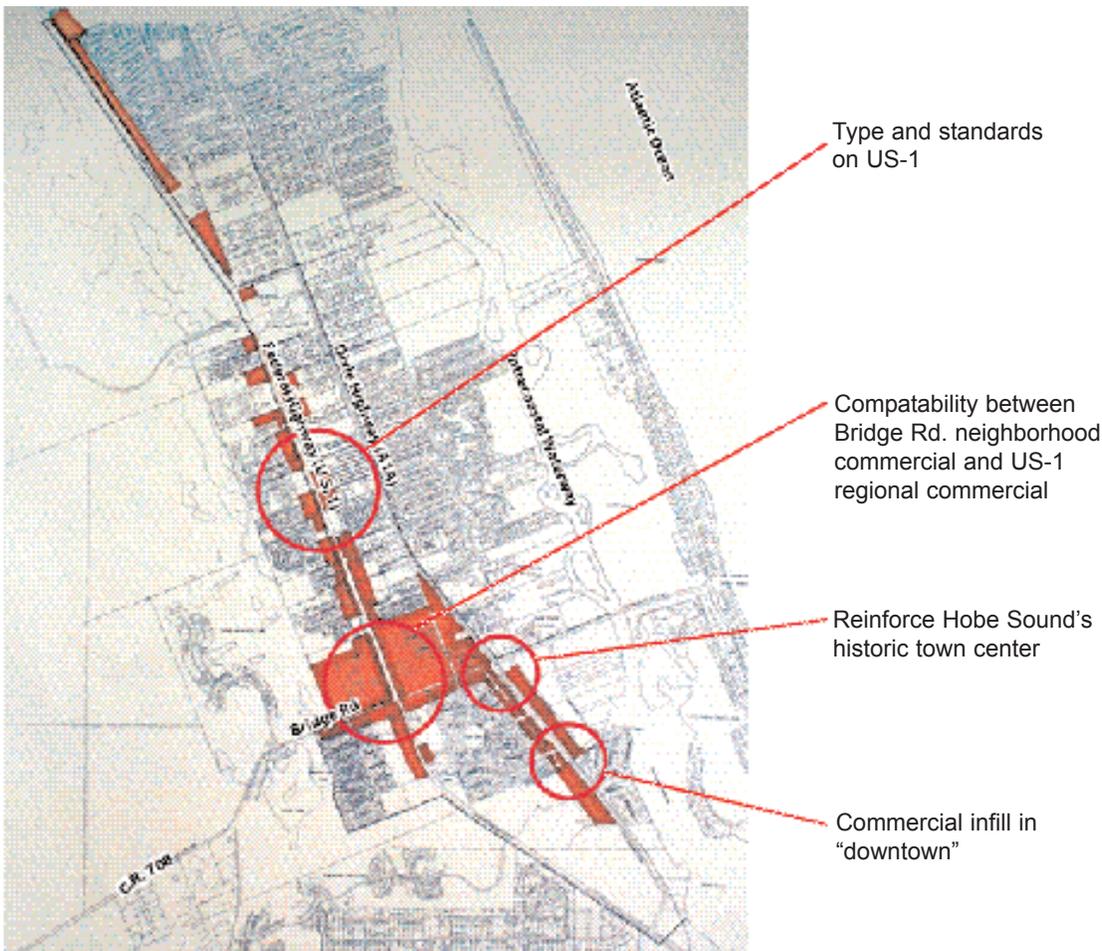
## Conclusion

There is a pronounced need for sign and aesthetic design guidelines. There is also a need to minimize discordant

development along US-1. Furthermore, in order to promote compact commercial nodes, particularly at the US-1 and Bridge Road intersection, land use controls that limit the extent of the commercial strip zoning along the roadway should be considered. Overlay zoning controls should be developed to encourage infill development in the "downtown" Town Center of Bridge Road and A1A. Such controls would help to reinforce this area as Hobe Sound's commercial core.

Distinctions should be made between the Bridge Road neighborhood commercial area (which primarily serves the needs of the adjacent residential areas) and the regional commercial corridor of US-1 (which relies on a broad service area that extends beyond the boundaries of Hobe Sound). Uses that support and are compatible with a Town Center concept should be encouraged along Bridge Road. Regional commercial uses should be actively discouraged along this roadway.

The boundaries of the Town Center should encompass the Bridge Road area as well as the commercial area along A1A. This village development should be encouraged at the intersection of Bridge Road and US-1 as well to reinforce the identity of the center of Hobe Sound.



Town Centers

## Mobility

Hobe Sound is primarily a "bedroom" community. Employment opportunities within the community are limited. Most of the residents commute to their jobs and must travel some distance to community and recreational facilities and essential retail services. Furthermore, Bridge Road is one of the few access points to Jupiter Island and the beachfront area along the Atlantic Ocean. Consequently, a well-connected roadway system is critical to Hobe Sound's residents. These factors, together with the linear development pattern that characterizes the community place a strong emphasis on roadway access, not only for automobiles but also for alternative transportation means such as bicycles and pedestrian activity.

An examination of the community's street network reveals a variety of mobility issues:

- There is an absence of north/south connections between and within the various neighborhoods within the study area. This forces residents to use Gomez, CR A1A or US-1 as their primary inter-community access-ways.

- Even though intermittent sidewalks are provided and a mix of land uses are present, community residents choose not to use Bridge Road as a pedestrian way. The discontinuity of the sidewalks force pedestrians into the street for short segments, and the high vehicular speeds discourage pedestrians from walking between areas located directly across the street.
- Exceptionally wide cross-sections, such as the four-lane section on the northern end of US-1, discourage pedestrian activity. Streets that are wider than necessary become formidable barriers for pedestrians, especially if the roadways allow fast-moving traffic. The appearance of roadways in the study area does not convey a "neighborhood" feel; the openness of the cross-sections, lack of roadside landscaping, and absence of any vertical elements such as street trees or buildings close to the street invite speeding and detract from the pedestrian environment.



## Traffic Issues

- A lack of additional connections or network is apparent. There are distinct neighborhoods within the study area that are only connected by one or two roadways; even these connections are in jeopardy of closing.
- The 2020 Regional Transportation Plan includes a proposal to widen the section of US-1 that extends through Hobe Sound to six lanes. These future highway plans, such as the US-1 widening plans will affect not just the issue of capacity on US-1 but the future direction of growth in Hobe Sound. This roadway presently creates a considerable obstacle to connections between retail areas and residential neighborhoods on the east and west sides of US-1. A typical rural section of US-1 includes four 12-foot lanes and a 20-foot median. Widening the roadway by an additional 24 feet (two additional lanes) will make east/west connections far more difficult and severely jeopardize the potential for future pedestrian crossings.

### **Conclusion**

Based on the foregoing descriptions of mobility issues, the major transportation objectives for the neighborhood planning area include:

- Slowing traffic to a speed appropriate in neighborhoods
- Connecting neighborhoods throughout the community and enhance pedestrian/bike mobility and safety
- Improving the visual character of roadways
- Providing ample and efficient places to park
- Ensuring that all County and State planning and transportation policy documents are consistent with the expressed desires of the community regarding roadway design standards and inter-community connections

### Infrastructure

During the course of the workshops and design sessions, the residents of Hobe Sound frequently expressed concerns relating to roadway capacity and traffic issues. These concerns relate to the intersection of Bridge Road and US-1 and the Bridge Road/A1A intersection. Bridge Road is the sole east/west connector through Hobe Sound and serves as the community's Main Street commercial corridor as well as the primary regional connection from Jupiter Island to I-95, approximately seven miles to the west. Residents of the community have expressed concerns that increasing through traffic along Bridge Road is resulting in unacceptable congestion at the A1A and US-1 intersections. In addition, residents have expressed concern about the speed of vehicles traveling along Bridge Road and the potential for pedestrian/vehicular safety conflicts.

The availability of sewer and domestic and fire water service needs is also a concern for the residents of Hobe Sound. Within the past year the South Martin Regional Utilities assumed responsibility to operate the sanitary sewer and water systems that serve the community. The Utility Director indicated that the previous operator had not prepared service area maps for the region. These maps are now being developed, however, as a result of the lack of available mapped information, the extent of the area served by sewer and water lines can only be estimated.

According to the Utility Director, all of the parcels south of Bridge Road presently have domestic water service, but only about 60% of the area is served by water service for fire prevention. The only portion of Hobe Sound south of Bridge Road served by sewer lines is the Banner Lake area and only 80% of that neighborhood has access to sewer lines.

Approximately 75% of the study area north of Bridge Road is served by domestic water lines. Only 40% of the study area north of Bridge Road is connected to sewer lines and only 30% of this area is served by water lines for fire service. This information indicates a significant need for sewer and water service expansion in Hobe Sound.

### Conclusions

There is a clear need to extend water and sewer lines to serve the needs of the residential and commercial areas of Hobe Sound. Significant portions of the community are presently un-served by water lines for fire emergencies, presenting a considerable health and safety threat.

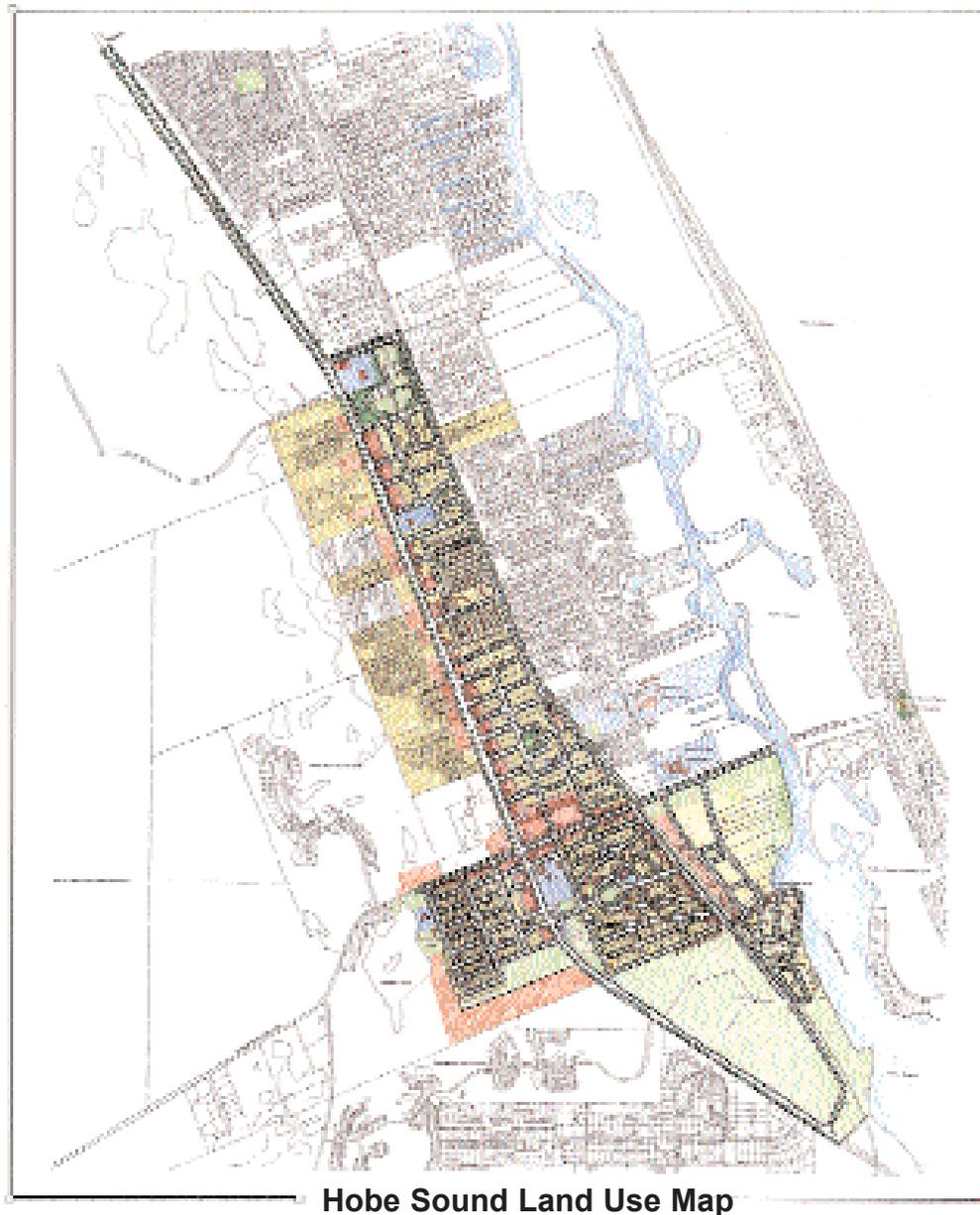
In addition to the need to extend utilities, the community's pedestrian and vehicular traffic issues must be addressed. There is a need to clearly define and differentiate roadway and pedestrian space, particularly along Bridge Road. To enhance pedestrian safety, there is a need to lower and enforce posted speeds, an objective that could be achieved if appropriate traffic calming measures were included in

streetscape plans and roadway improvements along Bridge Road. There is also a need to improve the visual character of the roadways, complete and enhance pedestrian/bicycle facilities, and provide additional vehicle and bicycle connections throughout the community to respond to the roadway traffic concerns.

### Land Use

The land use pattern of the Hobe Sound CRA illustrates the importance of US-1 and Bridge Road as the community's two primary interconnecting roadways. US-1 provides primary north/south connections while Bridge Road provides an important link to the Hobe Sound Beach, a major amenity.

These roadways are also important as the principal location for the community's commercial activity, which provides essential services to the adjacent residential areas.



-  Commercial
-  Residential
-  Parks and Recreation



DESIGN PRINCIPLES

## DESIGN PRINCIPLES

The evaluation of Existing Conditions and the Site Analysis was predicated upon and guided by the Martin County Principles of Sustainability. The County adopted these Principles to maintain quality residential and non-residential development, preserve natural resources and protect natural systems, enhance economic development and prudently allocate financial resources. These principles are:

### Environment

1. Conserve & recycle precious community resources.
2. Use resources efficiently.
3. Protect & enhance natural resources.

### Land Use

4. Foster community belonging, unique sense of community identity.
5. Encourage compact, mixed-use, residential, commercial, institutional pedestrian-oriented development.
6. Encourage redevelopment & infill development within the Urban Services Boundary (USB) [*A growth management tool which limits development to those areas where urban public facilities and services are available*].
7. Protect & enhance existing neighborhoods.
8. Emphasize quality design, aesthetics of built environment.
9. Create walkable neighborhoods with amenities, for new and existing communities.
10. Maintain an open space network with linkages to neighborhood parks, recreation areas, and natural areas.
11. Integrate open spaces, conservation areas, multi-modal transportation into neighborhoods.
12. Protect & celebrate community heritage & historically significant facilities.
13. Encourage traditional communities, integrate gated communities.
14. Preserve & promote agricultural areas.
15. Use advanced production systems.
16. Maintain a clearly defined edge between urban & rural areas.
17. Recognize and plan for potential natural disasters.

### Transportation

18. Provide a highly connected street network comprised of small narrow roads & redesign

existing arterials, design new collectors to be grand public spaces.

19. Provide multi-modal transportation alternatives/choices including transit, trails, bikeways & sidewalks.
20. Use advanced transportation systems.

When applied to the Hobe Sound issues the County's Principles of Sustainability were synthesized into the following six Urban Design Principles that were specifically used to guide the design process and provide the framework for this Plan:

### Neighborhoods

Neighborhoods are a Community's essential social unit. Neighborhoods provide the foundation of a sense of community providing places for people to live and socialize.

### Community Parks and Open Spaces

Parks and open spaces provide public space and recreational opportunities that link the community together. Public spaces and parks should provide places for gatherings, festivals and other public events. Parks should enhance and reflect local environmental features and have strong, accessible connections to surrounding neighborhoods.

### Street Network

Streets and roadways connect the various elements of a community together for pedestrians, cyclists and automobiles. Streets represent over 80% of public space in communities and strongly influence how people view their community. Streets should reflect local character and scale and convey a positive impression of the community. Great streets balance the needs of the automobile with the pedestrian, using buildings and street trees to create an enjoyable space.

### Community Buildings

Community buildings, city halls, schools and places of worship define the civic architecture of a community and convey community identity and community pride and should be centralized in the community.

### Town Centers

Town centers provide the places to work, shop and socialize. Places for these activities are essential to community life and to a civic identity.

### Environment

The natural environment, lakes, rivers, wetlands, and wildlife are the distinctive ecological features that make communities unique and enhance the quality of life its residents experience.



CONTEXTUAL  
SITE ANALYSIS



**HOBESOUND**  
COMMUNITY REDEVELOPMENT AREA

**CONTEXTUAL SITE ANALYSIS**

**Illustrative Plan**

The assessment of Existing Conditions and the Contextual Site Analysis, when coupled with the public input received during the Visioning/Consensus Workshop, suggest a series of goals and actions that should be undertaken based on identified opportunities and constraints to achieve a preferred future vision of Hobe Sound. These opportunities, goals, and actions are specifically developed in accordance with the Design Principles set forth in Section 3 and create the elements of the Hobe Sound Vision.

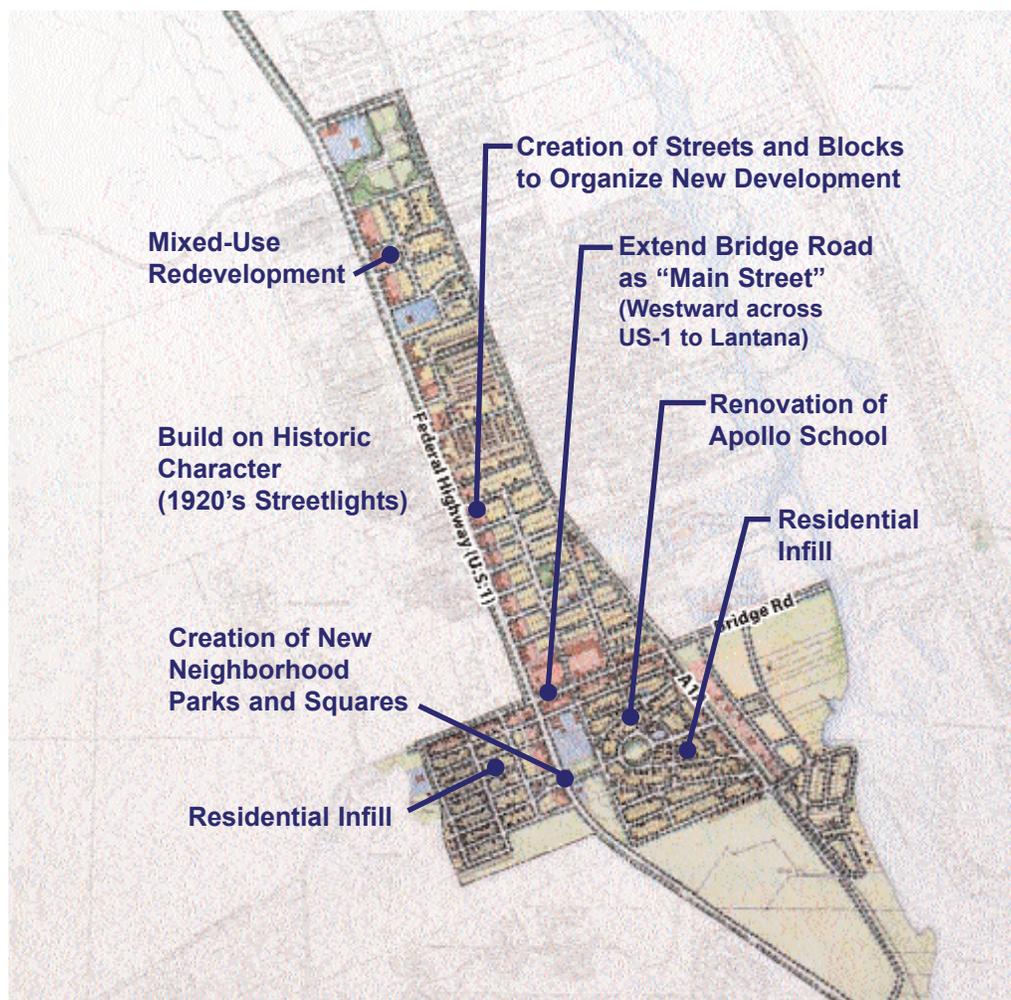
### Goal: Neighborhood Infill

Hobe Sound is fortunate to have many neighborhoods that have been developed in traditional patterns. Many communities throughout the country are seeking to replicate these patterns. Future growth in the Town should be shaped to be consistent with this pattern. Consequently, neighborhood infill should be strongly encouraged. Infill development would also offer a preferred alternative to potential development of the natural areas that border Hobe Sound and significantly contribute to the community's quality of life. Public improvements should support and enhance neighborhood identity.

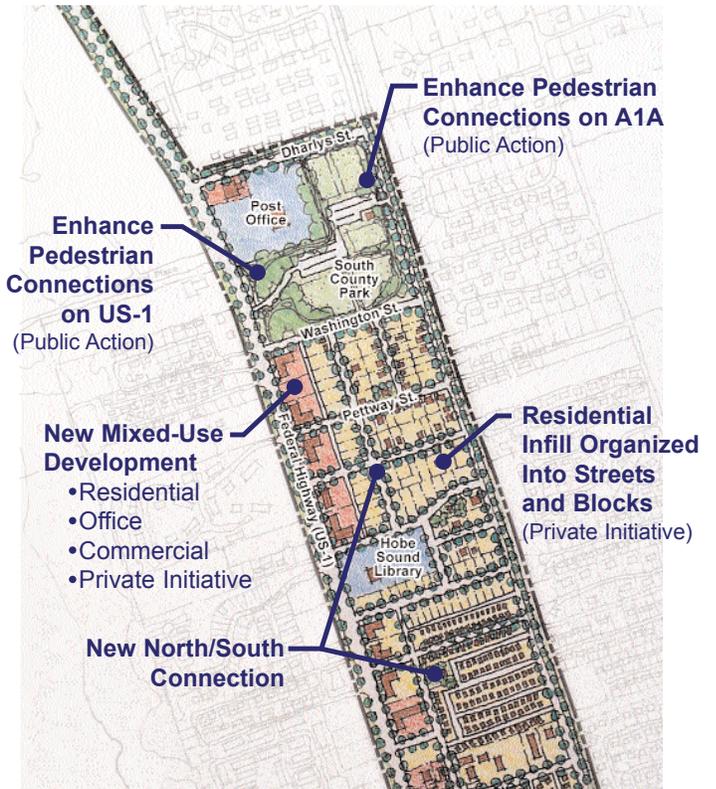
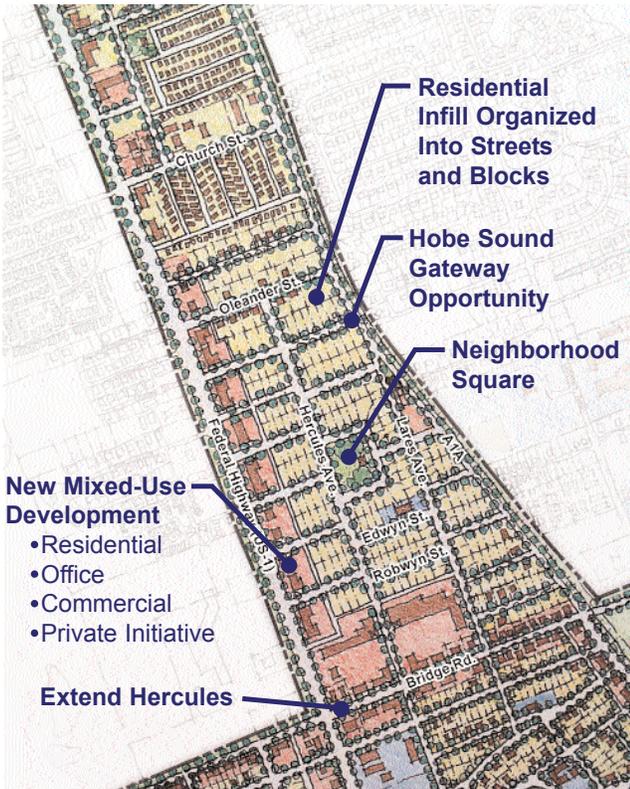
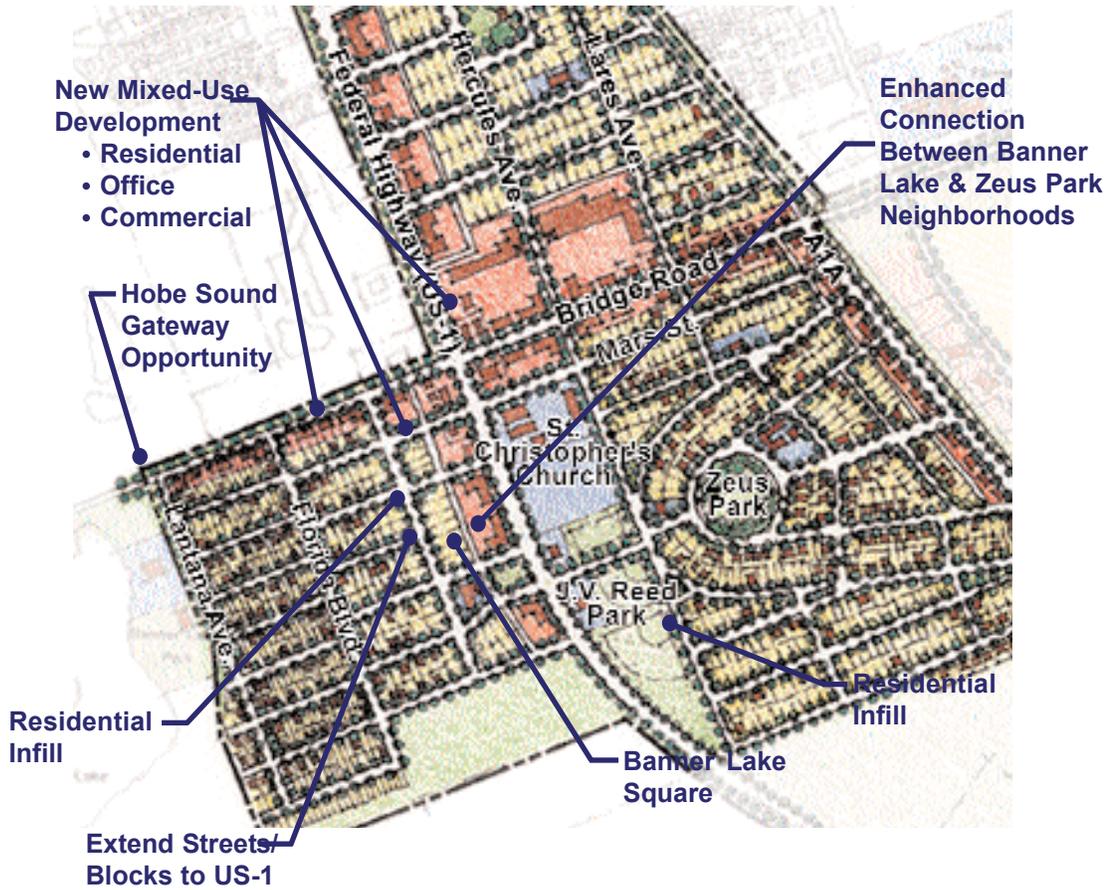
### Strategies/Actions

The following actions should be undertaken to achieve the foregoing goal:

- Develop incentives that encourage private-sector sponsored infill development, such as expedited project review or reduced property taxes for the initial years of the investment
- Target housing improvement funds (low cost loans and direct grants) for new construction or rehabilitation of housing units within existing neighborhoods
- Create Hobe Sound Gateways that reinforce neighborhood identity
- Create a plan for new neighborhood streets and squares that provide public gathering points and support the social connections of neighborhood. These new streets would gradually be established as future private-sector redevelopment occurs.



Proposed Projects



## Goal: Focus Commercial Development in Town Center

Traditionally, village centers include a mix of retail, service and residential within an area that can be easily traversed on foot, and the "Main Street" fronts two walls of buildings. The Bridge Road (between Lares Avenue and CR A1A) and A1A (between Bridge Road and Gleason Street) commercial areas provide for an essential mix of retail uses that form a desirable Main Street, Village setting. Efforts should be made to encourage compatible growth within these areas to continue to build a compact and identifiable "Town Center" and Main Street for Hobe Sound. Land use regulations should be actively employed that differentiate between regional commercial growth, which should be directed to US-1, and retail activity that would enhance, and thus should be encouraged to locate within, the Bridge Road Town Center commercial district. Public improvements should specifically support and enhance the pedestrian qualities of the Bridge Road Town Center district.

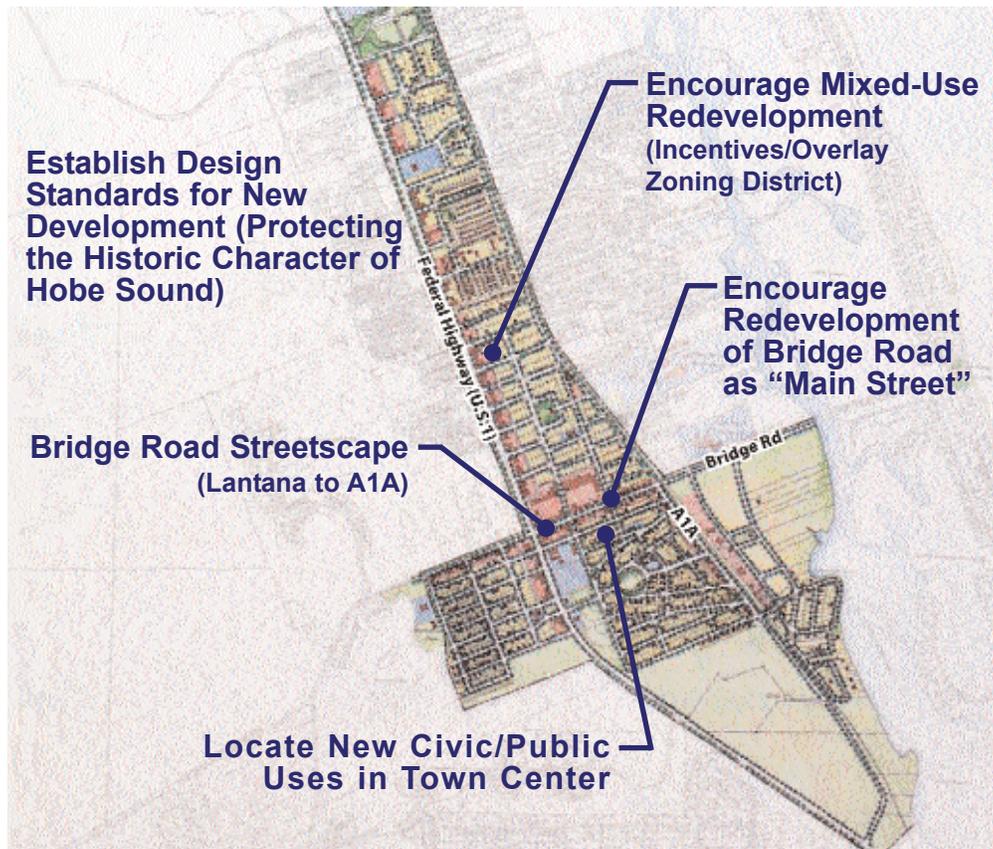
## Strategies/Actions

- Pursue streetscape improvements that enhance the pedestrian environment and create a Main Street along Bridge Road
- Create town center overlay district zoning controls that encourages pedestrian scale commercial development that is consistent with a "village center" concept

- Encourage compatible mixed-use development along Bridge Road and A1A through permissive zoning and incentives. Add parking to serve new development
- Establish design standards to guide development within the Bridge Road Main Street area
- Extend the Town Center development pattern on Bridge Road westward across US-1 to provide a pattern of retail growth adjacent to the Banner Lake neighborhood and north and south within the immediate vicinity of the Bridge Road/US-1 intersection
- Enhance the Bridge Road/US-1 intersection by providing such improvements as sidewalks, street trees, crosswalks and pedestrian lighting
- Build on the Historic Character of Hobe Sound using this as a theme for future development

This could be accomplished through the development and implementation of design standards that reflect this character.

Town Centers



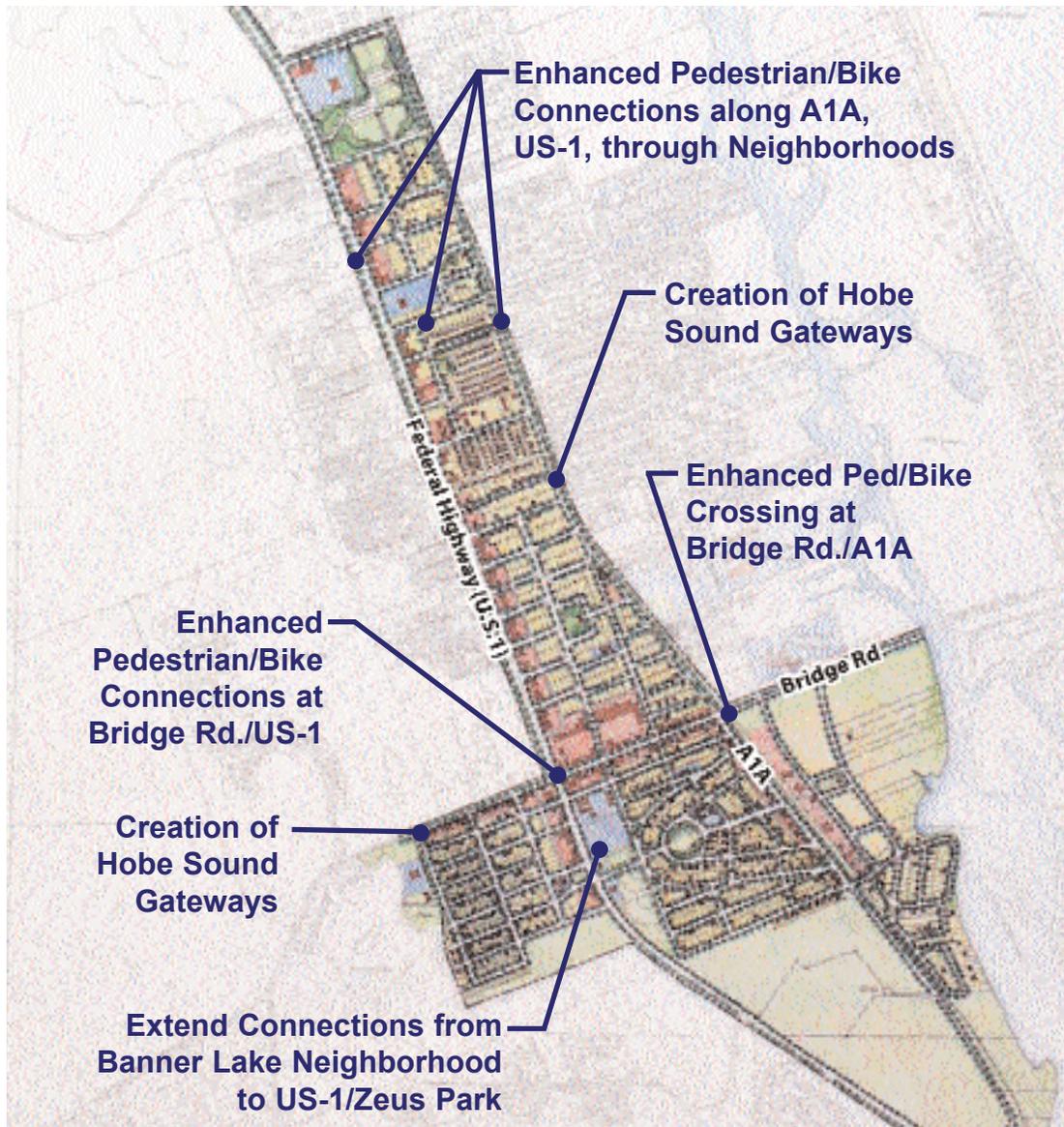
## Goal: Enhance Community Connections

Create an overall network of interconnected roadways leading from neighborhoods throughout the Hobe Sound Study area to community facilities and commercial areas. These interconnections will enable residents' access throughout the community while avoiding the necessity to use major regional arterials such as US-1. These connections will be designed for pedestrian and bicycle accessibility and offer suitable alternatives to automobile use.

- Enhance Pedestrian/Bike connections on A1A and US-1
- Ensure that all roadway improvement plans incorporate bike- and pedestrian-ways

## Strategies/Actions

- Guide redevelopment into connected streets and blocks
- Connect Banner Lake neighborhood to US-1/Zeus Park



Neighborhood connections to facilities



V I S I O N   P L A N

### VISION PLAN

#### Public Projects

The following projects have been proposed in order to accomplish the Hobe Sound CRA Plan Vision:

1. Design Guidelines
2. Overlay Zoning
3. Bridge Road "Main Street"
4. US-1 Design Concepts
5. Gateways
6. Housing Development Initiatives
7. Master Utility Plan
8. Comprehensive Sidewalks within the Hobe Sound Community Redevelopment Area
9. Banner Lake Square

These projects are described in the following sections.

## Design Guidelines

**Cost:**

\$30,000 - \$50,000

**Funding Sources:**

General Fund

**Time Frame:**

1-2 years

The purpose of design standards or a "pattern book" is to provide architectural and community guidelines to support a consistent direction for redevelopment. In Hobe Sound, these guidelines should include site-planning issues (buildings up close to the street, parking in back, designs that allow mixed use, etc.) as well as architectural standards. Both new development and renovations/alterations to existing properties should conform to guidelines that promote an urban development pattern and compliment the village character.

*What are design guidelines?*

Design guidelines are recommendations for the improvement of visual quality. They are an analysis of what is special about an area, developed into a plan toward enhancing those qualities. Guidelines are:

An identification of the most characteristic design elements—those qualities which people would like to keep and reinforce, minimum standards of compatibility.

*What guidelines can and cannot accomplish:*

*Guidelines can:*

- Reinforce the unique character of an area.
- Protect the value of public and private investment, which otherwise might be threatened by the consequences of poorly managed growth.
- Improve the quality of the built environment.
- Indicate which approach to design a community encourages.
- Serve as a tool for designers and their clients to use in making preliminary design decisions.
- Provide an objective basis for the decisions of a design review board or architectural review committee.
- Increase the level of public awareness of design issues and options.

*Guidelines cannot:*

- Limit growth or regulate where growth takes place. Design guidelines address only the visual impact of growth.

- Guarantee that all new construction will be compatible with the district setting. Design guidelines ultimately can only guide; the final results are in the hands of the property owners.

- Serve the same legal purpose as a design review ordinance. A design review ordinance is a law, but design guidelines are not.

*Evolution of Design Guidelines*

**Stage 1.** At this simplest level, design guidelines are an idea book of design considerations and their use is voluntary.

**Stage 2.** At this stage, a community group such as a design task force, neighborhood advisory group, or Chamber of Commerce endorses suggestions made in the guidelines. The strongest endorsement comes from local government and the NAC. Voluntary guidelines require active promotion of their use in order to gain public acceptance and cooperation.

**Stage 3.** Communities, whose commitment extends beyond endorsement and advocacy to providing on-going design assistance and financial incentive programs to property owners, have used design guidelines at this stage as an effective redevelopment tool. A quick-start improvement program can cause positive results that will illustrate the value of quality design over random growth.

**Stage 4.** Usually, after successfully completing five to ten good projects based on use of the guidelines, the community looks for a means of protecting these investments by moving the guidelines from a less dependable voluntary use, to a level of required compliance. One way to encourage compliance with design guidelines is to include them as part of an ordinance that authorizes a review board to delay, but not to deny, issuance of a building permit when a proposed project does not meet guideline standards. An example of this type of requirement is an ordinance that gives a review board the right to delay a permit by 30 to 180 days, during which time the developer is encouraged to modify his design. It is important to note that guidelines, which have evolved beyond voluntary use, should be refined and adjusted for use as a companion guide to the ordinance.

**Stage 5.** At this highest stage, compliance with design guidelines can be made compulsory—required by an ordinance that also establishes enforcement mechanisms. This may be accomplished by amending a zoning ordinance, or by creating an entirely new ordinance. In both instances, development proposals are reviewed by a board that approves issuance of a building permit only when the guidelines have been satisfactorily met.

All these stages of design guideline administration have been successfully used in communities throughout Florida and the nation. Although Hobe Sound's citizens may find that

full compliance is not absolutely essential to their redevelopment efforts, it may ultimately be desirable because it offers the best opportunity for ensuring quality design in the community.

## Suggested Guideline Approach

The following is an outline of an effective process for a community to use to formulate design guidelines:

1. Select an approach: Identify the status of redevelopment efforts in the district and determine how the guidelines will be initially used (voluntary, incentive review or design review ordinance).
2. Establish a task force: Identify role of the task force; determine goals and objectives for guidelines, and conduct a sidewalk survey to note common elements, patterns, periods of construction, architectural style, and building conditions.
3. Develop an inventory of area architectural characteristics that might include the following:
  - Record and note observations
  - Photograph individual buildings (assemble and mount photos by block)
  - Evaluate historic photographs, traditional development patterns, etc.
  - Outline common elements noted in the surveys
  - Determine important visual characteristics
4. Financial Incentive Program: The subcommittee or task force should review successful programs from other communities. The next step is to develop procedures for review board and criteria for disbursement of funds.

Finally, the task force recommends that the CRA adopt the grant package and funding to the level suggested.

5. Public Meeting Series: Develop a consensus among property owners regarding important characteristics. Select elements that the guidelines should address:

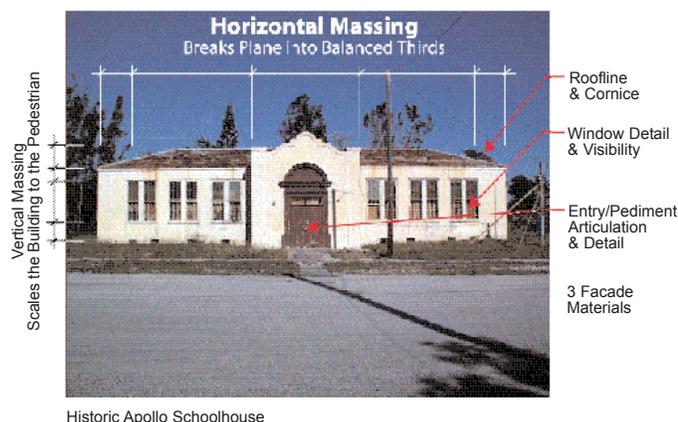
- Develop actual guidelines;
- Adopt the illustrated guidelines;
- Finalize details of grant program; and
- Develop implementation plan that includes design review committee training, promotion plan for program, program administration, etc.

## Conclusions

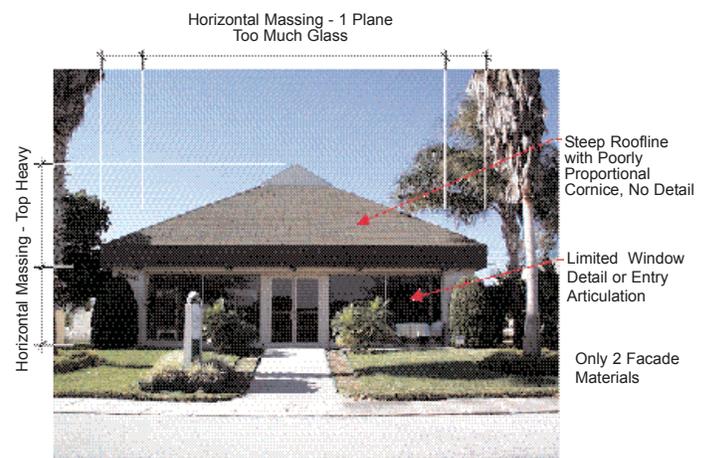
Most communities rely upon assistance in this process from planning/design consultants who are experienced in developing design guidelines and grant programs and are skilled in building consensus among property owners.

Property owners within a redevelopment district must agree that the "whole is greater than the parts." Developing a design guidelines program for private property requires a dynamic and carefully constructed public education program to build support for these changes:

- Communities that do not have a high level of design awareness or history of design controls generally chose to begin their programs with voluntary guidelines with some financial incentive program. Carrots work better than sticks in these situations!
- Allow a period of 3 -6 months to accomplish the task of developing the guidelines, and to organize the grant program and administrative matters.

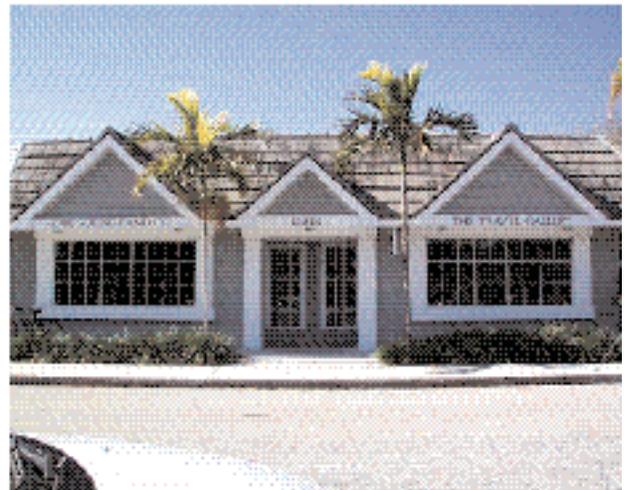


Historic Apollo Schoolhouse



- Guidelines should be included as a part of an over all redevelopment scheme, not as an end in itself.
- Community support is vitally important, as is active and creative promotion of the program.
- Guidelines are a very successful tool to manage growth and encourage reinvestment.
- This is a good time for the Martin County CRA to consider such a project for Hobe Sound.

## Preferred Examples



[Roof and entryway articulation, high level of storefront transparency, intimate pedestrian scale, buildings close to sidewalk]

## Overlay Zoning

**Cost:**

By Staff

**Funding Sources:**

General Fund

**Time Frame:**

1-2 years

Overlay zoning is a commonly used redevelopment tool. This approach imposes a different set of development standards within the boundaries of the Neighborhood Planning Area. The standards may be more restrictive, as with architectural design, to preserve and enhance the character of the Neighborhood Planning Area. They may also be less restrictive as they relate to such things as parking or building setback requirements. These standards serve as incentives for private reinvestment in that they not only help to guarantee the look and feel of an area but also allow greater flexibility in the development of a property. Overlay Zoning is crucial to the success of all redevelopment efforts within the Neighborhood Planning Areas.

The Overlay Zoning will be in place in both the Community Redevelopment Area (CRA) and the Neighborhood Planning Area (NPA). The NPA is a preliminary planning area. The CRA is a refinement of these boundaries creating a focus for redevelopment efforts to address the most pronounced community needs. However, the NPA remains an integral part of the redevelopment of Hobe Sound.

**Bridge Road "Main Street"**

**Cost:**  
\$385,000<sup>5</sup>

**Funding Sources:**  
Bonding/repayment  
Special assessment  
General Fund

**Timeframe:**  
5 - 10 years

Hobe Sound's public and commercial spaces along Bridge Road and A1A are extremely important assets that define the village character and offer community-gathering spaces. Improving connections between these activity centers and abutting residential areas will greatly enhance the vitality of the area. However, there are a series of additional actions that can be taken to strengthen and further develop this commercial area as Hobe Sound's "Main Street".

Traditional town centers include a mix of retail, service and residential uses within in an area that can be easily traversed on foot. Typically two walls of buildings line the "Main Street". To achieve this comfortable, compact town center in Hobe Sound, the density of uses needs to be increased through in-fill development.

Bridge Road connects US-1 and A1A and forms the "Main Street" of Hobe Sound. While at first glance this corridor contains many of the positive characteristics desired in and along a Main Street, future development along the roadway may work against this image. This is likely to occur if, for example, development along the roadway is permitted to take the form of strip malls set back from the roadway and fronted by expansive parking lots. Properly designed streetscape improvements, including street trees, sidewalks and a modified layout for the existing on-street parking could significantly enhance the pedestrian environment of this commercial area.

The existing streetscape west of Lares Avenue should be extended westward towards Banner Lake Park and eastward to A1A. Extending the streetscape will beautify the corridor and clearly define the sidewalk for pedestrians.

Currently, pedestrians stand on an undefined or non-existent sidewalk between parked cars and Bridge Road traffic. The bulb-outs (strategically placed extensions of the landscaped sections into the paved way intended to calm traffic and create protected pedestrian crossings and parking aisles), proposed for installation as part of the streetscape improvements, will create islands of safety for pedestrians wishing to

cross Bridge Road at mid-block. Angled parking in front of the storefronts will maintain access while allowing customers to back onto Bridge Road in a safer manner. This parking layout re-arrangement will also permit sidewalks to be installed at the front building line.<sup>6</sup>

In the future, as traffic warrants, signaling the intersection at Lares Avenue would allow pedestrians and traffic to cross Bridge Road in a safe manner.

It is also recommended that Bridge Road remain a two-lane roadway. A roadway with a larger cross-section will only result in separating the uses and pedestrians of downtown.

The community can immediately begin to focus attention on the Bridge Road commercial area as a public gathering space. This could be accomplished by planning special outdoor public events and holiday celebrations to highlight the community businesses and reinforce the district as the Main Street.

**Implementation**

The Bridge Road Main Street redevelopment can be achieved through a combination of public and private investment over time. Martin County can boost investor confidence by proceeding with the construction of the planned Bridge Road streetscape improvements. The County should also establish design guidelines for the area, and should consider a grant assistance program as an incentive to façade improvements. Private entrepreneurs should be encouraged to upgrade the appearance and conditions of existing properties and respond to marketplace demands through infill business development.

<sup>5</sup>Infrastructure costs to be determined. Estimate does not include assessment of access easements for sidewalk installation along store fronts.

<sup>6</sup>This proposal will require access easements from existing property owners and should be a standard requirement for future development that will be proposed within the Main Street area. This concept is applicable to those buildings that are presently located close to the street. Parcels where buildings have been set back from the street will have to await redevelopment before this concept can be applied.

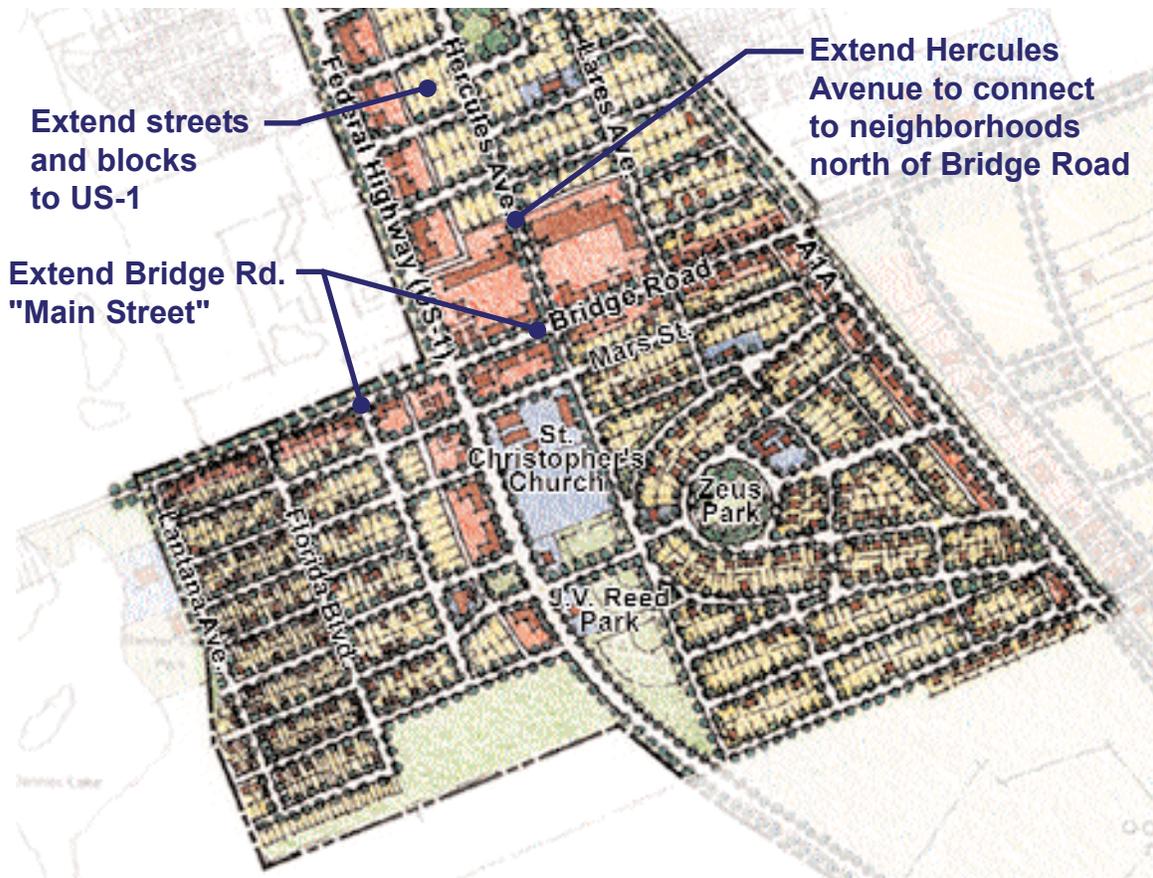
Project: Bridge Road "Main Street"



Existing Bridge Road area

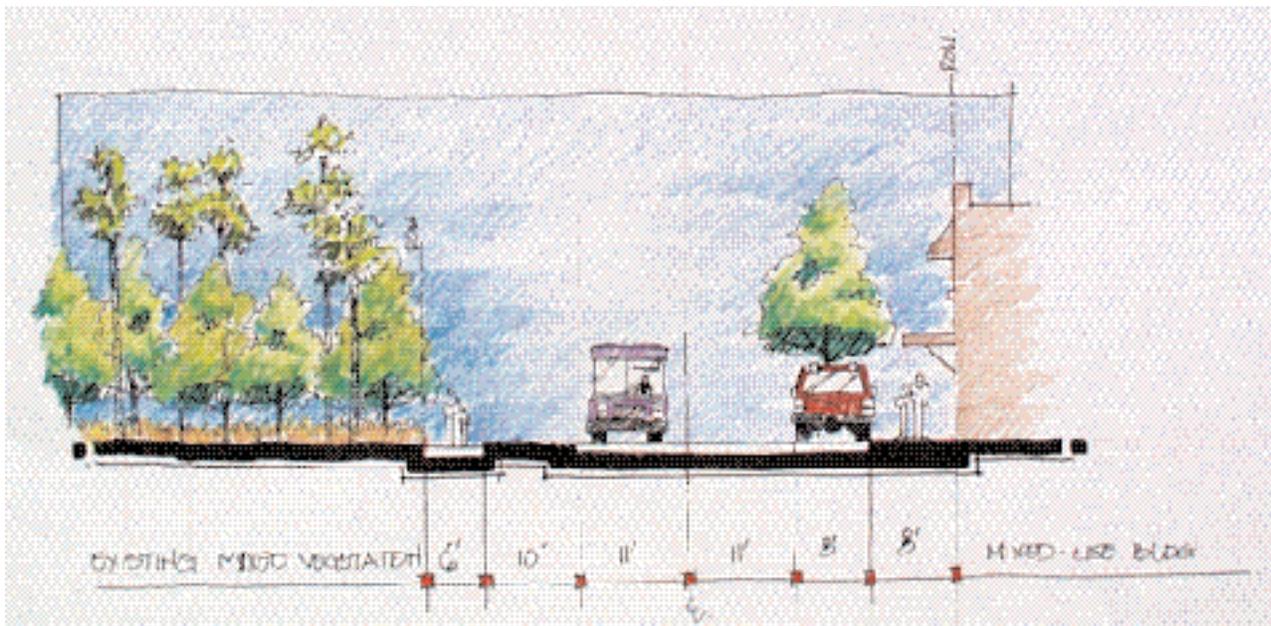
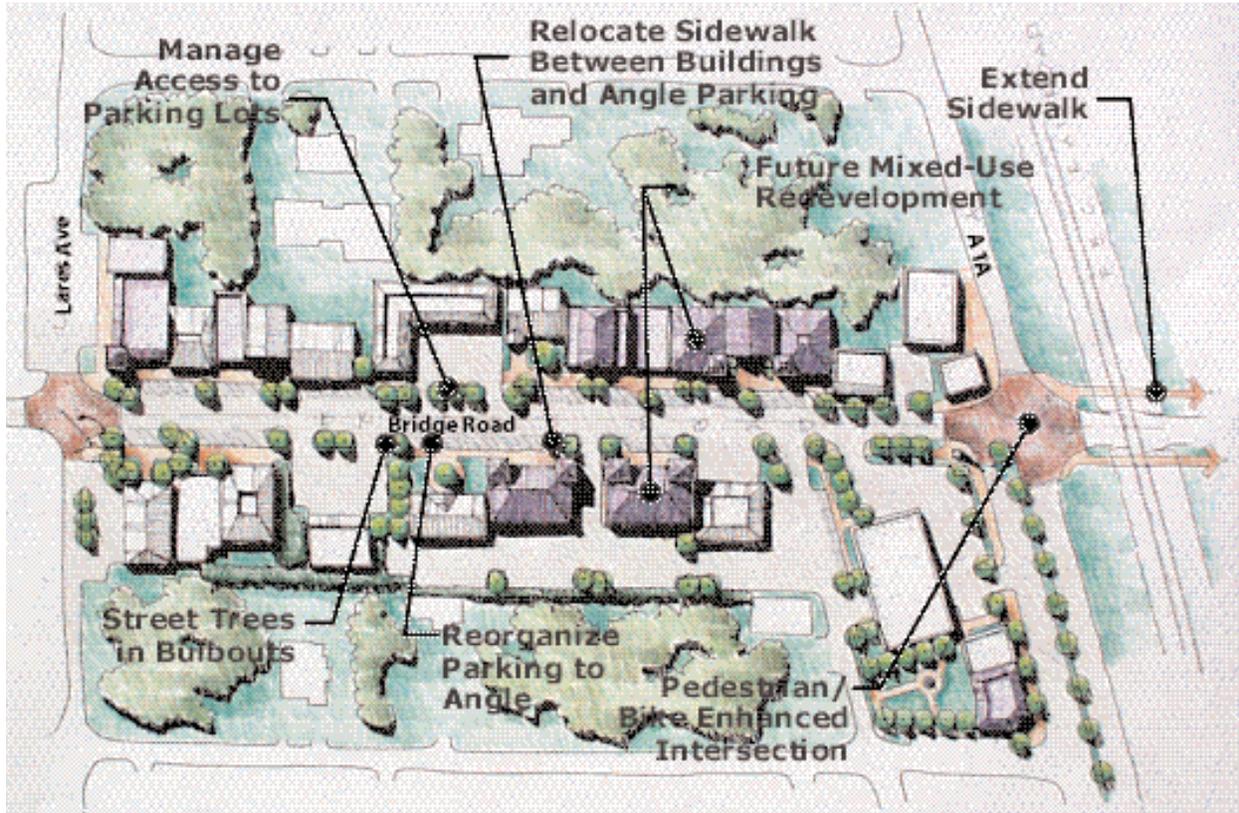


Improved Bridge Road Area Concept Sketch



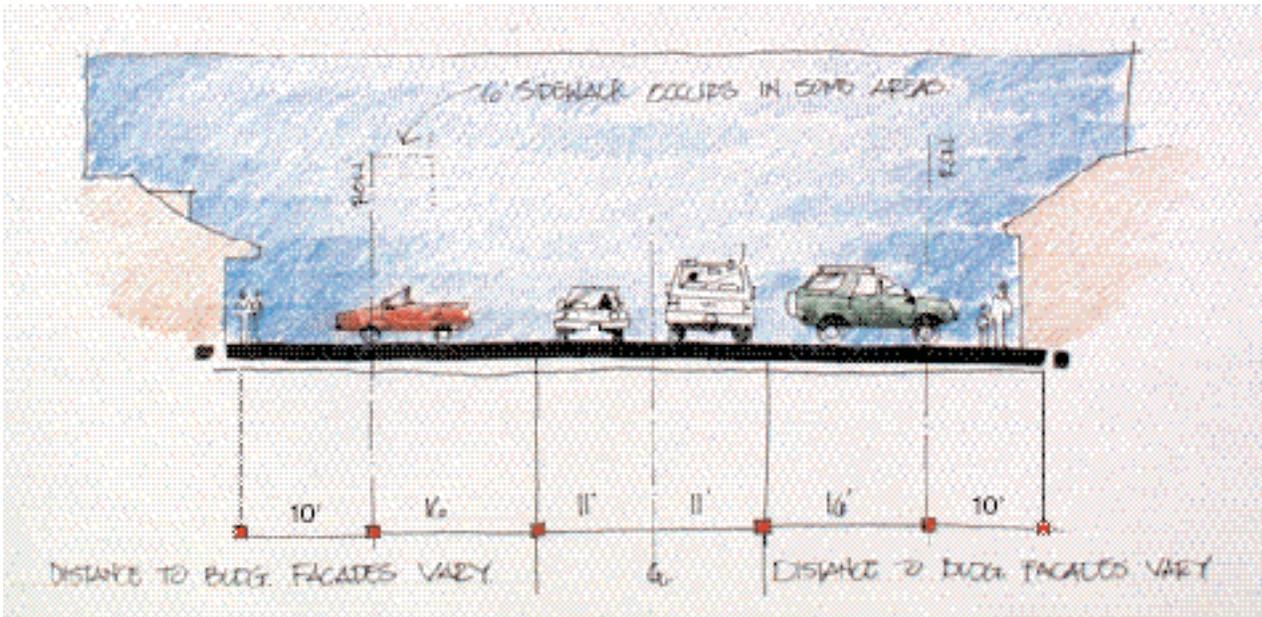
Extend Bridge Road "Main Street"

Project: Bridge Road "Main Street"

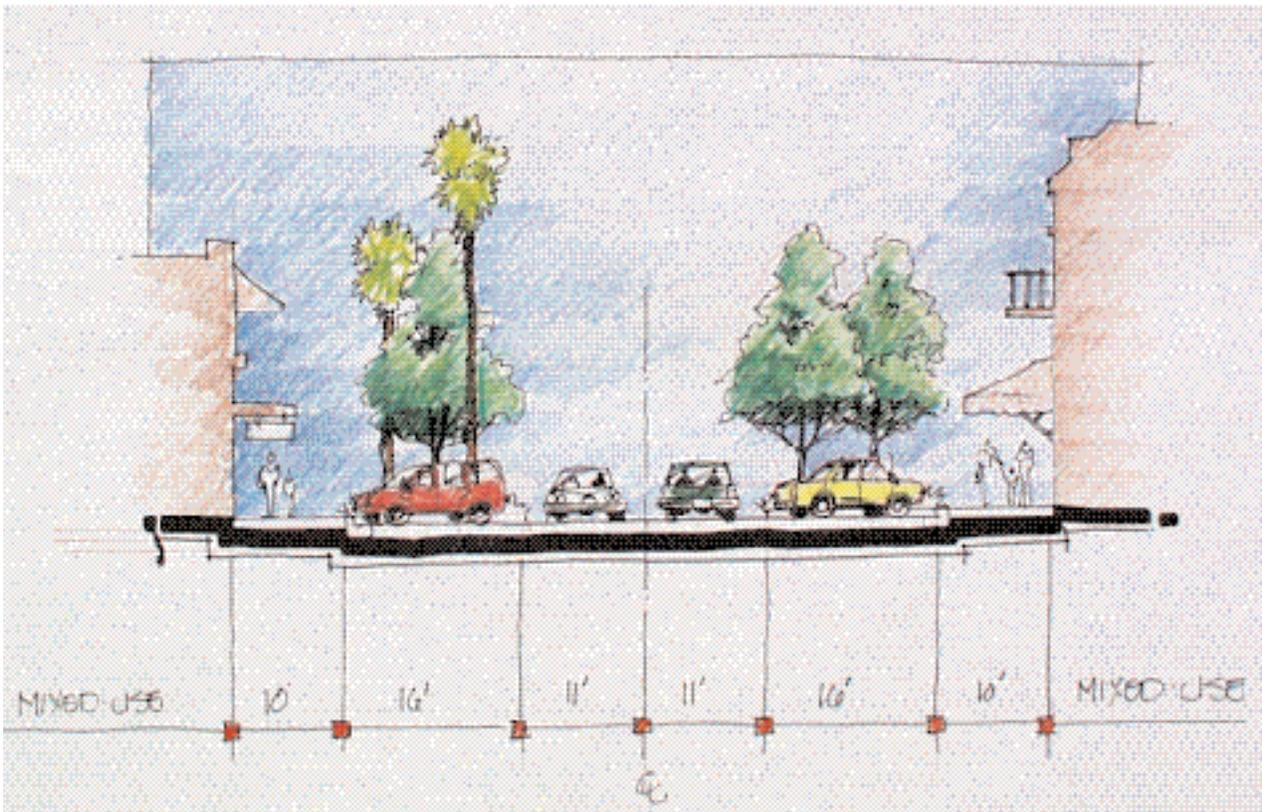


Proposed Bridge Road Section West of U.S. 1 (Looking East)

Project: Bridge Road "Main Street"



Existing Bridge Road Section



Existing Bridge Road Proposed Section

## US-1 Design Concepts

**Cost:**

\$3,500,000

**Funding Sources:**

CIP/Grants

**Timeframe:**

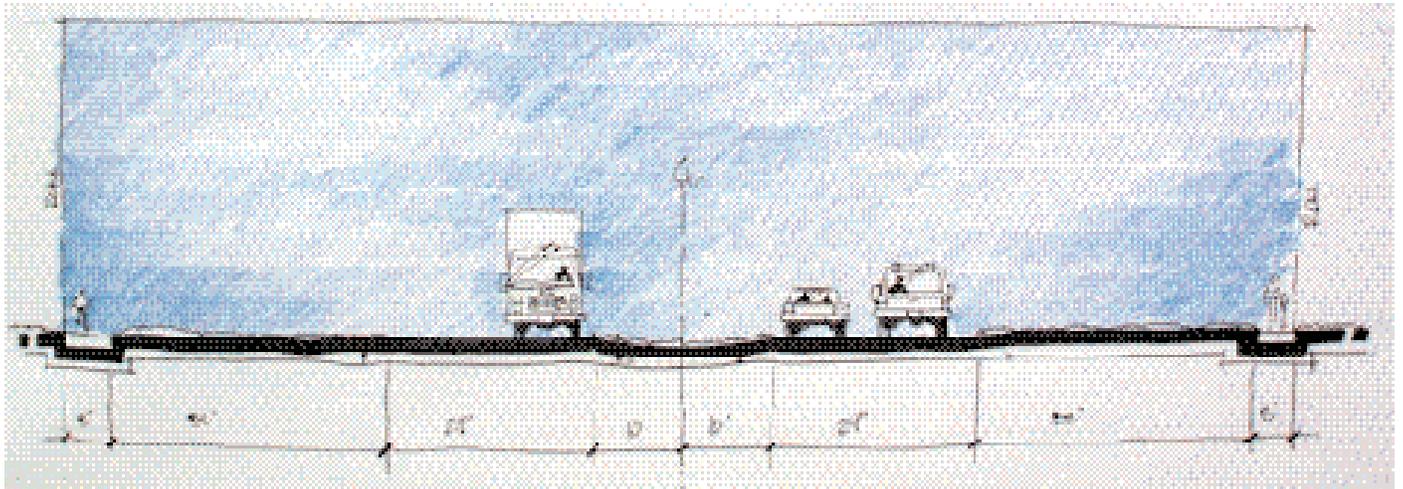
5 - 10 years

US-1 operates at an acceptable level of service while managing to serve as the main north-south thoroughfare in Hobe Sound. The calculated Average Annual Daily Traffic (AADT) volume along this roadway is 22,839 (1999 data). This volume is lower than the Level of Service (LOS) B minimum volume of 23,500 for a four-lane divided Class I roadway. In 2021, US-1 is projected to have an AADT of 42,800 and is expected to operate at an LOS C.<sup>7</sup> Based on this data it appears that the designed rural section is more than adequate to accommodate the traffic generated by surrounding built-out commercial and residential land uses. Therefore, capacity is not the issue driving the proposed widening of US-1 in this area to 6 lanes. In the absence of this operational argument, it is recommended that US-1 remain a four lane rural section.

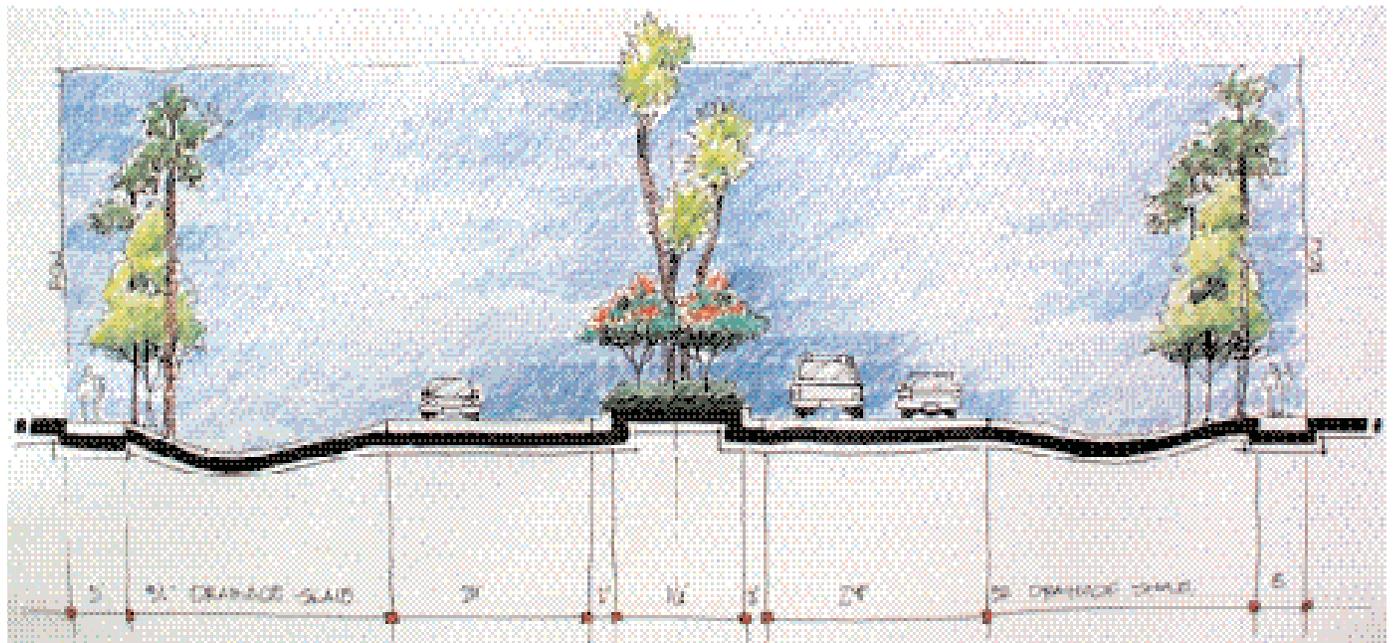
Where necessary, such as at the intersection of Bridge Road, additional lanes have been constructed to handle the turning movements. A four lane rural section, with landscaped median (median curbed), 8-10 foot multi-use paths, and street trees located 20 feet from the edge of pavement would serve the current and future needs of the residents in the neighborhood, while offering an aesthetically pleasing corridor. Curbing the median creates an opportunity for landscaping. The large amount of right-of-way on the east and west sides of the roadway (up to 30 feet) would permit the installation of street trees without the high expense of installing a curb and gutter.

This proposal is not consistent with the current 2020 Transportation Improvement Plan, the FDOT roadway improvement plans for this corridor or the County's Growth Management Plans. If this recommendation is accepted, these documents and plans will need to be modified so that all of the planning documents that relate to Hobe Sound and the US-1 corridor in the community are consistent.

<sup>7</sup>Hobe Sound Transportation Memorandum, February 17, 2000, revised 4/12/2000, p. 3



Existing US-1 Section



Proposed US-1 Section

## Gateways

**Cost:**  
\$110,000 each

**Funding Sources:**  
General Fund

**Timeframe:**

1 - 5 years

There is a need to develop measures to identify the edges of the Hobe Sound Town Center. At the present time it is difficult for travelers in the vicinity of the community to detect when they have entered Hobe Sound, where it starts and how far it extends. A clear sense of identity is obviously an important element of a sense of place. One way to create identity is to develop gateways that announce the border of the community and invite people to visit and experience Hobe Sound.

The proposed project envisions the creation of a signature gateway to be located at the strategic intersection of Bridge Road and Lantana Avenue where all traffic from the west funnels into Hobe Sound. The design of this gateway replicates the base of the historic streetlights that presently line A1A and incorporates this design into a community welcome sign. Sidewalks, street trees and crosswalk pavement complete the entryway design establishing a clear demarcation point for the entry to the community.

The plan illustrates an additional community gateway at the Lares Avenue/A1A entrance point as traffic heads into the Bridge Road Main Street from the north. This treatment should be replicated at other key entrance points and the gateway element should be employed as a design theme that can be carried out for streetlights and key signposts throughout the Hobe Sound Town Center.

The proposed gateway design should also be replicated at key entry points to the north and west of the community.

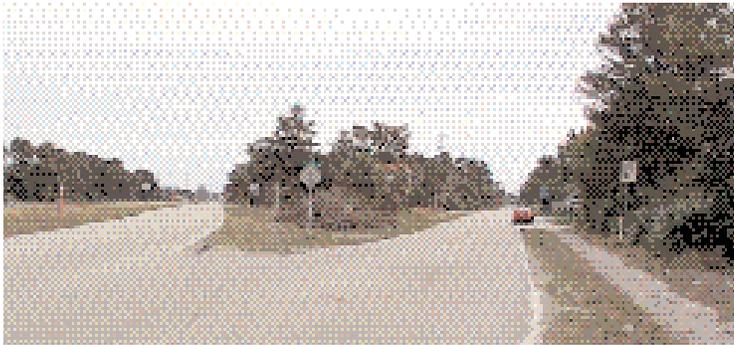


Existing Bridge Road Looking East towards US-1



Proposed Bridge Road Looking East towards US-1

Project: Lares Avenue/ A1A Gateway



Existing A1A/ Lares Avenue looking south towards Bridge Road



Proposed A1A/ Lares Avenue looking south towards Bridge Road

## Housing Development Initiatives

### Cost:

To be determined as appropriate strategies are implemented

### Funding Sources:

Grants

Private investment

### Time Frame:

On going

Although opportunities for in-fill single family development exist throughout Hobe Sound, it is important to focus government and community-based housing initiatives in districts where housing quality is poorest and barriers to private market investment are greatest. The Banner Lake neighborhood south of Bridge Road, as well as the neighborhood areas between US-1 and A1A, stands out as primary target areas for such efforts.

### Strategies

The following strategies provide options for achieving the community's housing objective through a community-based approach that builds on the strengths of the districts as cohesive, traditionally designed neighborhoods. In keeping with overall community objectives as expressed through the Community Redevelopment Planning process, these strategies emphasize construction of new single family in-fill houses, rehabilitation of existing homes and enforcement of County zoning and building codes as the primary housing improvement goals for the target areas.

#### Strategy 1:

Develop a County-based package of incentives specifically focused on encouraging single family residential development and rehabilitation in the targeted neighborhoods.

- Continue to seek Community Development Block Grant funds to offset sanitary sewer and potable water connection fees for existing and new income-eligible, single family homeowners in the neighborhood
- Target impact fee credit, discount or loan programs or new single family home construction in the neighborhood
- Target first-time homebuyer education and training programs for families purchasing homes in the neighborhood

#### Strategy 2:

Continue focusing County SHIP (State Housing Initiative Partnership) funds in redevelopment areas. Focus Community Development Corporation, County and other housing development initiatives and investment into areas of the targeted

neighborhoods where the impact of new residential development will be maximized.

- Focus housing rehabilitation resources on existing homes in the same areas to further concentrate and maximize reinvestment in the neighborhood

#### Strategy 3:

Focus public capital investment, such as Community Development Block Grant funds, on improvements that support and reinforce the single-family character of the target areas.

- Complete installation of sanitary sewer, potable water and stormwater facilities within the neighborhoods
- Develop and implement a program to improve existing streets throughout the neighborhoods
- Develop and implement a program to construct sidewalks throughout the neighborhoods, with priority focus on providing connections to parks, schools, commercial areas and other community facilities
- Establish finance mechanisms such as municipal services taxing units to pay for installation of streetlights and other unfunded facilities throughout the neighborhood
- Continue the citizen involvement process that allows neighborhood residents to select and prioritize needed capital improvements

#### Strategy 4:

Focus County code enforcement activity in the target areas to improve neighborhood appearance, safety and marketability.

- Continue to educate property owners about housing maintenance requirements and code enforcement procedures and priorities
- Focus "code sweeps" through the targeted neighborhoods to identify significant health, safety and maintenance violations
- Continue to provide rehabilitation assistance to truly needy homeowners and hardship cases in conjunction with the State Housing Initiative Partnership (SHIP)
- Organize neighborhood code enforcement teams comprised of existing staff members who will focus their time to monitor nuisances, zoning and building code violations within the target areas

**Strategy 5:**

Initiate outreach to homebuilders to evaluate market feasibility and identify additional development incentives.

- Contact builders of single family homes to determine what conditions and incentives it will take to attract them to build in the target areas, such as:
  - Infrastructure improvements
  - Fee waivers
  - Pre-sold/financed homes
  - Crime & safety improvements

## Master Utility Planning

**Cost:**

\$100,000 - \$300,000

**Funding Sources:**

Grants

Special District Funds

General Fund

**Time Frame:**

1-2 years

In order to accommodate infill and mixed use development contemplated in this Plan, a long-range plan should be developed for utility, stormwater management and infrastructure improvements and expansion in the Hobe Sound Redevelopment Area. The need for utility planning is particularly pronounced in view of the large portions of the community that do not have access to sewer lines and that are un-served by lines for both potable water as well as emergency fire service.

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## **Comprehensive Sidewalks Within the Hobe Sound CRA**

**Cost:**  
\$550,000\*

**Funding Sources:**  
Grant Funds, Tax Increment and District Funds

**Time-Frame:**  
HS-NAC Will Develop Phasing Program and Prioritize Need and Locations

In order to develop connections throughout the community, a complete pedestrian and bicycle system of connected recreational trails, bike lanes and paths and sidewalks should be developed. The system should include the improvement and completion of sidewalks on major thoroughfares and the addition of bicycle lanes on key road connections. Implementation of this project could be assigned to the Metropolitan Planning Organization Bicycle/Pedestrian Committee in conjunction with the members of the Hobe Sound Neighborhood Advisory Committee.

This system should be implemented over time since many of the improvements can be included as part of other County and State projects such as road or park improvements. The costs noted above are for the planning phase only. Implementation costs will be projected based on the bikeway plan.

\*Note: Sidewalk improvements for CR A1A, Lares Ave. to Rohl Way (\$56,000) and US-1 to Diane St. (\$22,615) are scheduled for completion prior to the end of FY 2000.

### Banner Lake Square

**Cost:**

\$91,000 (Signal/intersection improvements only)

**Funding Sources:**

Bonding  
General Fund

**Timeframe:**

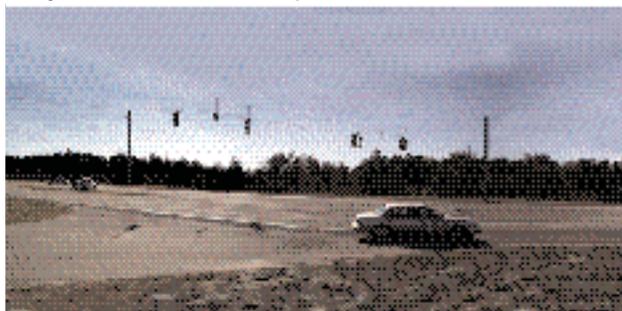
Two of the primary redevelopment issues raised during the Visioning/Consensus Workshop included the creation of connections to neighborhoods and residential infill opportunities. Both of these issues are clearly evident in the southerly portion of the study area. At the present time, US-1 creates a considerable barrier preventing east-west connections between the primary neighborhood areas along Bridge Road, Zeus Park and Banner Lake, inhibiting infill development that might otherwise be fostered. The proposed program is designed to resolve this physical disconnect between the community's residential areas.

The plan proposes a full, four-way, signalized intersection and the extension of S. E. Olympus Avenue across US-1. The plan also envisions new mixed-use commercial development along the west side of US-1 transitioning into and extending the traditional residential development pattern that characterizes the Banner Lake neighborhood.

The commercial activity that is envisioned in conjunction with this new development would be an extension of the Bridge Road Main Street concept from A1A west across US-1 up to Lantana Avenue. Pedestrian and bicycle access and crosswalks with appropriate landscaping and amenities are integral elements of this infill development plan. Zoning controls should be instituted that would permit mixed-use development. This would help to create a vital environment that extends the Hobe Sound Town Center onto US-1 and is a form of growth that is entirely compatible with the Banner Lake residential neighborhood.

Changes in existing land use patterns to enable the extension of the Bridge Road Main Street concept across US-1 will require that this area be rezoned to permit mixed-use commercial development. These changes will necessitate modifications to the County's land use management plan and related zoning standards.

Project "Banner Lake Square"



Present Condition



Proposed "Banner Lake Square"



IMPLEMENTATION

## Introduction

The implementation of the concepts and design ideas of this plan will require the continued energy and support of all those who have participated in the Small Area Planning Process. This report should continue to serve as a reference tool to communicate to County staff and private developers the urban design intent of the plan in order to facilitate appropriate solutions.

This section organizes the planned projects of the Hobe Sound Small Area Plan by time frame for implementation with estimated costs and potential funding sources. Finally, the Required Contents of the Community Redevelopment Plan, as required by Chapter 163.362 of the Florida Statutes, are outlined and described relative to the Hobe Sound Small Area Plan.

PROJECT	COST	FUNDING
<b>Quick Victory (1-5 Years)</b>		
Design Guidelines	\$30,000-\$50,000	General Fund / District Funds
Master Utility Planning	\$100,000-\$300-000	Grants/Special District Funds/General Fund
Overlay Zoning	By Staff	General Fund
Lares Avenue/A1A Gateways	\$110,000 (each)	General Fund/Grants
<b>Mid-Range (3-5 Years)</b>		
Banner Lake Square Intersection Improvements	\$90,000-\$105,000	General Fund/Grants /TIF
<b>Long-Range (5-10 Years)</b>		
Bridge Road Main Street	\$385,000	Bonding/Repayment/Special Assessment/General Fund/TIF
US-1 Design Concepts	\$3,500,000	General Fund /Grants/District Funds/TIF
Comprehensive Sidewalks within the Hode Sound CRA	\$550,000	Grants/District Funds/TIF
<b>On-Going</b>		
Housing Development Initiatives	Will need to be evaluated as appropriate strategies are implemented.	General Fund
Integrating Capital Improvements Projects	N/A	N/A

## Funding

There are two basic approaches to funding public improvements in CRA areas described here as "pay as you go", or "borrowing". The "pay as you go" approach assumes funds for improvements are generated over time through a variety of methods including property taxes, sales taxes, special assessments, impact fees, grants, tax increment financing, etc. These revenue sources are generated from within the specific CRA area over time allowing projects to be implemented only as funds are available and not requiring the CRA to take on any debt. The "borrowing" approach is just that, bonds or loans that are taken on by the CRA to implement projects. These bonds allow the CRA to implement projects quicker than any other "pay as you go" funding approaches would allow, creating a catalyst for private redevelopment. Both approaches should be utilized throughout the redevelopment process depending on the most appropriate way to fund particular projects, available funding sources, and the CRA's desired funding approach. The following is a partial list of potential funding methods:

Whether or not identified as a funding source elsewhere in this plan and under the provisions of State Statute 163.370, Tax Increment Financing and/or any other combination of legally available funds may be used to fund projects and the future maintenance of projects which are in compliance with the Community Redevelopment Plan.

### Pay As You Go:

- Property Taxes (District Funds)
- Sales and Use Tax
- Real Estate Transfer Tax
- Tax Increment Financing
- Special Assessments District
- Business Improvement District
- Benefit Assessment District
- User Charges
- Reserves
- Mitigation Financing
- Negotiated Exaction or Impact Fees (hookups, systems development of capital fees)
- Grants
- Public-Private Ventures

### Borrowing:

- General Obligation Bonds - Limited or Unlimited Tax
- Revenue Bonds (or "rate-supported" bonds)
- Taxable Bonds
- Tax Increment Financing Bonds
- Lease Purchase and Certificates
- Revolving Loans
- Bond Banks
- Industrial Development Bonds

## Required Contents of a Community Redevelopment Plan

Chapter 163.362 of the Florida Statutes lists the mandatory requirements of a Community Redevelopment Plan. The following section specifically addresses each of the requirements of Chapter 163.362, as well as the Martin County Community Redevelopment Ordinance 517. (This plan goes beyond the requirements of Chapter 163.362 with the detail contained in the body of the plan.) In order to satisfy the requirements of Florida Statutes Chapter 163.362 and Martin County Ordinance 517 every Community Redevelopment Plan shall:

**1. Contain a legal description of the boundaries of the CRA and the reasons for establishing such boundaries in the plan.**

The Hobe Sound Redevelopment Area includes the area outlined in Exhibit 1 and contains approximately 1,068 acres. The legal description for the area follows as Exhibit 2.

The boundaries established for the Hobe Sound Redevelopment Area are based upon Resolution #97.6.11 passed by the Martin County Board of County Commissioners, declaring a Finding of Necessity. The Finding of Necessity established that present conditions within the identified redevelopment area constitute an economic and social liability. The finding of Necessity is supported by substantial evidence satisfying the requirements of Florida Statute 163.335.

**2. Show a diagram and in general terms:**  
**a. The approximate amount of open space to be provided and the street layout.**

Exhibit 3 illustrates the Hobe Sound Redevelopment Plan, outlining proposed parks, recreation areas, streets, public utilities and public improvements. The approximate amount of open space currently contained in the Hobe Sound Redevelopment Area is 265 - 320 acres, or 25%-30%. Following the completion of identified projects in the Hobe Sound Redevelopment Plan, the amount of open space will be 265-320 acres. This amount meets the County's current level of service identified in the Comprehensive Growth Management Plan.

**b. Limitations on the type, size, height, number and proposed use of buildings.**

Limitations on the type, size, height, number, and proposed use of buildings shall conform to the Zoning and Land Use regulations of Martin County. However, the Hobe Sound Redevelopment Plan has identified

that design standards should be developed to include site planning issues as well as architectural standards to promote a development pattern that compliments Hobe Sound's village character.

**c. The approximate number of dwelling units.**

Based upon information supplied by Martin County, the approximate number of dwelling units in the Hobe Sound Redevelopment Area is 720.

**d. Such property as is intended for use as public parks, recreation areas, streets, public utilities and public improvements of any nature.**

Exhibit 3 illustrates the Hobe Sound Redevelopment Plan, outlining proposed parks, recreation areas, streets, public utilities, and public improvements. Exhibit 4 is a list of projects identified in the Hobe Sound Redevelopment Plan and the estimated cost of each project.

**3. If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities, effect on school population, and other matters affecting the physical and social quality of the neighborhood.**

It is anticipated that no relocation will occur during the course of implementing the Hobe Sound Redevelopment Plan. Public infrastructure projects will potentially involve business establishments as well as residential house holds, but relocation is not expected to be necessary.

**4. Identify specifically any publicly funded capital projects to be undertaken within the CRA.**

Exhibit 5 outlines all publicly funded capital projects to be undertaken within the Hobe Sound CRA

**5. Contain adequate safeguards that the work of the redevelopment plan will be carried out pursuant to the plan.**

The Community Redevelopment Agency will

carry out the work of redevelopment. The redevelopment process has been established consistent with Chapter 163, Part III., Community Redevelopment of the Florida Statutes. It is the intent of the Martin County Board of County Commissioners to comply with those requirements as established in Chapter 163, Part III, of the Florida Statutes.

- 6. Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this park.**

This provision of a Community Redevelopment Plan will be satisfied on an individual basis as each project is carried through final documentation or design.

- 7. Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the CRA.**

If, as a result of implementation of projects contained within the Hobe Sound Redevelopment Plan relocation of persons becomes necessary on either a temporary or permanent basis, the Community Redevelopment Agency will be responsible for the provision of replacement housing for those affected persons consistent with applicable State Guidelines.

- 8. Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly or if the plan is not intended to remedy such shortage, the reasons therefor.**

Creating strategies for maintaining and attracting safe, decent and affordable housing is an essential element of the Hobe Sound Redevelopment Plan. The Banner Lake neighborhood south of Bridge Road and the neighborhood areas between US-1 and A1A stand out as primary target areas for such efforts. These initiatives should be coordinated through the State Housing Initiative Partnership (SHIP).

- 9. Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the Community Redevelopment Area and any indebtedness of the Community Redevelopment Agency, the County or the Municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.**

The Hobe Sound Community Redevelopment Plan includes a detailed list of projects identified in the Hobe Sound Redevelopment Plan and the estimated cost of each project.

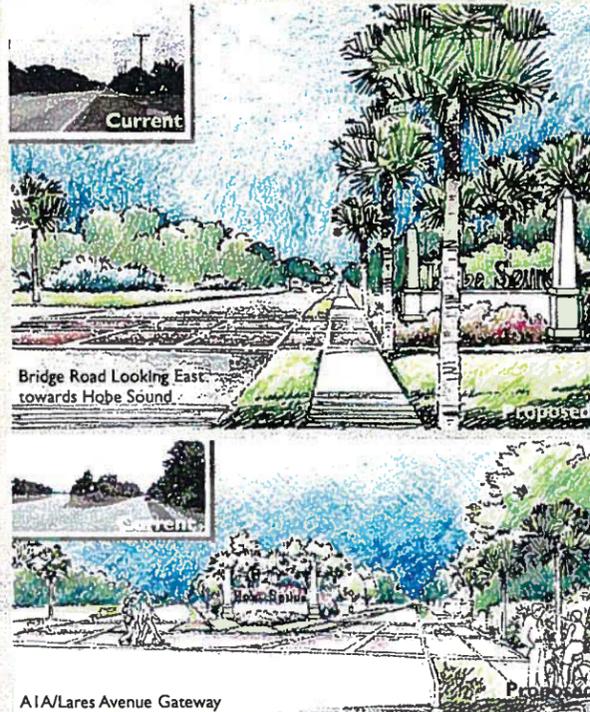
- 10. Provide a time certain for completing all redevelopment if financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved or adopted.**

It is anticipated that increment revenues to pay for the projected costs of redevelopment will require no more than 30 years after adoption of the Hobe Sound Redevelopment Plan for funding.

# HOBE SOUND COMMUNITY REDEVELOPMENT PLAN

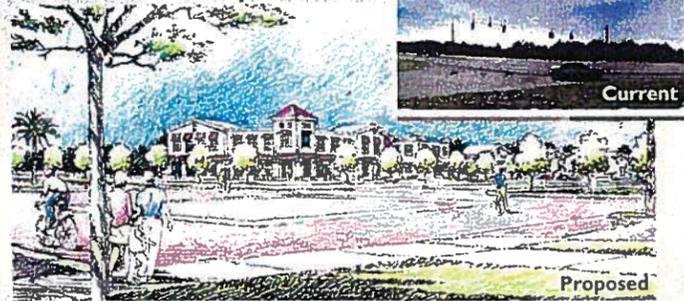
## *A Traditional Village in Martin County*

### 1 New Gateways

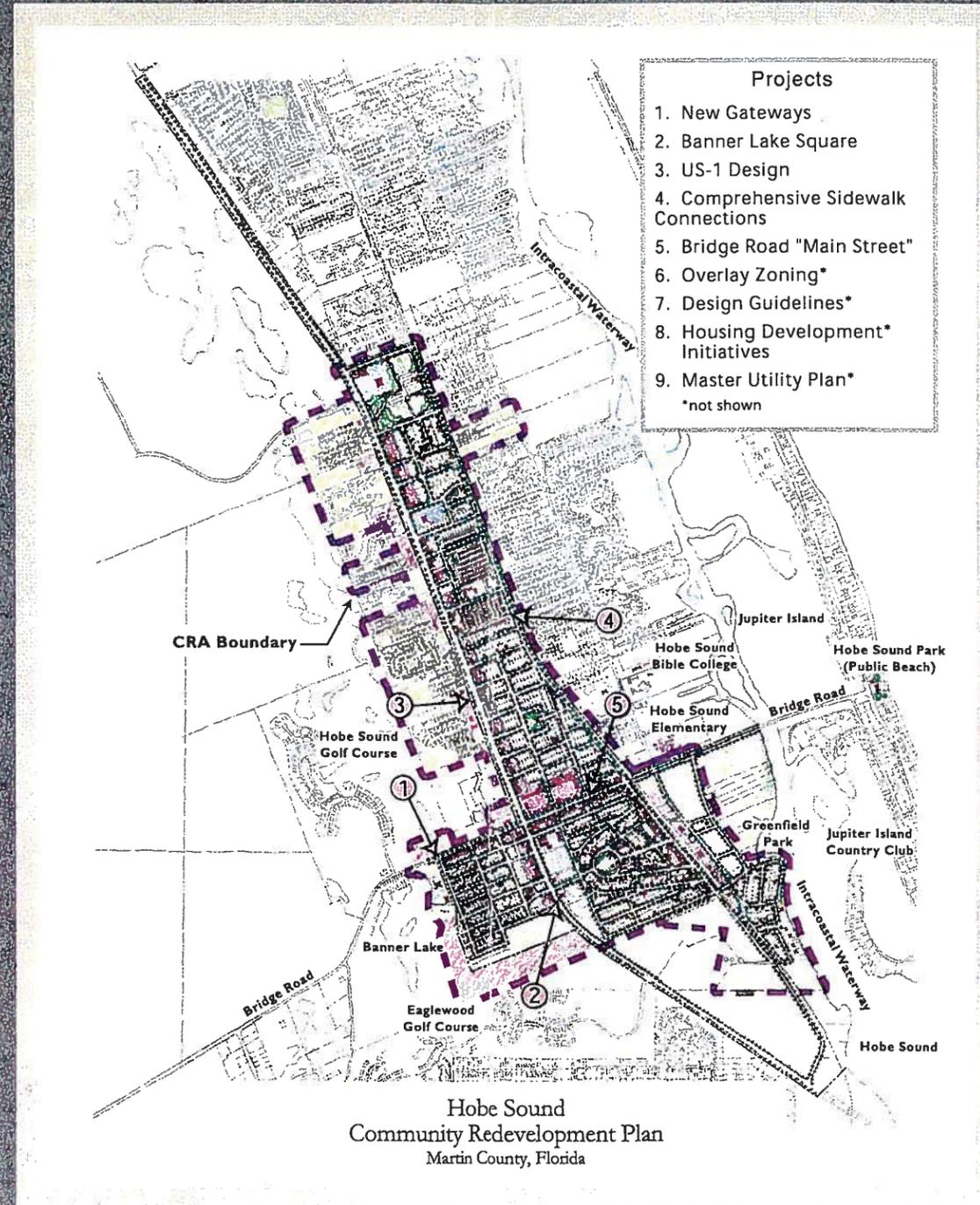


Gateways and monuments will enhance community image and convey a "Sense of Place".

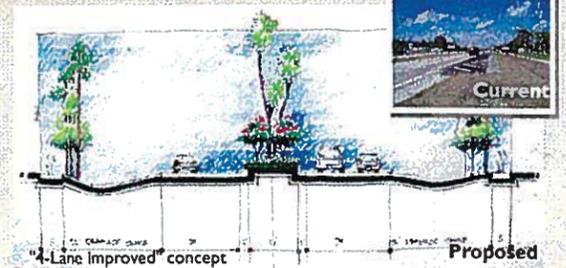
### 2 Banner Lake Square



Connecting neighborhoods will foster a sense of "community" and encourage infill development.



### 3 US-1 Design



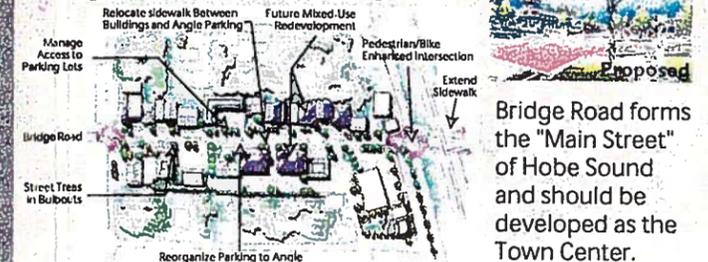
US-1 should be a pleasing boulevard permitting pedestrian and bicycle connections to neighborhoods east and west of this roadway.

### 4 Comprehensive Sidewalk Connections



Pedestrian and bicycle paths should be developed as a comprehensive network tying the community together and providing attractive alternatives to automobile use.

### 5 Bridge Road "Main Street" [Focused Town Center]



Bridge Road forms the "Main Street" of Hobe Sound and should be developed as the Town Center.

## DESIGN PRINCIPLES

### Neighborhoods

Neighborhoods are a Community's essential social unit. Neighborhoods provide the foundation of a sense of community providing places for people to live and socialize.

### Town Center

The Town Center provides the places to work, shop and socialize. Places for these activities are essential to community life and to a civic identity.

### Community Buildings

Community buildings, city halls, schools and places of worship define the civic architecture of a community and convey community identity and community pride.

### Street Network

Streets and roadways connect the various elements of a community together for pedestrians, cyclists and automobiles. Streets should reflect local character and scale and convey a positive impression of the community. Great streets balance the needs of the automobile and pedestrian, using buildings and street trees to create an enjoyable space.

### Community Parks and Open Spaces

Parks and open spaces provide public space and recreational opportunities that link the community together. Public spaces and parks should provide places for gatherings, festivals and other public events. Parks should enhance and reflect local environmental features and have strong, accessible connections to surrounding neighborhoods.

### Environment

The natural environment, lakes, rivers, wetlands, and wildlife are the distinctive ecological features that make communities unique and enhance the quality of life its residents experience.