

**Small Area Study
Examining Policy 1.12
Protection of Residential
Riverside Lands**

Central Area

Barnes Boulevard to the Pineda Causeway

Staff Draft (2-28-05)

February 2005

PURPOSE OF THE STUDY

During their October 7, 2004 meeting, the Board of County Commissioners requested that County staff undertake a small area study (SAS) for properties between US 1 and the Indian River, from Barnes Boulevard to the Pineda Causeway. As part of this study, staff analyzed Future Land Use Element (FLUE) Policy 1.12 and its relationship to the properties along the Indian River Lagoon; additional factors that were analyzed as part of this study include neighborhood compatibility issues and environmental aspects. Since the subject area is approximately 10 miles in length and encompasses a variety of land uses, the SAS was divided into two geographic sections. The northern section extends southward from Barnes Boulevard to the Indian River Isles Subdivision while the southerly part of the SAS extends from the Indian River Isles subdivision to the Pineda Causeway.

The Board of County Commissioners has made the protection of residential riverside lands from the encroachment of non-residentially designated lands a priority. This direction is reflected in previous studies that were undertaken for the area between the community of Port St. John and the City of Cocoa and for an area south of the City of Titusville. Plan Amendments were initiated and transmitted to the Department of Community Affairs by the Board as a result of these previous small area studies. Each of these areas exhibited a distinct residential character that was highlighted by their location between US 1 and the Indian River Lagoon. The area analyzed within this report also contains a distinctively residential area that is encompassed by FLUE Policy 1.12. In addition, to the residential areas mentioned above, this SAS also contains a significant amount of land designated for either Community Commercial (CC) or



Neighborhood Commercial (NC) future land uses.

The purpose of this report is to analyze the area that lies between the Indian River and US 1 from Barnes Boulevard to the Pineda Causeway in relationship to the standards established in the Comprehensive Plan with special emphasis placed on FLUE Policy 1.12. A comprehensive plan amendment and several rezoning requests were submitted for properties within the study area. The comprehensive plan amendment request proposed a Future Land Use Map (FLUM) change from Community Commercial to Residential 10. The rezoning proposals involved requests for Medium Density Multiple-

Family zoning, both RU-2-10 (ten units per acre) and RU-2-6 (six units per acre). One RU-2-10 request is associated with the previously referenced comprehensive plan amendment while the RU-2-6 requests can be considered without changes to the FLUM. In response to these requests, the Board of County Commissioners directed staff to initiate a small area study (SAS) for this area of the County. This report will analyze the existing and surrounding land uses within this region.

To accomplish the objectives referenced by Policy 1.12 and other Comprehensive Plan Policies, *Protection of Riverside Residential Lands*, staff has examined the distribution of commercial and residential land uses within the subject area. One option (Option #1) presented for Board consideration maintains the current FLUM patterns in the area. Options #2 and #3, which the Board may examine provide for reductions to FLUM densities in the study area. Option #2 proposes changing the FLUM for developed properties from Residential 15 reflect the actual built-out density. Option #3 proposes to reduce maximum densities to Residential 6 (six dwelling units per acre) for vacant properties. Option #4

proposes to amend a residential subdivision (Portofino Bay) from Neighborhood Commercial (NC) to Residential 4. This action would give the subdivision a FLUM designation consistent with its actual developed use. Option #5 permits the consideration of higher densities on properties that may be appropriate for re-development activities.

OVERALL STUDY AREA

The study area is bounded by Barnes Boulevard on the north; the Indian River Lagoon on the east; the City of Palm Shores on the south; and US 1 on the west. The other major roadways that provide access to the subject area are Rockledge Drive, Viera Boulevard, Suntree Boulevard, and the Pineda Causeway. The general location of the study area is shown on Map 1.

CHARACTER OF THE STUDY AREA

NORTH SUB AREA

Barnes Boulevard to the South Indian River Isles Subdivision

The study area exhibits two distinct sub-regions. The first of these sub-areas lies between Barnes Boulevard and the southern boundary of the Indian River Isles subdivision. The southern boundary of this subdivision is located approximately 3,000 feet north of the Suntree Boulevard / US 1 intersection. In this area, the property fronting US 1 is designated for future commercial uses and the land extending from this commercial frontage to the Indian River is designated for future residential land uses. A large part of this area (south of Rockledge Drive) is designated as Residential 15 on the FLUM (See Map 2). This designation is based upon the original Comprehensive Plan FLUM designations developed by the County in 1988. Other portions of the study area are designated as Residential 4 (four dwelling units per acre)



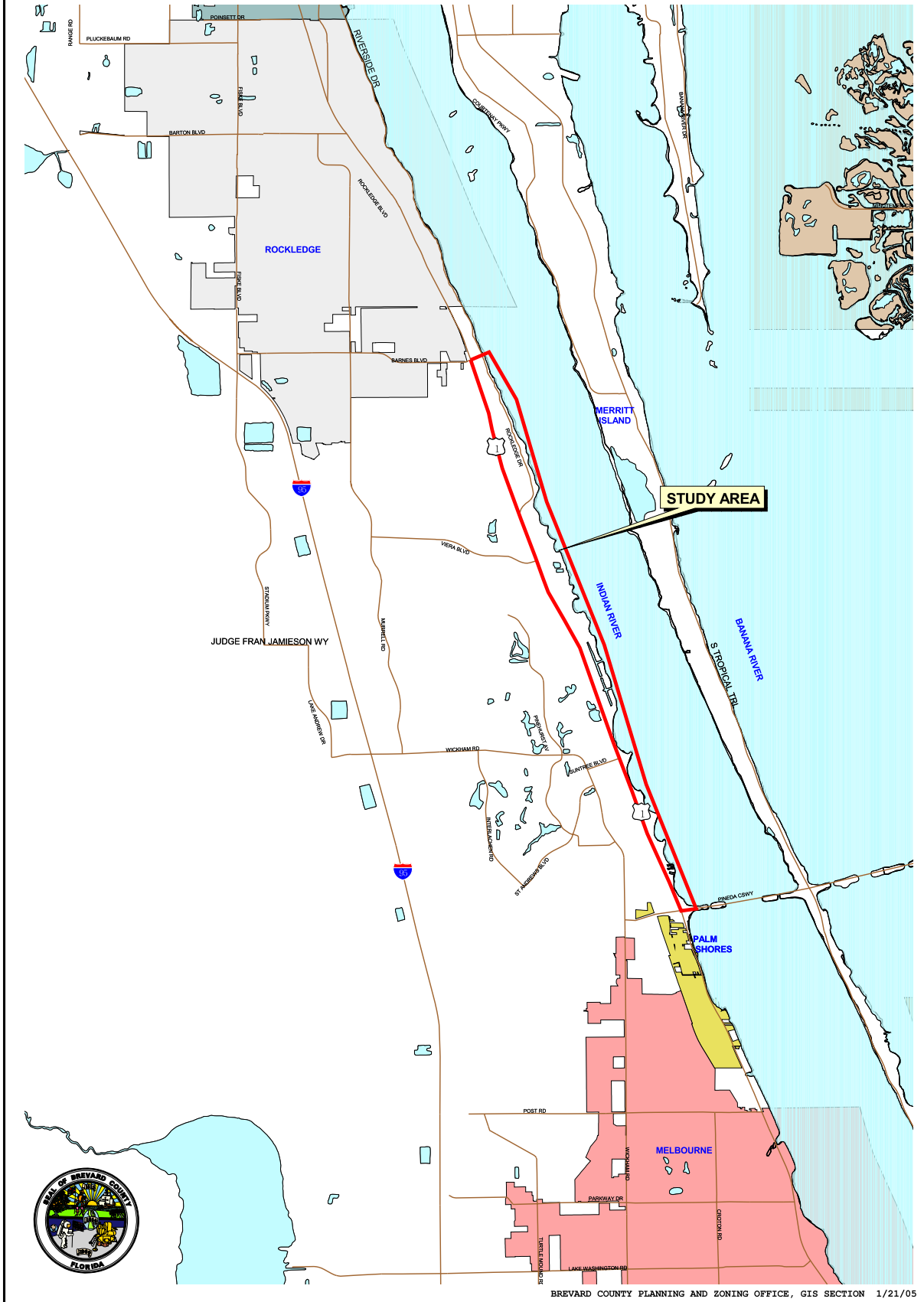
and Residential 6 (six dwelling units per acre). The majority of the study area is zoned for residential uses (See Map 3). The residential zoning designations within this area range from General Use (GU), which has a minimum lot size of five acres, to Single Family Attached Residential (RA-2-10) which has minimum development size of 7,500 square feet and maximum density of 10 units per acre.

Within the residential area, the developed character is mostly single family. A couple of properties, however, are developed with multiple-family uses. In both instances, the maximum density permitted by the

underlying zoning is ten units per acre with the majority of properties zoned for a maximum of four to six units per acre. Single family residential subdivisions within the study area include Riverwood Estates, Indian River Isles, South Indian River Isles, and Oyster Cove. Multiple family developments include River Way Condominiums, a duplex project north of the River Way development, a multi family project at the US1 / Rockledge Drive intersection, and a townhouse project in Indian River Isles. In addition, a multiple family project, Laguna Vista Condominiums, is currently being constructed in the southern portion of this sub area.

1" = 1 Mile

**MAP 1
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
LOCATION MAP**



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/21/05

The vacant residential lands in the north sub-area consists of properties zoned for both single family and multiple family uses. Several larger areas of vacant property exist within this sub-area. From north to south, the first area, which includes a large number of scattered vacant parcels beginning approximately 500 feet south of the US 1 / Barnes Boulevard intersection, extends southward to the US 1 / Rockledge Drive intersection (approximately 4,700 feet). The US 1 frontage of these parcels is designated for commercial future land uses while the parcels between the frontage and Rockledge Drive are designated for future residential uses. The next large vacant residential area extends north of Ruby Street to a line that stretches eastward from Clayton's Seafood Market. The zonings in this area are all single family in nature, Estate Use (EU and EU-2), AU, and Single Family Residential (RU-1-7). The two proposed rezonings to RU-2-6 and one of the proposed rezonings to RU-2-10 are located in this vacant area. The remaining large vacant area in the north section of the study extends south from Ruby Street to Indian River Isles. The zonings in this area all permit multiple family uses (RU-2-10 capped at six units per acre).

Most of the US 1 frontage in the north sub-area is designated for future commercial uses on the FLUM. The exception to this trend happens where the Indian River Isles Subdivision fronts US 1. The CC and NC frontage areas are developed with a variety of commercial establishments. These businesses include several office buildings, a golf driving range, several retail establishments, and several restaurants.

Many of the NC and CC properties are currently vacant. The vacant properties are typically zoned either Residential Professional (RP), Restricted Neighborhood Commercial (BU-1-A) and General Retail Commercial (BU-1). A few NC properties, however, are developed with residential uses.

Riverwalk Family Park is located in the north sub-area. This park is located south of the US 1/Rockledge Drive intersection and encompasses 10 acres. This park extends from US 1 to the Indian River and is designated as Recreation on the FLUM.

SOUTH SUB-AREA

South Indian River Isles Subdivision to the Pineda Causeway

South of the Indian River Isles subdivision, the width of land between US 1 and the Indian River decreases and this property is almost exclusively designated for future commercial uses. This narrow strip of land, because of its proximity to the Indian River, is developed with a variety of residential and commercial uses. Since this sub-area is so narrow, the neighborhood character is distinguished primarily by the properties that front US 1.

Residential uses are primarily single family in nature. Single family subdivisions in this sub-area include Still Point and Portofino Bay. While Still Point is designated for residential uses (Residential 4), Portofino Bay



is designated as NC. Other single family and a few multiple family uses are scattered throughout the south sub area. The majority of multiple family uses in this sub area are located south of the Portofino Bay Subdivision and north of the existing marina establishments.

Commercial establishments in this area include two marinas, a motel, two restaurants, and a yacht club. A comprehensive plan amendment and a rezoning to RU-2-10 have been submitted for one of the marina properties. From a commercial standpoint, the southern portion of this sub-area contains the most intensely concentrated node of such uses (the two marinas, the motel, the yacht cleaning business, and a retail establishment). Some of the structures in this area were constructed 50 to 60 years ago.

While all of the land within this sub area is designated for future commercial uses, many of the NC properties are zoned for or developed as residential. In the vicinity of both the Still Point and Portofino Bay Subdivisions, all the NC designated properties are zoned for residential uses. Many of these properties are also developed as residential as well. South of this area, the residential uses transition into a more commercial character.

From a commercial standpoint, the southern portion of this sub-area contains the most intensely concentrated node of such uses. Located in this area are the two marinas, a motel, the yacht cleaning business, and a retail establishment.

Three sizeable vacant areas of property are located in the sub area (see Map 8). The first one (from north to south) is located approximately 1,800 feet north of the Suntree Boulevard / US 1 intersection. These properties are designated for future commercial uses (US 1 frontage) and future residential uses (Indian River frontage). The entire area is zoned either RU-2-10 (capped at six units per acre) or GU. The next substantial vacant piece of property is located approximately 400 feet south of the Suntree Boulevard / US 1 intersection. This land is designated for future commercial uses and is zoned BU-1 and BU-2. The southern most considerable piece of vacant property is located immediately south of the Portofino Bay subdivision.



Two parks areas are located within the south sub-area. Rotary Park is located at the intersection of Suntree Boulevard and US 1 and another park with a boat ramp is located on the north side of the Pineda Causeway / US 1 interchange. Both of these parks are designated as Recreation on the FLUM.

FUTURE LAND USE / ZONING ANALYSIS

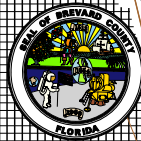
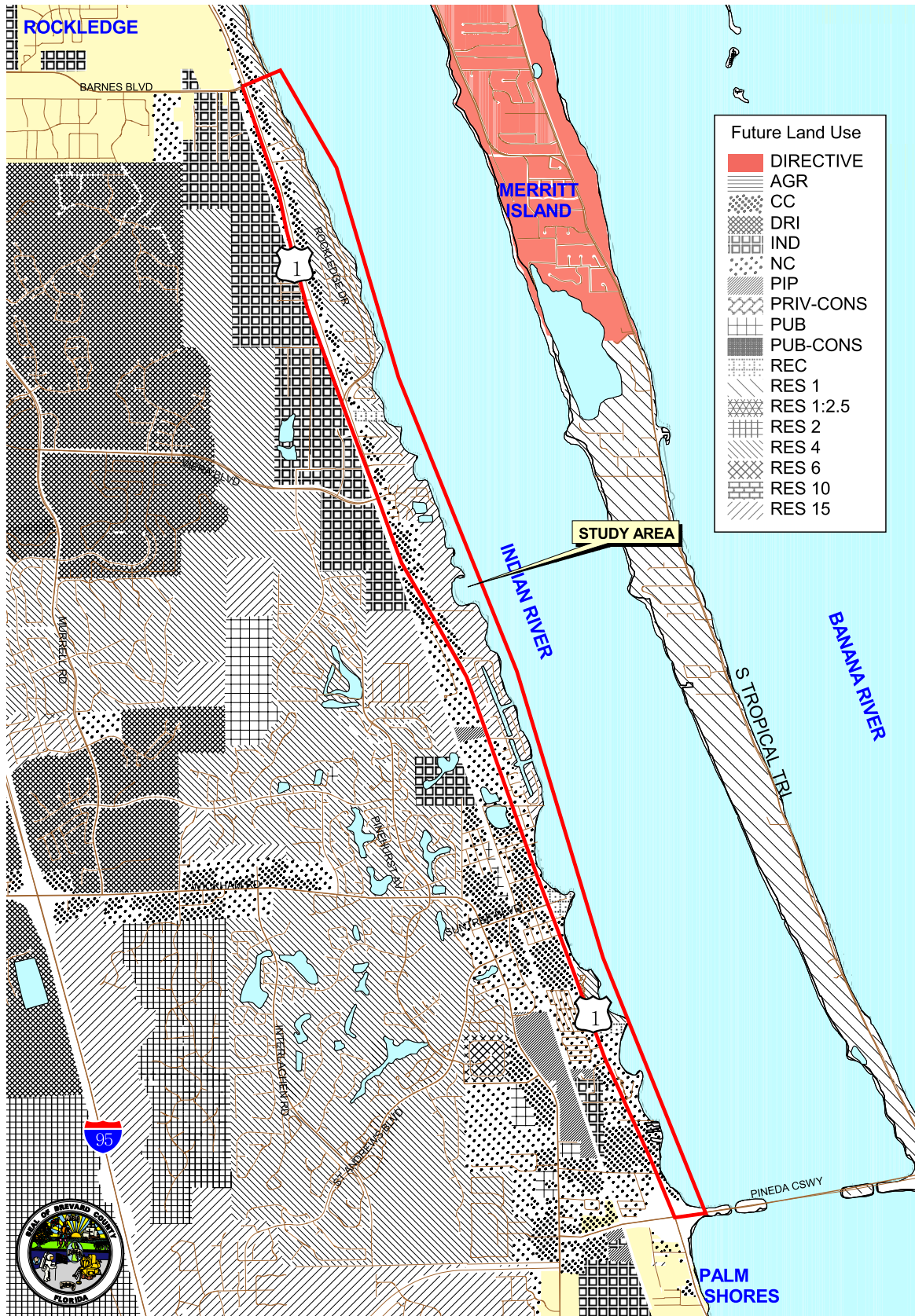
(Maps 2, 3, and 4 display the FLUM designations and the zoning for the area.

Map 5 displays an aerial view of the study area))

Approximately 84% of the US 1 frontage in the study area is designated for future commercial uses (NC or CC). The remaining 16% of the US 1 frontage is designated for future residential or recreational purposes. This residential frontage area includes the Still Point (Residential 4) and Indian River Isles (Residential 15) subdivisions and several parks.

1" = 1/2 Mile

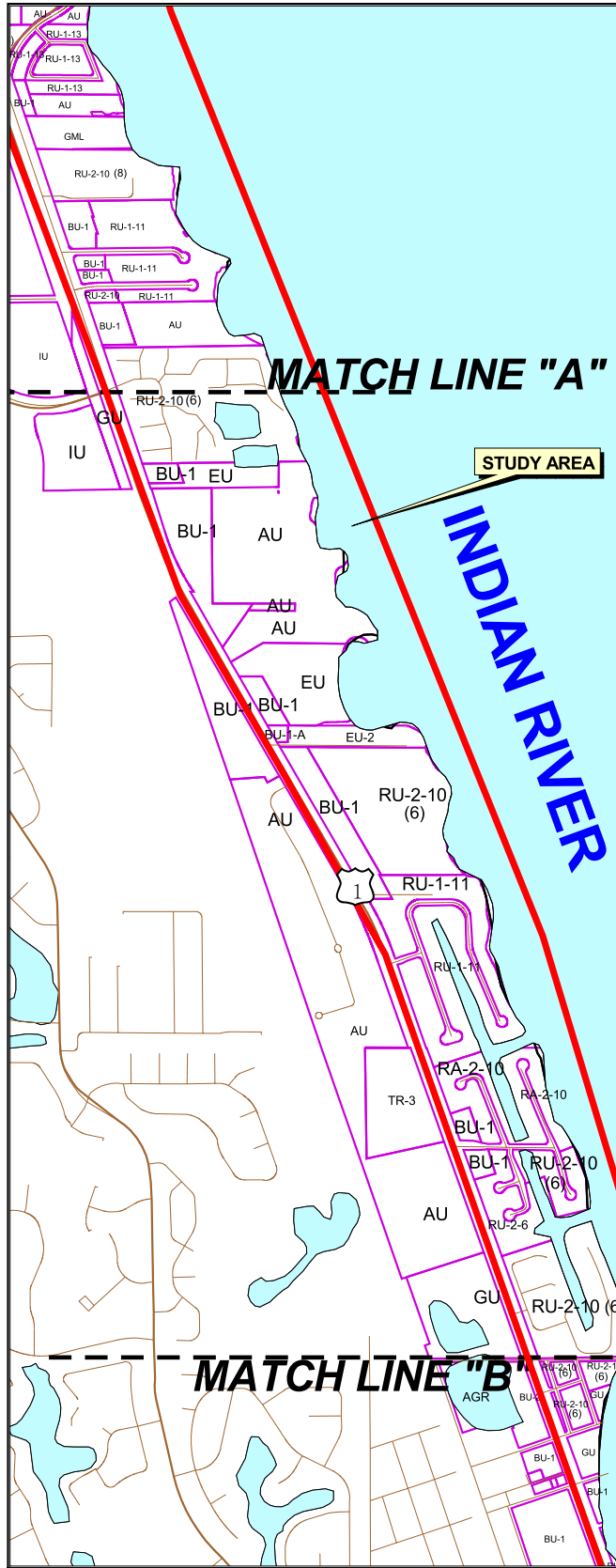
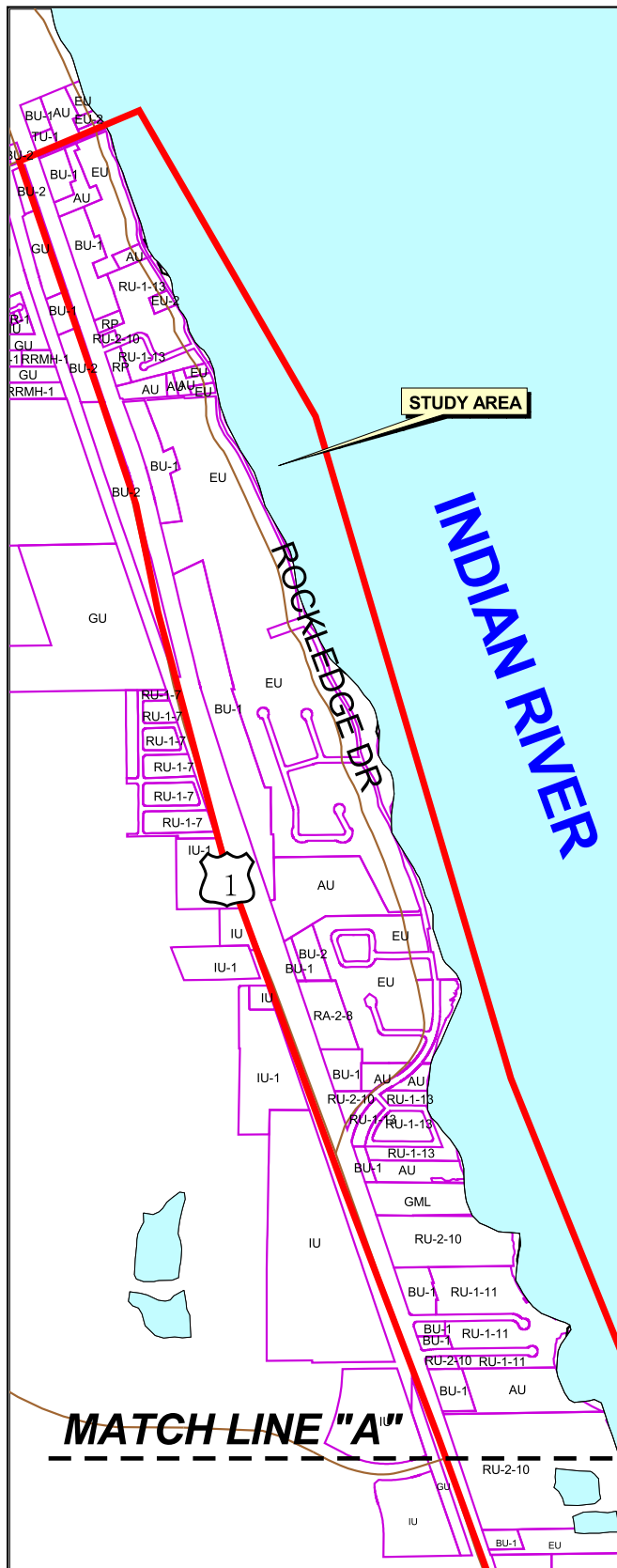
**MAP 2
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
FUTURE LAND USE MAP**



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/21/05

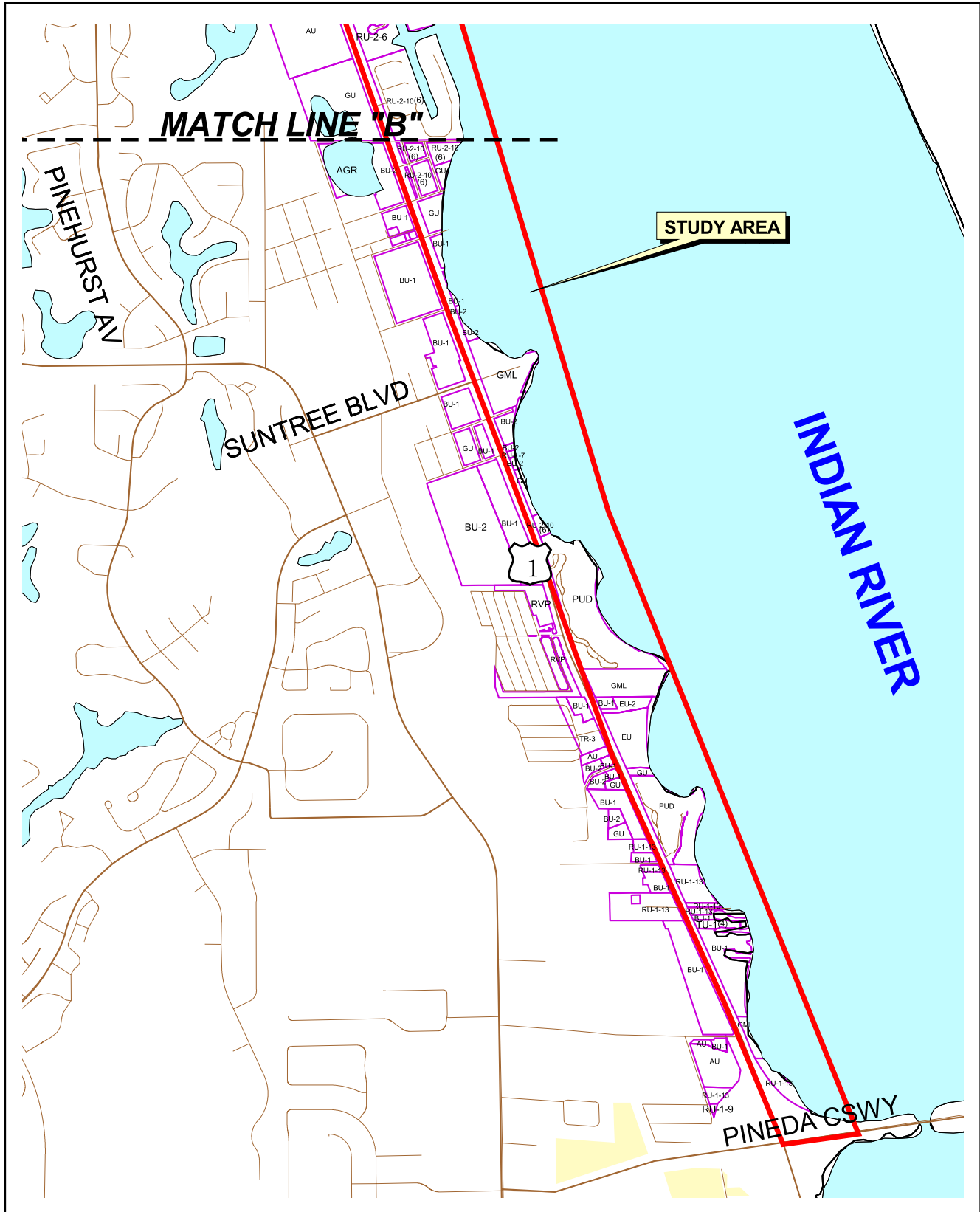
**MAP 3 - NORTH SUB AREA
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
ZONING MAP**

1" = 1500'



1" = 1500'

**MAP 4 - SOUTH SUB AREA
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
ZONING MAP**



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/27/05

NORTH SUB AREA ANALYSIS

Barnes Boulevard to the South Indian River Subdivision

In the north sub area (from Barnes Boulevard to the south boundary of the Indian River Isles Subdivision) a residential area is located between the US 1 frontage area and the Indian River. This residential area is designated as Residential 4 (north of the US 1 / Rockledge Drive intersection) and Residential 15 (south of the US 1 / Rockledge Drive intersection) on the FLUM. The existing zoning in the residential area south of Rockledge Drive, however, allows lower densities than those permitted by the Residential 15 land use designation. The development patterns reflect lower density residential use.

The above-mentioned land use pattern covers a 4.1 mile long strip between the Indian River Lagoon and the US 1 frontage (from Barnes Boulevard to the Indian River Isles Subdivision) that is zoned for residential purposes. The only exception to the previously mentioned pattern is the area included within Riverside Family Park. The zonings in this area permit both single family and multiple family residential uses (see Map 3). Such zonings include General Use (GU), AU, Estate Use (EU and EU-2), Single Family Residential (RU-1-11 and RU-1-13), Single Family Attached Residential (RA-2-8 and RA-2-10), and Medium Density Multiple Family Residential (RU-2-6 and RU-2-10-capped at six units or eight units per acre). The greatest density permitted (10 units per acre) is located in a town home development within the Indian River Isles Subdivision. Two rezoning requests for RU-2-6 have been submitted for AU zoned properties in this area.



Clayton's Seafood Market

The commercial zoning classifications within this sub area consist of Residential Professional (RP), Restricted Neighborhood Commercial (BU-1-A), General Retail Commercial (BU-1), and Retail, Warehousing, and Wholesale Commercial (BU-2). The RP and BU-1-A parcels are designated NC on the FLUM while the BU-1 and BU-2 properties are designated as CC. Both RP and BU-1-A zones, however, can be considered within a Residential FLUM designation provided that such zoning is considered a transitional use (FLUE Policy 2.15).

Transitional uses are low intensity commercial uses such as professional offices, smaller retail establishments, banks, etc. These uses can serve as a buffer for homes and residences from higher intensity uses such as transportation corridors, commercial shopping areas, and other high traffic commercial developments.

SOUTH SUB AREA ANALYSIS

South Indian River Subdivision to the Pineda Causeway

In the south sub-area, practically all of the properties are designated as NC or CC. The exceptions to this trend include the Still Point Subdivision and a small area immediately south of the Indian River Isles Subdivision. This development pattern occurs because the amount of land between US 1 and the Indian River decreases south of the Indian River Isles Subdivision. The narrow width creates a situation where the frontage on US 1 establishes the character of the area.

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The above-mentioned land use pattern covers a 4.1 mile long strip between the Indian River Lagoon and the US 1 frontage (from Barnes Boulevard to the Indian River Isles Subdivision) that is zoned for residential purposes. The only exception to the previously mentioned pattern is the area included within Riverside Family Park. The zonings in this area permit both single family and multiple family residential uses (see Map 3). Such zonings include General Use (GU), AU, Estate Use (EU and EU-2), Single Family Residential (RU-1-11 and RU-1-13), Single Family Attached Residential (RA-2-8 and RA-2-10), and Medium Density Multiple Family Residential (RU-2-6 and RU-2-10-capped at six units or eight units per acre). The greatest density permitted (10 units per acre) is located in a town home development

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While the majority of the south sub area is designated for future commercial uses, a large part of the zoning in the area is residential in nature. Such residential zonings include GU, EU, EU-2, RU-1-13, RU-1-7, Planned Unit Development (PUD), and RU-2-10 (capped at six units per acre).

The commercial zoning classifications within the south sub area consist of BU-1, BU-2 and General Tourist Commercial (TU-1). All of these properties are designated as CC on the FLUM. In some instances, the commercial zoning is located specifically within the US 1 frontage while in other circumstances the commercial zoning stretches from US 1 to the Indian River Lagoon. A comprehensive plan amendment and a rezoning to RU-2-10 have been submitted for the aforementioned marina.



Sun Harbor Marina

EXISTING LAND USE AND ZONING ANALYSIS

The following tables represent an analysis of the future land use and zoning within the study area:

Future Land Use

Future Land Use Designation:	Acreage	
Residential		
<i>Residential 4</i>	<i>188.26</i>	
<i>Residential 15</i>	<i>204.93</i>	Residential 4 or 6
Commercial		
<i>Neighborhood Commercial</i>	<i>99.50</i>	
<i>Community Commercial</i>	<i>92.91</i>	
Recreation	<i>23.57</i>	
Private Roads and Ditches	<i>11.74</i>	
Total	620.89	204.93

Zoning

Zoning Designation:	Acreage
Residential	
<i>Single Family</i>	<i>357.48</i>
<i>Multiple Family</i>	<i>144.85</i>
Commercial	<i>93.35</i>
Parks / GML	<i>25.21</i>
Total	620.89

VACANT LAND USE ANALYSIS

The following table analyzes the zoning for the vacant properties in the study area. Map 6 shows the FLUM with vacant properties displayed. Map 7 and 8 shows the zoning with vacant properties displayed.

Future Land Use

Future Land Use Designation:	Acreage	
Residential <i>Residential 4</i> <i>Residential 15</i>	44.4 44.76	Residential 4 or 6
Commercial <i>Neighborhood Commercial Community Commercial)</i>	36.82 43.7	
Recreation	6.69	
Private Roads and Ditches	1.62	
Total	176.37	44.76

Zoning

Zoning Designation:	Acreage
Residential <i>Single Family</i> <i>Multiple Family</i>	93.88 30.55
Commercial	43.22
Parks / GML	7.1
Total	174.75

SURROUNDING LAND USE

WEST SIDE OF US 1

The properties directly across US 1 from the study area are designated as NC, CC, or Heavy / Light Industrial on the FLUM. The NC and CC areas all lie between US 1 and the Florida East Coast (FEC) Railroad. The Heavy / Light Industrial properties are all located west of the FEC Railroad and only border the study area in the instance where the railroad is immediately adjacent to US 1. Developed uses along the frontage of US 1 in this area include office buildings, retail establishments, a nursery, two recreation vehicle parks, the Florida Today facility, two gas stations, a natural gas provider, a cemetery, and single family residences.

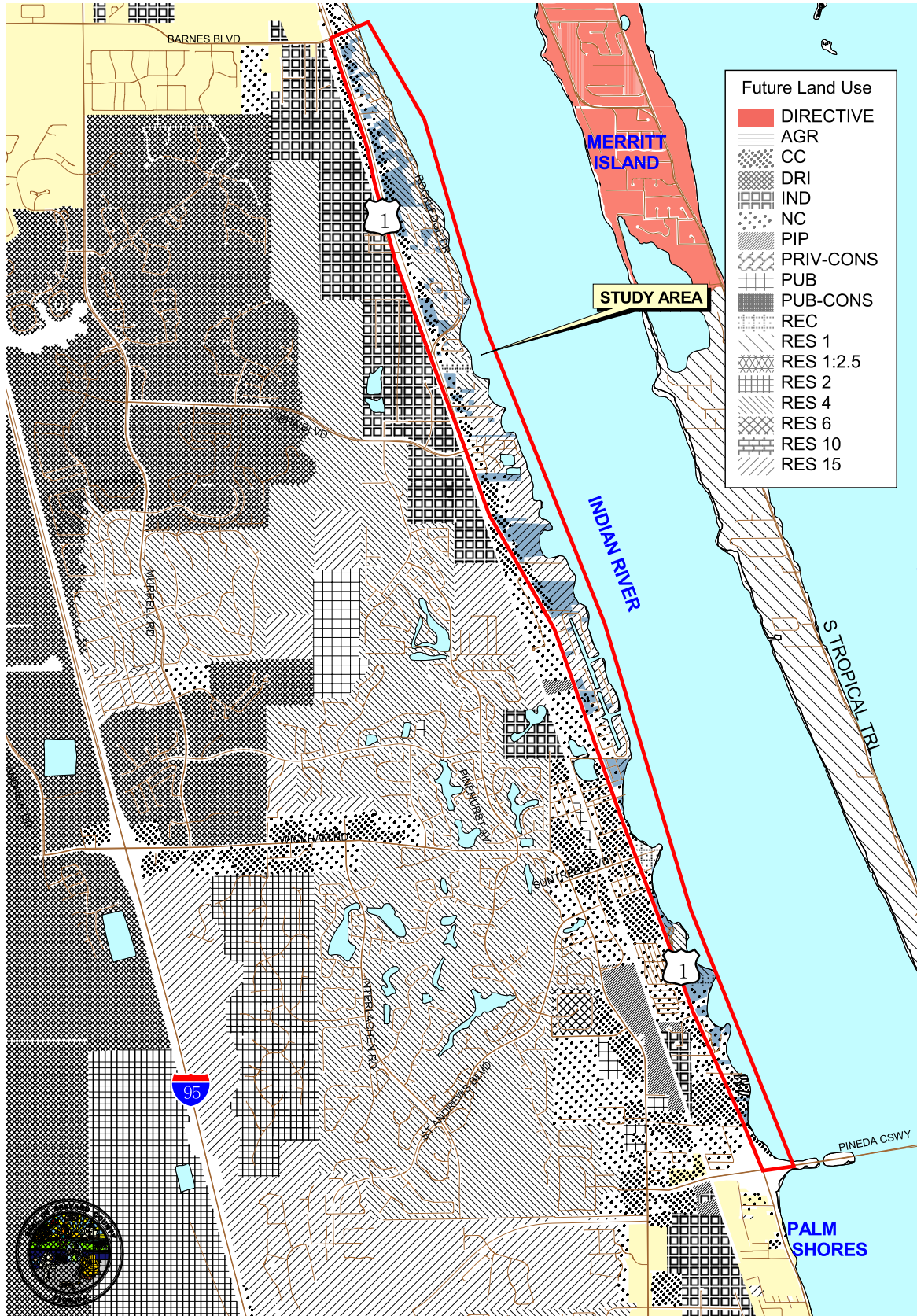
The zoning on the NC and CC properties ranges from Single Family Residential and Recreational Vehicle Park to BU-1. The Industrially designated properties are zoned both Light Industrial (IU) and Heavy Industrial (IU-1). The west side of US 1 exhibits a different land use and development pattern than the east side. This difference can be attributed to the proximity of the FEC Railroad to the west side of US 1 and the immediacy of the Indian River to the properties that are located on the east side of US 1.

1" = 1/2 Mile

MAP 6 EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY SMALL AREA STUDY



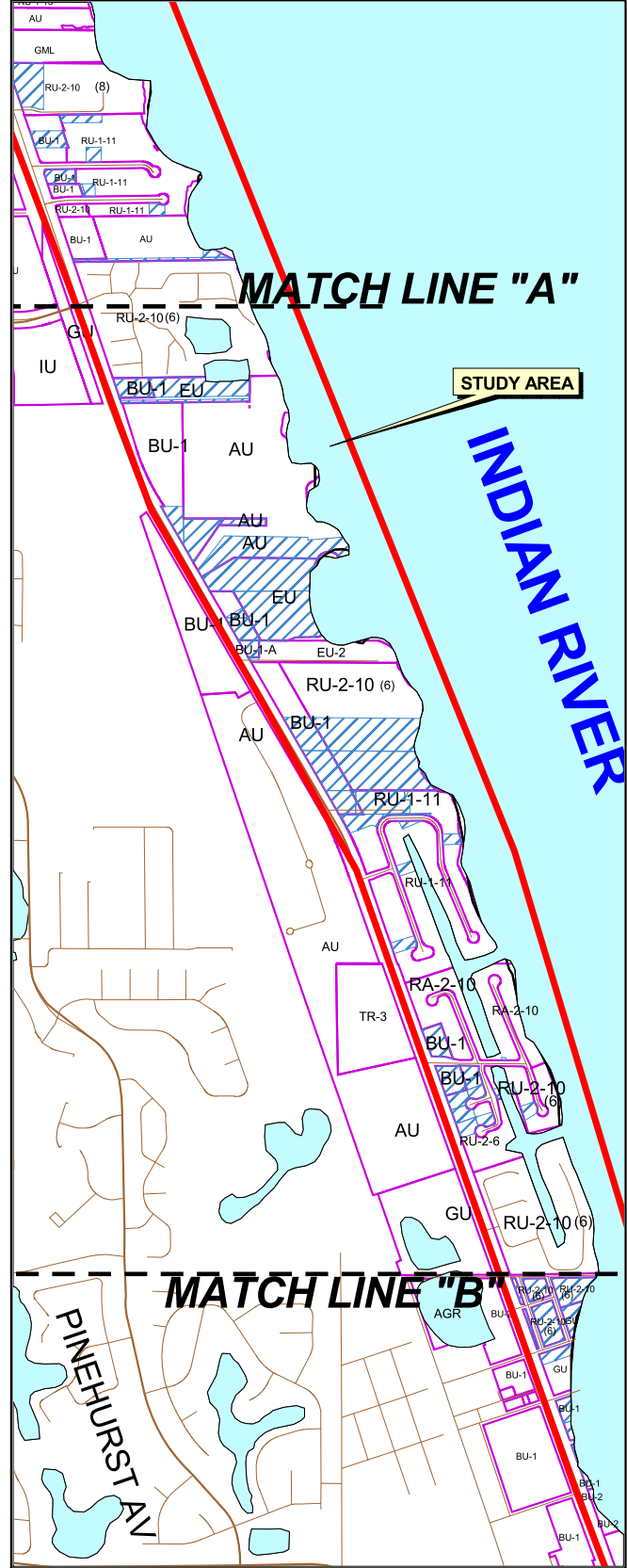
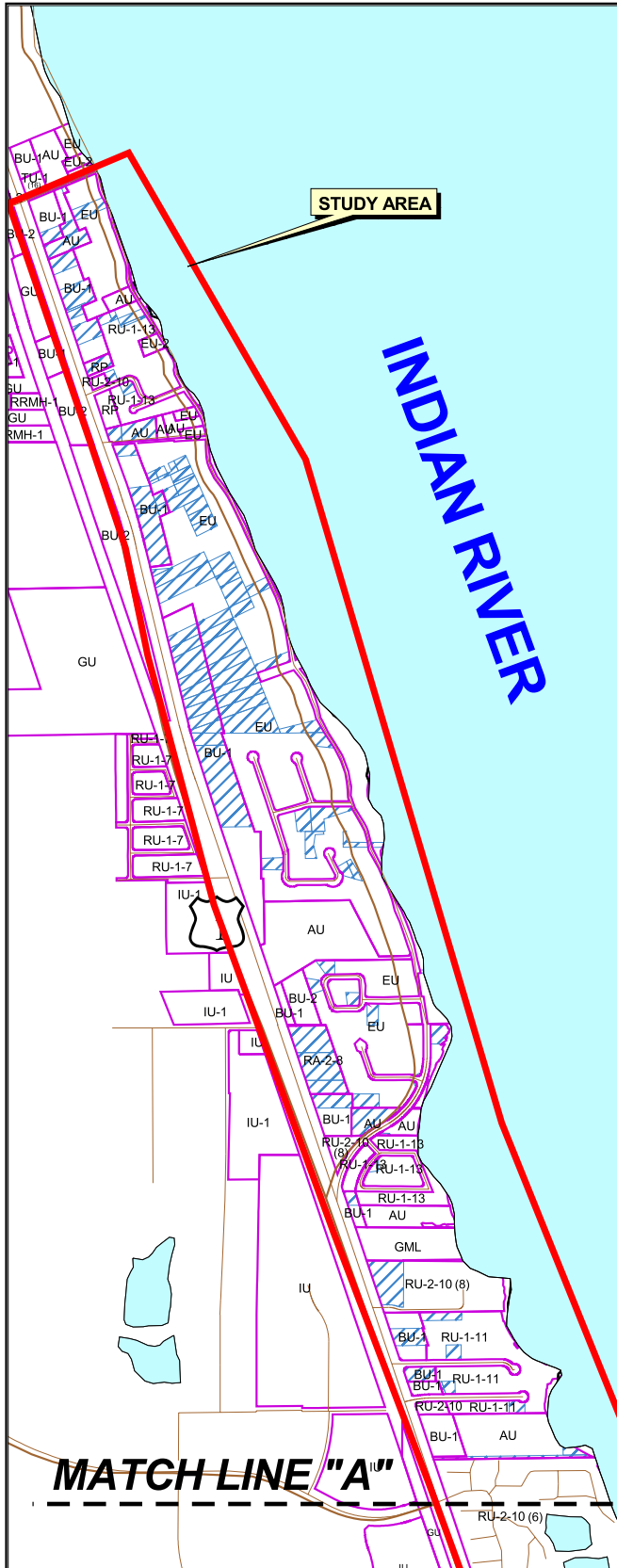
FUTURE LAND USE MAP with VACANT PROPERTIES



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/21/05

1" = 1500'

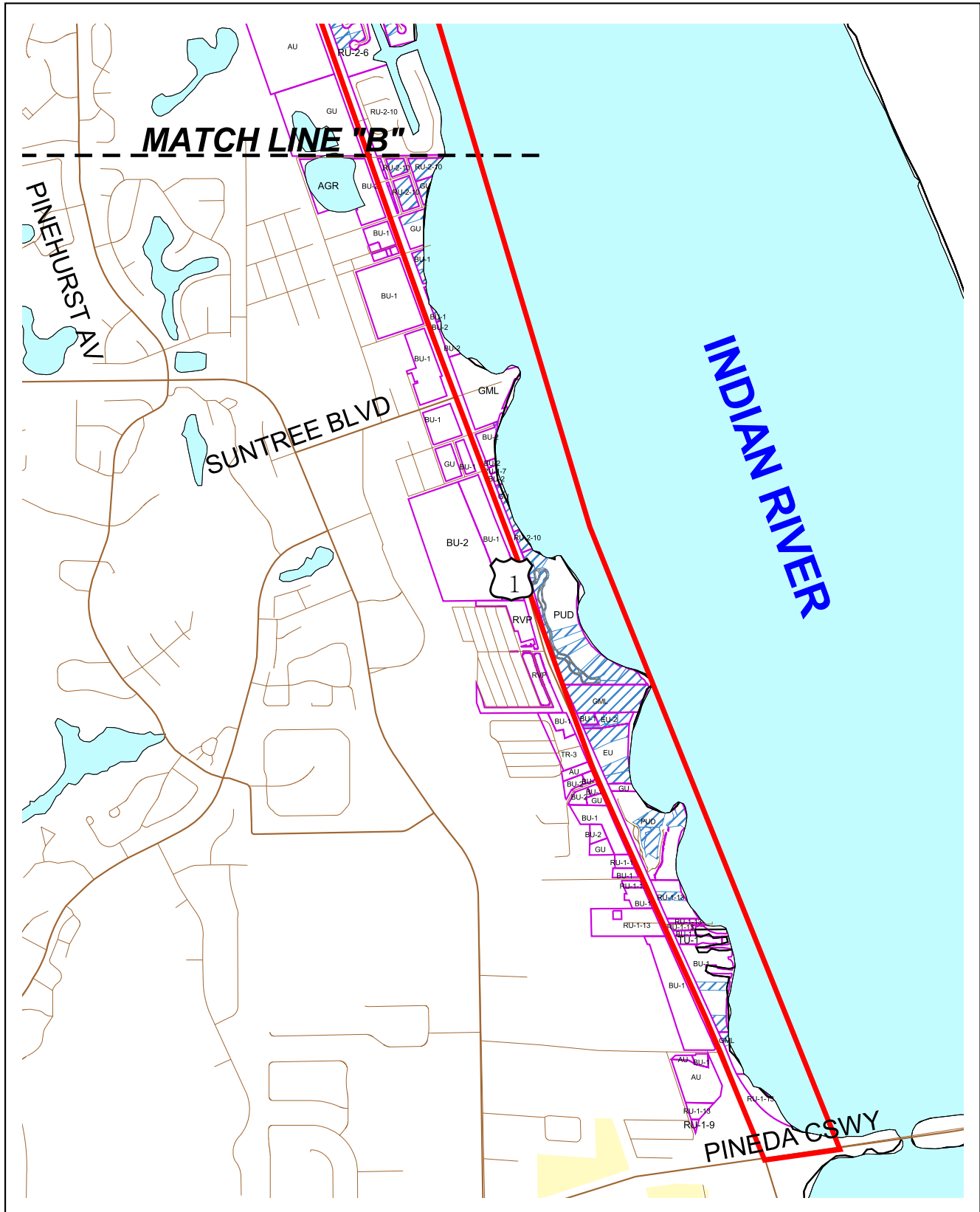
MAP 7 - NORTH SUB AREA
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
ZONING MAP with VACANT PROPERTIES



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/27/05

1" = 1500'

**MAP 8 - SOUTH SUB AREA
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
ZONING MAP with VACANT PROPERTIES**



ENVIRONMENTAL CHARACTERISTICS

During the review of site plans and building permits, environmental matters are addressed by the Land Development Regulations (LDRs). The LDRs, which are based upon specific policies contained within the Comprehensive Plan, provide performance standards for evaluating the acceptability of proposed development activities.

Two primary environmental issues were examined during the formation of this report. These issues involved the location of wetlands and floodplain areas. Both riverine and estuarine wetlands are located in the subject area (see Map 9). Policies within the Comprehensive Plan address development parameters for wetland areas. The Future Land Use Element establishes a residential density of one unit per five acres in wetlands. In addition, the Conservation Element directs residential development to upland areas. In addition, the Conservation and Future Land Use Elements both direct commercial development to upland areas as well. Setbacks from the Indian River Lagoon are also contained within the Conservation Element.

The floodplain within the subject area is associated with the estuarine floodplain of the Indian River Lagoon (see Map 10). The Coastal Management Element also identifies the Indian River floodplain as being located within the coastal high hazard area (CHHA). Coastal Management Element Objective 7 states “Limit densities within the coastal high hazard zone and direct development outside of this area.” In addition, the Conservation Element Policy 4.5 examines issues related to estuarine floodplains.

Performance standards within the LDRs require that the finished floor elevation of constructed projects be built to a level equal to or above the 100-year estuarine floodplain. The performance standards also include a setback of 25 feet from the Indian River Lagoon in this area. The 25-foot setback is established along the shoreline of the Indian River in those places where the lagoon is designated as Class III waters.

ANALYSIS OF FLUE POLICY 1.12 PROTECTION OF RESIDENTIAL RIVERSIDE LANDS

Future Land Use Policy 1.12 states that *“Brevard County shall identify lineal land use patterns which parallel the U.S. 1 corridor and the Indian River in order to promote the protection of residential designated lands lying easterly of U.S. 1 and to discourage the expansion and encroachment of non-residential designated lands into such lineal residential areas.”*

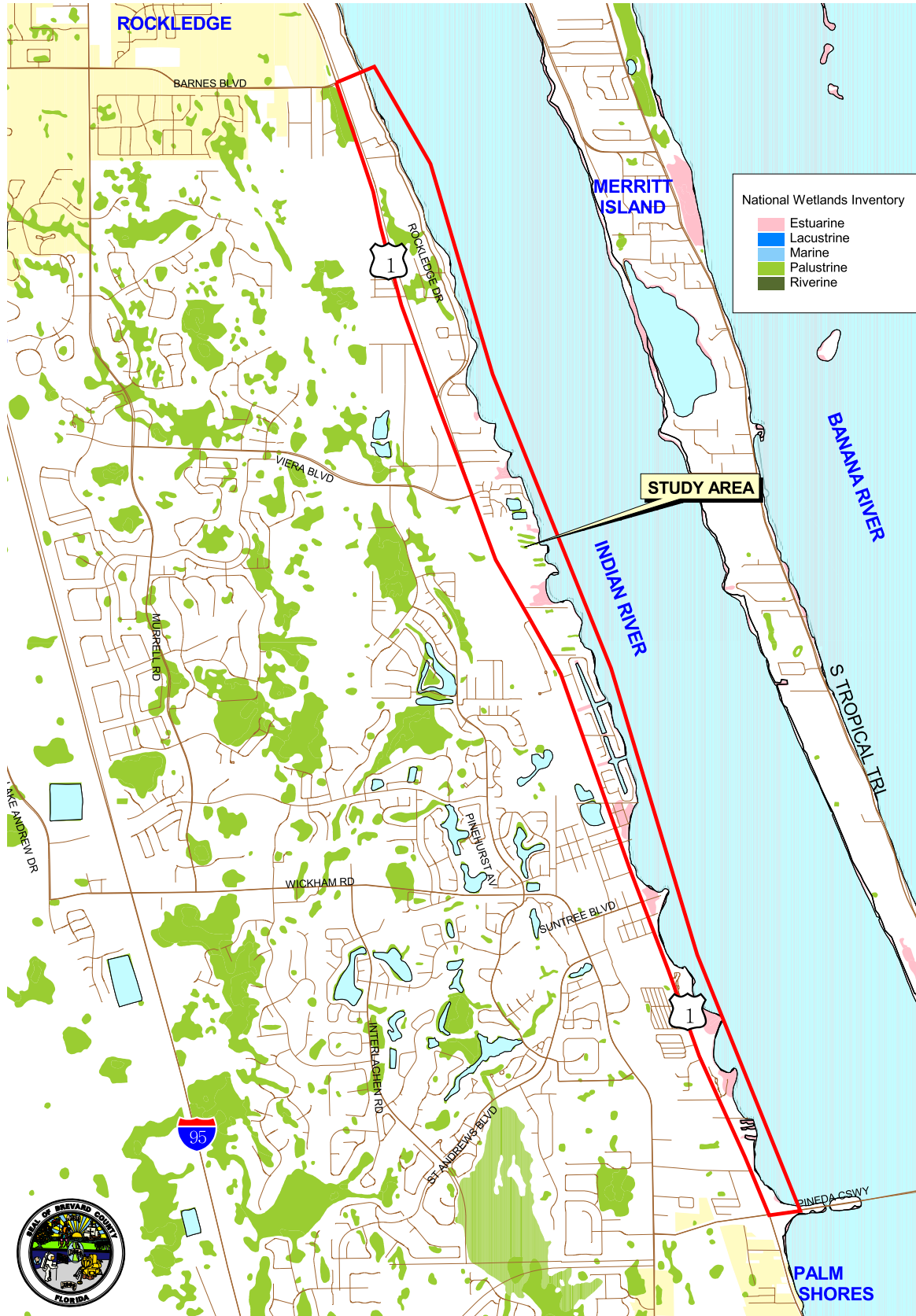


This policy was inserted into the FLUE as part of the comprehensive plan update in 1999/2000. The subject area is included within the unincorporated lands encompassed by this policy. The purpose of this policy is to afford protection from commercial intrusion for those unique residential areas that lie between US 1 and the Indian River Lagoon.

In addition, this SAS examined compatibility, neighborhood character,

1" = 1/2 Mile

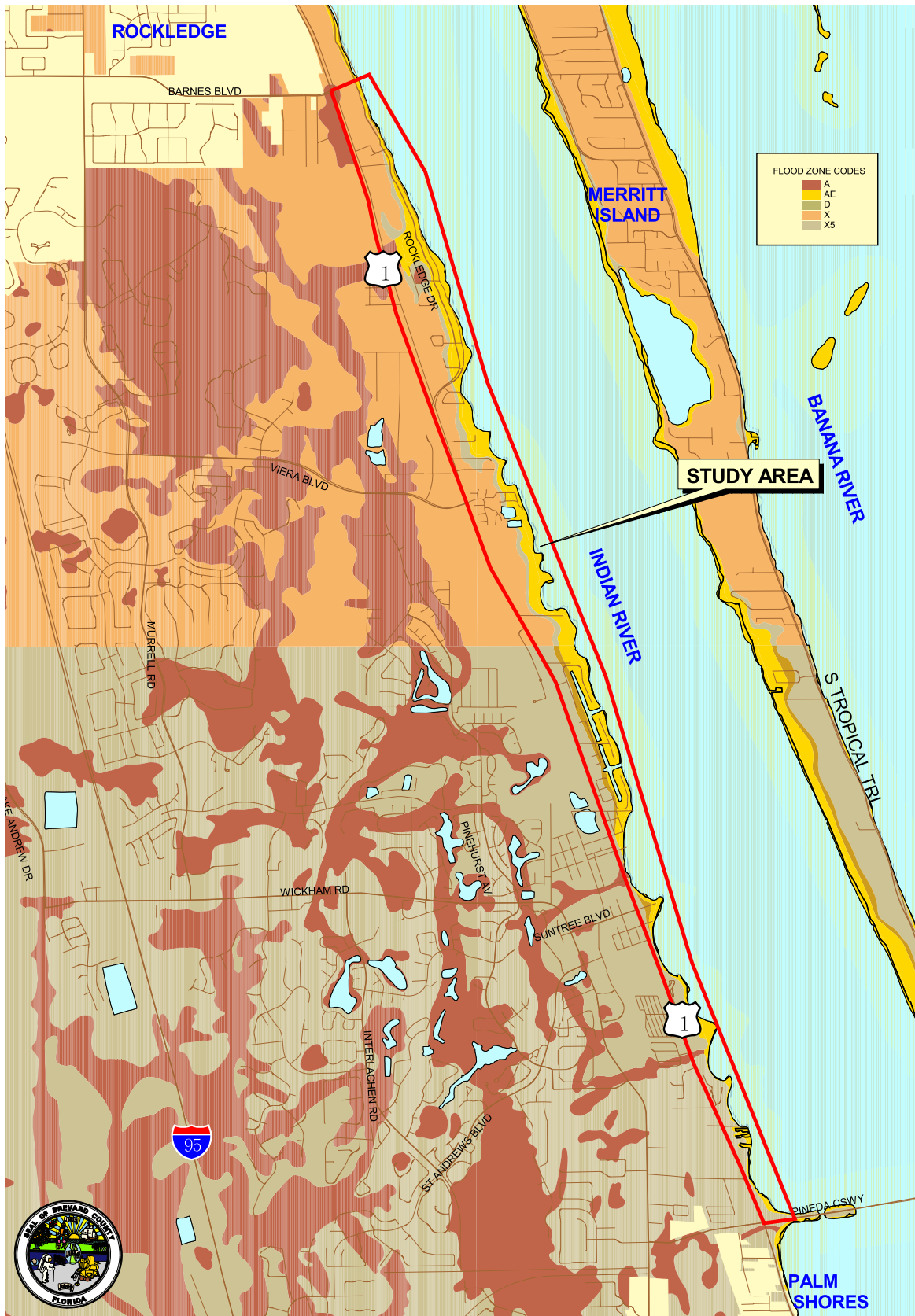
MAP 9
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
WETLANDS (NWI) MAP



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/21/05

1" = 1/2 Mile

MAP 10
EAST OF US 1 FROM BARNES BLVD TO PINEDA CSWY
SMALL AREA STUDY
FLOOD PLAIN MAP



BREVARD COUNTY PLANNING AND ZONING OFFICE, GIS SECTION 1/21/05

environmental factors, and residential density issues. This study reveals that the subject area has commercial, single family residential, and multiple family residential characteristics. The following options seek to address the unique nature of the subject area based upon an analysis of FLUE Policy 1.12 and an examination of relevant land use issues.

OPTIONS

The shoreline of the Indian River Lagoon extends along the entire eastern side of the study area. Consequently, portions of the study area are located within the CHHA. When a hurricane affects this area, localized flooding and other coastal impacts may occur adjacent to the Lagoon. Therefore, the study area included all lands between Barnes Boulevard and the Pineda Causeway. Based upon the analysis within this report, however, the properties between Barnes Boulevard and the Rockledge Drive/US1 intersection are distinctly different in character from the rest of the study area as zoning/land use patterns are closely aligned with the existing FLUM designation of Residential 4. Accordingly, said area has been excluded from the options set forth below.

Options #1 and #2, and #3 afford varying levels of protection for the residential areas within the specified portions of the study area. Option #4 examines the FLUM designation for the Portofino Bay Subdivision. Option #5 addresses re-development issues within the area encompassed by the small area study. Option #5 could be considered in conjunction with any of the other proposed options.

Option #1

Maintain the current FLUM and zoning patterns.

This option maintains the present residential and commercial FLUM designations and zoning classifications in the study area. This option would permit property owners to request rezonings that permit up to 15 dwelling units per acre. While this option is consistent with FLUE Policy 1.12, it does not consider existing residential densities in the study area.

Option #2

Amend the FLUM from Residential 15 to the appropriate built density for developed properties.

The central portion of the study area is designated on the FLUM for a maximum density of 15 dwelling units per acre. However in the area designated as Residential 15 on the FLUM, developed properties are constructed at a density of less than fifteen units per acre. Reducing residential densities to the constructed intensity would allow the FLUM to reflect actual development trends. This option is consistent with FLUE Policy 1.12 and addresses neighborhood compatibility and CHHA issues.

Option #3

Amend the FLUM from Residential 15 to Residential 6 for vacant properties.

The central portion of the study area is designated on the FLUM for a maximum density of 15 dwelling units per acre. However, most properties are zoned for a maximum density of six dwelling units per acre. Reducing residential density allowances on vacant properties will encourage development to trend towards lower density residential uses such as single family homes and lower density multiple family residential uses. This option is consistent with FLUE Policy 1.12 and addresses neighborhood compatibility and CHHA issues.

Option #4

Amend the FLUM designation for the Portofino Bay Subdivision to Residential 4.

This subdivision is designated as NC on the FLUM. Since it is developed as a residential use, this option would bring the Comprehensive Plan in alignment with the existing use and density. This option is consistent with FLUE Policy 1.12.

Option #5

Create a FLUE directive that provides an incentive for the re-development of older commercial and residential areas in that portion of the study area, which lie between the Pineda Causeway and Suntree Boulevard. This directive would promote redevelopment in said area by offering developers a 25% density bonus for redevelopment projects. Based upon the density proposed by Option #2, the maximum density permitted under this proposal would be 7.5 units per acre.

Such a directive would allow the Board the flexibility to consider higher residential development for projects that have re-development potential. This option could facilitate the re-development of older properties in a specified portion of the study area. This directive could also be utilized to convert incompatible commercial uses to residential uses.

ISSUES FOR FURTHER STUDY

As a result of the information contained within this report, two issues may need further study. Each of these matters pertains to development within the CHHA, which represents that portion of the study area that is most vulnerable to damage from impacts associated with a hurricane.

Issue #1

Building requirements within the CHHA should be examined to ensure that appropriate standards exist to protect the health and safety of landowners who develop properties within this part of the study area.

Issue #2

Requirements for septic tanks and drain fields within the CHHA should be examined to protect the health and safety of residents within the study area. Currently, Conservation Element Policy 3.8 states that septic tanks and drain fields shall be set back at least 100 feet from the shoreline of the Indian River Lagoon. It also states that for lots with insufficient depth (except in those instances where a variance has been issued by the State), the septic tank and drain field shall be placed at the maximum distance from the Lagoon, a minimum distance of 75 feet. This policy and other such measures could be evaluated for effectiveness in the CHHA.

SUMMARY

This report has examined a variety of Comprehensive Plan and land use issues. The two primary matters identified by the SAS pertain to residential densities and the inconsistency of the Portofino Bay Subdivision with its FLUM designation (NC). Much of the study area is currently designated as Residential 15 on the FLUM. Therefore, property owners may seek residential densities of up to 15 units per acre which is typically out of context with the existing development trends. Currently, most of the zoning classifications found in the study area permit densities from one unit per five acres to six units per acre.

Secondly, the Portofino Bay Subdivision is designated as NC on the FLUM. The NC classification is intended to promote the establishment of neighborhood commercial uses. Since this residential subdivision is already developed, the NC designation does not reflect the existing residential character of this neighborhood.

Each of the options contained within the report address standards established in FLUE Policy 1.12. and the rest of the Comprehensive Plan as well as issues such as land use compatibility and environmental issues. Option #1 maintains the existing FLUM densities in the study area at 15 dwelling units per acre. Option #2 decreases densities from the current 15 units per acres to reflect the constructed density for developed properties. Option #3 decreases the density from 15 units per acre to Residential 6 for vacant properties. Option #4 pertains to the Portofino Bay Subdivision and would amend the FLUM from NC to Residential 4, which more accurately depicts the developed character of this residential neighborhood. Option #5 gives the Board the opportunity to permit higher densities between the Pineda Causeway and Suntree Boulevard for re-development purposes. In each option described above, the unique residential characteristics of the study area are afforded protection against the encroachment of incompatible densities or land uses.

Finally, this report has identified two potential issues for further study. These two matters pertain to development within the CHHA. Development within the CHHA is an important issue since the Indian River Lagoon borders the entire eastern boundary of the study area. The CHHA area is susceptible to harm from hurricanes. This point is particularly relevant due to the damage the County sustained during the 2004 hurricane season.