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April 2010
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TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members
From: Staff
Date: April 16, 2010 Council Meeting
Subject: Plan Amendment Status Report

Plan Amendments Received/Reviewed

Since the last regular Treasure Coast Regional Planning Council meeting held on February 19, 2010, Council has reviewed the following amendments to local government comprehensive plans:

- 2 Future Land Use Map amendments.
- 27 text amendments.

The amendments are from 10 different local governments.

DCA Findings on Compliance

Since the last Status Report, Council has received the following Notices of Intent from the Florida Department of Community Affairs regarding compliance for local governments in the region.

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Adopted Amendments

Informational reports on the following adopted amendments can be found on the Council website at www.tcrpc.org/departments/comp_planning.html.

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TREASURE COAST REGIONAL PLANNING COUNCIL

DEVELOPMENT OF REGIONAL IMPACT
STATUS REPORT
April 2010

PROJECT NAME: Briger/Scripps Florida Phase II DRI

LOCATION: South of Donald Ross Road, north of Hood Road and east and west of Interstate 95 and east of Florida’s Turnpike in Palm Beach Gardens, Florida

JURISDICTION: Palm Beach Gardens

SIZE: 682 acres

USES:
- Biotech Research and Development 1,600,000 sq. ft.
- Biotechnological/biomedical, pharmaceutical, ancillary office space and other related uses 2,400,000 sq. ft.
- Dwelling Units 2,700
- Commercial Space 500,000 sq. ft.

STATUS: Preapplication meeting held on June 24, 2008.
Expedited Permitting meeting held on October 29, 2008.
First sufficiency review and comments due out by February 27, 2009.
Application for Development Approval found insufficient on February 27, 2009.
Supplemental information to the Application for Development Approval submitted on July 1, 2009.
Council’s DRI Assessment Report scheduled for consideration at the September 18, 2009 Council meeting.
Assessment Report adopted by Council on September 18, 2009 and submitted to the City of Palm Beach Gardens on September 28, 2009.
PROJECT NAME: Capron Lakes (formerly known as Indrio)

LOCATION: Located northwest of the intersection of I-95 and Indrio Road in St. Lucie County

JURISDICTION: St. Lucie County

SIZE: 1,938 acres

USES:
- Residential: 3,100 Dwelling Units
- Retail: 200,000 sq. ft.
- Office: 200,000 sq. ft.

STATUS:
Preapplication meeting held on March 30, 2005.
Application for Development Approval submitted on November 18, 2005 and found insufficient on January 11, 2006.
Letter received on April 29, 2006 asking for an extension to August 9, 2006.
Supplemental information to the Application for Development Approval submitted on August 3, 2006 and found insufficient on September 12, 2006.
Supplemental information to the Application for Development Approval submitted on January 8, 2007 and found insufficient on February 7, 2007.
Supplemental information to the Application for Development Approval submitted on May 25, 2007.
Council’s DRI Assessment Report scheduled for consideration at the September 21, 2007 Council meeting.
PROJECT NAME: Southern Grove Substantial Deviation

LOCATION: West of Interstate 95, north of the C-23 Canal and south of Tradition Parkway

JURISDICTION: City of Port St. Lucie

SIZE: 3,606 acres

USES: The project is currently approved for 7,388 residential units, 1,999,404 sq. ft. of industrial/warehouse, 2,073,238 sq. ft. of office, 2,164,61 sq. ft. of retail, 500 hotel rooms and ancillary uses, such as schools, recreation and open space and infrastructure.

The proposed modifications will increase the nonresidential land use as follows:

3,675,075 sq. ft. – Commercial Retail
2,430,728 sq. ft. – Office
2,498,602 sq. ft. – Research & Development
4,583,338 sq. ft. – Industrial
791 hotel rooms
300 hospital beds

STATUS: Preapplication meeting held on March 24, 2009. Application for Development Approval Substantial Deviation was submitted on September 21, 2009 and found insufficient on October 20, 2009. Letter received on February 19, 2010 from the Applicant asking for a 90-day extension to reply to the sufficiency. The extension was extended until May 21, 2010.
PROJECT NAME: Visions at Indrio

LOCATION: SE Corner of I-95 and Indrio Road

JURISDICTION: St. Lucie County

SIZE: 780 acres

USES:
- Residential: 2605 Dwelling Units
- Retail, Service: 750,000 sq. ft.
- Office: 250,000 sq. ft.
- Hotel: 240 Rooms
- School: K-8

STATUS:
Preapplication meeting held on June 16, 2004.
Application for Development Approval was submitted on August 20, 2004 and found insufficient on October 18, 2004.
Supplemental information to the Application for Development Approval submitted on December 28, 2004 and found insufficient on January 21, 2005.
Letter received on May 19, 2005 asking for an extension to the 120 day sufficiency response period.
Letter received on November 14, 2005 asking for an extension to December 16, 2005.
Letter received on November 7, 2005 asking for an extension to May 19, 2006.
Letter received on May 3, 2006 asking for an extension to July 19, 2006.
Application for Development Approval was found to have completed the required sufficiency process on August 25, 2006.
Letter received on October 17, 2006 requesting an extension to the 90-day public hearing.
Letter received on May 30, 2007 requesting the 90-day public hearing requirement be waived until such time as the related comprehensive plan amendment issues are resolved and the developer and the County can agree to public hearing dates.
Michael Sole
Secretary
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, M.S. 10
Tallahassee, Florida 32399

Dear Secretary Sole:

The U.S. Environmental Protection Agency (EPA) appreciates the continued feedback and perspectives expressed by the Florida Department of Environmental Protection (FDEP), and the comments and concerns expressed to us by Florida citizens at the recent public hearings with regard to the January proposed Water Quality Standards Rule for nutrients in Florida's lakes and flowing waters. I want to take this opportunity to communicate two key decisions the Agency has made as we move forward in the process to ensure protective numeric water quality criteria are in place for springs, lakes, and flowing waters this year, and estuaries and coastal waters next year.

First, the Agency has decided to delay finalizing promulgation of the "downstream protection values," or DPVs with respect to downstream estuary protection and to address this issue in the 2011 estuary and coastal rulemaking. The DPVs are specific stream concentrations that were proposed to assure the maintenance and protection of water quality standards in downstream estuaries. EPA used the USGS SPARROW model as a technical foundation for the proposed values. In the January proposal, EPA indicated that it planned to finalize the DPVs as part of the 2011 estuaries and coastal rulemaking, but retained the option to go final in 2010. The Agency is now committed to fold this aspect of establishing protective water quality criteria into the 2011 rulemaking. As we indicated in the January proposal, this will facilitate coordination with the development of proposed estuarine and coastal water quality criteria. Any DPVs that EPA proposes in January 2011 will also be subject to review and public comment as part of that rulemaking process.

Second, EPA will seek additional third party review of the scientific basis for water quality standards to protect downstream estuarine and coastal waters. We commit to consult with FDEP on the scope of third party review and will announce in early April the specific plans for that review. We will work together with Florida DEP to ensure we have the best science and analyses to support developing water quality standards to protect downstream estuarine and coastal waters.
I want to thank you and the staff at DEP for your continued efforts and engagement in the process. We share important goals and a commitment to restore and maintain Florida waters through application of the best available science.

Sincerely,

[Signature]
Peter S. Silva
Assistant Administrator
Things that were unthinkable are now becoming thinkable.

JAMES W. HUGHES, dean of the School of Planning and Public Policy at Rutgers

Detroit neighborhoods like this one with few remaining houses surrounded by vacant lots might become green spaces to reduce the area needing city services by as much as one-quarter.

MOTOR CITY MAKEOVER

Detroit may bulldoze empty neighborhoods to save itself.

By DAVID FLINK
The Associated Press

DETROIT — Detroit, the very symbol of American industrial might for most of the 20th century, is drawing up a radical renewal plan that calls for turning large swaths of this now-blighted, rusted-out city back into the fields and farmland that existed before the automobile.

Operating on a scale never before attempted in this country, the city would demolish houses in some of the most desolate sections of Detroit and move residents into stronger neighborhoods. Roughly a quarter of the 338-square-mile city could go from urban to semi-rural.

Near downtown, fruit trees and vegetable farms would replace eerie landscapes of empty buildings and vacant lots.

"Things that were unthinkable are now becoming thinkable," said urban expert James W. Hughes, dean of the School of Planning and Public Policy at Rutgers University. "There is now a realization that past glories are never going to be recaptured."

The meaning of what is afoot is settling in across the city.

"People are afraid," said Deborah L. Younger, executive director of Detroit Local Initiatives Support Corp., which is working to revitalize five areas of the city. "When you read that neighborhoods may no longer exist, that sends fear."

Though the will to downtown has arrived, the way to do it is unclear and fraught with problems. Politically explosive decisions must be made about which neighborhoods should be bulldozed and which improved. Hundreds of millions of federal dollars will be needed to buy land, raze buildings and relocate residents. It isn't known how many people in the mostly black, blue-collar city might be uprooted, but it could be thousands.

For much of the 20th century, Detroit was an industrial powerhouse — the city that put the nation on wheels. Factory workers lived in neighborhoods of simple single- and two-story homes and walked to work. But then the plants began to close, and the riots of 1967 sped an exodus of whites and middle-class blacks to the suburbs.

Now, a city of nearly 2 million in the 1950s has declined to less than half that number.

According to one recent estimate, Detroit has 33,500 empty houses and 91,000 vacant residential lots.

Faced with a $300 million budget deficit and a dwindling tax base, Mayor Dave Bing, who took office last year, argues that the city can't continue to pay for police patrols, fire protection and other services for all areas.

The current plan would demolish about 10,000 houses and empty buildings in three years and pump new investment into stronger neighborhoods. In the neighborhoods that would be cleared, the city would offer to relocate residents or buy them out. The city could use tax foreclosures to claim abandoned property and involve eminent domain for those who refuse to leave.

The mayor has begun lobbying Washington for support, and in February, Detroit was awarded $40.8 million for renewal work. The Detroit Housing Commission backs Bing's plan.

"It takes a true partnership, because we don't want to invest in a neighborhood that the city is not going to invest in," said Eugene E. Jones, executive director of the commission.

It is not known who might get the cleared land, but with prospects for recruiting industry slim, planners are considering agricultural uses. The city might offer larger tracts for sale or lease, or turn over smaller pieces to community organizations to use.
Transit Village inches forward: A $500 million project may soon be negotiated for West Palm Beach

By ANDREW ABRAMSON
Palm Beach Post Staff Writer

Updated: 4:30 p.m. Sunday, April 4, 2010
Posted: 6:32 p.m. Saturday, April 3, 2010

WEST PALM BEACH —

In a city full of empty condos and vacant offices, it might be difficult to envision a $500 million project springing up.

But if county commissioners have their way, the county will soon begin negotiations with developer Mike Masanoff to bring his massive Transit Village project to a 10-acre site west of Tamarind Avenue, between Banyan Boulevard and Fern Street.

Government officials — city, county and state —

have spent years laying groundwork for a Transit-Oriented Development, a project that aims to transform the largely unused expanse across the city’s Tri-Rail stop as a neighborhood with offices, condos and government buildings. The overall project would start with the triangular section that Masanoff wants to develop, known as the wedge.

That would kick-start an effort to find investors who would spend more than $1.5 billion to turn the government-owned blocks east of Tamarind into a bustling area that extends from Banyan to Fern and east to Sapodilla, near CityPlace and the city’s downtown.

The county issued a request for proposals in January and Masanoff was the only one to respond. While county staff wants more information before moving forward, Commissioner Jeff Koons said it’s time to negotiate, and that Transit Village is a realistic and necessary project.

"This is economic development strategy on an extremely valuable piece of land," Koons said. "You just don’t find many urban infill sites with a great transportation network that has a lot of stuff going on — CityPlace on one side, a nice lake on the other."

Despite the economic downturn, Masanoff — who has spent seven years preparing the project and has acquired several parcels across the street from the site — said he has commitments for a World Trade Center office building, a SciEnergy Center that would be supported by local universities, two hotels with up to 400 rooms that would be full of people with business at the nearby federal court, and affordable housing and retail space, which Masanoff said are the only aspects he doesn’t have commitments for yet.

Masanoff’s proposal included bank financing. He also said he will apply for federal grants and that West Palm Beach’s city redevelopment agency will provide incentives to support the project.

Masanoff said he would be able to obtain the private financing despite the current economic climate.

"Compared to the bubble, private financing is difficult to come by," Masanoff said. "It’s more difficult to finance a project coming out of the ground. But this project is not coming out of the ground today."

Masanoff didn’t give a timeline, but said the project would take at least a couple of years to launch.

The director of the county's facilities management department, Audrey Wolf, said there are still issues to be worked out before the project gets under way.

Among them, the county would have to redesign the Intermodal Center that links bus and train stops. The county received a $7 million federal grant for the center, which was just built last year. Transit Village, as now proposed, would be built over it.

Not everyone believes Masanoff's proposal is feasible. Though Rick Gonzalez, one of the architects on the project, said Transit Village could be up in three to five years once the financing comes in, real estate broker Neil Merin said it would be more like 15 to 20 years.

"It's a dream," Merin said. "The concept of doing a massive development all at once for $500 million is a fantasy. We've already got about 12 million square feet of vacant office space. There's no demand for offices, no demand for housing, and there's no foreseeable demand."

Koons is not only convinced the wedge can be developed, he wants the county to move forward with the entire $1.5 billion project.

"Palm Beach County is a very attractive place to put assets," Koons said. "This TOD site is one of the premier development opportunities out there."

Find this article at: