COMMUNICATION PACKAGE
October 2010
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TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members
From: Staff
Date: October 15, 2010 Council Meeting
Subject: Plan Amendment Status Report

Plan Amendments Received/Reviewed

Since the last regular Treasure Coast Regional Planning Council meeting held on September 17, 2010, Council has reviewed the following amendments to local government comprehensive plans:

- 18 Future Land Use Map amendments.
- 150 text amendments.
- Water Supply Planning amendments from the City of Belle Glade and Town of Palm Beach.

The amendments are from 7 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.

<table>
<thead>
<tr>
<th>Local Government</th>
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<th>Notice Date</th>
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<td>Hypoluxo</td>
<td>10-CIE1</td>
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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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* Prepared by TCRPC staff under contract with City. Council may not review, pursuant to Section 163.3184(5), Florida Statutes.
TREASURE COAST REGIONAL PLANNING COUNCIL

DEVELOPMENT OF REGIONAL IMPACT
STATUS REPORT
October 2010

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.

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.
Submittal of the sufficiency response was received on July 7, 2010 and found insufficient on August 4, 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.
August 2, 2010

The Honorable Lisa Jackson  
Administrator  
United States Environmental Protection Agency  
1200 Pennsylvania Avenue, NW  
Washington, DC 20460

Dear Administrator Jackson,

As you know, the Environmental Protection Agency (EPA) has issued a proposed rule establishing federal numeric nutrient criteria for Florida water bodies. In accordance with a consent decree EPA entered into with several litigants, EPA committed to issue a final rule for Florida lakes and streams by October 2010 and for Florida canals, coastal waters, and estuaries by August 2012.

EPA’s numeric nutrient criteria rulemaking will impact all Florida citizens, local governments, and vital sectors of Florida’s economy, including agriculture. It is thus imperative that EPA ensure that its federal criteria are based on sound scientific rationale; necessary to protect the applicable designated uses of Florida waters; and reflective of the range of natural variability associated with state waters.

To that end, we applaud EPA’s decision to delay finalization of criteria for Florida’s canals, coastal waters, and estuaries to August 2012 to allow EPA’s Science Advisory Board (SAB) to conduct a peer review of EPA’s data and methodologies for deriving criteria for these waters. It is our expectation that the SAB’s peer review will consider the appropriateness of the numerical limits proposed for canals, estuaries, and coastal waters and analyze whether the proposed criteria are sufficiently based on or correlated with cause and effect relationships between nutrients and biological responses in these Florida waters. Also, because a peer review process is only meaningful if the agency is prepared to be responsive to the comments of independent experts, we expect that EPA will modify its rulemaking in accordance with the SAB’s analysis and recommendations.

In addition to reviewing the proposed criteria for Florida’s canals, estuaries, and coastal waters, we strongly urge that EPA extend the scope of its SAB peer review to include examination of the proposed numeric nutrient criteria and underlying derivation methodologies for Florida’s rivers, streams, and lakes. We believe that the SAB peer review process is important, and it should apply to all of the criteria to be imposed in Florida, not just criteria for canals, coastal waters, and estuaries. We strongly urge that EPA delay requirements to implement its proposed streams and lakes criteria until the peer review concludes, and EPA should adjust its rulemaking in accordance with the peer review analysis and recommendations.
Lastly, we strongly urge that EPA provide for an independent analysis to assess the economic impact of the proposed rule on Florida and adjoining states. The assessments should consider economic information submitted by Florida governmental entities and the public in EPA’s rulemaking process; compare the proposed rule to current law in Florida; and account for the potential need to retrofit pollutant reduction measures taken in response to TMDLs and estuary programs for nutrients in Florida.

Again, EPA’s unprecedented nutrient criteria rulemaking appears poised to impose substantial regulatory and economic consequences on Floridians. We ask that prior to deciding whether to implement numeric nutrient criteria, you ensure that all aspects of EPA’s rulemaking are based on a sound scientific rationale and that the costs and potential unintended consequences associated with the rule are well understood.

Sincerely,

ADAM H. PUTNAM
Member of Congress

TOM ROONEY
Member of Congress

GEORGE LEMIEUX
United States Senator

JEFF MILLER
Member of Congress

ALLEN BOYD
Member of Congress

CITRINE BROWN
Member of Congress

ANDER CRENshaw
Member of Congress

GINNY BROWN-WAITE
Member of Congress

CLIFF'S HARRNS
Member of Congress

JOHN J. MICA
Member of Congress

GUS M. BILIRAKIS
Member of Congress

C.W. BILL YOUNG
Member of Congress
VERN BUCHANAN
Member of Congress

CONNIE MACK
Member of Congress

BILL POSEY
Member of Congress

ILEANA ROS-LEHTINEN
Member of Congress

LINCOLN DIAZ-BALART
Member of Congress

RON KLEIN
Member of Congress

SUZANNE M. KOSMAS
Member of Congress

MARIO DIAZ-BALART
Member of Congress

ALCEE L. HASTINGS
Member of Congress
As Floridians work to get back on their feet, our efforts must be focused on improving our economy and creating jobs. Unfortunately, the U.S. Environmental Protection Agency is poised to impose unprecedented and costly water mandates next month that will harm Florida's economic rebound and provide little, if any, environmental benefit compared with the costs they will pose to Floridians.

Last year, the Obama administration and EPA entered into a legally binding agreement with environmental advocates seeking to impose stricter limits for phosphorus and nitrogen in Florida's waterways. Unfortunately, the standards and timelines have little scientific foundation. Worse yet, these mandates will increase the cost of doing business in our state and the cost of living for Floridians.

A joint study by the Florida Department of Agriculture and Consumer Services and the University of Florida projects these mandates could cost Florida up to $1.6 billion a year and eliminate 14,500 jobs. A survey of nine Florida water utilities estimated that a household's sewer rates would increase by $62 per month, or more than $700 per year.

That is a high price to pay for any regulation, let alone a mandate that is unlikely to produce significant environmental benefit. State and local agencies responsible for protecting Florida's waters have raised serious concerns about the methodology EPA used to develop these mandates, and the Florida Department of Environmental Protection has said, "compliance will force an investment of billions of dollars without environmental benefit." DEP scientists further argue that the "EPA-proposed criteria do not reflect a true relationship between nutrient enrichment and the biological health of Florida's surface waters."

It is also dubious as to whether the technology even exists for Florida's cash-strapped local governments and private industries to meet the standards proposed by EPA. Even if such technology exists, the cost to pay for it will be pushed onto Florida's families through higher water utility bills.

We all support clean water. Florida is a nationally recognized leader in promoting water quality. But at a time when our state is suffering from high unemployment, budget deficits and depressed
real-estate values, we must be cautious about forcing unwise, unaffordable and unproved federal water mandates on our communities, hardworking families and employers.

Floridians should be able to enjoy clean water without worrying about new mandates that will raise taxes, eliminate jobs and increase water bills. The EPA should drop this lawsuit-hastened effort that singles out Florida and instead look for realistic, science-based solutions that will truly improve the quality of our water.

George LeMieux is a U.S. senator for Florida.
FOR IMMEDIATE RELEASE

Contact:
Natalie Campbell
CEOs for Cities
312.553.5157
219.670.2283 (cell)
ncampbell@ceosforcities.org

NEW REPORT REVEALS REAL REASON AMERICANS SPEND SO MUCH TIME IN TRAFFIC

Compact Cities Are the Answer to Reducing Traffic Delays; Current Mobility Measure Overestimates the Cost of Congestion by $49 Billion

September 29, 2010 - A new report from CEOs for Cities released today unveils the real reason Americans spend so much time in traffic and offers a dramatic critique of the 25 year old industry standard created by the Texas Transportation Institute’s Urban Mobility Report (UMR) - often used to justify billions of dollars in expenditures to build new roads and highways. The surprising analysis by Joseph Cortright, senior policy advisor for CEOs for Cities, says the solution to this problem has much more to do with how we build our cities than how we build our roads.

The report, titled Driven Apart: How sprawl is lengthening our commutes and why misleading mobility measures are making things worse and supported by the Rockefeller Foundation takes a new look at what’s really causing traffic congestion in America. The conclusions are far different than those of the UMR, which has long been used to measure traffic congestion.

“This analysis, once again, shows that many of the assumptions driving big investments of taxpayer dollars that shape our communities are outdated, said CEOs for Cities President and CEO Carol Coletta. Driven Apart adds to the growing body of evidence that shows compact development that puts many destinations close at hand has unexpected benefits — in this case, less time spent in traffic requiring less spending on highways. If we heed its findings, we’ll save time and money.”

Driven Apart ranks how long residents in the nation’s largest 51 metropolitan areas spend in peak hour traffic, and in some cases the rankings are almost the opposite of those listed in the 2009 Urban Mobility Report.

For instance, the UMR depicts Chicago as having some of the worst travel delays, when it actually has the shortest time spent in peak hour traffic of any major US metro area. In contrast, Nashville jumped from 31st to first on the list of those with the longest peak travel times.

While peak hour travel times average 200 hours a year in large metropolitan areas, Driven Apart proves that some cities have managed to achieve shorter travel times and actually reduce the peak hour travel times. The key is that some metropolitan areas such as Chicago, Portland and Sacramento have land use patterns and transportation systems that enable their residents to take shorter trips and minimize the burden of peak hour travel. If every one of the top 50 metros followed suit with Chicago and other higher
performing cities, their residents would drive about 40 billion fewer miles per year and use two billion fewer gallons of fuel, for a cost savings of $31 billion annually.

"It is more critical than ever that the US's transportation investments be guided by accurate data — especially during these difficult financial times, said Rockefeller Foundation Associate Director Benjamin de la Peña. Transportation costs are often the second highest expense for working Americans, and we must make sure we are providing more transportation options to help them stretch their budgets. The Rockefeller Foundation is proud to support Driven Apart as part of our initiative to promote more equitable and sustainable transportation."

A close examination shows that the UMR has a number of major flaws that misstate and exaggerate the effects of congestion, particularly the Travel Time Index (TTI). TTI is the ratio of average peak hour travel times to average free flow travel times. Furthermore, for the 51 metropolitan areas analyzed in Driven Apart, the UMR overstates the cost of congestion by about $49 billion. Because this methodology does not take into account travel distances, it universally rewards cities that are spread out as opposed to compact urban areas.

"When it comes to understanding the nature of our urban transportation problems and how best to solve them, the UMR generates more heat than light, said Cortright. The Travel Time Index is a poor guide to making investments, and it's time for a new perspective that highlights how we can make progress in reducing travel times through a variety of means."

Contrary to the UMR findings, Driven Apart says that many metropolitan areas have actually seen reductions in average peak hour travel times because residents are now traveling shorter distances, reflecting land use patterns and personal choices about where to live and work.

Rather than simply raising alarm about frustrating traffic delays, Driven Apart suggests new metrics that focus on trip distances and total travel times—two statistics not reported in the UMR—because they point to a broader and more powerful set of public policy options for dealing with urban transportation problems. The report recommends a new system for measuring urban transportation performance that includes emphasizing accessibility and focusing on measures of land uses, trip lengths and mode choices as well as travel speeds.

“The key role of sprawling development patterns in driving peak period traffic and the limitations of the Urban Mobility Report underscore the need for a much improved system for measuring and comparing the performance of urban transportation systems. Such a system should incorporate better and more precise data about speeds but also specifically track travel distances and land use patterns,” said Cortright.

“As someone who has long believed in the impact of land uses and community design on travel behavior, I am pleased to see this thoughtful critique of our inadequate approach to measuring traffic congestion. This report should be required reading for anyone interested in reducing the time Americans spend stuck in traffic and improving the livability of our communities,” said Congressman Earl Blumenauer.

“Today's fiscally-constrained environment demands that we get the most bang out of our transportation buck. Doing so means that we need complete and accurate measures of how the transportation system is functioning and what those measures mean for investments and operations going forward. Driven Apart helps fill a critical gap in that understanding,” said Robert Puente, Senior Fellow, Metropolitan Policy Program, The Brookings Institution.

"Conventional urban transportation performance indicators, such as the Texas Transportation Institute's Travel Time Index, tend to misdiagnose traffic congestion problems by only considering motor vehicle
traffic delays while ignoring other factors that affect urban accessibility such as land use patterns that affect the distances people and freight must travel to reach destinations (and therefore average trip lengths), and the quality of alternative modes, particularly grade separated public transit services. This report explores these issues and identifies better urban transport evaluation methods," said Todd Litman, Victoria Transport Institute.

"Cortright's study provides a much-needed service by exposing the limited nature of the economic value that too many highway planners assign to higher traffic speeds. Even on the questionable basis used by TTI to assign value to congestion mitigation, the estimated potential savings from higher average speeds is a small fraction of the reduction in the cost of living that results from needing to drive fewer cars and driving them less, which results from compactness and increased convenience and accessibility, both in central cities and in suburbs, period," Scott Bernstein, President, Center for Neighborhood Technology, co-author of Penny Wise and Pound Fuelish: New Measures of Housing + Transportation Affordability, March 2010.

Please join CEOs for Cities and the Rockefeller Foundation for a WebEx online press conference to discuss the findings of Driven Apart:

When:
Wednesday, September 29, 2010 11:00 am EST

Where:
Register at:
https://ceosforcities.webex.com/ceosforcities/onstage/g.php?t=a&d=664163194

Who:
Carol Coletta, president and CEO, CEOs for Cities
Joseph Cortright, senior policy advisor, CEOs for Cities
Benjamin de la Peña, Associate Director, Rockefeller Foundation

About CEOs for Cities
CEOs for Cities is a civic lab of today's urban leaders catalyzing a movement to advance the next generation of great American cities.

Enclosure: Executive Summary of Driven Apart
Copies of the technical report are available at: www.ceosforcities.org