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May 2011  
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TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members
From: Staff
Date: May 20, 2011 Council Meeting
Subject: Plan Amendment Status Report

Plan Amendments Received/Reviewed

Since the last regular Treasure Coast Regional Planning Council meeting held on March 18, 2011, Council has reviewed the following amendments to local government comprehensive plans:

- 4 Future Land Use Map amendments.
- 44 Text amendments.
- EAR-Related amendments to the Fort Pierce and Jupiter Island Comprehensive Plans. EAR amendments are generally to all elements of the comprehensive plan.

The amendments are from seven 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>
<th>DCA Reference No.</th>
<th>Notice Date</th>
<th>Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Clarke Shores</td>
<td>11-CIE1</td>
<td>April 4, 2011</td>
<td>In Compliance</td>
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<tr>
<td>Palm Beach Gardens</td>
<td>11-CIE1</td>
<td>April 17, 2011</td>
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<tr>
<td>Fort Pierce</td>
<td>11-1ER</td>
<td>April 21, 2011</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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<thead>
<tr>
<th>Local Government</th>
<th>DCA Reference No.</th>
<th>Notice of Intent Scheduled/Issued</th>
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<tbody>
<tr>
<td>Fort Pierce</td>
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<td>April 21, 2011</td>
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<tr>
<td>South Bay</td>
<td>05-1</td>
<td>04/13/05</td>
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<tr>
<td>Martin County</td>
<td>08-D2</td>
<td>04/15/08</td>
</tr>
<tr>
<td>Stuart</td>
<td>08-1</td>
<td>08/07/08</td>
</tr>
<tr>
<td>Boynton Beach</td>
<td>09-1</td>
<td>01/29/09</td>
</tr>
<tr>
<td>Lake Worth</td>
<td>09RWSP-1</td>
<td>02/10/09</td>
</tr>
<tr>
<td>Jupiter Island</td>
<td>09RWSP-1</td>
<td>05/12/09</td>
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<tr>
<td>St. Lucie Village</td>
<td>10-1</td>
<td>06/21/10</td>
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<td>10RWSP-1</td>
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<td>Belle Glade</td>
<td>10-RWSP1</td>
<td>09/22/10</td>
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<td>11/17/10</td>
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<tr>
<td>Sebastian</td>
<td>11-1</td>
<td>01/13/11</td>
</tr>
<tr>
<td>Loxahatchee Groves</td>
<td>11-1</td>
<td>03/08/11</td>
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<td>Indian River County</td>
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<td>03/29/11</td>
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<td>03/30/11</td>
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<td>Port St. Lucie</td>
<td>11-1</td>
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<td>Martin County</td>
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<td>Jupiter Island</td>
<td>11-IER</td>
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</table>
TREASURE COAST REGIONAL PLANNING COUNCIL

DEVELOPMENT OF REGIONAL IMPACT
STATUS REPORT
May 2011

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.
PROJECT NAME: Harmony

APPLICANT: Harmony Ranch Development Company

JURISDICTION: Martin County

SIZE: 2,716 acres

LOCATION: Located at the intersection of Pratt-Whitney Road and Bridge Road

POPULATION: 8,840

EMPLOYMENT: 7,465

USES:
- Residential 4,000
- Corporate Headquarter Space 1,390,000 SF
- Economic Opportunity Space 500,000 SF
- Community Retail Center 100,000 SF
- Service Commercial 75,000 SF

STATUS: Preapplication meeting scheduled for May 17, 2011.

BUILDOUT DATE: 2032

PHASES: 4 phases as described in the following table:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Years</th>
<th>Residential (DU)</th>
<th>Corporate Headquarter Space (SF)</th>
<th>Economic Opportunity Space</th>
<th>Community Retail Center</th>
<th>Service Commercial</th>
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<td>1</td>
<td>2014-2018</td>
<td>1,000</td>
<td>690,000</td>
<td>125,000</td>
<td>50,000</td>
<td>25,000</td>
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<td>2</td>
<td>2019-2023</td>
<td>1,000</td>
<td>700,000</td>
<td>125,000</td>
<td>50,000</td>
<td>25,000</td>
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<td>3</td>
<td>2024-2028</td>
<td>1,000</td>
<td>0</td>
<td>125,000</td>
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<td>25,000</td>
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<tr>
<td>4</td>
<td>2029-2032</td>
<td>1,000</td>
<td>0</td>
<td>125,000</td>
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<tr>
<td>Total</td>
<td>2014-2032</td>
<td>4,000</td>
<td>1,390,000</td>
<td>500,000</td>
<td>100,000</td>
<td>75,000</td>
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PROJECT NAME: Hobe Grove

APPLICANT: Becker B-14 Grove, Ltd.

JURISDICTION: Martin County

SIZE: 2823 acres

LOCATION: Adjacent to the west side of the Florida Turnpike south of Bridge Road (CR 708)

POPULATION: Not defined at this time

EMPLOYMENT: Not defined at this time

USES:
- 4,300 Residential Dwelling Units (DU)
- 650,000 SF Town Center
- 3,900,000 SF Mixed Use Research, Office, Education
- 180 Rooms Hotel
- Open Space & Parks
- Community Facilities & Amenities

STATUS: Preapplication meeting held on February 16, 2011.

BUILDOUT DATE: 2031

PHASES: 4 phases as described in the following table:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Years</th>
<th>Residential (DU)</th>
<th>Town Center (SF)</th>
<th>Mixed Use Research, Office, Education (SF)</th>
<th>Hotel (Rooms)</th>
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<tr>
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<td>1,100</td>
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<td>1,290,000</td>
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<td>2</td>
<td>2017-2021</td>
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<td>975,000</td>
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<td>3</td>
<td>2022-2026</td>
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<td>125,000</td>
<td>975,000</td>
<td>80</td>
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<td>4</td>
<td>2027-2031</td>
<td>1,050</td>
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<tr>
<td>Total</td>
<td>2012-2031</td>
<td>4,300</td>
<td>650,000</td>
<td>3,900,000</td>
<td>180</td>
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</table>
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

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.
April 11, 2011

Dear Mr. Busha:

I would like to express my sincere appreciation to Ms. Kim Delaney for taking time out of her busy schedule to serve as a presenter during the Livability in Transportation Workshop & Peer Exchange, held March 29-30, 2011 in Orlando, Florida. Ms. Delaney's commitment to assisting with the success of this peer exchange, through her willingness to share information proved to be invaluable. The resulting positive feedback shared by participants, presenters and facilitators is truly a testament to the benefit of having Ms. Delaney participate.

The challenge of finding effective tools to efficiently address emerging topics such as Livability in the Transportation Planning process is one we all face. The opportunity to exchange ideas and best practices in a collaborative and cooperative atmosphere helps us to be better equipped to address these challenges. We are working on a summary report of the peer exchange which will include resources and best practices shared over the course of the two days. Hopefully by sharing these resources we can continue in the spirit of collaboration by building on, disseminating and incorporating some of the best practices currently being used both in Florida and throughout the United States.

Again, please express my sincere appreciation to Ms. Delaney for the time that she dedicated to preparing and participating in the exchange.

Sincerely,

Karen M. Brunelle, P.E.
Director, Office of Project Development
Federal Highway Administration

cc: Kim Delaney, Treasure Coast Regional Planning Council
Editorial: St. Lucie County launches Solar and Energy Loan Fund operations

Editorial board

Thursday, March 31, 2011

Two years in the making and touted as a national model, the St. Lucie County Solar and Energy Loan Fund is in operation and its first loan has recently been finalized.

The goal of the program, financed through a $2.9 million grant from the U.S. Department of Energy, is to assist homeowners in making their homes more energy efficient by providing low-interest loans. The savings from the cost of energy are to be used to repay the loans.

Former St. Lucie County Commissioner Doug Coward, a primary architect of the program, said, "It's fantastic. It's giving customers access to no-money-down loans that help them not only to have air conditioning, but reduce their energy bills, put more money back in their pockets and at the same time help promote the clean energy economy and create local jobs."

With loan interest rates starting at 4 percent and repayment terms that can extend for six years, the program is expected to be especially beneficial to low- to moderate-income homeowners and those with older homes in need of energy improvements.

"People in St. Lucie County are having difficulty paying their utility bills," County Commissioner Chris Dzadovskiy said. "Those are the people we'd like to see participate."

Those high bills have been especially noteworthy in the city of Fort Pierce in pockets of older homes with older appliances and materials with little energy efficiency.

Before getting a loan, borrowers must have an energy audit. Thanks to a $300,000 grant from the state, the homeowner pays only $25 while the grant picks up the remaining $375 for the audit.

Officials are beginning to get the word out about the program's benefits and to encourage participation. Sanjiv Doraiswamy, executive director of the fund, said he plans to begin that campaign by addressing local contractors, community organizations and affordable housing groups.

"Anyone who wants us to come and speak, we'll be there," he said.
And, Doreswamy said, "This is going to be a huge value to the citizens of St. Lucie County. Educating the individual is a major part of what we hope to accomplish, in addition to giving low-interest loans."

The loan fund is just one part of an overall green economy being promoted by officials of St. Lucie County. The effort also involves training people for alternative energy careers and recruiting manufacturers of alternative energy products.

If the loan fund lives up to its expectations it should, indeed, become a model for other communities throughout the nation.
Fellsmere, Indian River County's first city, has grown from 1 square mile to 43 in 100 years

Photos

By Ana Alvarez

Monday, March 28, 2011

FELLSMERE — Preparing to celebrate 100 years this weekend, Fellsmere retains the small-town feeling and friendliness from the past but has high hopes for a better future.

Throughout the years, the city's population has ballooned and shrunk as it weathered storms and industry shutdowns. What started as a planned community of 1 square mile and several hundred people, today has an estimated population of about 5,100.

Much of the growth has come from original migrant working families who settled in Fellsmere after years of wandering the country picking fruit. A series of annexations in the last few years now makes the town 43 square miles, larger than the city limits of nearby Vero Beach and Sebastian.

Many of the original buildings have been restored and brought back to life. The recently restored Fellsmere Inn this month received a USDA grant to bring sewer lines to the hotel. The original Fellsmere Public School, built in 1915 with its prairie architectural design, was restored and now houses City Hall, the Boys and Girls Club and other city administrative offices.

Fellsmere Elementary will soon begin a major expansion program to house up to 660 students, nearly 98 percent Hispanic.

Today the city's main attractions follow founder E. Nelson Fell's original plan, with a contemporary twist.

"We are still a town made up of mom-and-pop operations — restaurants, small shops and small businesses and events like the Frog Leg Festival," said City Manager Jason Nunemaker. "It is what gives Fellsmere a sense of identity and will help develop employment opportunities and create a real aggressive ecotourism foundation for the future.

"Our bilingual population enhances our ability to increase trade opportunities."

Joel Tyson, former mayor and currently vice mayor of Fellsmere, helped rewrite the charter for the city as well as a comprehensive land development plan for the future.
"All the zoning, rules and regulations for development have been laid out, making it much easier for future councils," he said.

While working hard to restore the old town, both the city manager and vice mayor have big hopes for Fellsmere. Nunemaker envisions the city becoming a leading ecotourism destination where people can enjoy historic downtown and outdoor activities such as fishing, alligator hunting, horseback riding and birdwatching in the 22,000-acre preserve in the city's backyard.

Tyson sees tremendous growth opportunity with the future development of a new master planned community with several villages and a town center in the annexed 20,000 acres.

"Fellsmere has a small-town feeling with big opportunities," Nunemaker said.

Tyson, who worked throughout the world managing large construction projects before settling in Fellsmere, agrees.

"It's just a very friendly town, everybody knows everybody, just a comfortable place to live," he said.

COMING THURSDAY

The Press Journal will commemorate the 100th anniversary of Fellsmere's incorporation in a special section with stories on the history of the city.
Cities' design can save on gas costs

People drive less when city is compact, has transit system

By Larry Copeland
USA TODAY

Some cities in the USA are better positioned to deal with rising gas prices than others because of their design and transit systems, according to a national non-profit group that works to build stronger cities.

The key factor: whether residents have to drive everywhere, or have other options.

That's according to CEOs for Cities, a Chicago-based network of civic, business, academic and philanthropic leaders seeking to build and sustain stronger cities for the future. Researchers analyzed federal government data on vehicle miles traveled in 51 metropolitan areas that have at least 1 million residents.

It's a timely analysis. Gas prices have eased a bit in the past few days — to a national average of $3.60 for a gallon of regular unleaded Monday — but they are still 28% higher than a year ago.

The average American driver logs 25 miles per day. Motorists in compactly developed cities that have extensive transit systems can drive nearly 50% less.

The way to cut back on driving miles in a city isn't by reducing commute, says Carol Coletta, president and CEO of the group.

"What adds up is all these small trips, which are much shorter and not as necessary," she says. "The question is, how do we make the city a place where we don't have to drive as much or as often?"

Edward McMahon, an expert on sustainable development at the non-profit Urban Land Institute in Washington, D.C., says the analysis confirms a study done in 2009 on the relationship between urban design and driving.

"Most trips in a car are not back and forth to work," he says. "Most trips — 80% to 85% — are lifestyle trips to the movies, the grocery store, taking the kids to school, and so on. What we found is if you live in a community where you can walk, ride a bike, take a short trip, those savings start to add up really quickly."

McMahon says ULI examined automobile usage trends in two Maryland cities: Bethesda, a mixed-use community with transit, and Germantown, a traditional car-oriented suburb. "We found that in Bethesda, about 75% of trips during the day were in fact on city transit," he says. "In Germantown, 90% of all trips were by car."

Cities where people drive less tend to do well in three essential areas, Coletta says:

► Land use. People running errands, such as to buy milk, can walk instead of getting in the car and having to park. Coletta says.

► Urban design. Sidewalks or bike trails are designed in such a way that people want to walk.

► Transportation. The public transportation network is extensive enough that residents have choices. CEOs for Cities estimates that if every driver in those 51 metro areas cut their driving by just 1 mile a day, the savings on gas and other costs would total $29 billion a year.