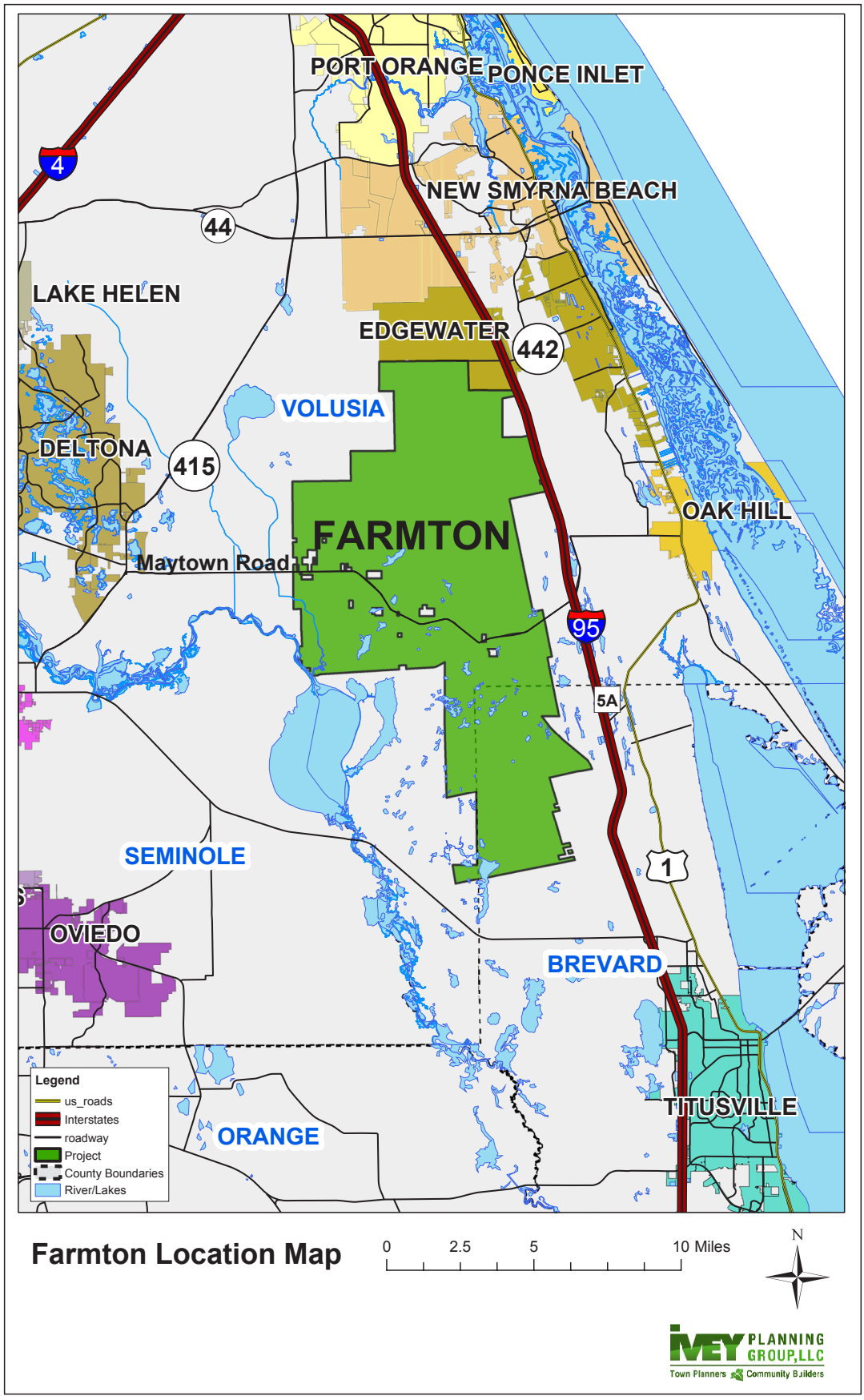
Farmton Comprehensive Plan Land Use Amendment

Peer Review Panel Summary Report

June 2, 2009

New Smyrna Beach, Florida

FARMTON TREE FARM



Farmton Location Map

Contents

Summary Highlights

A 50-year long-term plan for the 59,000 Farmton Tree Farm was the focus of an independent panel of experts selected for their knowledge of sustainable design and planning.

On June 2, 2009, Miami Corporation convened an independent panel of experts (called a Peer Review Panel) to critique a long-term, 50-year plan for Farmton, the company's 59,000-acre tree farm that straddles Volusia and Brevard counties. Many public officials and interested citizens from Brevard and Volusia counties were on-hand to hear and learn from the Panel's comments. The day ended with glowing remarks about the depth and breadth of the Panel's comments and its members' independent thinking.

The plan for Farmton reflects Miami Corporation's sound stewardship of the land that they have owned for more than 80 years. The plan for Farmton will ultimately result in the permanent protection of two-thirds (some 39,000-plus acres) of the total land area – an area that includes ecological systems of regional and statewide significance and a 52-mile section of the East Central Regional Rail-Trail. Any future development on the remaining one-third of the land would be required to meet the highest standards of sustainability.

If approved, the plan will be implemented through Comprehensive Plan Amendments that will be processed by Brevard and Volusia counties during their respective 2009 plan review cycles. Because of the unique approach of the Farmton plan and the scale and significant environment resources of the planning area, both counties recommended that Miami Corporation convene a panel of independent experts to assess the proposed Comprehensive Plan Amendment. Miami Corporation turned to two respected state policy institutions – the Center for Urban and Environmental Solutions at Florida Atlantic University and the Collins Center for Public Policy – to call together the panel and ensure that its members were experts in the fields of sustainable design and planning and truly independent.

The Panel members, who included two former secretaries of the Florida Department of Community Affairs, received in-depth briefings on Farmton and the Farmton plan as well as an on-site tour of the property. The Panel was complimentary about the planning approach and the plan components. The Farmton plan, Panel members concluded, will provide a model for the long-term view, large landscape-scale planning and sustainable community design that is critically needed in Florida.

As described in greater detail in this report, Panel members stressed grounding the plan in a clear vision and the core values that create great places, preparing equally detailed green and urban print plans, and basing those plans on sound science and the best and most current sustainable design practices. It was also recommend that the plan include clear, measurable performance standards that can be used to evaluate plan progress, make course corrections as needed, and ensure the plan's goals are ultimately achieved. To monitor progress and champion the plan over time, it was suggested that a stakeholder-based Community Stewardship Organization (CSO) be formed. "You have a precious thing you are talking about," the Panel concluded.

Background: The Farmton Comprehensive Plan Amendment

The Farmton Tract is a 59,000 acre parcel just west of I-95 in southeast Volusia and northern Brevard counties, two urban counties in central Florida. The tract, which has been in single ownership by Miami Corporation since 1925, has been managed primarily as a tree farm. Current uses include silviculture, cattle, mitigation banks, and hunting leases. Because of Farmton's location, its owners have been under pressure for many years to sell or develop the property. Those pressures spotlighted the need to look to a new way of planning for the future – one that protects the natural and economic assets of the land.

Farmton: Its History and the Farm Today

Its History

Farmton's history is similar to that of much of Florida. The land that today is the Farmton Tree Farm has been in agricultural uses since the late 1800s. At that time, two of the area's thriving towns – Maytown and Farmton – were located on the Farmton tract. The area was flourishing, thanks in large part to the Florida East Coast Railway that linked the area to outside markets. A branch of the railway (the first in that part of Florida), which extended from Edgewater to the north of Farmton and to the St. John's River to its south, ran through the center of what is now Farmton. At that time, activities on the land included turpentine production, logging, and truck farming. When changes in turpentine production occurred and the railway ceased service over time, the towns of Farmton and Maytown declined and ultimately disappeared; only the tree farming operations continued.

William Deering

Miami Corporation's ties with Farmton began in 1925 when company officers seeking agricultural land visited the then 45,000-acre site that was mostly cutover timber land. Even at that early stage, Miami Corporation demonstrated its commitment to being a good long-term land steward. Instead of draining and dividing the land and selling the smaller tracts, the company decided it was more desirable to keep the land together and added to it until it eventually reached its current size of 59,000 acres.

James Deering

The company's ties to Florida actually go back to 1917 when it was created by descendents of William Deering who wintered in Miami, thus resulting in Miami Corporation's name. The Deering family created Miami Corporation to manage the assets he had built from his successes with Deering Harvester and International Harvester. The company remains family owned today.

In addition to Farmton, two Deering Miami homes have lived on as part of the state's heritage. The house and gardens of Vizcaya – the winter residence of James Deering from Christmas 1916 until his death in 1925 – is now owned by Miami-Dade County and serves as a public museum. Cutler Estate, which was owned by James' half-brother Charles, is now a part of the Miami-Dade County Parks and Recreation Department, which manages the estate on behalf of the State of Florida. Located along the edge of Biscayne Bay, the 444-acre Deering Estate at Cutler is an environmental, archeological, and historical preserve.

The Farm Today

Buck Lake is one of many ecological resources protected by Miami Corporation's environmental stewardship of the land.

Miami Corporation's single ownership of Farmton for more than 80 years, in combination with its best management practices approach to silviculture, has resulted in a large, landscape scale natural environment that is host to abundant, healthy, and diverse ecosystems.

The Environmental Resources

Farmton's ecological resources are of regional and statewide importance. Its size and adjacency to other significant conservation land (specifically the Buck Lake Conservation Area and Wiregrass Prairie Preserve owned by the St. Johns River Water Management District, the Colbert –Cameron Mitigation Bank, and the nearby Lake Monroe Mitigation Bank and the South Lake Harney Conservation Areas) enable Farmton to serve as a critical link in the connected corridor required for Florida's wildlife. Those connections are projected to be even more important as the predicted impacts of climate change cause wildlife to migrate inland in order to retreat from sea level rise, and north, as temperatures warm.

Significantly important Farmton resources include:

- a wetland mitigation bank that was permitted in 2001 and, through a conservation easement, has already resulted in the enhancement and permanent protection of more than 6,000 acres of environmentally sensitive land. The protected lands include Crane Swamp, the largest remaining freshwater swamp on the state's east coast, as well as habitat for species such as the Florida black bear, which makes Farmton a part of the bear's migratory corridor.
- numerous important water resources, including two tributaries to the St. Johns River; Spruce Creek Swamp, which is the headwaters of Spruce Creek and Crane Swamp; and Buck Lake and Buck Lake Marsh.
- a nearly 13-mile portion of the 52-mile East Central Regional Rail-Trail (a part of the national Rails-to-Trails program), which will soon be one of the state's longest trail systems and will connect Brevard and Volusia counties, extending from Enterprise through South Deltona to Edgewater and Titusville.

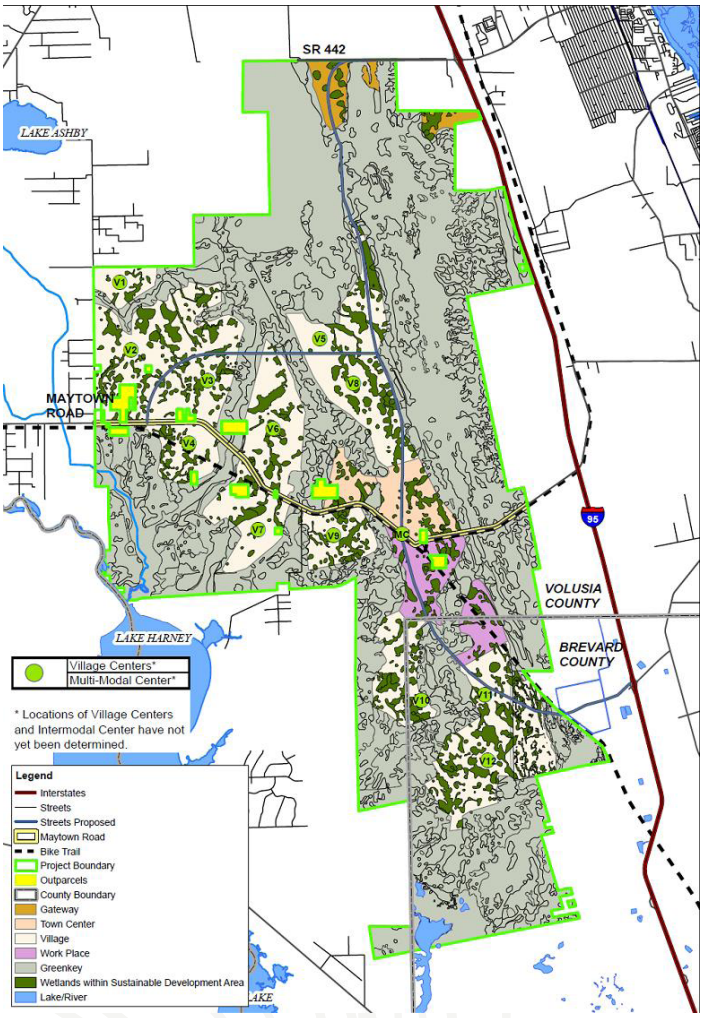
Demonstrating the importance of the natural resources of Farmton and its commitment to good stewardship, 50-plus years ago Miami Corporation signed a wildlife management plan agreement with the Florida Game and Freshwater Fish Commission. The management plan covers the majority of the Farmton tract. To reinforce the plan, new and continuing private hunting leases focus on wildlife management. In 2001, Miami Corporation entered into a private hunting lease in order to reduce the number of hunters. That action reduced the harmful impacts of large numbers of hunters on wildlife and the natural environment and allowed the wildlife population to rebound.

The Economic Challenges

Famton today is still managed for silviculture. Timber operation income from the production of timber for pulp as well as wood products is supplemented by revenues from hunting and, to a lesser degree, cattle grazing. However, Farmton's owner finds itself at the same crossroads as many farm owners throughout Florida: the land's agricultural reasons for being are at risk.

For Farmton, analysis showed that within one generation (25 years in the case of a tree farm), tree farming would not be profitable because of the rising costs of fuel, the loss of nearby sawmills, and national and international changes in the timber market, leading to the loss of the independent logging crews that purchase and remove lumber. Also putting pressure on the development side is the proximity of the farm to I-95 along its eastern edge and the State Road 442 and State Road 5A interchanges.

Faced with numerous offers to purchase the land, Miami Corporation looked for an economically viable option that would retain the land in single ownership, sustain the best of the ecological resources, and continue Miami Corporation's long-term stewardship vision.



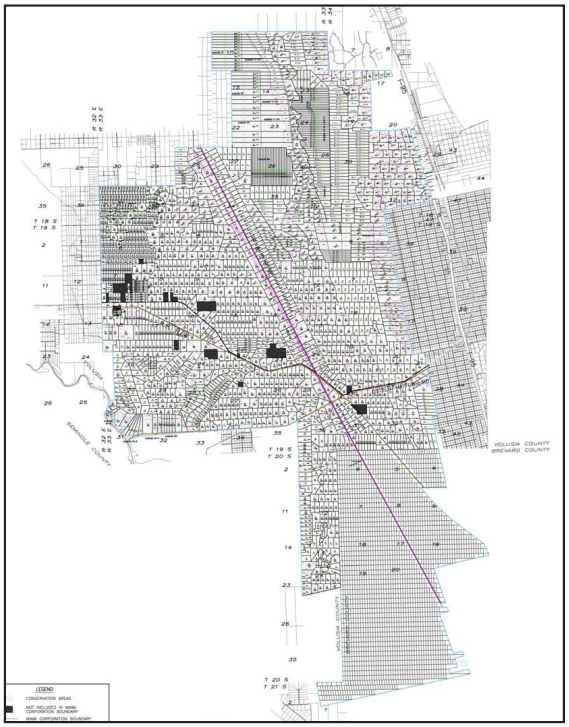
Because of the long-term and innovative planning approach, the Farmton Comprehensive Plan Amendment preserves important ecological resources and reserves areas for sustainable development that might occur in the 50-year planning horizon.

At the suggestion of the Florida Department of Community Affairs (DCA), Miami Corporation initially examined Florida's Rural Land Stewardship Area (RSLA) Program as a planning option. The RSLA Program is a state planning tool designed to protect rural areas and allow landowners to unlock the value of their lands by assigning transferable credits based on environmental attributes and then transferring those credits to designated receiving areas (those planned for development). Miami Corporation spent considerable resources preparing the required environmental assessments as background for the RLSA Program and planning for the property. In the interim, DCA initiated a rule-making process aimed at amending the current RLSA Program requirements, making it less attractive as a planning option. Instead, Miami Corporation turned to a different planning approach.

The Farmton Planning Approach

The Farmton Comprehensive Plan Amendment will implement a pioneering conservation design plan for Farmton Tree Farm, Miami Corporation's 59,000-acre tree farm that straddles Volusia (47,000 acres) and Brevard (12,000 acres) counties. Underscoring Miami Corporation's commitment to conservation and protecting significant natural resources in perpetuity, the innovative plan differs from conventional land use planning methods by:

- taking a collaborative, 50-year, vision-based, and holistic view of the land and the areas around it, thereby facilitating more sustainable development and avoiding the incremental, haphazard, piece-meal development that would occur without a long-term guiding vision put in place in advance of any development decisions.
- using sound science and close consultation with lead environmental organizations to identify the environmentally important wildlife corridors that should be conserved and connected as a legacy for future generations, and setting aside those lands as a greenprint (called GreenKey) for permanent conservation.
- reserving the areas suitable for future development and ensuring that the development is compact, which means that more land can be conserved, and adheres to the highest performance standards for sustainable design.



The realization that current policies would allow Farmton to be chopped up into thousands of individual ranchette lots that would disrupt functioning wildlife corridors motivated Miami Corporation and Volusia and Brevard counties to turn to an alternative approach to preserve important natural resources (depicted in the image below).

Miami Corporation turned to greenprinting and the creation of sustainable development areas as the core elements of the Comprehensive Plan Amendment in order to provide an alternative to what would happen to the land under current land use policies. Through implementation of existing policies, the land – including the most precious "must save" places – would be divided into 5-, 10-, and 25-acre lots, each with a different owner, septic tanks and wells, and fenced, expansive lawns and driveways. In that future by default the wildlife corridors that Farmton now provides would be broken up and forever destroyed and the land and water resources degraded. That future was neither sustainable nor consistent with Miami Corporation's 80-plus year environmental stewardship of the land.

Greenprinting

Greenprinting is a science-based planning method used to create connected networks of protected natural systems and open space. The areas included in the greenprint are based on a comprehensive on-the-ground analysis of the natural surroundings (the green infrastructure) and are permanently protected through conservation easements and other guarantees. The greenprint is identified at the beginning of a planning process so that no development is planned there.

To decide what should be included in the Farmton greenprint (called Greenkey because it links a number of key wildlife corridors), Miami Corporation held multiple fact-gathering meetings over a two-year period and a lot of reviewing and groundtruthing of the data. Its consistent question was, "If you could protect the best of the best, what would you protect?" The Farmton Plan indeed achieves that objective and will ensure an interconnected network of wildlife corridors that extends from north of Volusia County through Brevard County. Under the plan, a minimum of 50 percent of the tract (30,000 acres) is set aside for permanent conservation up front (called Private Conservation Land).

As additional lands in the Sustainable Development Areas (described below) are added to the greenprint, the plan will ultimately result in the permanent conservation of two-thirds (some 39,000 acres) of the total land area with the potential to reach over 77 percent in protected open space. Another key feature of the plan is that it will retain the 13-mile portion of the nearly 52-mile East Central Regional Rail-Trail that traverses the Farmton property.

Sustainable Development Areas

The remaining lands that are not in the greeprint are designated as Sustainable Development Areas in the form of five new land use districts: Gateway, Town Center, Work Place, Village, and Hamlet. The communities created will be compact, thereby increasing the amount of land conserved and encouraging more energy- and cost-efficient infrastructure. Those communities will include a mix of uses within close proximity to each other so that residents can walk or bike from home to work, school, the grocery store, and other daily needs. They are the antithesis of the spread out, single-use suburb that requires frequent, sometimes long automobile trips to reach any destination.

While Miami Corporation has no current plans for development, the Farmton Plan contains strict conditions that describe how and when development could occur. The plan also outlines a set of performance standards to ensure that future development will adhere to very high standards of sustainability, including water and energy conservation, jobs-to-housing ratio (including planning the jobs in advance of the houses), walkability, affordable housing, and green building and site design. Also of importance, the standards can be upgraded as new technology occurs, thereby enabling continuous improvement over time.

Development would only occur when a proven need arises and will be master planned and developed through the State of Florida's Development of Regional Impact process, which means that any development will comply with provisions for infrastructure and fiscal neutrality. Using the Transfer of Development Rights (in Brevard County) and Smart Growth techniques for conservation development and rural clusters (in Volusia County) means there will be no increase in residential densities in either county through the year 2025.

A Sampling of Standards for Farmton Sustainable Development Areas

Future development should undertake the physical design of communities utilizing a whole system design approach that uses defined benchmarks and metrics to measure success in achieving sustainability goals that call for:

- site design and land uses that encourage a walkable, transit-ready, and highly connected community with a jobs-to-housing ratio that reduces the need to drive to work.
- landscape design that encourages biodiversity by using native vegetation.
- Dark-Sky design practices that shield outdoor lighting (which should be solar powered) and enable residents to see the stars at night.
- multi-modal transportation design that reduces the use of automobiles and facilitates walking, biking, and use of mass transit.
- energy design that incorporates green development practices such as the US Green Building Council's LEED® for Neighborhood Development.
- water practices that conserve water and incorporates water neutrality in the construction and operation of development (for example, prohibiting watering lawns with potable water and requiring xeriscape landscaping).

The Farmton Peer Review Process

How the Peer Review Panel Process Works

The convening of Peer Review Panels as part of planning processes offers a community a targeted, timely, and cost effective way to get the best outside thinking at strategic points in a planning process. Panel members are selected for their knowledge of the relevant planning issues to be reviewed and their independent, unbiased perspective. A Peer Review Panel can be convened one or more times during a planning process.

The role of the Panel is carefully tailored to the needs of each community. The Panel members may be asked to:

- recommend how to enhance and improve a planning product, process, or policy.
- provide strategic guidance.
- serve as a sounding board for testing ideas and new approaches.
- provide information on best practices and lessons learned from other areas.

Communities in Florida are using Peer Review Panels to refine and strengthen community plans and planning processes and ensure that planning products and policies are underpinned by the best possible data and assumptions and that the most effective implementation strategies are used.

Benefits of a Peer Review Panel

Communities using Peer Review processes consistently note the benefit of building a Peer Review Panel into their planning framework, because those processes resulted in:

- more informed decision-making.
- higher caliber planning products and processes.
- more innovative solutions.
- a greater degree of public confidence in planning products.
- more durable and widely supported plans, leading to successful implementation.

"Our first experience in convening a Peer Review Panel was enlightening, and the ideas presented were sterling. The process helped us see what has to happen in Florida. As policymakers, we need to bring together the science and the knowledge and collectively figure out how to conserve those special places and create communities that are designed with the environment in mind. We thank Miami Corporation for its careful stewardship of a natural resource that is critical to the long term sustainability of our two counties."

- Jack Hayman,
Volusia County Council Member

Peer Reviews have been used in Broward, Palm Beach, Hillsborough, Miami-Dade, Martin, St. Lucie, and now Volusia and Brevard counties to review complex and innovative plans. The information from those Panels provided policy-makers with an additional level of expert information to use in their decision-making and produced stronger, more widely supported and understood plans

The Farmton Peer Review Panel Conveners and Members

Because of the long term importance of the Farmton Plan to the future sustainability of Volusia and Brevard counties, and at the encouragement of the reviewing counties, Miami Corporation decided to invest in convening an objective Peer Review Panel to look at the big picture issues associated with the Farmton Plan. The Panel members were selected for their expertise, integrity, and independence. The Panel was asked to review and suggest ways to improve the greenprint and the sustainability standards to be used over a 50-year time horizon.

The Conveners

On June 2, 2009, a nine-member independent expert Peer Review Panel was convened to objectively evaluate and recommend how to strengthen the Farmton Comprehensive Plan Amendment.

To ensure a high caliber, impartial, and independent Peer Review Panel, Miami Corporation turned to two highly respected policy institutions in Florida to co-convene the Panel:

- The Center for Environmental and Urban Solutions (CUES) at Florida Atlantic University – a university center founded in 1972 to help communities and decision makers resolve urban and environmental issues through partnerships, education, and research. CUES' projects span the full gamut of sustainable growth and resource management planning and public policy topics.
- The Collins Center for Public Policy – an independent, non-partisan, and non-profit, organization founded in 1988 to help convene citizens around issues as diverse as elections and justice reform, sustainability, and long-term water supply. For 20 years, the Collins Center for Public Policy has helped Floridians find smart and lasting solutions to the state's most pressing challenges.

The Peer Review Panel

The Farmton Peer Review Panel was composed of a multidisciplinary team of nationally recognized experts who were carefully selected for their expertise and knowledge of the large-scale conservation planning and sustainable design issues related to the Farmton Plan as well as their objectivity, neutrality, and autonomy.

The Panel was moderated by Jim Murley, the Director of the Center for Urban and Environmental Solutions (CUES) at Florida Atlantic University and the Chair of the Florida Energy and Climate Commission, and Steve Seibert, the Senior Vice President and Director of Policy at the Collins Center for Public Policy and the prior Executive Director of the Century Commission for a Sustainable Florida. Both Murley and Seibert are former Secretaries of the DCA and well regarded for their independent thinking and collaborative approaches to complex planning problems.

The Panel members – listed below and described in more detail in Appendix A – came from other areas of Florida and the country and did not have a stake or interest in the outcome of the plan. That neutrality was underscored by an additional Panel attribute: its members were accepted by both reviewing counties. Panel members represented expertise in green design, green infrastructure planning, conservation and environmental planning tools, Florida ecology, and water resource planning.

Tina Bernd-Cohen – a planning consultant in Florida and Montana whose special focus areas include coastal, watershed, and ecosystems planning

Tom Daniels – Professor of City and Regional Planning in the University of Pennsylvania's Department of City and Regional Planning and a consultant in the areas of conservation, farmland preservation, natural systems, and small town planning

Elizabeth Dowdle – a Senior Associate with the Conservation Fund who has worked on sustainable development and land conservation in Florida since 1991

Richard Hilsenbeck – Director of Conservation Projects for the Florida Chapter of the Nature Conservancy and an expert in the areas of conservation easements, ecological assessments, and the descriptive ecology of Florida's natural communities

To ground them in Farmton and the Farmton Plan,the Peer Review Panel members received an in-depth, onsite orientation to Farmton and to the goals,objectives, and policies that are central to the Comprehensive Plan Amendment.

Douglas R. Horne – President of D. R. Horne & Company, a consulting firm based in Washington, D.C., that advises on the planning, sustainable development, and management of properties with significant natural or historical elements

Pierce Jones – the Director of the Program for Resource Efficient Communities at the University of Florida and the Florida Extension Program Leader for Energy Programs

James Moore – the National Director for Community Planning and Urban Design for HDR, a national architecture, engineering, and consulting company, and a specialist in the areas of real estate, transit-oriented development, and sustainable community design

Panel Member Briefings and Tour

The June 2 Peer Review Panel meeting was structured to engage the Panel moderators and members in a full day of discussion. Prior to the meeting, multiple steps were taken to ensure that the Peer Review Panel members were fully briefed and well-grounded in the specifics of the Farmton Comprehensive Plan Amendment, the land itself, and in the local, regional, and state planning context. Each Panel member received a background notebook prior to the June 2 meeting and had the opportunity for pre-convening background calls.

Panel members also participated in a tour of Farmton and received an in-depth overview of Farmton, the strategic issues, questions to address, and the Comprehensive Plan Amendment. The tour called attention to Farmton's diverse and unique natural environment (the focus of the greenprint) and its strategic location within the broader region.

Farmton Peer Review Panel Meeting June 2 Meeting Summary

Following local welcomes, Panel Co-moderator Jim Murley described the role of the Panel and it relationship to the formal comprehensive plan amendment process. The Peer Review Panel was not, Murley stressed, a formal reviewing agency. Rather the convening of the Panel was in addition to the formal reviews held as part of a Comprehensive Plan Amendment. It was purposefully scheduled early in Brevard and Volusia counties' review of the amendment to provide strategic advice about the Plan before the formal processing of the Plan Amendment.

After hearing an overview of the Farmton Comprehensive Plan Amendment, the Panel members organized their comments around four strategic questions posed by the reviewing counties (included on page 12 along with Panel response). The strategic questions were aimed at the core of the Farmton Plan – to create a greenprint (called GreenKey) that will result in the permanent conservation of approximately two-thirds of the property and ensure that development, whenever it may occur, is placed in appropriate areas and meets the highest standards of sustainability.

Although the purpose of the day was to learn from the Peer Review Panel, members of the public were given opportunities to ask Panel members questions and offer observations. Future public comment opportunities will also take place as part of the formal review of the Comprehensive Plan Amendment.

Action on the Amendment, Panel co-moderator Jim Murley noted, will occur only after a very thorough review process. State and local rules provide many opportunities for public involvement, comment, and challenges throughout the review process. At the local level, the Amendment will be reviewed by many entities, including the local planning agencies in Brevard and Volusia counties, the Volusia Growth Management Commission, the Volusia County Council, and the Brevard County Board of County Commissioners. If approved at the local level, it will be reviewed by the Florida Department of Community Affairs (DCA).

"With the Farmton Plan, Volusia and Brevard counties and Miami Corporation provide the rest of Florida with a much-needed large-scale landscape planning model. First, it uses sound science to identify those lands that should be preserved for future generations. It then locates development in appropriate areas and ensures that it will comply with the highest sustainable design standards."

- Jim Murley, Panel Co-Moderator

Greenprinting and Sustainability

"Sustainability, which should be our goal, is not hard to understand:

Sustainability means leaving our community as good as, or better than, when it was given and is analogous to leaving your campsite cleaner than when you found it and not eating your seed corn.

Sustainability requires taking that long view in order to provide future generations with as good as or better than what we have.

Sustainability comes from sharing a belief that quality of life will continuously improve if we are wise enough to pay attention to the long term impacts of our behavior.

To create a sustainable Florida within a generation should be the vision upon which all Florida law and policy are based and should be the goal of our elected officials."

- Observations on sustainability offered by Panel Co-Moderator Steve Seibert

Peer Review Panel Response to the Strategic Planning Questions

The Peer Review Panel organized their comments around four strategic questions (see box, right) posed by Volusia and Brevard counties. The Panel viewed their comments as adding to and enhancing the sound thinking and carefully crafted ideas already incorporated within the Farmton Plan

A definition of sustainability: "I must study politics and war that my sons may have liberty to study mathematics and philosophy. My sons ought to study mathematics and philosophy, geography, natural history, naval architecture, navigation, commerce, and agriculture, in order to give their children a right to study painting, poetry, music, and architecture."

- President John Adams

Strategic Question One: Creating and sustaining a functioning greenprint

The Farmton Plan does what should be done when important environmental resources are at stake – and what too few planning processes do. Instead of planning the development first, the plan identified the important natural resources that should be permanently protected and then locating the appropriate places for development and designing them according to the highest sustainable development practices. The Panel also complimented Miami Corporation and Brevard and Volusia counties for taking such a forward thinking, long-term, 50-year view. That long-term view is essential to planning for sustainability and avoiding the negative consequences of incremental and piecemeal decisions.

The Panel's comments about the greenprint focused on two primary topics: further refinement of the greenprint and managing the greenprint for future generations.

Further Refine the Greenprint

The Panel recommended that adding another layer of scientific peer review should be the next step in defining the greenprint (GreenKey). That review, which should look at the greenprint plan and the underlying data and methodologies used to develop it, would be in addition to the steps already taken by Miami Corporation to develop a science-based greenprint that protects "the best of the best." (Steps already taken include reviewing existing GIS data models, ground-truthing the data, and requesting comments from stakeholders and state conservation organizations.)

Miami Corporation consulted with numerous environmental organizations and entities to develop the initial greenprint including Audubon of Florida, the Florida Chapter of the Nature Conservancy, Volusia Forever, the Brevard Environmentally Endangered Lands Program, and the Florida Fish and Wildlife Conservation Commission. The Panel suggested that those same resource organizations be included in the additional scientific review.

Strategic Questions for the Farmton Peer Review Panel

- *Strategic Question One*: Are there additional considerations to be addressed to make the GreenKey portions of the local plan a functioning greenprint? Factors to consider include the proposed GreenKey size and width, habitat management considerations, connectivity to adjacent natural systems, functionality, and whether the proposed policies of the local plan accomplish the intention of greenprinting.

- *Strategic Question Two*: Looking 50 years into the future, has the plan addressed the necessary standards for sustainability and how might those standards need to be modified in the future?
  - Is the proposed jobs-to-housing ratio adequate?
  - Do the Farmton local plan policies ensurethat the best urban form will be developed in the right place at the right time?
  - How will the plan support infrastructure needs such as roads, utilities, and schools?

- *Strategic Question Three*: What guarantees can be placed in the Comprehensive Plan Amendment to ensure that future development occurs as planned?

- *Strategic Question Four:* What did we miss or need to discuss?

The scientific review should examine the following:

- The wildlife corridor – its composition, width, location, and connectivity – and the feasibility of adding more uplands to the corridor (in addition to the wetlands) and expanding the width
- The proximity of the main north-south wildlife corridor(s) to some of the most intense development and proposed roads, as well as the potential for outparcels not owned by Miami Corporation to block the connections needed to establish a functioning regional wildlife corridor
- Continued silviculture on the site
- Hydrology of the area

"The current greenprint is impressive and represents a lot of careful research and planning. The Panel's ideas should be considered another layer to add to the important foundation already developed."

- Farmton Peer Review Panel member comment

Manage the Greenprint for Future Generations

The Panel commented that a conservation management plan and easement as well as an ongoing stewardship organization to provide for proper management are essential to the long-term viability of the greenprint; therefore, the specifics of each should be considered now. A detailed conservation management plan and conservation easement can be used to ensure that management activities over time are consistent with the greenprint's long-term goals and vision.

An additional level of science review should occur to ensure that the greenprint is designed and managed to create a functioning, connected regional wildlife corridor.

Conservation Management Plan and Easement

Panel members suggested that a detailed conservation management plan should:

- clearly document and map in detail the existing natural resources (including those must-save places).
- spell out the long-term measurable goals and end-vision for the greenprint, along with the policies that will guide the management of the land.
- set out the specific strategies for conserving, restoring, and buffering the greenways and the specific plans to protect rare and endangered species.
- provide a monitoring plan that includes an agreed upon baseline database, a process to make adjustments in the management plan when adaptation to changing conditions is required, and measurable, science-based monitoring standards (which could be set out in the Comprehensive Plan Amendment) and protocols.

The management plan should also address timber management and harvesting practices and the use of prescribed burns in upland areas (which are fire dependent-habitats). Prescribed burns can be used to reduce the loss of water from the currently thick understory of the flatwoods (which are known for their ability to collect, store, and slowly release water) that are now in silvaculture. As with the conservation management plan, the conservation easement should contain a baseline database description and detailed monitoring plan with measurable standards, and should specify the land uses and the related management practices that are allowed. When addressing allowed uses, consideration should be given to how continued agricultural activities are managed as uses change in the proposed Sustainable Development Areas.

Detailed maps that document the natural resources and a monitoring plan are two other important management plan components. The monitoring plan should include an agreed upon baseline database; measurable, science-based monitoring standards (which could be set out in the Comprehensive Plan Amendment) and protocols; and a process to make adjustments in the management plan when adaptation to changing conditions is required. The conservation easement should also contain the baseline database description and detailed monitoring plan with measurable standards. The easement should also specify the land uses and the related management practices that are allowed. Consideration should be given to how continued agricultural activities are managed as uses change in the proposed Sustainable Development Areas.

Both the management plan and conservation easement should provide the flexibility for the agricultural uses that may be needed over time for Farmton to introduce new types of agricultural products that keep the land in productive uses and generate new sources of income. For example, with the rising cost of transportation and current state and national emphasis on reducing greenhouse gas emissions, it may become advantageous to move into food production for regional or northern markets or to grow products that can be converted to biofuels or that have the capacity to sequester carbon. The right-to-farm provision in the Comprehensive Plan Amendment is important to continued farming uses. Ongoing farming operations could be addressed through a special agricultural overlay, one Panelist observed.

"A well thought-out management organization and plan is critical. Success will require the right management expertise, sufficient funding, a steady hand, a lot of ongoing outreach and education, continued monitoring, and a constant focus on the long-term vision."

- Farmton Peer Review Panel member comment

Prairie Crossing, a conservation community in Grayslake, Illinois, is an example of a residential community enhanced by land preservation and the steady leadership of a Community Stewardship Organization, described below. Prairie Crossing offers a variety of housing options that are built to the highest standards of energy efficiency and utilize local vernacular architecture styles. An organic farm is associated with the community. The Guiding Principles underlying the community are highlighted in Appendix C.

Community Stewardship Organization

The lands in the greenprint, the Panel observed, are a critical ecological asset; therefore, the entity that will be responsible for managing that asset should be thought through now. Such an entity would be responsible for ensuring that the greenprint and the plans for the Sustainable Development Areas are implemented.

A Community Stewardship Organization should be established and charged with advancing the greenprint and ensuring that future development is sustainable and enhances the natural environment.

A Community Stewardship Organization (CSO) is an example of the type of entity that could be created. A CSO is a non-profit, tax-exempt organization established to address specific conservation needs and to assure that any associated development is compatible and environmentally sound. It can be created as a freestanding nonprofit or as a supporting organization to another conservation-minded nonprofit. A CSO's mission can extend beyond the associated land area in order to reinforce the broader public role and benefits.

The CSO, the Panel recommended, should be considered early in the planning process. All those with a stake in the planning process (the counties, the landowner, the neighboring communities, environmental organizations, etc.) should be involved in the design and operation of the CSO. The CSO could start now as an advisory group and evolve into a non-profit. Funding for a CSO typically comes from a dedicated permanent revenue source tied to the development process, not to the developer, which means that it continues to benefit the community even after the development is completed and the developer has gone on to other projects. Funding sources may include fees (real estate transfer, commercial occupancy, golf course, etc.), monthly assessments, or other recurring revenues.

The description of the CSO should clearly specify what it will and will not do. The CSO could be responsible for a number of important roles – specifically, conservation management, sustainable development oversight, monitoring, and education. The CSO could be charged with:

- keeping the vision alive over time and advancing the greenprint and the urban print (the Sustainable Development Areas). That will require continuous outreach and education to ensure that future neighbors and residents of Volusia and Brevard counties understand, value, and support the vision and the values of the greenprint and urban print.
- serving as the primary holder of the conservation easement and helping to ensure that the conserved lands are properly managed and protected. To do that, the CSO should be involved in the development of the conservation management plan and easement.
- monitoring both the greenprint and the Sustainable Development Areas. Monitoring should use agreed-upon measurable standards to track how well the desired outcomes of the Farmton Comprehensive Plan Amendment's goals and policies are being achieved. For the greenprint, monitoring should focus on the implementation of the conservation management plan and compliance with the conservation easement. A commitment to monitoring also means being ready to adapt policies and practices as conditions and technology change and striving for continuous improvement.

In Jupiter, the Abacoa Partnership for Community involves the community in using and understanding the 260-acre greenway that weaves through it.

The CSO could also take on the role of a Community Land Trust if the provision of affordable housing is needed in the future. A Community Land Trust is a community-based nonprofit organization that is designed to acquire and hold land for affordable housing. An alternative is for the CSO to collaborate with other organizations that could provide the affordable housing.

The Abacoa Partnership for Community (APC) is a CSO affiliated with Abacoa, a mixed-use community in Jupiter, Florida, planned on the principles of the New Urbanism. The APC offers a variety of programs and services, including those that focus on the 260-acre greenway (pictured above) that weaves through the heart of the community. Activities include training residents and neighbors to participate in the stewardship of the greenway, studying residents' use of the greenways and the New Urbanist design features, offering lectures and workshops on community building, and documenting and sharing the community's history, its impact on the region, and its lessons learned about building community.

Strategic Question Two: Defining the standard for sustainable development

> *"The same time, love, and attention that was given to identifying and preserving the greenprint now needs to be given to the urban elements of the plan – to creating a great urban place as a complement to the conserved lands."*
>
> *- Farmton Peer Review Panel member comment*

The Farmton Plan shows that a lot of care and attention was given to identifying and planning for the greenprint that will be conserved for future generations to enjoy. That same detailed treatment should now be given to defining the urban print and related standards. The Comprehensive Plan Amendment, the Panel observed, provides Miami Corporation and Brevard and Volusia counties with a unique opportunity to shape the urban form and culture that will endure for future generations and serve as a complement to the greenprint. It also gives Miami Corporation an opportunity to create the most incredible urban place possible as a companion to the extraordinary natural environment. When creating communities, the 50-year planning horizon proposed by the Comprehensive Plan Amendment is not that long.

Panel comments about the standards that will yield sustainable development centered on the following:

- Begin with and illustrate the development guiding vision
- Detail out the performance standards
- Further reduce the development footprint
- Address the governance

The successful community of WaterColor was designed to achieve the scale and character of a small southern town, including the layout of streets, the public spaces, and the use of southern vernacular architecture. Adherence over time to that vision has produced value for residents, businesses, and the broader community. An associated CSO is responsible for the conservation areas.

Begin With and Illustrate the Development Guiding Vision

The plan for the Farmton urban print should begin with the end-vision in mind. That vision and a set of generally agreed-upon principles should provide the guiding framework for the performance standards that define the desired end results while allowing flexibility as to how that result is achieved. In the words of one Panelist, "not having the end vision is the difference between producing cuisine and nutrition". The plan seeks to create haute cuisine (a great sustainable urban place), but it is only focusing on the back of the cereal box nutritional value of the food (the metrics, for example, that tell how many units per acre can be built).

To get the five star meal, start with a clear vision of the goal and don't get buried in the details of what percentage of the meal is protein versus carbohydrates. One way of figuring out that five star meal (the vision) is to look at photos of town centers and villages that work. From those images, standards such as Floor Area Ratio (FAR) that will yield those images can then be identified. A virtual fly-over or walk-through are other ways to illustrate the vision. Let the vision (what you aspire to) drive the plan and then figure out how to get it through the state approvals, the Panel advised.

Detail Out the Performance Standards

To provide the flexibility needed to accommodate changing building practices and product preferences, the performance standards for the built environment should be tied to the outcomes (the vision) that the plan seeks – those places that everyone wants to live in and visit and that enhance, rather than diminish, natural resources and leave an even better environment for future generations. That vision will require standards for the desired urban form and culture of the communities being created as well as ones that yield the resource neutral or positive places of the future.

Two unique assets on which to build the new community culture are the opportunity to live adjacent to a vast, permanently protected natural area (image above) and the arts reputation of New Smyrna Beach (illustrated by the image of the Atlantic Center for the Arts below).

To do that, a holistic approach is needed. That approach should always keep the focus on looking at the community as a system – understanding how each part impacts the others and how they achieve (or do not achieve) the desired outcomes articulated in the vision. Cities, the Panel noted, are highly complex systems that require thinking about all the pieces all the time. By looking at each component in the context of the whole, planners will create those "aha" moments when it becomes clear that by taking one action (achieving higher densities, for example), multiple benefits occur. Once the performance standards are decided on, the numbers (the metrics) can be developed.

Performance standards alone, however, are not enough. They need to be combined with visual images that depict what the desired development should look like. Just as performance standards can be used to yield the development you want, they can also be used to prevent development that does not achieve the standards (in other words, the development you do not want).

The Panel's comments on standards were organized around six overarching themes:

- Creating community culture
- Incorporating green design policies
- Planning for fiscal neutrality
- Starting with the economic base
- Providing for a mix of uses
- Promoting multi-modal mobility and active living

Creating Community Culture

Although Florida's growth management system only addresses the physical side of a community, creating the desired community culture should be an equal part of planning for sustainable development.

Alys Beach, a mixed-use community in Walton County, utilizes a full range of building practices, including positioning most homes to allow passive heating from the sun and cooling from the Gulf breezes. Sun-reflecting white exterior walls and roofs and masonry construction add to the community's energy-efficiency.

Two place-based assets to examine are:

- Location – Future residents and businesses will have the opportunity to be neighbors with over 30,000 acres of permanently protected, environmentally significant lands and to live in energy efficient, walkable, mixed-use communities that are interlaced with protected greenways and natural areas.

- The Arts – New Smyrna Beach and the surrounding area are home to numerous cultural facilities that earned the city a listing in the book, 100 Best Small Art Towns in America: Discover Creative Communities, Fresh Air, and Affordable Living. Standards allowing affordable live-work units and artist-supportive uses such as galleries could be used to attract artists and arts-related businesses and organizations, including those that are drawn by or benefit from a preserved natural environment.

Another approach to creating the culture of place is to decide on the desired population (for example, more young professional workers or seniors) and figure out what they will want in a community. If youth is an objective, find out, for example, why they are leaving the area or, in the reverse, why they come back.

Education is also a part of the community culture that should be included in the long-term vision and considered an integral part of community-building. To do that, Farmton planners could convene a group of education futurists to focus on the education of tomorrow. That future will likely include delivering education in smaller (than today's large 4,000-student schools) pods that are internet-based. Proof of that future is the kick off next year of virtual highs school in Volusia County, a member of the Volusia County School Board observed.

Because of the rapid changes in how education is delivered and the unknowns about the future residents of the development, specific school standards may need to be developed later. Educational facilities, regardless of when they are planned, should be within walking distance of residential areas, be green-designed, and facilitate lifelong learning, including civic education that teaches residents about the built and natural environments they are living in and how to sustain the values of each. The education component should also make room for as yet unknown investments – for example, a major research institute desiring to locate in Farmton.

Incorporating Green Design Policies

Green planning and design should be required, not encouraged. Green standards should be coupled with illustrations and design guidelines that depict what the development should look like (just being green does not ensure good aesthetic design). Examples of green building and site design features include use of passive solar design and wind energy, parking areas and driveways composed of permeable paving, xeriscaping and xerogardening, cisterns, onsite reuse and recycling of construction materials, and use of trees to provide shade, sequester carbon, and absorb heat. Trees should be positioned so they do not shade solar panels, and buildings should be placed to maximize solar exposure. A mix of uses in close proximity also reduces energy use by facilitating walking, biking, and use of transit.

Farmton's natural resources could provide the basis for future jobs and sources of income, such as an onsite lumber mill or producing fruits and vegetables.

Another part of green design is sustainable public facilities. For example, Low Impact Development (LID) practices can minimize negative effects on natural systems by incorporating features that allow a developed site to mimic nature. LID focuses on managing and reducing stormwater runoff where it originates by enabling rainwater to soak naturally into the ground where it is retained, filtered, and stored for reuse or returned to the resource. In the case of low impact-designed roads, stormwater is routed through natural filtration areas instead of being carried away through pipes. Narrower streets and reduced impervious surface parking also reduce stormwater runoff.

Planning for Fiscal and Environmental Neutrality

A part of the vision (the long-term, 50-year view) should be to design the truly sustainable communities that will be required in the future – the places that are energy-, water consumption-, and solid waste-neutral (a 2025 goal of Los Angeles and San Francisco) and that continuously improve environmental resources. The performance standards should measure how well those outcomes are achieved. The intent, a Panelist stressed, is "to build a functional future community that could sustain itself where current designs would fail."

A water- and energy-efficient community creates multiple benefits, two of which are to decrease energy consumption and eliminate or significantly reduce the need for new water sources (important in a water-short state like Florida). Another benefit is fiscal. Through a community-wide utility district, a community that is designed and managed to reduce water use could sell excess water to the net gain of residents. The same could be done with energy use – sell the excess capacity. The revenue from water and energy sales would reward residents for their behavior, creating a win-win for them, the community, and the environment. It could also make development fiscally neutral and, potentially, a fiscal positive, thereby creating sustainable budgets. An additional fiscal boost (described in more detail in the discussion of the economic base, below) is to create revenue streams from the sale of fresh produce grown on-site. That revenue would also sustain agricultural land for future food production for a growing nation.

Starting with the Economic Base

To get the right mix of uses, start from the economic development view. Communities are economic entities. Therefore, creating good communities needs to include basing them in the economics that work, the Panel stressed. When designing a community, the first focus should be on economic development (like building the factory in the old company town). The residential and retail aspects (the parts that developers know how to do) can follow. Providing the employment centers at the beginning rather than at the end can reduce possible opposition to those uses from residents later.

The East Central Regional Rail running across the Farmton tract presents a unique opportunity for future residents and visitors to enjoy a healthy jog or hike, learn about wildlife, and commute to nearby jobs and services.

The jobs provided should be ones that will be around for the long term and in a variety of economic sectors, so that if one sector is down, another will be up. Whatever the job sources are, they should not be located in separate pods; rather, they should be located in close, walkable proximity to housing, stores, trails, etc. And the jobs-to-housing ratio should be high enough that the need to drive long distances for employment is reduced. Even though the trend is toward more telecommuting and flexible schedules, the evidence is that people still want that place to go to work.

Attracting jobs should also be considered in the regional context. For example, the proposed Work Place District could benefit from the growth of the Kennedy Space Center, and the Gateway District near the I-95/SR 442 interchange could benefit from jobs seeking a location near what someday could be an east-west transit line to Orlando. Another context for jobs is to create them around services that people will need and that are derived from and help monetize the natural resource assets of the site. For example, timber from a lumber mill on the site could be used in building houses (the nearest lumber mill is in Dade City), and fresh produce grown on-site could be sold in the region and at northern winter markets (avoiding the high shipping coasts of produce grown in western states). Growing plants and crops that can be used as biofuels, converting wood pellets to energy, and exporting excess water or returning it to the water source are other examples. Agricultural activities should be integrated into the Sustainable Development Areas as well as in the greenprint.

Providing for a Mix of Uses

The Panel agreed that the amount, types, and physical integration of uses are critical to creating sustainable places. One definition of mixed-use development (that of the Urban Land Institute) is that it contains at least three revenue producing uses, is pedestrian-oriented, and is guided by a master plan. The mix of uses, which should be articulated in guiding principles and a community vision, can determine the character and desirability of a place. Because it is so difficult to predict today the mix of uses that will work tomorrow, creating a process that lets the market drive the specific amounts of each use is recommended.

Baldwin Park, a traditional town development in Orlando, integrates retail, commercial, and a variety of residential uses with public spaces. To ensure a high level of walkability, the roadways form an interconnected network and most daily needs are located within easy walking and biking distance. One-half of the site (450 acres) is conserved open space.

"The market, however, is messy, especially today", one Panelist observed. It is a fool's errand to try to predict the amounts of each use today. Ten years ago, who would have anticipated the bankruptcy of GM, the fall of major banks, 9-11, or the impacts of climate change. Music is a good analogy. "The mix of uses should not be treated as a piece of classical music where every line and distinct movement are scored; instead, think of the mix as jazz, where once you have the basic melody line, all the musicians improvise." The vision of the community is that basic melody line that needs to be clearly articulated and understood from the beginning.

Promoting Multi-Modal Mobility and Active Living

Standards should be developed to produce true multi-modal communities that facilitate the use of multiple modes of transportation and support active living. In a multimodal district priority is placed on providing a safe, comfortable, and attractive pedestrian environment and ensuring that access to transit connections and other forms of transportation is convenient. A mix of jobs, housing, and services are located close together, thereby reducing the need to reach destinations by car and decreasing vehicle miles traveled (VMT). Facilitating alternative modes of transportation such as biking, walking, and transit are particularly important to reducing time stuck in traffic and VMT (one of the largest contributors to Florida's greenhouse gas emissions).

Reducing those emissions and creating more opportunities for active living will also result in healthier residents. Active living communities make daily physical activity the easy choice. The goal is to enable residents of a community to integrate physical activity into their daily routine through walking, biking, playing in a park, walking to school, taking the stairs instead of an elevator, and using recreational facilities. Creating true live/work/play communities will reduce the need for regional road connectors by decreasing the need to drive distances for daily needs. The end of cheap fossil fuels will also reduce trips (and the need for the big parking lots of the past), Panelists observed.

Visual images from those places that people from Volusia and Brevard counties like to visit (for example, downtown Winter Park as shown in the image above) will convert density to something that is tangible and desirable. Those images can also come from places close to home that people love, such as New Smyrna Beach's historic district (image below).

A focus on mobility should include a commitment to making future transit work and looking at using the nearly 13 miles of the 52 mile portion of the East Central Regional Rail Trail running through the Farmton tract for multiple uses. In addition to walking and biking, the trail could be used for some type of people mover or parallel rail connection to a possible future commuter rail between the site and Orlando. For example, Pinellas County found that 30 percent of people were using a similar trail for commuting as well as for hiking, biking, and wildlife viewing.

Consideration should also be given to the location, design, and financing of the road corridors. Detailed standards should be developed for locating roads in places where they do not fragment important habitat and using environmentally sensitive road designs and buffers that provide the greatest protection to the natural environment. Avoiding negative impacts on important habitat should include reexamining the need to connect the Gateway to the Town Center and considering the construction of a new interchange where Maytown Road intersects I-95. If a new road connector is needed, consider locating it, along with future light rail, parallel to the East Central Regional Rail Trail; that could mean fewer impacts on wildlife habitat. Hurricane evacuation is another consideration when planning roads.

Further Reduce the Development Footprint

The standards, as presented, do not result in enough density, the Panel agreed. The current allowed density and FAR are too low (for example, the Gateway FAR should be doubled), and the use of maximum densities should be replaced by establishing minimum densities. The current plan will result in "suburbs on steroids," a Panelist observed.

One method of achieving higher densities is zoning that allows a variety of housing types, such as multifamily units, cottages, live-work units, townhomes, housing over retail, and single-family homes within the same development.

Panel members offered reservations about the sustainability of the villages and hamlets. Isolated hamlets, the Panel recommended, should be removed from consideration, and development of non-essential wetlands in key development locations should be allowed in order to consolidate and reduce the overall development footprint. The development of those non-essential wetlands should be off-set with wetland mitigation in other suitable areas. (A standard that required no on-site septic tanks would mean that the hamlets shown in the plan would not work, a Panelist noted.) Another concern was including wetlands when calculating the allowed density based on the current land uses assigned to Farmton. A broad range of community benefits derive from a reduced development footprint and more intense development.

Benefits of Density and a Reduced Development Footprint

More compact, dense development has multiple benefits. For example, as density goes up, VMT goes down, less land is needed to accommodate development, and more land is preserved. That, in turn, results in more greenspace to absorb urban heat and carbon and to store and filter rainwater, which decreases flooding from stormwater. Higher density, more compact development also leads to lower per-unit development costs, which results in reduced water, sewer, communication, and electrical utilities costs. Because more people are located in close proximity, compact development supports retail and other services within walking and biking distance of residents and creates more riders for transit. The result is less traffic, reduced need to expand roads, less air pollution, and lower transportation costs for consumers. Higher densities also make structured parking feasible. The current densities proposed hover between supporting surface or structured parking, a Panelist noted.

Visualizing Density and the Desired Community Character

In figuring out the densities that work, the physical and political carrying capacities first need to be understood. A part of that is to make the planned densities tangible. Density is a slippery slope for most people, a Panelist noted. "Our role as planners is to help people visualize what that density would look like." To do that, pick those places that people from the area like and figure out what makes them work. Those places need to be studied at the same level of detail that the wildlife and their habitat were studied when planning the greenprint.

> *"Guaranteeing the planned future development (and greenprint) will require a clearly articulated and illustrated vision, putting the details on the organizations (including the type of governance) needed to implement the vision, and assigning accountability for monitoring progress using metrics that come out of and are designed to achieve the vision."*
> *—The Farmton Peer Review Panel*

Once the ingredients are defined, put them into local codes and illustrate them so that future development is not only consistent with the desired character but will also create the future great historic places. Visual surveys are also used by communities to help decision-makers and citizens understand and address design, land use, and transportation issues. Using a workshop format, the surveys take participants through a series of images of design characteristics selected to help them evaluate the existing environment and envision their community's future.

An alternative to establishing density requirements is to allow a certain percentage of the land to urbanize (for example, 10 percent) and accompany that provision with a set of illustrated performance parameters that enable developers to use their ingenuity and have the flexibility to respond to current market preferences and conditions. It is conceivable, a Panelist noted, that the maximum potential allocation could be constructed on 6,000 to 10,000 acres of land, leaving all of the remaining land untouched. Some of the developed land might have to take the place of existing wetlands, but that should be a welcome tradeoff to expanding the greenprint and protecting more of the land, several Panelists noted. On the flip side, the more land that is preserved, the more interesting the built environment can be if attention is given to its form and character.

Address the Governance

Before any future development is planned, the governance structure that will be in place after that development is completed and the developer is gone needs to be thought out early in the planning process. One option is to have the CSO study the pros and cons of a number of possible governmental structures. Those structures include creating a free-standing municipality (for example, Weston), annexing the development into an adjacent city (for example, Jupiter annexing Abacoa), and leaving the new development as unincorporated communities within the respective counties (for example, Seaside). All options considered should explore and fully utilize citizen involvement. The recommendations of the study should be shared with the developer, appropriate governmental entities, and citizen organizations.

Strategic Question Three: Guaranteeing the planned future development

Guaranteeing the planned future development goes back to three earlier themes – the need for:

- A clear vision that describes in words and illustrations the desired outcomes of the plan
- The organizations charged with making the vision a reality
- The metrics to measure success

A Clear Vision

The vision should be as detailed and clear in describing what you want in the built places as it is about what you do not want in the protected greenprint, the Panel agreed. Clearly setting forth the vision and carefully tailoring the standards lead to easier enforcement. Conversely, the vaguer the vision and the resulting standards are, the more difficult it is to guarantee an outcome. One way to make sure that the vision is clear is to illustrate it with good visual images that show, for example, what the built places would look like. Utilizing images of those valued and frequently visited places are one way to illustrate the vision for the built environment. The vision should include designing communities that are conservation engines (i.e., that sell energy, water, and possibly food). Illustrated guiding principles should be designed to achieve the vision. The principles provide the foundation for the measurable criteria – the performance standards – that guide plan implementation.

The Organizations Charged with Making the Vision a Reality

Two types of organizations will be needed to make the vision a reality and should be thought through now. One is the CSO described earlier. The CSO should be the vision keeper, manager, and educator. Another, also described earlier, is the utility (which could be resident-owned) that promotes water and energy efficiency and sells excess water and energy, returning the revenue to residents. That approach directly links vision success to financial reward and creates a model for development that is a net positive financially. In that approach, the values and amenities created by the planned development generate both economic and environmental benefits. A third consideration is the type of governance that will be put in place at the time the development occurs. That organization should include the capacity to make the idea of multi-modal districts and a commitment to transit a reality.

The Metrics to Measure Success

Another important part of guaranteeing success is to develop a set of metrics that measure performance and to assign responsibility for monitoring plan progress using those metrics. Illustrations that depict the desired community character are also useful for measuring progress and ensuring success. The responsibility for monitoring could be assigned to the CSO or to a combination of organizations. When such a long-term planning horizon is involved, monitoring should include giving the organization(s) the flexibility needed to adapt to changing conditions or to change plan policies when they are not working as intended. Monitoring is important to measuring conditions in both the greenprint and urban print.

Strategic Question Four: Addressing other issues

In their discussion of other issues, the Panel focused on the potential problems in getting the Comprehensive Plan Amendment approved through a state growth management process that focuses on the numbers and a much shorter-term planning horizon. The problem, the Panel noted, is trying to fit a new concept into an old set of rules. A new statute is needed that is more fine-tuned for this type of large landscape-scale, long-term view project. That "something new" should be designed to avoid breaking up the property. It should also enable development to occur in stages over a longer period of time (longer than the five years required by a Development of Regional Impact, for example).

> *""We are trying to fit a new concept into an old set of rules. Therefore, a new system is needed that is designed for this type of large landscape-scale, long-term view project. The key is to persevere and not lose the Vision."*
>
> - The Farmton Peer Review

Vermont's Act 250 Master Plan Permit and California's Specific Plan provision are examples of state planning laws that work well for large-scale, long-term developments. Vermont's Master Plan Permit, which is the state's principal land development and land use law, allows development permits to be issued for an indefinite term, as long as there is substantial compliance with each condition of the permit. California's Specific Plan leaves the range and specificity of the issues contained in the plan to the discretion of the decision-making body, provided they are consistent with the applicable adopted general plan. Short of something new being enacted, Volusia and Brevard counties have several options, including special legislation.

An example is the Reedy Creek Improvement District created by the Florida Legislature in 1967 to provide a full range of governmental services to a 25,000-acre undeveloped central Florida site that became the Walt Disney World Resort. The enabling legislation for the district, which is a public corporation, provided it with many of the responsibilities of a city or county, including emergency services, water control, public utilities, land use, building codes, and financial responsibility for the issuance of general obligation and revenue bonds. Two other options are increasing the number of Optional Sector Plans allowed and exploring the interlocal and development agreement provisions of FS Chapters 380 and 163.

Another approach is to emphasize that the Comprehensive Plan Amendment requires managing to a set of performance standards and metrics that can be used to measure progress and trigger certain actions or stages. (The standards in the Farmton Comprehensive Plan Amendment are consistent with those in the Sarasota 2050 plan which was approved by a hearing judge, the Panel learned.) Additional emphasis should be placed on the collaborative commitment to monitoring and continuous improvement that enables taking advantage of better technology developed. Also important is that the development beyond current entitlements will not occur until there is a need. On the impact side, call out to the DCA that development under the plan will be cost neutral or positive, a much-needed model for Florida. The 59,000 acres that is Farmton, a Panel member stressed, "are screaming 'I want to be that new model'." That model, the Panelists continued, should use the resources of Farmton to create a positive income flow – for example, through more efficient development patterns and the sale of surplus water, energy, and food.

The bottom line, the Panel cautioned, is to hold to the vision. In that regard, submit a strong transmittal and accompany that transmittal by a personal presentation before the DCA's Secretary. "When you go to the DCA, go as group composed of all those who have worked hard to make this plan a realty," a Panel member commented. That group will demonstrate the participants' commitment to the vision and working together collaboratively.

Concluding Comments: Foundation for a Landmark Plan

Farmton has long benefited from Miami Corporation's ownership and commitment to being a good steward of the land. Farmton and the broader community will benefit again from the Farmton Comprehensive Plan Amendment. The planning approach resulting from that amendment will demonstrate what stewardship can mean and provides a model for other landowners in Florida whose large expanses of land contain important natural systems, the Panel concluded.

> *"The Farmton Comprehensive Plan Amendment will result in a true legacy gift to the residents of Volusia and Brevard counties and to our state's wildlife. It also will provide a much-needed landscape-scale planning model for Florida and the country."*
>
> - The Farmton Peer Review Panel

The Panel also applauded Miami Corporation for:

- its bold, forward, and innovative thinking and its commitment to using science- and community value-based collaborative planning for an exciting and strategically important property.
- being open and willing to make possible – and participate in – such a frank dialogue.

The Panel's comments, its members noted, should be considered as another layer of thinking to add to the important planning foundation already developed by Miami Corporation.

As the Comprehensive Plan Amendment is finalized, steps should be taken to:

- *Start with a clear vision and the core values that create great places and drive the plan and the metrics to monitor progress.* The Comprehensive Plan Amendments should begin with a clear description (in both words and compelling graphics) of the end vision and core values. That vision and those core values should provide the framework for a set of guiding principles and related performance standards that will ensure continuous improvement.

- *Match the detailed greenprint with an equally detailed urban print.* The same care and attention given to the greenprint should be devoted to creating great urban places that complement the greenprint. Careful attention to design and the mix and placement of uses will create places of enduring value that will lead to the next great historic district and serve as a strong market draw. Help others envision those future urban areas through the use of images (including those from places people value and love to visit) that illustrate what the desired future development will look like. Future residents should take equal pride in the urban and natural places.

Highlight of Concluding Themes

The Farmton Comprehensive Plan Amendment should:

- start with a clear vision and the core values that create great places and drive the plan and the metrics to monitor progress.
- match the detailed greenprint with an equally detailed urban print.
- further test the science behind the greenprint.
- establish a stakeholder-based Community Stewardship Organization (CSO) to be the keeper, monitor, and advocate of the plan vision.
- plan and manage the green and urban prints to be fiscally and resource positive or neutral.
- reduce the urban footprint to increase conserved areas and create more livable, multi-modal, and economically vital places.

- *Further test the science behind the greenprint.* In addition to what Miami Corporation has already done to identify "the best of the best", the greenprint should be tested through another layer of scientific peer review that examines the greenprint plan and the underlying data and methodologies used to develop it. That review should address the composition, width, location, and connectivity of the wildlife corridor), the hydrology of the area, and continuation of silviculture.

- *Establish a stakeholder-based Community Stewardship Organization (CSO) to be the keeper, monitor, and advocate of the plan vision.* The details of the organization – the CSO – that will ensure continuous improvement in plan delivery and educate future residents on the values of Farmton and the Farmton Plan (both the green and urban prints) should be considered now. The CSO should provide input on the greenprint conservation management plan and easement and help ensure that the green and urban prints are managed to meet generally agreed upon, vision-based performance standards.

- *Plan and manage the green and urban prints to be fiscally and resource positive or neutral.* Plan "conservation-engine" communities by designing and managing for water and energy neutrality or, even better, a surplus. That would monetize the natural assets to the benefit of residents, thereby rewarding them for practicing conservation. Agriculture that produces food and provides a variety of needed ecosystem services such as storing and treating water and sequestering carbon could also be a part of the conservation engine.

- *Reduce the urban footprint to increase the conserved areas and create more livable, multi-modal, and economically vital urban places.* More compact, dense development will increase the amount of land conserved for future generations and will reduce the need to travel by car by making walking, biking, and transit more attractive and feasible. The job engines of the urban places should be planned first and the jobs-to-housing ratio should be increased to provide more job choice and reduce the need to drive long distances for employment.

- *Sustain the collaborative, long-term view way of thinking forged through the Farmton planning process.* Keep your sights high with an eye always on the vision and continue to work together. The often quoted remark that "the most powerful force in the world is an idea proposed collaboratively by people of good will" certainly applies to the Farmton Comprehensive Plan Amendment and the people who made it possible.

The following comment by a Panelist captured the view of the full Panel:
"Be brave and bold and do not reduce your sights because of the current regulations or laws.
Keep that vision and go in collaboration with power and grace. You have a precious thing you are talking about – which has the additional benefit of being true."

Next Steps in the Process

Following the Peer Review session, Miami Corporation and Brevard and Volusia counties carefully reviewed the Panel's recommendations. In order to build on those suggestions, Miami Corporation asked the East Central Florida Regional Planning Council to host a stakeholder meeting to review the GreenPrint in the context of its Natural Resources of Regional Significance Decision Support Model. As a result of that meeting, which was held on July 1, 2009, Miami Corporation agreed to adjust the GreenPrint areas to address some of the technical issues that were raised. On July 15, 2009, Volusia County staff hosted a meeting facilitated by Peer Review Panelist James Moore that focused on refining the vision of the urban form. Recommendations of both meetings, together with those of the Peer Review Panel, have been included in a revised Comprehensive Plan Amendment. The intent of the revisions is to enable a plan that will continue Miami Corporation's tradition of thoughtful environmental stewardship and create an enduring land conservation legacy for future generations.

The revised Farmton Plan will be reviewed through the very thorough process required by Florida's Growth Management Act. That process includes public hearings before the local planning agencies, the Volusia County Council, the Volusia Growth Management Commission, and the Board of County Commissioners of Brevard County. After those hearings, each county may transmit the plan to the DCA. According to its usual process, the DCA then issues an "Objections, Recommendations, and Comments" Report. Each local government is required to take that report into consideration prior to adopting the comprehensive plan amendment. Subsequent to local government adoption, the DCA will perform a final compliance review to insure that the plan is consistent with Florida's Growth Management Act.

APPENDIX A: PEER REVIEW PANEL BIOGRAPHIES

Panel Moderators

James F. Murley

Jim Murley is the Director of the Center for Urban and Environmental Solutions (CUES) at Florida Atlantic University. The mission of CUES is to work with policy makers and the public in their pursuit of options for managing growth while preserving natural systems, promoting a strong economy, and planning livable communities. Jim, who was recently appointed by Governor Charlie Crist as Chair of the Florida Energy & Climate Commission, has had a long and distinguished public policy career, including work with the National Atmospheric and Oceanographic Administration in coastal zone management and serving as the Executive Director of 1000 Friends of Florida. He was also Secretary of the Florida Department of Community Affairs. Jim is a Fellow of the National Academy of Public Administration, a board member of the Seaside Institute, a former board member of the Congress for the New Urbanism (CNU), and a board member of CNU Florida. He received his law degree from George Washington University Law School and is a graduate of Dennison University.

Steven M. Seibert

Steve Seibert is the Senior Vice President and Director of Policy at the Collins Center for Public Policy. Prior to joining the Collins Center, Steve served as the Executive Director of the Florida Century Commission and as the Secretary of the Florida Department of Community Affairs. At the local level, Steve served two terms on the Pinellas County Commission. He also served on the Governor's Growth Management Study Commission and the Florida Communities Trust's Governing Board. In 2004, he became a charter board member of the Mosaic Company, which is now recognized as the world's largest crop nutrition company. Steve has extensive experience in strategic and long-term planning and in issues relating to transportation, water and energy supply, affordable housing, community design, public administration, alternative dispute resolution, and disaster preparedness and recovery. He is a Phi Beta Kappa graduate of George Washington University and the University of Florida Law School. Following law school, Steve practiced environmental and land use law in both the public and private sectors.

Green Design

James Moore

James Moore is the National Director for Community Planning and Urban Design for HDR, a national architecture, engineering, and consulting company. In that capacity James helps develop initiatives in the areas of real estate, transit-oriented development, and sustainable community design. His areas of expertise include redevelopment planning and urban design and leading multi-stakeholder participatory events. Most of his projects integrate concerns for physical and economic redevelopment and involve intense client and community outreach and participation. James' projects range in scale from tens of acres (downtown Dunedin, Florida) to several hundred square miles (Pinellas by Design). Prior to joining HDR, James was an Associate Professor at the University of South Florida's School of Architecture and Community Design, where he served as Interim Director and spent five years as Director of the Florida Center for Community Design and Research. He received his Ph.D. from the University of Pennsylvania and holds degrees from the Massachusetts Institute of Technology, including an MS in Real Estate Development.

Pierce Jones

Pierce Jones is a professor at the University of Florida where he serves as the Extension Program Leader for Energy Programs. In that capacity, he leads the development and delivery of educational programs and products related to energy- and resource-efficient community development with an emphasis on housing (including topics related to energy efficiency, water conservation and quality, termite control and prevention, windstorm mitigation, resource-efficient landscaping, and indoor air quality). Pierce also directs the recently established Program for Resource Efficient Communities (PREC), an interdisciplinary group that promotes the adoption of best design, construction, and management practices in new residential master planned developments. PREC conducts Low Impact Development (LID) workshops for local governments and continuing education courses for engineers, landscape architects, planners, and others. PREC also consults directly on development projects that adopt LID practices and serve as case studies. Pierce has a Ph.D. in Mechanical Engineering from the University of Florida an MA in Astronomy from the University of South Florida, and a BS in Agricultural Economics from the University of Florida.

Green Infrastructure

Douglas R. Horne

Douglas Horne is President of D. R. Horne & Company, a Washington, D.C., firm formed in 1982 that advises on the planning, sustainable development, and management of properties with significant natural or historical elements. The firm provides real estate asset management, development feasibility analyses, and project management services for individuals, family offices, philanthropic organizations, and corporations. Douglas is also a Senior Partner of Horne Rose, LLC, an affiliated firm in New York City that collaborates with cities, towns, and not-for-profits to plan and develop environmentally responsible, culturally diverse communities with a balance of jobs, housing, open land, and mass transit. Since 1985 Douglas has served as the Director of the Conservations Fund's Land Advisory Services Program, managing planning services and coordinating acquisition and development activities on projects. Previously, he served as Associate Director of the American Farmland Trust and director of the Rural Project at the National Trust for Historic Preservation. Douglas has a Master of Landscape Architecture from Harvard University's Graduate School of Design.

Beth Dowdle

Beth Dowdle is a Senior Associate of the Conservation Fund, where she has worked on sustainable development and land conservation since 1991. Prior to moving to Florida in 1992 to advise the John D. and Catherine T. MacArthur Foundation on the disposition of their Florida landholdings, Beth directed the World Wildlife Fund's New England office of the Successful Communities Program, providing technical assistance in managing growth and protecting natural resources throughout New England. In her work with the MacArthur Foundation, Beth helped launch the Florida Greenways Program, directed the Loxahatchee Greenways Program, helped develop a plan for a 50,000-acre MacArthur landholding in the Loxahatchee watershed that resulted in 33,000 acres of conservation land and a compact traditional new town, and led the Sustainable Everglades Initiative. She has directed planning programs in Boston and North Carolina and currently serves on several conservation and community development philanthropic and nonprofit boards. Beth holds a degree in Urban and Regional Planning and a Master's Degree in Public Administration from Harvard University's Kennedy School of Government.

Conservation and Environmental Planning Tools

Tom Daniels

Tom Daniels is a Professor of City and Regional Planning in the University of Pennsylvania's Department of City and Regional Planning. For nine years, he was Director of the Agricultural Preserve Board of Lancaster County, Pennsylvania, where he managed the nationally recognized Purchase of Development Rights program. Daniels is the author of When City and Country Collide: Managing Growth in the Metropolitan Fringe and co-author of Holding Our Ground: Protecting America's Farms and Farmland and The Environmental Planning Handbook for Sustainable Communities, published in 2003 by the American Planning Association. Daniels also co-authored The Small Town Planning Handbook, published in 2007. He has served as a consultant to Evergreen Capital Advisors, the National Fish and Wildlife Foundation, and the Plum Creek Timber Company on its Moosehead Lake project in Maine. Tom is a graduate of Harvard College and holds a Master's Degree from the University of Newcastle (UK) and a Ph.D. from Oregon State University in Agricultural and Resource Economics.

Florida Ecology

Richard A. Hilsenbeck

Richard Hilsenbeck has over 30 years of experience in conservation biology, including nearly 18 years with the Nature Conservancy (TNC). He is currently Director of Conservation Projects for the Florida Chapter of TNC, where he has statewide responsibilities for project initiation, design, and implementation, and is responsible for TNC land acquisition issues before Florida's Acquisition and Restoration Council. He is the author/co-author of over 60 Preservation 2000, Save Our Rivers, and Florida Forever projects, with many focused on the conservation of the state's ranch and timber lands. Richard is considered an expert in the areas of conservation easements, ecological assessments, and descriptive ecology of Florida's natural communities. He is the author of over 30 peer-reviewed articles published in scientific journals, as well as numerous other technical reports. He has a B.S. and M.S. in Biology from the University of South Florida and a Ph.D. in Botany from the University of Texas at Austin, and was a tenured professor of biology at a state university in West Texas.

Water Resource Planning

Tina Bernd-Cohen

Tina Bernd-Cohen is a planning consultant living in Florida and Montana. In her 38-year career, Tina has worked with public and private organizations specializing in program development and evaluation, policy formulation, legislation, natural resource and environmental programs, local planning, land use and growth controls, comprehensive planning, coastal zone management, education and citizen's outreach, and community facilitation. Recent projects include serving as the Executive Director for the Blackfoot Challenge, a 1.5-million acre watershed group in western Montana, and facilitating the Crown of the Continent Project, a 10-million acre ecosystem in southern Canada and northern Montana. Tina's coastal work in Florida includes serving as a consultant to the Florida Coastal Resources Interagency Management Committee, the State of Florida Coastal Program, and the Governor's Coastal Citizens Advisory Committee. Tina is a Fellow with the University of Montana's Center for Natural Resources and Environmental Policy. She has a B.A. in Sociology from the University of Florida and an M.A. in Public Policy and Administration from the University of Central Florida.

APPENDIX B: PEER REVIEW PANEL MEETING AGENDA

Farmton Comprehensive Plan Amendment Peer Review Panel Meeting

Daytona State College 940 10th Street New Smyrna Beach, Florida

June 2, 2009

8:00 Public sign-in/coffee

8:30 INTRODUCTION AND WELCOME

- Introduction/Charge for the Day – Jim Murley, Panel Moderator, and Director, Center for Urban and Environmental Solutions at Florida Atlantic University
- Welcome – Frank T. Bruno, Jr. Volusia County Chair
- Opening Comments – Steve Seibert, Senior Vice President and Director of Policy, the Collins Center for Public Policy

9:00 Farmton Comprehensive Plan Amendment Overview/Time for Panel Questions – Clay Henderson and Glenn Storch, representatives of Miami Corporation

9:30 Panel Response to Strategic Question One/Time for applicant and review agency follow-up questions and comments

Strategic Question One: Are there additional considerations to be addressed to make the GreenKey portions of the local plan a functioning greenprint? Factors to consider include the proposed GreenKey size and width, habitat management considerations, connectivity to adjacent natural systems, functionality, and whether the proposed policies of the local plan accomplish the intention of greenprinting.

10:45 Break

11:00 Panel Response to Strategic Question Two/Time for applicant and review agency follow-up questions and comments

Strategic Question Two: Looking 50 years into the future, has the plan addressed the necessary standards for sustainability and how might those standards need to be modified in the future?

A) Is the proposed jobs-to-housing ratio adequate?
B) Do the Farmton local plan policies ensure that the best urban form will be developed in the right place at the right time?
C) How will the plan support infrastructure needs such as roads, utilities, and schools?

12:15 Questions from the public (turn in comment cards)

12:45 Lunch Break (on your own)

1:30 Panel Response to Strategic Question Three/Time for applicant and review agency follow-up questions and comments

Strategic Question Three: What guarantees can be placed in the comprehensive plan amendment to ensure that future development occurs as planned?

2:45 Break

3:00 Panel Response to Strategic Question Four/Time for applicant and review agency follow-up questions and comments

Strategic Question Four: What did we miss or need to discuss?

4:00 Questions from the public (turn in comment cards)

4:30 Panel Concluding Comments and Observations
- Panel Concluding Comments – Panel and Panel Moderators
- Next Steps in the Land Use Amendment process – Clay Henderson

5:00 Adjourn

APPENDIX C: GUIDING PRINCIPLES FOR PRAIRIE CROSSING

Ten important principles established by the community's founders have guided Prairie Crossing since its inception. Together, these Guiding Principles provide the framework for a way of life that respects the environment and enables residents to experience a strong connection between community and the land.

Houses along Levi Baxter Street on a still evening

Aldo Leopold supports a variety of native flora and fauna

Environmental protection and enhancement

Prairie Crossing's land was purchased to safeguard its open spaces. 350 of its acres are legally protected from development. Prairie Crossing is part of the Liberty Prairie Reserve, over 5,000 acres of publicly and privately held land that includes nature and forest preserves, farms and trails. At Prairie Crossing itself, greenways have been constructed and houses placed to protect the environment, native vegetation and wildlife of the Midwest.

A healthy lifestyle

More than ten miles of trails, a stable, and a large lake with beach and dock provide opportunities for healthy outdoor exercise. The farm supplies fresh organic vegetables, flowers, and fruits to the community. Individual garden plots are available at a small cost. Lake Forest Hospital has built a new facility at Prairie Crossing.

An extensive network of sidewalks and trails make Prairie Crossing a walkable community

Sail boat on Lake Aldo Leopold

A sense of place

Prairie Crossing is squarely rooted in its central Lake County location. Landscape and architecture are inspired by the prairies, marshes, and farms of the area. Streets are named after prairie plants and early settlers who frequented the site. A palette of rich house colors derives from the warm tones of the native landscape. The community buildings - an historic barn, a schoolhouse, and a farmhouse - remind us that others have lived on this land before, and that others, to whom we have responsibility, will live here after us.

A sense of community

In the belief that community and conservation can go hand in hand, the trails and gardens of Prairie Crossing are designed to be places where people can meet to enjoy and care for the land. The Homeowners Association has taken responsibility for the community amenities, design review, and other aspects of community life at Prairie Crossing. Volunteer stewardship activities are organized by the Liberty Prairie Conservancy, which conducts environmental programs throughout the Liberty Prairie

The Village Green overlooking Lake Leopold

Reserve. From the outset Prairie Crossing has sought to work collaboratively with its neighbors, seeking to achieve unusual synergies with homeowner associations, public officials, and local businesses.

Community gathering places encourage connections between Prairie Crossing neighbors

Economic and racial diversity

Prairie Crossing welcomes residents of all races. Its founders believe that a mix of incomes and races is essential to the future of our society. They have attempted to keep costs and prices down so that some homes will be within the range of families needing affordable housing in Lake County

The Prairie Crossing Station

Convenient and efficient transportation

Prairie Crossing is approximately an hour from Chicago by train or car. There is rail service to Chicago and O'Hare Airport from two stations adjoining the site. Prairie Crossing lies within a triangle of three major roads: Routes 45, 137, and 120. Trails lead to the train station, the College of Lake County, the University Center of Lake County, the Liberty Prairie Reserve, Grayslake High School, and local stores and restaurants.

Energy conservation

Homes at Prairie Crossing have been constructed with techniques that reduce energy consumption by approximately 50 percent in comparison to new homes in the area. Community-wide recycling and composting programs are in effect. Prairie Crossing is designed to encourage walking and biking as alternatives to short trips by automobile. A wind turbine provides power to the farm. The new buildings of the Prairie Crossing Charter School are designed to Leadership in Energy and Environmental Design (LEED) standards.

Prairie flowers and the north pond at Prairie Crossing

The Prairie Crossing Charter School

Lifelong learning and education

The Prairie Crossing Charter School offers elementary education based on an environmental curriculum to children from two local school districts. Informal learning takes place at the Liberty Prairie Conservancy, the Prairie Crossing Institute, the Farm and the Byron Colby Barn community center. The College of Lake County and the University Center of Lake County are both located within two miles.

Aesthetic design and high-quality construction

Professionals who are highly accomplished in their fields have been responsible for land planning and architecture. High standards of design and execution throughout Prairie Crossing are a priority. Prairie Crossing has received national attention for its beauty and design that combines town and landscape planning.

The Prairie Crossing Charter Sch Square have attained Energy Star's highest rating for energy efficiency ool

Economic viability

Prairie Crossing is being developed by families who wish to see the conservation community concept replicated elsewhere. They have made every effort to ensure that the project is economically feasible and have carefully budgeted for long-term success.

Restored natural landscapes offer beautiful views and valuable habitat

NOTES

Miami Corporation
1625 Osteen Maytown Road | Osteen, Florida 32764 | t. 407.322.5693 | f. 407.330.0806
www.farmtreefarm.com

Farmton Stakeholder Meeting
Summary Report

Thursday, September 25, 2008
5:00 pm – 8:00 pm
Brannon Center, New Smyrna Beach

Purpose

For more than 80 years, the Miami Corporation has managed the Farmton Tree Farm in Volusia and Brevard Counties. Farmton currently includes approximately 59,000 acres of timbering operations using best management practices, a conservation area preserving and restoring thousands of acres of wetlands, and quality wildlife management.

The face of east central Florida continues to change along with the economics of silviculture. Population growth, development of the land surrounding Farmton, and changes in domestic and international timber markets have all placed Farmton at a crossroads.

The Miami Corporation is committed to creating a long-term vision and plan for the Farmton Tree Farm that ensures its economic success while continuing the Company's long history of thoughtful environmental stewardship of the land.

Miami Corporation's goal is to craft a plan that will forever protect significant natural resources and wildlife corridors while creating a sustainable new place where people can live, work, learn and play.

The purpose of creating and convening the Farmton stakeholder group is to engage individuals representing a broad range of interests -- environmental, government, civic, economic, agricultural, recreational and other interests – and invite them to help create that vision and plan for Farmton.

Meeting Summary

On Thursday, September 25, 2008 more than XX people gathered at the Brannon Center in New Smyrna Beach to participate in a Farmton stakeholder meeting. Glenn Storch of Storch, Morris & Harris welcomed attendees, reviewed basic meeting and room logistics and introduced the rest of the Farmton team members including: Earl Underhill, Clay Henderson, Joel Ivey, Sharon Collins, Sans Lassiter, Mark Dowst, Stacy Ranieri, Matt West, Cathy Storch, Jennifer Whiting, Mike Brown, Matthew Anderson, and Devo and Charmaine Seereeran. *(See Attachment A for a list of Attendees.)*

General Overview
Glenn then provided a general overview and history of the Miami Corporation including its management and stewardship of the Farmton property, dating back to the 1920's. He discussed changes in silviculture and timber operations on the 60,000 acres property, and existing growth management rules and initiatives that have guided development in Volusia and Brevard Counties to this point in time.

Glenn mentioned various planning options currently available to Miami Corporation that had been reviewed by team members, government staff and environmental groups. It was demonstrated that the existing option of ranchette development would forever eliminate the opportunity to preserve large wildlife corridors and protect valuable natural resources.

Miami Corporation, as a single large landowner, is in a position to create a legacy for the Farmton property befitting the founders of the Company. Glenn challenged the attendees to help the team take this "blank canvass" and dream about what we want to see the future be for the property.

Farmton Operations
Earl Underhill, Director of Operations for Farmton Tree Farm, provided an overview of Farmton's historical and current activities. After the initial purchase of Farmton in 1925, management at Farmton centered on cattle, turpentine, and "light" timbering. In 1946 the first timber inventory revealed little merchantable timber and the first forester was hired in the early 1950's to provide wood for the recently arrived pulp and paper mills. Unfortunately, from the beginning Farmton was at a disadvantage due to its remote location from pulp/mulch mills, saw timber mills, ply log mills, and pole mills.

Coincidentally or not, after the wildfires in 1998, wood prices to the landowner began to drop drastically to where today they are between one third and half of what was received then. Earl explained the many reasons why including: U.S. labor costs; exported technology and management; recycling; and increased transportation costs. He explained that it is questionable whether or not the industry can recover. Assistance could come with alternative land/timber uses including hunting, carbon sequestration, mitigation banks, pine straw, and other potential opportunities. That is the economic dilemma currently facing Farmton and why it is at the crossroads.

Environmental Features
Clay Henderson, with Holland and Knight, provided an overview of our outreach to environmental experts to better understand the natural resources with Farmton. The planning process for Farmton has included working with stakeholders such as The Nature Conservancy (TCN), Audubon Society, Volusia Forever, St. Johns River Water Management District (SJRWMD), and the Brevard County EELS (Environmentally Endangered Lands) program to learn about and identify the best environmental features to protect on the Farmtom propety.

We learned from TNC that Farmtom is potentially part of a large interconnected system along the St. Johns River and moving through the Volusia Conservation Corridor. We also learned that Brevard County is proposing an east west corridor linking the floodplains of the St Johns with the Indian River Lagoon and Merritt Island National Wildlife Refuge.

Our consulting ecologists have thoroughly mapped the property and we know of important wetlands strands and special features. Our planning efforts will include mechanisms for protecting those features. If we look at this large property as potential sending areas and receiving areas, much like a transfer of development rights program, we can analyze up front the areas that need to be protected.

Ultimately, this is a greenprinting program, where planning efforts are used to identify and protect the important natural features before any development plans are made. That is the goal of our planning from an environmental perspective.

Creating Sustainable Communities

Joel Ivey, Ivey Planning Group, gave a brief overview of some of the planning issues that are relevant to Farmton.

Joel explained that low density does not necessarily equal environmental preservation. Aerials were shown that demonstrated the impacts of 1 unit per 5, 10 and 20 acres. A plan was also shown that illustrated what Farmton would look like using its current land use entitlements which is the ranchette type of land use.

An Exhibit was also shown that identified a wildlife corridor extending from Indian River County north to the Ocala National Forest. Farmton is right in the midst of this corridor. If Farmton were to be developed under its existing land uses, the opportunity to create and preserve this wildlife corridor permanently would be impossible.

Joel also stresses the importance of mixed use land use in order to promote more sustainable communities where road trips are captured internally within a community containing employment areas.

Glenn wrapped up the presentation portion of the meeting and provided instructions for the breakout sessions.

Breakout Groups

Attendees were divided into three facilitated breakout groups to gather input on various topics including environment, transportation, economic development, sustainability and green building.

The three groups ranged in size from 11-14 people. *(See Attachment B for a list of participants in each breakout group.)*

A facilitator at each table guided the groups through a series of questions and scribes recorded participant comments onto flipcharts. *(See Attachment C for a summary of comments from each breakout group.)*

Reconvene & Review

Breakout groups brainstormed and discussed questions focused on five key topics including: economic development, environment, sustainable communities, green building and transportation. Glenn reconvened the groups and a spokesperson from each group provided a summary of the information generated during their breakout discussions to all of the attendees.

Joe Walsh served as spokesperson for the Green Group, Frank Bruno served as spokesperson for the Blue Group and Greg LeFils was the spokesperson for the Red Group. A summary of the discussions is presented below.

Summary Outline of Breakout Group Key Points

1. **Economic Development/Prosperity**
    a. Need a major economic draw/hub:
        i. Technology campus/Research Parks/High Tech
        ii. High value/Corporate
        iii. Manufacturing
        iv. Medical
        v. Electronics
        vi. Environmental
        vii. Intense Commercial
        viii. Power Generation
        ix. Community college to educate employees, residents

    b. Green Businesses
        i. Bioethanol
        ii. Cellulosic ethanol
        iii. Wood pellets plants - biofuel/heating
        iv. Ecotourism/Recreational – including the facilities & accommodations
        v. Greenways, Trails, Birding
        vi. Carbon credits - Sequestration
        vii. Biodiversity/mitigation credits

    c. Diversify agriculture since forestry is in decline – consider **citrus, aquaculture, etc.**

    d. I-95 strategically located for access and visibility for economic development initiatives

2. **Environmental/Conservation/Wildlife Corridors**
    a. Green corridor/connectivity to the northwest – north (Restoration) and to the salt sink)
    b. Upland (Scrub jay) habitat
    c. Spruce Creek
    d. Crane Swamp
    e. River Corridor—Cow Creek
    f. Wide corridors to separate humans from wildlife
    g. Using environment as pretreatment for stormwater drainage for water quality
    h. National scenic byway - Maytown Rd.
    i. Additional mitigation area
    j. Carbon credits
    k. Flood plane plan
    l. Buffers

3. **Sustainable Communities/Green Building**
    a. Incorporate US Green Building Council and Florida Green Building Coalition principles and practices
    b. Utilize low impact development (LID) criteria which includes many of the concepts and tools below
    c. Leadership in Energy & Environmental Design (LEED)
    d. Conservation subdivision design
    e. Transfer of Development Rights (TDR)
    f. Live, work, learn, play
    g. Trails, interconnected
    h. Bicycles, golf carts, scooters
    i. Cluster development near road network/near road infrastructure
    j. Mixed use, Mix of housing types—affordable, all ranges
    k. Fire-wise development - where are facilities and where is development versus what is outside of the developed area (consideration of safety)
    l. Maintain native Florida vegetation – natural and to address fire issues
    m. Use cattle as buffer between human activity and fire sensitive areas - fire management program
    n. Drainage
    o. Waste water re-use
    p. Energy efficient, Solar and wind energy and green rooftops
    q. Deed restrictions to forever preserve conservation areas

4. **Transportation**
    a. Roadways
        i. I-95 parallel corridor
        ii. I-4 parallel corridor
        iii. SR 415
        iv. SR 442
        v. Maytown Rd. improvements

vi. Tie to Restoration (development north of Farmton)
    a) Intermodal transportation
    b) Trolley
    c) Rail connection
vii. Road between Crane and Spruce Creek

b. Commuter Rail
c. Rapid transit system
d. Separate motor vs. non motorized transportation
e. Electric vehicles – and a Park & Ride for electric vehicles
f. Multi-modal
g. Rails-to-Trails – biking, hiking, walking
h. Cluster development to minimize trip length, reduce sprawl and create low vehicle miles of travel
i. Grid networks – rather than just a few arterials or cul-de-sacs
j. Traffic calming – "curbies" and "teeth rattlers", "soften" roads
k. Connectivity within community and multiple access in and out of community
    i. Internal capture
    ii. Back alley parking
    iii. Mixed lot sizes next to each other
    iv. Mixed land uses within pod
l. Design with minimal impacts
m. Fire-wise
a. Wildlife crossings
    i. under roads or a land bridge
    ii. fencing to drive wildlife to crossing

At the end of the meeting, Glenn informed the group that a follow up meeting will be scheduled for later this year to provide the stakeholders and other interested parties with an update on the progress being made with respect to Farmton. It was noted that many people who were invited to participate in the Farmton stakeholder meeting had scheduling conflicts, so this second meeting will allow for another opportunity for additional input. The Farmton team will provide a summary of this initial meeting at the second meeting.

Glenn thanked all attendees for their participation and the meeting ended.

Next page please …

Attachment A
Farmton Stakeholder Meeting
List of Attendees

Thursday, September 25, 2008
Brannon Center, New Smyrna Beach

NAME	ORGANIZATION	CITY
Matthew Anderson	Fishkind & Associates	Orlando
Garry Balogh	FDOT	Deland
Tracy Barlow	City of Edgewater	Edgewater
Greg Blose	Home Builders Assoc.	Daytona Beach
Melissa Booker	Volusia Traffic Engineering	Deland
Mike Brown	Miami Corporation	
Frank Bruno, Jr.	Volusia County	Deland
Dominic Capria		Edgewater
Dave Castagnacci	VCARD	Daytona Beach
Jon Cheney	Volusia County	Deland
Paul Chipok	VGMC	Orlando
Robert Christianson	SJRWMD	Palatka
Sharon Collins	Biological Research Associates	Riverview
Mary Anne Connors	Volusia County Board of County Commissioners	Deland
James Dean	Hunting Group	Oak Hill
Mark Dowst	Mark Dowst & Associates, Inc.	Daytona Beach
Janet Dyette	City of Deltona	Deltona
Edwin Ferreira	Rock Island Law Camp	Edgewater
Dan Flaherty	Southeast Carbon	New Smyrna Beach
Sue Gosselin	Brevard County Natural Resource Management	Viera
Kenneth Gunn	Southeast Volusia Audubon	New Smyrna Beach
Robert L. Hart		New Smyrna Beach
Clay Henderson	Holland & Knight LLP	Orlando
Barbara Herrin	ECARD	New Smyrna Beach
Karyn Hoffman	West Volusia Audubon	Daytona Beach
Gina Holt		Edgewater
Ed Isenhour	Volusia County Land Acquisition & Mgmt.	Deland
Joel Ivey	Ivey Planning Group	Lake Mary

Bob Keeth	Volusia County MPO	Daytona Beach
Mansoor Khuwaja	FDOT/HDR	Orlando
Mike Knight	EELS	Melbourne
Mike Kuypers	Florida Division of Forestry	Bunnell
Sans Lassiter	Lassiter Transportation Group	Daytona Beach
Darren Lear	City of Edgewater	Edgewater
Donald & Greg LeFils	LeFils Corporation	Orange City
Jim LeFils	LeFils Corporation	Osteen
Pedro Leon	Dept of Economic Dev (Volusia)	Daytona Beach
Aaron Levine	The Nature Conservancy	Altamonte Springs
George Lovett, Esq.	FDOT	Deland
Gloria Marwick	Volusia County Water & Utilities	Deland
Kelli McGee	Volusia County	Deland
Fred Milch	ECFRPC	Maitland
Jay Preston	Volusia County	Deland
Dinah Pulver	Daytona Beach News Journal	Daytona Beach
Stacy Ranieri	The Firefly Group	Palm City
Susan Sadighi	FDOT	Orlando
Devo & Charmaine Seereeram	Devo Engineering	Orlando
Glenn Storch	Storch, Morris & Harris, LLC	Daytona Beach
Carol Stoughton		Edgewater
Richard Strauss	Elizabeth Morse Genius Foundation	Winter Park
Greg Stubbs	Volusia County	Deland
Mike Thomas	Miami Tract Hunt Club	Edgewater
Earl Underhill	Miami Corporation	Osteen
Joseph T. Walsh	FWC	Vero Beach
Douglas Weaver, Esq.	Growth & Resource Management	Deland
Matt West	Ivey Planning	Lake Mary
John Zielinski	FDOT	Orlando

Attachment B
Farmton Stakeholder Meeting
Breakout Groups

Thursday, September 25, 2008
Brannon Center, New Smyrna Beach

	Blue Group	**Red Group**	**Green Group**
Facilitators:	Mark Dowst	Matt West	Sans Lassiter
Scribes:	Matt Anderson	Mike Brown	Stacy Ranieri
Participants:	Frank Bruno	Tracy Barloe	Garry Balogh
	Janet Dyette	Greg Blose	Melissa Booker
	Robert Hart	Paul Chipok	Dave Castagnacci
	Mike Knight	Edwin Ferreira	John Cheney
	Darren Lear	Sue Gosselin	Robert Christianson
	George Lovett, Esq.	Bob Keeth	Mary Anne Connors
	Gloria Marwick	Donald LeFils	James Dean
	Fred Milch	Greg LeFils	Karyn Hoffman
	Jay Preston	Jim LeFils	Mike Kuypers
	Greg Stubbs	Kelli McGee	Pedro Leon
	Mike Thomas	Susan Sadighi	Aaron Levine
	John Zielinski	Richard Strauss	Joseph Walsh
		Douglas Weaver, Esq.	

Attachment C
Farmton Stakeholder Meeting
Fulle Notes from Farmton Breakout Groups

Thursday, September 25, 2008
Brannon Center, New Smyrna Beach

BREAKOUT GROUP 1 (Green)
Facilitator/Scribe: Sans Lassiter/Stacy Ranieri

1. **Economic Development/Prosperity**
    a. Ecotourism
        i. Facilities
        ii. Accommodations
        iii. Greenways
        iv. Trails
        v. Birding
    b. Research Parks
        i. Environmental
        ii. Medical
    c. Power Generation
    d. I-95
    e. Technology campus
        i. High value
        ii. Manufacturing
        iii. Medical devices
        iv. Electronics (Volusia already has a cluster)
    f. Wood pellets plants - biofuel/heating
    g. Green Businesses –
        i. Bioethanol
        ii. Cellulosic ethanol
    h. Carbon credits
        i. Sequestration
        ii. Biodiversity credits

2. **Environmental/Conservation/Wildlife Corridors**
    a. Green corridor from Restoration) to the Salt sink
    b. Upland (Scrub jay) habitat
    c. Spuce Creek
    d. Crane Swamp
    e. River Corridor—Cow Creek
    f. Wide corridors - separate humans from wildlife
    g. Connectivity to the northwest
    h. Using environment as pretreatment for stormwater drainage for water quality
    i. National scenic byway - Maytown Rd.

3. **Sustainability/Sustainable Communities**
    a. Low impact development (LID) which includes:
        i. Leadership in Energy & Environmental Design (LEED)
        ii. Green building
        iii. Energy efficient
        iv. native vegetation
    b. Trails, interconnected
    c. Transfer of Development Rights (TDR)
    d. Mixed use
    e. Cluster development near road network/near road infrastructure
    f. Live, work, learn, play
    g. Deed restrictions to preserve forever
    h. Fire-wise development - where are facilities and where is development versus what is outside of the developed area (consideration of safety)
    i. Mix of housing types—affordable, all ranges
    j. Drainage

4. **Green Building/Development**
    a. Environmental/Sustainable
    b. Create an Educational Center—Foundation - "Florida 3000"
    c. US Green Building Council (USGBC)
    d. Florida Green Building Coalition (FGBC)
    e. Low Impact Development (LID) including use of Cisterns to reduce and eliminate the need to use ground and surface water
    f. Conservation subdivision design
    g. Waste water re-use
    h. Solar research
    i. Wind turbines
    j. Green rooftops
    k. University of Florida - program for resource efficient communities

5. **Transportation**
    a. Rails-to-Trails
    b. I-95 parallel corridor
    c. I-4 parallel corridor
    d. Cluster development to minimize trip length
        i. Non-sprawl
        ii. Low VMT (vehicle miles of travel)
        iii. Residential and other uses nearby
    e. Rapid transit system
    f. Commuter Rail
    g. Electric vehicles – and a Park & Ride for electric vehicles
    h. Multi-modal

i. Grid networks - no cul-de-sacs (or a minimum number of them)
j. Connectivity
k. Traffic calming – "curbies" and "teeth rattlers"
l. Multiple accesses
m. Fire-wise
n. Helicopters and hot air balloons (said in jest)

BREAKOUT GROUP 2 (Blue)

Facilitator/Scribe: Mark Dowst/Matt Anderson

1. **Transportation**
    a. Maytown Rd. Interchange
        i. Spacing criteria
        ii. 3 miles – urban
        iii. 6 miles – rural
    b. "Soften" roads
    c. Tie to Restoration (development northwest of Farmton)
        i. Intermodal transportation
        ii. Trolley
    d. Road between Crane and Spruce Creeks
    e. Wildlife crossings under roads approx ~ 50 bears
    f. Design with minimal impacts
    g. Self-contained – used Avalon Park (as an example)
        i. Schools integrated with retail, office
        ii. Internal capture
        iii. Back alley parking
        iv. Mixed lot sizes next to each other
        v. Mixed land uses within pod
        vi. Don't want to drive Publix, drycleaner, etc.
        vii. 300'-500' road corridor
        viii. Trees in median
        ix. Pretty with flexibility
        x. Separate motor vs. non motorized transportation
        xi. Extensive fencing to drive wildlife to crossing
        xii. Land bridge for wildlife

2. **Economic**
    a. Jobs approved with housing
    b. Recreational (conserved areas)
        xiii. Bird watching
        xiv. green, tourism
    c. Intense commercial
    d. "AAA" – Lake Mary
    e. Corporate, high tech, medical
    f. I-95 access
    g. Wide streets
    h. Road on Venetian Bay—too narrow
    i. Bike trails, greenery
    j. LEEDS certified
        xv. Be a pioneer
        xvi. Market!!!
    k. Salt Lake City
        xvii. Light Rail
    l. Corporate America - looking to LEEDS?

3. **Green Communities**
    a. Woodlands in Houston, TX
    b. Buffers
    c. Maintain Florida vegetation
        xviii. Natural
        xix. Fire issues
            a) Properly trained firefighters
    d. Cattle
    e. Fire management program
    f. More of a grid network as opposed to a couple arterials that people have to travel to get to stores
        xx. More user friendly
    g. Bicycles, golf carts, scooters – Portland
    h. Community college to educate employees, residents
    i. Rail connection with Restoration
    j. Medical facilities

BREAKOUT GROUP 3 (Red)

Facilitator/Scribe: Matt West/Mike Brown

1. **Economic**
    a. Forestry out
    b. Economic development
    c. Diverse agriculture: citrus, aquaculture, etc.
    d. Major employer
    e. Mitigation credits
    f. Carbon Credits

2. **Environmental**
    a. Additional mitigation area
    b. Layers carbon credits
    c. Flood plane plan
    d. Crane Swamp
    e. Spruce Creek

3. **Transportation**
    a. I-95
    b. SR 415
    c. SR 442
    d. Maytown road improvement
    e. No capacity
    f. On site employment

4. **Green Development**
    a. Green certified
    b. Water

Farmton Stakeholder Meeting
Summary Report

Tuesday, December 2, 2008
5:00 pm – 8:00 pm
Brannon Center, New Smyrna Beach

Background/Purpose

For more than 80 years, the Miami Corporation has managed the Farmton Tree Farm in Volusia and Brevard Counties. Farmton currently includes approximately 59,000 acres of timbering operations using best management practices, a conservation area preserving and restoring thousands of acres of wetlands, and quality wildlife management.

The face of east central Florida continues to change along with the economics of silviculture. Population growth, development of the land surrounding Farmton, and changes in domestic and international timber markets have all placed Farmton at a crossroads.

The Miami Corporation is committed to creating a long-term vision and plan for the Farmton Tree Farm that ensures its economic success while continuing the Company's long history of thoughtful environmental stewardship of the land.

Miami Corporation's goal is to craft a plan that will forever protect significant natural resources and wildlife corridors while creating a sustainable new place where people can live, work, learn and play.

The purpose of creating and convening the Farmton stakeholder group is to engage individuals representing a broad range of interests -- environment, government, civic, economic, agriculture, recreation and others – and invite them to help create that vision and plan for Farmton.

December 2nd Meeting Summary

Our second Farmton stakeholder meeting was convened on December 2nd and was held at the Brannon Center in New Smyrna Beach. Nearly 75 people were in attendance. *(See Attachment A for a list of Attendees.)*

General Overview

Glenn Storch of Storch, Morris & Harris welcomed attendees, reviewed basic meeting and room logistics and provided a brief recap of our initial stakeholder meeting which was also held at the Brannon Center on Thursday, September 25, 2008 and was attended by more than 60 people.

Glen explained the general purpose of the meeting, welcomed attendees who participated in the September meeting as well as those who were in attendance for the first time. Participants

introduced themselves. He provided a brief overview and history of the Miami Corporation including its management and stewardship of the Farmton property which dates back to the 1920's. Glenn mentioned various planning options currently available to Miami Corporation that had been reviewed by team members, government staff and environmental groups. Glenn showed images of ranchettes, the current form of development allowed on the property.

Earl Underhill, Director of Operations for Farmton Tree Farm, provided an overview of Farmton's historical and current silviculture and other agricultural activities and discussed the challenges facing the timber industry.

Clay Henderson, an environmental and land use attorney with Holland and Knight, provided an update on outreach efforts to environmental experts to better understand the natural resources on the property. He explained that ecologists have mapped the property so that we have a "green-print" of the natural features of the land. These efforts will be used to identify and protect the environmental attributes of Farmton with the goal of creating significant wildlife conservation corridors.

Glen then provided a q quick run through of the information gathered during the September meeting. In September 2008, attendees were divided into three groups and asked to provide input on four key areas: Economic Prosperity, Environment, Sustainability/Green building and Transportation. Glenn reviewed the key points generated through the breakout sessions. A hard copy of the Summary Report of the September meeting was also distributed to the participants.

Joel Ivey, President of Ivey Planning Group, gave a visual presentation of current forms of development including traditional sprawl and then provided images of more sustainable, compact communities, developments and plans including Prairie Crossing, Sanford, Restoration, Celebration, Avalon, Ave Maria, Baldwin Park and Seaside.

Breakout Groups

Attendees were divided into four facilitated breakout groups, each tasked with gathering input on specific topics including environment, transportation, economic development, sustainability and green building.

The four groups ranged in size from 12-20 people. *(See Attachment B for a list of participants in each breakout group.)*

A facilitator at each table guided the groups through a series of questions and scribes recorded participant comments onto flipcharts. *(See Attachment C for a summary of comments from each breakout group.)*

Reconvene & Review

Glenn reconvened the groups. A spokesperson was selected from each group to provide a summary of the information generated during their breakout discussions to the full group.

At the end of the meeting, Glenn informed the attendees that the Farmton team would be filing a Comprehensive Plan Amendment with Volusia County in January 2009. After that, another public meeting would be coordinated in Brevard County with additional stakeholder meetings in both counties to follow. He also mentioned that a summary of the meeting would be made available on the Farmton website at www.farmtontreefarm.com.

Glenn thanked everyone for their participation and the meeting ended.

Attachment A
Farmton Stakeholder Meeting

List of Attendees

Tuesday, December 2, 2008
Brannon Center, New Smyrna Beach

Matthew Anderson	Fishkind & Associates	Orlando
Greg Blose'	Volusia Home Builders Association	Daytona Beach
Melissa Booker	Volusia Traffic Engineering	Deland
Jim Boyd	Boyd Environmental Engineering	Lake Mary
Mike Brown	Miami Corporation	Palatka
Pat Card	City of Edgewater	Edgewater
Dave Castagnacci	VCARD	Daytona Beach
Jon Cheney	Volusia County (Transportation)	Deland
Paul Chipok	VGMC	Orlando
Sharon Collins	Biological Research Associates	Riverview
Susan Collins-Cook	City of Oak Hill	Oak Hill
Mary Anne Connors	Volusia County Board of County Commissioners	Deland
Marylee Cook	City of Oak Hill	Oak Hill
James Dean	Hunting Group	Oak Hill
Diane Delano	Wild Horse Rescue Center, Inc.	Mims
Mark Dowst	Mark Dowst & Associates, Inc.	Daytona Beach
Edwin Ferreira	Hunting Group	Edgewater
Dan Flaherty	Southeast Carbon	New Smyrna Beach
Lisa Ford Williams	Ford Properties	DeLand
Sharon Fox Gamble	IFHS - UF	Deland
Barbra Goering	Miami Corporation	Chicago
Phil Gornicki	Florida Forestry Association	Tallahassee
Sue Gosselin	Brevard County Natural Resource Management	Viera
Dave Griffis	UF-IFAS Volusia County Extension	Deland
Ken Grim	Southeast Volusia Audubon Society	Edgewater
Kenneth Gunn	Southeast Volusia Audubon	New Smyrna Beach
Jack Hayman	Volusia County Council	DeLand
Clay Henderson	Holland & Knight LLP	Orlando
Barbara Herrin	ECARD	New Smyrna Beach
Michelle Hooker	Lassiter Transportation Group	Daytona Beach
Ed Isenhour	Volusia County Land Acquisition & Mgmt.	Deland
Joel Ivey	Ivey Planning Group	Lake Mary
Bob Keeth	Volusia County MPO	Daytona Beach
Mike Knight	EELS	Melbourne
Suzanne Konchan	Charles Wayne Properties	Flagler Beach
Sans Lassiter	Lassiter Transportation Group	Daytona Beach
Darla Lauer	City of Oak Hill	Oak Hill
Darren Lear	City of Edgewater	Edgewater

Libby LeFils-Ford		Osteen
Pedro Leon	Dept of Economic Dev (Volusia County)	Daytona Beach
Aaron Levine	The Nature Conservancy	Altamonte Springs
Larry Lott		Osteen
Nancy McCarthy	The Firefly Group	Palm City
Rebecca Mendez	Volusia County	Deland
Mark Pell	landowner	Osteen
Albert Pell	landowner	Osteen
Janette Pell		Osteen
Donald Picard	Southeast Volusia Audubon Society	Edgewater
Judy Pizzo	FDOT Planning -Dist 5 (Orlando Office)	Orlando
Dinah Pulver	Daytona Beach News Journal	Daytona Beach
Mark Rakowski	City of New Smyrna	New Smyrna Beach
Stacy Ranieri	The Firefly Group	Palm City
Kimberly Resanka	Dean Mead	Viera
Jim Russell	Glencoe Land Company	New Smyrna
Devo Seereeram	Devo Engineering	Orlando
Charmaine Seereeram	Devo Engineering	Orlando
Mary Alice Smith	Wild Horse Rescue Center, Inc.	Mims
Jim Smith	City of Oak Hill	Oak Hill
James Smith		New Smyrna Beach
Glenn Storch	Storch, Morris & Harris, LLC	Daytona Beach
Mike Thomas	Miami Tract Hunt Club	Edgewater
Laurilee Thompson		Mims
Earl Underhill	Miami Corporation	Osteen
Wanda Van Dam		Osteen
Bob Wallace	Tindale Oliver & Associates	Winter Park
Joseph T. Walsh	Habitat Conservation Scientific Services	Vero Beach
Dean Ward	Southeast Carbon	Edgewater
Matt West	Ivey Planning	Lake Mary
Richard Wheeler	Chairman of the POD	Oak Hill
Jennifer Whiting	The Firefly Group	Palm City
Jeff Whiting		Geneva
Laura Young	Dean Mead	Viera

Attachment B
Farmton Stakeholder Meeting
Breakout Groups

Tuesday, December 2, 2008
Brannon Center, New Smyrna Beach

Sustainable Communities/Green Building

Facilitator: Joel Ivey
Scribe: Mark Dowst
Spokesperson: Rebecca Mendez
Greg Blose
Dave Castagnacii
Paul Chipok
Marylee Cook
Mary Ann Connors
Lisa Ford Williams
Suzanne Konchan
Darla Lauer
Darren Lear
Mark Rakowski
Stacy Ranieri
Jim Smith

Economic Development/Prosperity

Facilitator: Glenn Storch
Scribe: Matt Anderson
Group Spokesperson: Pedro Leon
Jim Boyd
Dan Flaherty
Jack Hayman
Libby LeFils-Ford
Janette Pell
Jim Russell
Devo Seereeram
Mike Thomas
Laurilee Thompson

Environmental/Wildlife Corridors

Facilitator: Clay Henderson
Scribe: Sharon Collins
Group Spokesperson: Joe Walsh
Mike Brown
James Dean
Diane Delano
Edwin Ferreira
Sharon Fox Gamble
Phil Gornicki
Sue Gosselin
Dave Griffis
Ken Grim
Kenneth Gunn
Mike Knight
Aaron Levine
Larry Lott
Donald Picard
Charmaine Seereeram
Mary Alice Smith
Wanda Van Dam

Transportation

Facilitator: Sans Lassiter
Scribe: Matt West
Group Spokesperson: Bob Wallace
Melissa Booker
Pat Card
Jon Cheney
Susan Collins-Cook
Michelle Hooker
Bob Keeth
Mark Pell
Albert Pell
Judy Pizzo
Earl Underhill

Attachment C
Farmton Stakeholder Meeting
Notes from Farmton Breakout Groups

Tuesday, December 2, 2008
Brannon Center, New Smyrna Beach

I. Sustainable Communities/Green Building

Facilitator-Joel Ivey/Scribe- Mark Dowst

Issues

a. Environment
b. Transportation
c. Utilities

Likes

a. Baldwin Park
b. Downtown Core
c. Connected greenways
d. Celebration
e. Walkability
f. Mixed uses
g. Living and working - supporting different income levels
h. Using environmental features to support infrastructure
i. Environmental overlay to drive planning based on groundtruthing analysis
j. Agriculture with communities farmers market coop farming
k. Good management of agriculture/community interface
l. Green belts
m. Firewise development
n. Connectivity and accessibility
o. Cluster but keep connectivity
p. Plazas connected with trail system
q. Trees
r. Flexibility in planning
s. Need density for mass transit solutions
t. Compatibility of building sizes
u. Internal trip capture through mixed use
v. Create full service community
w. Create high value jobs

Dislikes

a. Seaside-doesn't fit in with area (Panama City)

Utilities

a. Underground
b. Water-available onsite
c. Power generation onsite

Sustainable Communities/Green Building (continued)

d. Wind/solar
e. Dedicated land use for energy generation-plan for future
f. Required green building techniques
g. Water reuse/stormwater reuse
h. Existing sewer plant in oak hill could provide early service
i. No surface discharge
j. Wet weather effluent (sp?) storage - plan for future technology
k. Gas/Electric vehicles
    i. Dual road systems for gas and electric vehicles
    ii. Charging stations
    iii. Preferred parking for electric vehicles

Education

a. Adequate land for schools
b. Shared school sports facilities
    i. K-12 -better design for future?
    ii. Reevaluate sizes for schools, is smaller better?
    iii. Remote learning
    iv. Community based schools
    v. Better interface between schools and community
    vi. Bussing to include < 2 miles
    vii. Separate trail systems serving schools
    viii. Reduce reliance on cars
    ix. Good, adequate shopping w/n community-provide sufficient land

AG/ industrial interface
Green manufacturing
Eco friendly - may not be suited for large manufacturing unless E/W corridor provided

II. Economic Development/ Prosperity

Facilitator-Glenn Storch/Scribe-Matt Anderson

a. Rails to Trails to Dixie crossroads
b. Eco Tourism
    i. Lake Ashby (sp?) to St. Johns
c. Tampa/ Orlando travel for recreation
d. High tech corridor
e. Passenger connectivity
f. Volusia County excited about opportunity to shape a parcel of this size
    i. Interchanges exist → 442 & 5A
g. Water opportunity for economic development
h. Access to I 95 availability
        i. Access to quality labor

ii. New eco-friendly, amenitized FL community are attractive to business
iii. Campus

i. Lower costs in FL are attractive to all industries
j. Fiber optics are in place. Acrospace industry absence leaves avail fiber
i. Tampa-Orlando-Cape → Atlanta
k. Lifestyle based on tech, environment attractive to business and family
j. Railroad corridors are efficient mode of travel
k. Maximize green
l. Importing Medical
i. Hospital
ii. Currently no hospitals are close by
iii. Care facilities for seniors
m. Carbon neutral important
n. Current plan allows 100,000 a day
o. Lake Nona a great model
i. Self sufficient
ii. Medical center
p. * University of East Florida?
q. What is catalyst?
i. Medical center
ii. Educate community
r. New Land use to incorporate all ideas
i. Volusia and Brevard coordinate
s. Sociological trends
i. Mix ages
ii. Neighbor help neighbor
t. Education is essential
u. Manufacturing? – Not preference?
v. Health important
w. Alternative energy
i. Job creation potential
ii. Independent of traditional energy sources
iii. Pioneer in alt. energy
x. Hook in to Orlando/Cape
y. Alt water on regional basis
z. Children leave areas if no jobs
aa. Biomass already exists
i. Help with alternative energy
bb. carbon credits, Bio- diversity credits
cc. Special district
i. Ready (sp?) creek
dd. Central FL has precedent of realizing plan
i. Baldwin Park

III. Ecological

Facilitator-Clay Henderson/Scribe- Sharon Collins

Greenprint

d. ECFRPC- strategic Policy Plan
e. NRORS- natural Resources regional significance
f. CLIP- Critical Lands and Water Identification Project
    i. Context of connectivity
g. GIS and groundtruthing
h. FWCC- Conservation Blueprint
    i. Wildlife action plan
i. FNAI
    i. Wetlands inventory
    ii. Strategic Habitat Conservation Area
    iii. Priority habitat
f. connectivity: ground truthing
g. Brevard county to S.J.R. - east west corridor
h. Mapp A- ECO

Species

a. Bears, gopher tortoise, panther
b. Habitat Requirements
    i. Scrub Jay, Woodcock, Sandhill Cranes, Indigo Snakes, Kite/Eagle
b. Flora/Fauna Survey
c. Need to design diverse habitat preservation for future listed species and current listed species
d. Alternative forestry markets to continue silvaculture/agriculture
e. Corridor design
    i. minimize/eliminate dead ends
    ii. widen corridors
f. Restoration: Habitat and timber type
g. Black bear/ panther corridor width
h. Identify burn ecology units-wish burn regime
i. Reference sites to ID restoration potential
j. Wild Horse consideration
k. Eco-Tourism
l. Wildlife Leases/Areas
m. Management issues

IV. **Transportation**

Facilitator-Sans Lassiter/Scribe-Matt West

1. **What do you see as the most important existing transportation facilities?**

    a. Williamson Boulevard Extension
    b. I-95 – Limited Extension
    c. Interchanges – Oak Hill/Maytown Road
    d. State Road 44
    e. Maytown Road
    f. State Road 415
    g. Sanford Airport
    h. Orlando International Airport
    i. Daytona Beach International Airport
    j. Spruce Creek Airport
    k. New Smyrna Airport
    l. State Road 46
    m. State Road 5A
    n. FEC Rail
    o. Bike Trail

2. **What alternative modes of transportation should be considered?**

    a. Local bus/trolley
    b. Commuter rail
    c. Self-contained/sustainable
    d. Bicycle
    e. Pedestrian
    f. Equestrian Trails
    g. Electric Carts
    h. People movers/segways
    i. Rail

3. **What transportation related design elements would make sense for this type of community?**

    a. 417 Toll Road connection
    b. Walkable
    c. Hierarchy of centers
    d. Mixed-use
    e. Grid networks
    f. Transit Oriented Design (TOD)
    g. Wider Boulevards for mulit-modal
    h. Executive transportation system
    i. Provision for shading (walkable)
    j. Transit stops

k. Accessibility for handicap
l. Car-free zones
m. Parking management
n. Electric vehicles
o. Heavy vehicle enter/exit

4. **What transportation demand management strategies should be considered?**

a. Mass transportation
b. TOD
c. Park & Ride lots
d. Parallel alternatives to I-95
e. Frontage roads
f. Interstate frontage
g. Car pools
h. Shuttle connections
i. Flex-work hours
j. Transit subsidiaries
k. Congestion pricing
l. Parking management strategies

5. **What do you see as the most critical transportation infrastructure elements for environmentally sensitive areas?**

a. Minimize number of crossings
b. Minimize dual alignments east/west
c. Wildlife crossings
d. Good stormwater management
e. Minimal footprint
f. Double decking
g. Prescribed burn
h. Hurricane evacuation
i. Accommodations for small animals