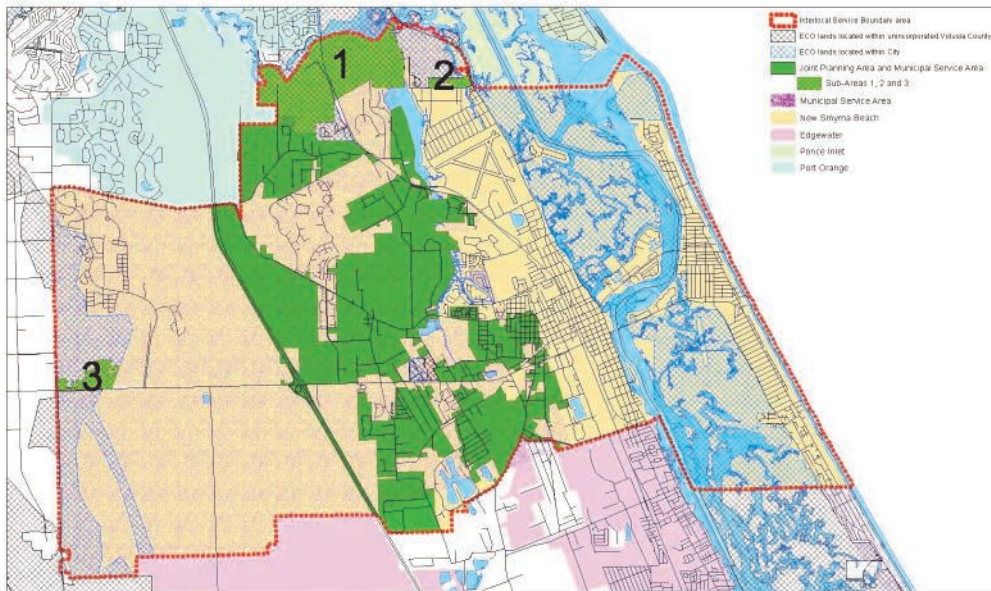


OVERVIEW

DEVELOPING FLORIDA'S PLANNING
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CLOSING THE DONUT HOLE: THE PROS AND CONS OF INTERLOCAL SERVICE BOUNDARY AGREEMENTS



New Smyrna Beach Interlocal Service Boundary
Map 1

the joint planning area, including police, fire, roads, solid waste, stormwater, building, and planning.

Upon adoption of the ISBA, the City immediately assumed all responsibility for land development within the joint planning area – regardless of whether a property was within the City's boundaries or still part of unincorporated Volusia County. This included code enforcement, planning, zoning and permitting. While the ISBA discussed which entities would be responsible for specific activities, the agreement did not go into detail regarding the processes for administering those activities. For example, would the City immediately take over active code enforcement cases from County staff? Or, in the case of environmental permitting, would the County continue to retain jurisdiction, as the City did not have the staff or expertise to handle those types of requests?

Since May 2013, City and County staff have had a series of discussions and meetings to establish policies and procedures for these types of situations. City staff have had to familiarize themselves with the County's *Land Development Code*, in addition to knowing the City's own requirements. Questions and

BY: GAIL HENRIKSON

On May 2, 2013, the Volusia County Council approved Ordinance 2013-09, which adopted an Interlocal Service Boundary Agreement (ISBA) with the City of New Smyrna Beach. The agreement, which was the culmination of a two-year process of negotiations and discussions

between the two governments, was adopted pursuant to Chapter 171, Part II, Florida Statutes. The ISBA allows the City to annex parcels within the joint planning area, even if they are not contiguous to the current City boundaries or even if the annexation would create an enclave. The ISBA also details which jurisdiction is responsible for providing services within

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A WORD FROM THE PRESIDENT



We had a great Regional Forum on economic development September 13th, co-hosted by the Calusa Chapter and the City of Bonita Springs. The panel of four economic development professionals provided insightful discussion on how to attract business, whether at the public, private, municipal, or regional level. It was interesting to consider how even

something like school choice can affect whether a business wants to relocate in your community. (For those of you who don't have a similar system, in Lee County, there are no neighborhood schools—parents have to apply for their child to get into their "school of choice.") The panel also confirmed what I had expected—that southwest Florida beaches and weather attract businesses to the area. The Forum provided 2 AICP CM credits.

I'm looking forward to returning to First Coast for the next quarterly board meeting and Regional Forum January 31st-February 1st. The meeting will be in Jacksonville Beach. If you couldn't make the last one, hopefully you'll find this location more convenient and be able to attend the next one.

We are working with Paul Wiczorek to organize a Springs Chapter event in November in Ocala. We're hoping to revitalize the Chapter in this six-county area (Alachua, Citrus, Hernando, Levy, Marion, and Sumter). Please check back to the website for more information, and if you, or someone you know, is in need of continuing education credits and networking opportunities in this area, please contact us.

The State Board is also diligently planning the 2014 FPZA Conference, to be held at the West Palm Beach Marriott, June 11-14. Keep checking www.fpza.org for updated information, and contact Past-President and Conference Chair Brady Woods (brady.woods@cityofbradenton.com) for more details.

You can read in this issue about a new streetcar plan for Jacksonville; a mitigation project at the Northeast Florida Regional Airport; and about a very interesting program in Volusia County that's allowing non-contiguous annexation. Share with us your news, opinions, and events. Thank you for being a member of FPZA!

Paula

OVERVIEW

issues have arisen regarding which fees should be charged for permits and applications associated with unincorporated parcels. Also, there are some types of construction activities for which the City would require a building permit but for which the County does not. In one particular case, a contractor was cited by City code enforcement for work without a permit and required the contractor to obtain an after-the-fact permit from the City. However, under the County's regulations, the work did not require a permit. Ultimately, the City had to refund the permit fee to the contractor.

With regard to land use and zoning applications, the transition has generally been much more seamless. While there are one or two pending developments within the unincorporated areas, those projects have largely been dormant for several years. One new project along State Road 44 has chosen to annex into the City prior to obtaining entitlements and developing the site. One of

the likely reasons for this smooth transition is that the ISBA was very detailed regarding specific areas where land use changes would be significantly restricted (see map, above). The three areas designated on the map are environmentally sensitive areas that the County has protected over the years. There is a very limited category of land use designations that the City may approve in those three zones. Otherwise, the City is free to amend the land use designations everywhere else within the joint planning area at its discretion.

Overall, the ISBA will allow the City and County to consolidate or eliminate duplicate services, providing for more streamlined and efficient service delivery throughout the joint planning area. However, as the first such agreement adopted by the County and a local municipality, there is a steep learning curve and issues have arisen which could

not have been foreseen. As with any new planning tool, it is a continuous work in progress. The key is to keep lines of communication open and for both staffs to have a willingness to work together to resolve any conflicts.

Gail Henrikson is presently the Director of Planning and Zoning at the City of New Smyrna Beach. She has 15 years of experience in planning and a masters degree in Urban and Regional Planning from the University of Wisconsin in Madison.



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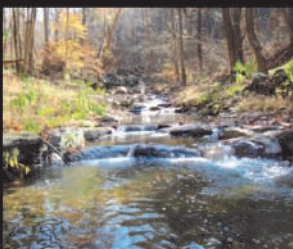
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WHY SOME COUNTIES SUPPORT AN INTERLOCAL SERVICE BOUNDARY AGREEMENT

BY: TOM BROOKS, VOLUSIA COUNTY

Gail Henrikson's article gives the New Smyrna Beach perspective on why the City entered an Interlocal Survey Boundary Agreement with Volusia County. The question remains why the County would agree with a city to allow annexations that can be non-contiguous with the city. As someone who has worked with Volusia County, I will tell you why the ISBA is a good idea from a County perspective.

Voluntary annexation creates enclave and service delivery issue. Property owners are not widgets that agree to annex into cities in compact and contiguous manner. The tendency is for cities to cherry pick the profitable properties (such as big box commercial) and ignore properties they consider tax base losers, such as mobile home parks or modestly priced residential homes. The irony is that the cherry picked commercial properties do not always increase a city's tax base because service delivery costs can exceed the property tax revenue.

Port Richey annexed a Wal-Mart on the edge of town in 2002. The store generated 1 in 4 arrests because of the store's vigorous prosecutions of shoplifters. The \$75,000 a year in property taxes generated by Wal-Mart was more than offset by the three police officers the city had to hire if it wanted to maintain the same level of service to city residents. (*Tampa Bay Times*, aka *St Petersburg Times*, May 20, 2002). Royal Palm Beach had to build a police station near its retail strip due to the extra 1,500 police calls generated by the chain commercial stores along State Road 7. (*Sun Sentinel* February 21, 2005).

Enclave annexations are involuntary annexations by agreement between municipalities and the County that fill in enclave areas in ten-acre areas. That was the Florida State Legislature's solution to enclave issues between cities and counties. It is a mess. The ten-acre limit is too small. It often requires multiple agreements over many years to reduce enclaves. It is the equivalent of bailing out water in a flooded house with a tea cup.

The enclave involuntary annexation process creates a potential for a large population of unincorporated residents showing up at public hearings protesting enclave annexations in their neighborhood. As a result, enclave annexation tend to do small agreements and fix enclaves in remote sparsely populated areas. It has been my experience that it is an ineffective process even though it is useful in specific situations.

The Interlocal Service and Boundary Agreements (ISBA) are comprehensive annexation and service delivery agreements. An ISBA can eliminate all enclaves in one agreement. The negotiation process will take two to four years to negotiate an ISBA. However,

the ISBA is more than an annexation agreement. All vital services such as roads and road maintenance, water, sewer, police, parks fire, code enforcement, zoning, building, and every vital service provided to residents by the two jurisdictions.



The process requires the decision makers in the County and the City work together. Once an ISBA agreement is finished, approval occurs because the tough issues are dealt with as part of the negotiations. City and County managers do not present ISBA agreements to their Councils that their elected officials will not support.

New Smyrna Beach under the ISBA has a possibility of annexing over 2,800 parcels and fills in a number of unincorporated donut holes in its municipal boundaries. Volusia County benefits by eliminating properties that were inefficient to serve. It is worth the extra time to do an ISBA agreement because a good agreement can settle all the difficult issues upfront with the decision makers who have the power and the political will to implement the agreement.



REGIONAL FORUM RECAP

The Calusa Chapter co-hosted, along with the City of Bonita Springs, a Regional Forum on economic development on Friday, September 13, 2013. Featured speakers were Vice-Mayor Stephen McIntosh; City Manager Carl Schwing; Assistant Lee County Manager Glen Salyer; the Executive Director of the Bonita Springs Estero Economic Development Council, Christine Ross; and the Economic Development Director for the City of Cape Coral, Dana Brunett.

Discussions included municipal, county, and public/private perspectives on economic development. City Manager Schwing discussed economic development incentives the City has adopted, including a commercial rent subsidy program and a beautification and landscaping matching grant. Mr. Salyer gave an overview of how the County approaches attracting businesses from a more regional level. Ms. Ross spoke about the resources and support the economic development council gives businesses interested in relocating to the area. Mr. Burnett discussed quality of life as part of the economic development toolkit. All the speakers acknowledged that while Southwest Florida has key attractors—notably the weather and the coastal location—the area still has work to do in improving the education and skills of the local workforce. They also touched on the regional impact of attracting the Hertz corporate headquarters (a Fortune 300 company) to the region and how it was a collaborative effort involving many economic development and governmental agencies.

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STATE BOARD ADOPTS 2014 BUDGET

BY: ARLEEN M. HUNTER, AICP, VP FINANCIAL AFFAIRS

On September 13, 2013, the State Board adopted the 2014 Annual Budget. As my first time working through the process (with help and guidance of our President Paula McMichael) I enjoyed getting a more intricate look at our income and expenses. When talking a longer look, you can get a great perspective on the services and benefits FPZA offers to our members! I am grateful for the advice and guidance of all the members who attended the Quarterly Meeting.



I am pleased to report we have a balanced budget of \$51,160.00 with our income equaling our expenses. Our two primary sources of income are the collection of membership dues and income from the State Conference. This year the State Board will be hosting the State Conference in South Florida. We have provided the planning committee with the initial funds (seed money) to begin the planning process and we are anticipating a successful Conference. Any revenues raised this year from the State Conference will be reimbursed to the State organization.

Our expenses include important programs such as student scholarships, which promote the ability for the future of our organization to attend the State Conference; continuing education credits (AICP credits) to further educational opportunities and growth in the planning field; and our awards program, recognizing the achievements of individuals and organizations leading the way through innovation, creativity, and commitment to our field.

Of course there are traditional operational expenses including administration, website development, newsletter editing, and office expenses. We are fortunate to see a steady projected membership rate to support these expenses.

One expense the Board discussed in greater detail was merchandise. This is a great way to show your pride in FPZA. The State Board will be looking at new items to present to members for purchase. Stay tuned as the Board selects more "FPZA swag" for you to sport at the office!

If you should have any questions regarding the budget or if you would like to review it in its entirety, please contact Arleen Hunter, VP Financial Affairs, at arleen.hunter@cityofbonitasprings.org

NORTHEAST FLORIDA REGIONAL AIRPORT: BALANCE BETWEEN GROWTH & NATURAL RESOURCES

BY: ANDREW M. HOLESKI, C.M., PROGRAM MANAGER/VICE PRESIDENT FOR PASSERO & ASSOCIATES

On July 19th, FPZA's First Coast Chapter held their Summer Luncheon titled "Balance Between Growth & Natural Resources: the Northeast Florida Regional Airport." The speaker was Andrew Holesko, Program Manager, Vice President and founding partner of Passero Associates, LLC.

Northeast Florida Regional Airport (NFRA) is a public-use facility, owned and operated by the St. Augustine-St. Johns County Airport Authority (Authority). The airport is located on 750 acres of property within St. Johns County, fronting US 1 and north of St. Augustine.

The Runway Safety Area (RSA) Stabilization and Mitigation project has been a critical need for 10+ years. After completion of the Environmental Assessment (and Airport Layout Plan [ALP]) was submitted, a Finding-of-No-Significant-Impact (FONSI) was issued by the FAA on July 30, 2010. The RSA Stabilization and Mitigation projects then aggressively followed that decision to final design and construction. To move to the construction-phase, the Authority successfully met the needs of 14 separate permit-approval actions.

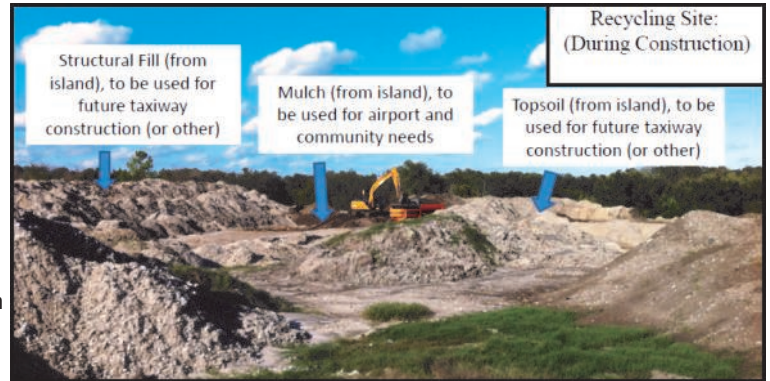
Primary Runway 13-31 RSA was originally constructed (simple grading, no stabilization) at the proper distance of 250 feet wide in the late 1960's. The RSA has been eroded by tidal

influences and weather events, due to its close proximity to the Tolomato River.

The stabilization of the RSA on the east side of Runway 13-31 included the installation of 2,750 linear feet of Articulated-Concrete Block (ACB) mat and corresponding grading/fill. The installation of the ACB mat took place in newly designated confirmed saltwater wetlands that the Authority chose to mitigate, instead of challenging the permitting agencies on the previous and historical permitting efforts in this area.

A Spoil/Scrub Island is located to the northeast of the airport, and is approximately 18 acres in size. The north side of the Island is owned by Guana Tolomato Matanzas National Estuarine Research Reserve (GTMNERR) and the south side is owned by the Authority. To address and mitigate the unavoidable impacts to wetlands, biotic communities, wildlife, and water quality, NFRA created or restored 18 acres of salt marsh habitat that had been converted (over time) to a dredge spoil island beginning some 50-plus years ago.

The scrub island was found to be void of major wildlife species. Raccoons, deer, bobcats, and snakes were found traversing to and from the scrub island during low tide, but formed no permanent habitat. The island had become overgrown with invasive species such as Brazilian Pepper and Camphor Trees. The potential of the island as a rookery for migrating birds, and in turn a safety risk to operations at the NFRA, was a large factor in returning the island to its



natural habitat as a wetland.

The project addressed the main challenge of impacting saltwater wetlands by re-creating saltwater wetlands (and natural fish habitat) adjacent to the project site. Some agencies initially considered the mitigation area as an "impact" also, requiring a modified approach (and detailed understanding) of the specific mitigation plan. Innovation plays a large role in sustainability, especially when faced with such a dynamic project. It was important from the onset to minimize environmental impacts, as clearly defined in the EA. During construction the contractor, Turnbull Environmental Inc., a leader in projects of this nature, recommended techniques and procedures that embraced the



sustainable and environmental philosophy of the Authority and Passero Associates.

As a team, the following methods were successfully employed:

CONTINUED ON PAGE 7

OVERVIEW

UPCOMING FPZA BOARD OF DIRECTORS QUARTERLY MEETING

FEBRUARY 1, 2014

9 AM to 12 Noon

Jacksonville Beach

Location TBD

Check back at our website,
www.fpza.org, for more
information. Please call the FPZA
Office at (407) 895-2654 or email
fpza@bellsouth.net if you would
like to attend.

NORTHEAST FLORIDA REGIONAL AIRPORT *CONTINUED*

(I) Recycling 95% of materials removed from the spoil island, to be used during construction of RSA (Phase 1), including:

- (a) 500 cubic yards (CY) of topsoil for wetland and shoreline planting;
- (b) 700 CY of mulch created by recycling trees on airport property; and,
- (c) 100,000 CY+ of suitable fill that was reutilized for RSA (Phase 1 and 2) stabilization.

The placement of 2,750 LF of articulating concrete block mat prevented the reoccurrence of erosion to the runway safety area, and a living shoreline was created above this mat, consisting of oysters and vegetative planting. Oysters filter the water of impurities to improve the habitat for fish and wildlife and provide an economic benefit to state licensed harvesters and local fishing charters who frequent the adjacent barge/sea plane basin. The vegetative planting encourages native recruitment to create a seamless transition from the airfield to the bordering marshland. The project included use of a



biodegradable mat to hold the plantings and topsoil layer in place (and avoid replacement) until the plants can sufficiently root and minimize the need for maintenance, erosion, and replacement.

The established living shoreline brings with it a natural beautification, allowing small plant, marine, and animal species to thrive while ensuring the stabilization of the runway safety area.

For more information, contact Andrew Holesko (Program Manager) at Passero Associates, LLC (aholesko@passero.com or 904-757-6106).



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The OVERVIEW is a quarterly publication of the Florida Planning & Zoning Association. Publication dates are February, May, August, and November. The views expressed in the OVERVIEW are those of the Editor or other contributors and do not necessarily reflect the opinions of the FPZA. News articles, press releases, or other contributions are encouraged. Ad space is also available. Business card ads are \$100/year or can be pro-rated for fewer issues. Material should be emailed to the Editor and may be edited to conform to space and/or style requirements. Letters must be signed. **News and advertising deadline for the Winter 2013 issue is February 17, 2014.**

MEMBER PROFILE
JIM BARNES, GULFSTREAM CHAPTER**Q. Where are you from originally?**

A. I was born and raised in Manila, Philippines and moved to Florida in 1977.

Q. What college/university did you attend/graduate from? Please list your degree(s) and if you have any specialized training.

A. I graduated from Florida Atlantic University with a Bachelor of Arts in Geography. While a generalist planner, I have experience and environmental planning and geographic information systems (GIS).

Q. How did you become involved in FPZA and how long have you been a member?

A. In search of additional professional development opportunities, I accidentally came across FPZA in 2007 and having been in the right place at the right time, was fortunate to have the opportunity to present a conference session on GIS at the 2007 Conference in Sarasota. I have only missed one conference since then.

Q. What is your current position and area (s) of expertise?

A. I am currently Director of Operations for the Village of Wellington. In that position, I oversee Planning & Development Services, Engineering Services, Utilities, Public Works, and Parks & Recreation. Due to the fact that I work with various disciplines and cover various aspects of local government, I have experience and some expertise beyond planning. I hold an Advanced Specialty Certification in Environmental Planning from AICP, am a Certified Parks and Recreation Professional, and a credentialed manager with the International City/County Management Association.

Q. What are your hobbies and interests?

A. I enjoy spending time with my family: my wife (who I've known since I was 16 years

old), my 13 year old daughter who still allows me to be seen with her in public (occasionally), and my 16 year old son who

in momentary sparks of genius actually believes that I know what I'm talking about and believes me. I also love to soccer and continue to coach and officiate youth soccer.

Q. What do you think you'd be doing now if you hadn't chosen your current profession?

A. I believe I would be a teacher, probably high school or middle school. I am a glutton for punishment.

Q. If a new college graduate asked you for advice about your field, what would you tell them? What didn't you learn in school?

A. My advice would be as follows: gain as much experience as you can beyond the classroom. Work experience gained during your education is extremely beneficial and additionally provides a different perspective on the education you are receiving. Soft skills that planning programs and planning continuing education courses/seminars rarely address; leadership, emotional intelligence, basic supervisory skills, all necessary for the technically proficient planner that is thrust into a managerial position.

Q. What personal goals would you like to achieve (before you retire)?

A. I would like to break into a spontaneous musical montage in the middle of a tense public hearing or council meeting to settle the crowd down, sort of like Glee meets Seinfeld because as we all know, most of the tension in a public hearing is about nothing. Or be able to question a witness in a quasi-judicial proceeding Joe Pesci style from My Cousin Vinny.



WHAT'S RIGHT WITH THIS PICTURE?

**ROBERT W. MANN, STREETCAR NOW
JACKSONVILLE!**

Everything. It is a fine summer day in New Westminster, British Columbia, in the year 1909. Car 39 has stopped briefly on Park Row on its way into town. It carries its passengers through a world that is ordered, serene, at peace. Their eyes feast upon the glories of Queen Anne architecture. They hear the birds and the trolley wire sing a duet in an ether not yet polluted by engine noise or boom boxes. Their poised servants, the motorman and conductor of the car, stand as visible assurances of responsibility and reliability. God is in His Heaven and all is right with the world.

To us, the picture is almost painful. It reminds us of a world we had, and have lost. But it does more than that. From the standpoint of public transportation, it points not only to the past, but also to a possible future. This photograph shows a virtually perfect integration of a highly attractive, widely desirable means of public transit—the streetcar—with the environment in which it operates.

The streetcar right-of-way is visually less conspicuous than the boardwalk on the other side of the street. The track is barely visible, and much of the track bed appears to be planted with clover (or maybe just weeds). The wires are few and the poles blend in with the trees. The car, though large for its time, is small enough so that its surroundings dominate the view. It is all done to a human scale, comfortable, friendly, welcoming.

How many 21st century Americans, if offered such a streetcar for their own town or city, would turn it down? Offer it we can, because the cost of building and operating a streetcar like this, a Heritage trolley, is remarkably low—lower than any other form of rail transportation. As our study will show, virtually any place that wants a streetcar line can have one.

The genesis of this study lies in a remark the mayor of Milwaukee, John Norquist, made to the authors. “When I tried to get the people of Milwaukee to go for Light Rail, they said, ‘No

thanks. We don't even know what Light Rail is.’ When I said instead, ‘Let's bring back the streetcars,’ they replied, ‘Hey, that's a great idea!’”

All across the country, transit advocates, transit agencies and local officials see the need for rail transportation. While buses in many places carry only the transit dependent, rail service can appeal effectively to riders from choice—people who have cars and can drive, but choose to ride transit instead. Most riders from choice represent a car removed from rush hour traffic, which benefits everyone, including the person who still drives.

The problem is, how to get started? Most cities and virtually all towns lost their rail transit at least half a century ago. Most of their citizens have never ridden a train of any kind. It is hard to go to people who have never been on a train and ask them to vote hundreds of millions or billions of dollars for “Light Rail,” a term that has no meaning to them.

But a streetcar is different. Even if they have never ridden or even seen a streetcar, there seems to be an ancestral memory of what they were, and it is a pleasant memory. It brings to mind an earlier and happier time, when “going down town” was a major event, and downtown itself was an exciting place to shop, go to dinner and see a show. Streetcars fit a downtown well, and not only downtowns but also older residential neighborhoods and new developments built to traditional designs. All of these are coming back, or trying to, and streetcars can help.

Not only do people understand what a streetcar is, and think well of it, a proposal to bring back streetcars need not break the bank. Instead of asking the voters for hundreds of millions of dollars, a few million will usually suffice, at least to get the first line up and running. Often, the money may be available without any new taxes.



Hence the purpose of this study: to show cities and towns, and transit advocates in them, how they can inaugurate rail transit in a way that makes it easy. The answer is simple: bring back the streetcars! We will take a broad look at the return of the streetcar—it is already happening—and then carefully examine three case studies of successful new streetcar lines: McKinney Avenue in Dallas, which uses Vintage (antique) streetcars and volunteer labor (and keeps costs remarkably low); Memphis, Tennessee, which also uses vintage equipment but has professional operators who are transit system employees; and Portland, Oregon, which recently opened the first post-war streetcar line that uses modern equipment. Each of these case studies offers a model other cities and towns can follow.

Of course, we do not intend to present streetcars as the solution to all transit needs. They cannot carry vast crowds of commuters in from the countryside at high speeds; that requires commuter rail. They cannot offer fast suburban service; that need is met best by Light Rail. They cannot substitute for subways in large cities (though they may usefully augment them, and complement the bus system).

What streetcars can do, almost everywhere, is help rail transit make a start. They can give people something to see, ride, understand and like, so that when it does come time for

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OVERVIEW

WHAT'S RIGHT WITH THIS PICTURE? *CONTINUED**Portland Streetcar**Dallas Streetcar*

commuter rail or Light Rail, rail transit is no longer an unknown quantity. People can relate to it, in their own town or city, because they have ridden it or at least enjoyed the sight of it passing by. And, knowing what rail transit is, they feel comfortable voting for more.

We do not mean to suggest that the streetcar is useful only as an appetizer before a larger rail transit banquet. It remains a good and useful way of getting around town, all on its own. In fact, when other modes of rail transit are available, people still like streetcars. When San Francisco built a subway under Market Street, it ended streetcar service on the tracks above (while wisely leaving them in place). Several years ago, it put the streetcar service back, using Vintage trolleys. Now, those streetcars are full, because many regular riders prefer riding them to the subway.

Similarly, when the authors visited Toronto a few years ago, the Toronto Transit Commission told us that of all the transit modes they offered—bus, trolley bus, subway, and streetcars—people said in surveys that they liked the streetcars best.

That brings us back to our wonderful photo from New Westminster, British Columbia, in 1909. Our ancestors were not fools. They

had some good things going. If we are as wise as they, we will know that what worked once, can work again. The same simple, inexpensive technology, the unobtrusive tracks and wires, the charming trolley cars with their inlaid wood and brushed brass that carried our forefathers in safety and comfort around their cities can carry us around ours. Perhaps the best resource for a community looking for new transit solutions is a picture of its own past.



Portland Streetcar – TECO (Tampa) photoshopped on Jacksonville's 1919 Jacksonville Terminal

EDITOR'S NOTE: the Jacksonville Transportation Authority retained HDR in 2008 to develop a "Pre-Feasibility Study" for an in-town streetcar system -jtafa.com/pdf/Streetcars/StreetcarRRReport090808.pdf The route shown below was one of several that tied a streetcar system into a strong redevelopment context. Robert Mann reported that Jacksonville Mayor Alvin Brown in 2011 made the streetcar plan a priority to be funded by the City's mobility plan, however the City Council put the plan on hold due to funding uncertainties that included impact/mobility fee waivers.

OVERVIEW

BOARD OF DIRECTORS MEETING MINUTES

SEPTEMBER 14, 2013

BONITA SPRINGS CITY HALL, BONITA SPRINGS, FLORIDA

President McMichael called the meeting to order at 9:07 AM. The following were present:

BRADY WOODS – GULF COAST
COURTNEY MENDEZ - GULF COAST
KEVIN MCCARTHY – GULF COAST
ARLEEN HUNTER - CALUSA
PAULA McMICHAEL – CALUSA
TINA EKBLAND - CALUSA
SHARON JENKINS-OWEN – CALUSA
DIANE CHADWICK – SUN COAST
THAD CROWE – FIRST COAST
PAUL WIECZOREK – SPRINGS
WANDA CLASSE ATTENDED AS ADMINISTRATOR

WELCOME AND INTRODUCTIONS – President McMichael welcomed everyone and thanked them for attending. She thanked the Calusa Chapter for providing refreshments at this meeting and Arlene Hunter and Bonita Springs for allowing us to meet in their facility. Introductions were made by each individual stating their name and chapter/state affiliation.

9-13-13 REGIONAL FORUM REPORT – President McMichael thanked Calusa Chapter and Arlene Hunter for a successful Forum. Arlene reported that approximately 20 attended. Paul Wieczorek commented on the excellent speakers.

ADMINISTRATOR'S REPORT – Wanda Classe distributed director packets. President McMichael asked for corrections or approval of the June 8, 2013 Board Meeting Minutes. Paul Wieczorek made a motion to approve the minutes as distributed. Courtney Mendez seconded the motion; approved.

The Membership Report showed 378 as the total number of members, 129 individual members, 241 members from 63 agencies, two students, two honorary students, two Past President Emeritus and two paid Past Presidents Emeritus. Wanda Classe distributed checks to chapters for members joining or renewing since the last board meeting.

The report showed the August 31, 2013 bank balance to be \$51,212.62 compared to the August 31, 2012 balance of \$45,671.36. She did state that the chapter checks were written in September so the August total does not reflect payments to the chapters.



Wanda also reported that there are issues with the web site and the company presently hosting it and she has asked for a quote to have another company host the web site and update the payment page.

VP FINANCIAL AFFAIRS – Treasurer Arlene Hunter presented the financial report from January through August showing bank total and outstanding checks. After review of the report, Thad Crowe made a motion to accept the report. Paul Wieczorek seconded the motion; approved. Arlene read the list of chapters from which she received their six month financial report. It was stated that the bank statements must also be sent with the report.

VP MEMBERSHIP SERVICES REPORT – In John Thomson's absence, there was no report.

VICE PRESIDENT'S REPORT – Courtney Mendez reported that Gulf Coast and Suncoast are having some joint events. She continued to report that she will be getting in touch with some of the members from Springs Chapter to try to plan an event. Paul Wieczorek suggested the event be held in Ocala.

PRESIDENT'S REPORT – President McMichael stated that there are still vacancies for Presidential Appointments and asked each chapter to submit names from their chapter.

She stated that there were a couple of planners who had requested a comp membership for the coming year. It was the consensus that the complimentary membership for unemployed planners be continued.

There was a question regarding FPZA promotional items – brochures and merchandise. President McMichael will make this an agenda item at the next board meeting.

Because of the timing of this board meeting, the monthly Executive Committee Conference Call scheduled for the following week will be cancelled. However, she asked Courtney if they could use that time slot to discuss setting up the Springs Chapter meeting.

2014 CONFERENCE – Brady Woods reported that the contract has been signed with the Downtown West Palm Beach Marriott. The dates

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OVERVIEW

MEETING MINUTES CONTINUED

will be June 11-13, 2014. Brady will email a promo piece to the FPZA Office for distribution to the members. Current plans are for all receptions to be off site. Paul Wieczorek volunteered to sponsor the Hospitality Suite. The plans are still for the Gulf Coast Chapter to host the 2015 Conference.

OVERVIEW – In Tom Brooks' absence, President McMichael read his report stating that the next deadline for articles will be October 1, 2013. He also gave a list of articles he currently has for the next issue. There was a comment made regarding some of the articles in the last issue in that they gave one side of the issue. It was decided that counter opinions would be welcome and maybe a note in the next issue inviting counter opinions. President McMichael also stated that she would like to see more articles from the chapter on events they hold. She also stated that it would be very helpful if there was more advertising. Wanda Classe volunteered to contact some people regarding business card ads. Thad Crowe will help with chapter articles. Tina Ekblad suggested Jim Barnes for the next profile and will follow-up with getting the information.

2014 BUDGET – Treasurer Hunter distributed copies of the proposed budget as well as projected the budget on the screen so that changes could easily be made. Each item was discussed as to what was posted to it and compared to the 2013 budget and the year-to-date actual. Line items with no budget will be deleted – such as Newsletter Hard Copy since the newsletter is now totally electronic and some change in verbiage was suggested for the line item to be more current. After each was discussed, changes were made. Wanda Classe asked that the web site be given more budget as it needs to be updated and moved to a different host. With the changes made, Courtney Mendez made a motion to adopt the \$51,160 proposed budget with the changes made

today. Sharon Jenkins-Owen seconded the motion; approved.

CHAPTER REPORTS

CALUSA – The chapter has held two meetings since the June Conference and are meeting jointly with APA. They hosted the forum yesterday and held a social last week. They are also planning a Holiday Social.

CENTRAL FLORIDA – President Michael read a report from Erika Hughes. She stated that they had held a Lunch and Learn on Eco Tourism and it was well attended. They have another one scheduled for September 25, 2013 on Re-thinking the Future. In October they will host a "Plantoberfest" Happy Hour with APA. In December they will host their annual Holiday Party with APA Orlando at the Winter Park University Club.

GULF COAST – They are holding meeting almost every month. They held a meeting last month and will hold another one next month. Diane Chadwick asked them to send her their meeting notice as she would like to attend some of their events.

SOUTH FLORIDA – No Report

SPRINGS – Paul Wieczorek stated that he will work with Courtney setting up a chapter meeting.

SURFCOAST – President McMichael read a report emailed in by Scott McGrath stating they are continuing their regular meetings offering over 60 continuing credits to their members this year. They are also planning their holiday social.

ADJOURN – with no further business, the meeting was adjourned at 10:45 AM.

WHO BELONGS TO THE FLORIDA PLANNING AND ZONING ASSOCIATION?

WOMEN AND MEN WHO ARE...

Planning professionals - public and private zoning staff, transportation engineers, land-use lawyers, expert witnesses, members of the Florida Bar, city, county and state-elected officials, members of local planning and zoning boards, university professors, architects, landscape architects, housing professionals, real estate agents, transportation specialists, surveyors, marketing professionals, communications directors, graphic artists, students of land planning, public relations professionals...and more.

FOR A CHANCE TO NETWORK WITH LIKE-MINDED PROFESSIONALS AND COMMUNITY LEADERS, WHY NOT JOIN US?

Call the state office of FPZA at (407) 895-2654 for chapter membership within Florida and your local community. Visit our website at www.FPZA.org.

COMPLIMENTARY MEMBERSHIP

FPZA will extend a complimentary membership, for up to one year, to current members who have been laid off or lost their job due to the economic situation. Please contact the FPZA Office at (407) 895-2654 or fpza@bellsouth.net, or the VP of Member Services, Courtney Mendez, at courtneymendez@sarasota.gov for more information.

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OVERVIEW

MEMBERSHIP IN FPZA LOCAL CHAPTERS

DUES

TO JOIN THE FLORIDA PLANNING AND ZONING ASSOCIATION, IDENTIFY A CHAPTER CONTAINING YOUR LOCATION ON THE LIST AT LEFT. REFER TO THE CURRENT LIST OF CHAPTER DUES BELOW TO DETERMINE THE APPROPRIATE DUES AMOUNT. THESE AMOUNTS INCLUDE BOTH STATE AND LOCAL DUES.

INDIVIDUAL MEMBERSHIP DUES

Chapter	State Dues	Local Chapter Dues	Total Dues
Apalachee	\$50	\$10	\$60
Calusa	\$50	\$20	\$70
Central Florida	\$50	\$20	\$70
First Coast	\$50	\$35	\$85
Gulfcoast	\$50	\$15	\$65
Gulfstream	\$50	\$15	\$65
Heartland	\$50	\$10	\$60
Northwest	\$50	\$10	\$60
South Florida	\$50	\$10	\$60
Springs	\$50	\$10	\$60
Suncoast	\$50	\$20	\$70
Surfcoast	\$50	\$25	\$75
Suwannee	\$50	\$10	\$60

GROUP MEMBERSHIP (MINIMUM FOUR INDIVIDUALS)

Chapter	State Dues per Person	Local Chapter Dues per Person	Total Dues per Person
Apalachee	\$40	\$8.00	\$48.00
Calusa	\$40	\$15.00	\$55.00
Central Florida	\$40	\$20.00	\$60.00
First Coast	\$40	\$23.00	\$63.00
Gulfcoast	\$40	\$12.00	\$52.00
Gulfstream	\$40	\$15.00	\$55.00
Heartland	\$40	\$7.00	\$47.00
Northwest	\$40	\$7.00	\$47.00
South Florida	\$40	\$7.00	\$47.00
Springs	\$40	\$8.00	\$48.00
Suncoast	\$40	\$13.00	\$53.00
Surfcoast	\$40	\$23.00	\$63.00
Suwannee	\$40	\$7.00	\$47.00

♦ To find out the chapter you will belong to, visit the [FPZA website](http://fpza.org).

♦ Return your application form with payment to:

FPZA
Post Office Box 568544
Orlando, Florida 32856-8544
Fax: (407) 895-2654

♦ For questions call (407) 895-2654 or email fpza@bellsouth.net

A NOTE ABOUT AGENCY DUES:

The minimum number of individuals for a group is now four, but there is no longer a maximum number; you may add an unlimited number of additional people to your overall group. You now also have the option to pay a group rate for a combined group with members of different local chapters or for combinations of professional staff and board/commission members, rather than the previously separate categories.

Type of Membership Applying For: ☐ Individual ☐ Agency (minimum four reps) ☐ Student (copy of i.d. required)

Name: _____ Email: _____

Company: _____ FPZA Chapter: _____

Address: _____ City, State, Zip: _____

Phone: _____ Fax: _____

If Agency, list additional names and email addresses below (minimum four per agency):

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____