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As a low-lying peninsula surrounded by water, Florida faces tough decisions about long-range planning and development strategies to address impacts of climate change. In 2007, the Intergovernmental Panel on Climate Change (IPCC) stated there is strong evidence that global average sea level will rise by ½ to 2 feet in the next century due to continued thermal expansion and melting of ice on land.

Data from tide gauges indicate a global rate of .07 inches/yr rise in sea level over the last century. Since 1993, satellites have measured higher rates of about .12 inches/yr. As atmospheric greenhouse gases accumulate, recent academic data and studies on glacial and ice-sheet melting indicate ice melt is accelerating faster than previously expected. Projections now indicate a rise of 3 feet or more may be possible at the end of the century and continue thereafter. To plan for such changes, scientific information and monitoring are critical for designing beneficial, cost effective ways to prepare communities.

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SEA-LEVEL RISE SCIENCE: Informing and Preparing Florida's Coastal Communities

By Matthew Cimitile

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The Florida Chapter of APA provides statewide leadership in the development of sustainable communities by advocating excellence in planning, providing professional development for its members, and working to protect and enhance the natural and built environments.

[APA FLORIDA] KEY CONTACTS - EXECUTIVE COMMITTEE

	Name	Phone	Fax	E-mail
Statewide Officers				
President	Merle H. Bishop, FAICP	863-701-8702	863-701-9832	Merle.Bishop@kimley-horn.com
President-Elect	Brian Teeple, AICP	904-279-0880	904-279-0881	bteeple@nefrc.org
Immediate Past President	Kim Glas-Castro, AICP	561-838-4542	561-514-3442	Kimberly.Glas-Castro@ruden.com
VP-Membership Services	Mary Kay Peck, AICP	702-354-2671		mkpeck@@mkpeckassociates.com
VP-Section Affairs	Melissa Zornitta, AICP	813-272-5940	813-272-6255	zornittam@plancom.org
VP-Professional Development	Andre Anderson, AICP	407-207-0101	407-207-0054	aanderson@pdgfla.com
VP-Conference Services	Wiatt Bowers, AICP	904-363-8488	904-363-8811	Wiatt.Bowers@atkinsglobal.com
VP-Certification Maintenance	Henry Bittaker, AICP	561-682-6792	561-681-6264	hbittak@sfwmd.gov
Secretary	Marcie Stenmark, AICP	813-272-5940	813-272-6255	stenmarkm@plancom.org
Treasurer	Allara Mills Gutcher, AICP	850-872-3025	850-872-3077	agutcher@pcgov.org
Section Chairs				
Atlantic Coast	Ryan Morrell, AICP	321-795-8426	321-956-3069	ryan@civaterra.com
Broward	Jill Quigley	954-315-1030	954-315-1040	jill.quigley@jacobs.com
Capital Area	Roosevelt Petithomme	850-414-4383	850-414-4797	Roosevelt.Petithomme@dot.state.fl.us
Emerald Coast	Peggy Finch Fowler, AICP	850-862-8557	850-862-9435	peggyfowler.associates@gmail.com
First Coast	Steve Tocknell	904-387-4767		stevetock@comcast.net
Gold Coast	Scarlet R. Hammons, AICP	305-594-0735	305-594-0755	steningen@corradino.com
Heart of Florida	Sean Byers, AICP	863-298-7932	863-297-3090	sbyers@mywinterhaven.com
Orlando Metro	Doug Kelly, AICP	407-423-8398	407-843-1070	d.kelly@gaiconsultants.com
Promised Lands	Ken Heatherington, AICP	239-338-2550	239-338-2561	kheatherington@swfrc.org
San Felasco	Mike Escalante, AICP	352-264-6584	352-384-3159	escalante@ncfrpc.org
Sun Coast	Laura Everitt, AICP	813-224-8862	813-226-2106	leveritt@tindaleoliver.com
Treasure Coast	Tod Mowery, AICP	561-747-6336	561-747-1377	TMowery@cotleur-hearing.com
University Liaison	Bob Deyle	850-644-8512	850-645-4841	rdeyle@fsu.edu
Student Representative	Fei Yang	352-871-3451		feiyang@ufl.edu
Administration/Staff				
Executive Director	Julia "Alex" Magee	850-201-3272	850-386-4396	fapa@floridaplanning.org
Ad. Assistant/Bookkeeper	Ricki Dailey	850-201-3272	850-386-4396	adminbk@floridaplanning.org
Legislative Representative	Lester Abberger	850-524-2779	850-222-8199	lesterabberger@nettally.com
Webmaster (Consultant)	John O'Brien			john@visplan.com
Newsletter Editor	Summer Taylor	727-452-2416		summer@gdbbdesign.com

All Other Inquiries, contact APA Florida at 1-850-201-3272 or e-mail fapa@floridaplanning.org.

PRESIDENT'S MESSAGE

Oh, what a difference an election makes. We're well into the second half of the 2011 Florida Legislative session and it is readily apparent that growth management in Florida will undergo dramatic changes. Perhaps a final resolution of the various proposed bills will be a little more apparent by the time you read this message. Many factors have converged during this year's legislative session to make it a "perfect storm" for planning and the planning profession in Florida. Although we in the profession have talked for some time about the need to make changes to Chapter 163, Rule 9J-5 and the overall planning process, the revisions being offered and enthusiastically endorsed by legislators and Governor Scott, are more drastic than any of us could have imagined. It is apparent this legislature and governor are intent on making major changes and removing many state mandated planning requirements considered essential to making sound planning decisions and achieving well planned communities.

We have been quite active and engaged in the policy-making process, working directly with legislators, legislative professional committee staff, legislative aides and other individuals and organizations involved in and affected by the process.

If a reduced state role in the planning process emerges in the end, it is imperative that APA Florida and our members promote the value of sound planning at the regional and local level. I believe that there are many local governments throughout Florida who will continue to practice good planning principles and do the right thing if provided with quality, factual information and recommendations by planners. We need to be diligent in our efforts to find opportunities to uphold the value of planning in our communities.

The theme for the 2011 APA Florida annual conference is very appropriately titled, "What Do We Do Now? With a change to the planning paradigm in Florida, regrouping, networking, and learning at this year's conference seems even more important and urgent. I realize that budgets remain tight and funding for travel may not be available. I hope you can find a way to attend this very important conference in Palm Beach. Please mark the dates, September 7-10, 2011, and I hope to see you in Palm Beach. For more information, go to the APA Florida web site at: www.floridaplanning.org.

APA's 2011 National Planning Conference began April 9th in Boston, MA. This four-day conference addressed the challenges communities face today as well as looking forward to the future – bus rapid transit, urban agriculture, economic development and shrinking cities. Delegates from APA's 46 Chapters assembled on Saturday, April 9th to consider changes to the 2008 APA Climate Change Policy Guide. I want to convey a special thank you to the other delegates and two alternates who represented APA Florida: Fei Yang, Robert Narvaez, Bob Mulhere, Stephen Tocknell, Henry Bittaker, Tracy Crowe, David McDevitt and Rich Unger.

The 2008 Policy Guide relies on science which has made considerable progress since 2007-08 and has a heavy focus on transportation related issues associated with climate change. The update broadens the scope of the Policy Guide by including adaptation considerations and natural resource impacts associated with a warming climate. The relationship between mitigative and adaptive actions to address climate change and other planner focus areas, such as sustainability, smart growth, and food systems, are given more attention in the updated Policy Guide. The climate science basis for planner action has been refreshed using more current information. Federal, state and local roles are more clearly addressed. An increased discussion of adaptation is provided. The relationship between other planner focus areas and climate change has been more fully developed. Likewise, APA Florida's Legislative Policy Committee will be making recommended revisions to the Chapter's Policy on Climate Change, as well as several other Policy statements in the Chapter's Legislative Platform.

Among the proposed changes being considered by the 2011 Legislature, there appears to be a reversal in emphasis on climate change and energy efficiency as they relate to planning policy and practice. For example, several draft bills being considered will eliminate planning requirements imposed with the passage of SB 679 in 2008. However, planning considerations related to energy efficiency and adaptation to climate change are consistent with smart growth principles and sustainability which need to continue as an important component of local plans and growth management tools.

Merle H. Bishop, FAICP

APA Florida President



[SEA LEVEL] RISE SCIENCE

continued from cover page

Florida is highly vulnerable to land loss and inundation if sea level rises as fast and as high as experts predict. The state has more than 1200 miles of coastline. More than 4500 square miles of land, primarily in the Everglades and South Florida, are lower than 5 feet above sea level, according to U.S. Geological Survey (USGS) elevation data. A significant rise in sea level could further erode, alter, and degrade current coastal environments (beaches, mangrove swamps, intertidal marshes) and make freshwater wetlands more saline. The risk of flooding in populated areas will also increase.

Sea level refers to the position of the sea surface relative to land. Calculating its rise is complicated. The position of sea level is influenced by geologic processes and volume changes due to thermal expansion of seawater and melting ice or evaporation and formation of ice. It also varies by location, with some areas experiencing a greater or lesser rise than others due to factors such as oceanographic conditions, tectonic subsidence, sediment availability, and shape of the ocean basin. Human activities like beach nourishment and infrastructure such as seawalls and onshore development can impact rates of shoreline change and thus factor into the degree of local sea-level rise.

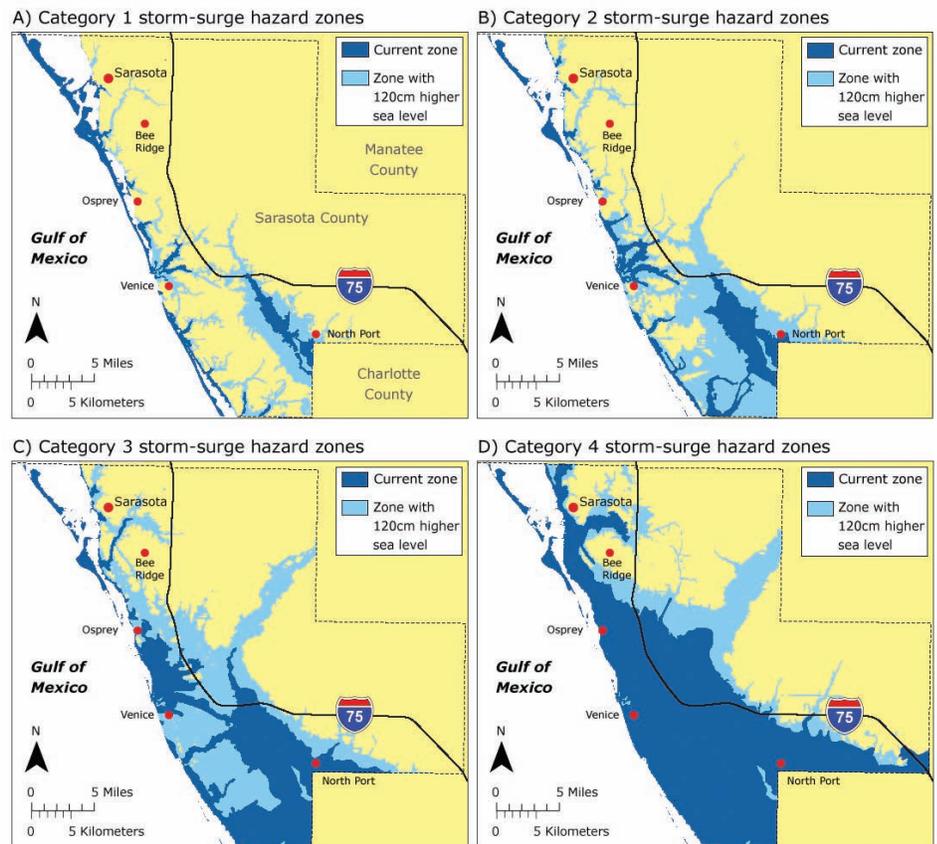
Any sea level higher than present will pose challenges for planning healthy, sustainable, and responsive coastal communities and environments in Florida. Scientists at the USGS are involved with numerous projects related to sea-level rise and to vulnerability of coastal communities and environments. As members of the Florida Oceans and Coastal Council, USGS scientists shared expertise and collaborated as authors in a State report that compiled and assessed the latest scientific information regarding sea-level rise. The report stated that likely rises in average global sea level by 2 to 3 feet

or more by the end of the century will impact Florida's ocean and coastal resources by exacerbating erosion, changing barrier islands, creating shifts in wetland communities, and contributing to tidal wetland losses that buffer storm impacts. The impact on coastal infrastructure could be stark, making low-lying coastal communities vulnerable to flooding and likely increasing the frequency of flooding events. Such impacts will result in more roadway washouts and compromise coastal flood-control structures. Society will likely respond by hardening shorelines with seawalls and develop comprehensive regional planning for effective adaptation strategies.

The first effects of a rise in sea level are likely to be observed during storm surges. Thus, planning for hurricanes is at the front line of preparation for a higher sea level in Florida, stated the Florida Oceans and Coastal Council. In

a world of higher seas, the threat from extreme storms to coastal communities is increased. Higher sea level will not only permanently flood more land, but effects of extreme storms will be felt farther inland, eroding habitat and inundating areas not normally prone to flooding. Scientists are modeling what this impact could look like. In a collaborative study among the USGS, the University of Idaho, and Penn State University, storm surge from a hurricane model was used to project the degree to which people and businesses in Sarasota County would be impacted under various hurricane conditions. The model showed that if sea level rises by 120 cm (about 4 feet) by the end of the century, a Category 3 hurricane would create similar surge conditions and flooding that a Category 5 storm would produce in the county today. This example points out the need for sea-level science that addresses the planning and design

continued on next page



Modified from Frazier, Wood, Yarnal, and Bauer, 2010.

Projections of hurricane storm-surge hazard zones that would be enhanced by a 4-foot rise in Sarasota County.

[SEA LEVEL] RISE SCIENCE

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of emergency response capabilities and infrastructure needs such as evacuation routes, storm drains, electricity, and medical facility locations.

Finally, the USGS National Coastal Hazards Assessment Team located in St. Petersburg, FL, works to improve our understanding of how and why coastlines are vulnerable to extreme storms. To prepare coastal communities for coastal hazards in advance of a storm landfall, detailed elevation information is combined with storm forecasting data from NOAA surge models. The models simulate the effects of advancing storms in order to observe where the coastlines are most vulnerable. Emergency managers and coastal planners can use this information to prepare for a storm before it makes landfall by identifying areas requiring evacuation and safest evacuation routes. Data collected through this program include before-and-after aerial still images that document features along coastlines and high-resolution airborne lidar surveys that are used to produce very accurate maps of elevation and to measure net change in elevation. By updating coastal changes year-to-year, predictive capabilities of extreme storm impacts and coastline vulnerability are improving.

A Florida with a higher sea level poses a unique set of planning challenges to overcome: how to plan in coastal areas, how to increase resilience to storms and higher water levels, how to mitigate potential shoreline retreat, and how to adapt to changing ecosystems are but a few. The scientific community is working to provide resources needed by planners in order to address coastal vulnerability to a rising sea and extreme storms. Through scientific expertise and informed planning, Florida will be better prepared for the future.

Matthew Cimitile is a writer/multimedia specialist with the USGS St. Petersburg Coastal and Marine Science Center in St. Petersburg. He can be contacted at mcimitile@usgs.gov.

For More Information:

Florida Oceans and Coastal Council Report - http://www.floridaoceanscouncil.org/reports/Climate_Change_and_Sea_Level_Rise.pdf

Frazier, T., Wood, N., Yarnal, B., and D. Bauer, 2010, Influence of potential sea level rise on societal vulnerability to hurricane storm-surge hazards, Sarasota County, Florida, *Applied Geography*, 30(4), 490-505

IPCC 2007 Report - <http://www.ipcc.ch/>

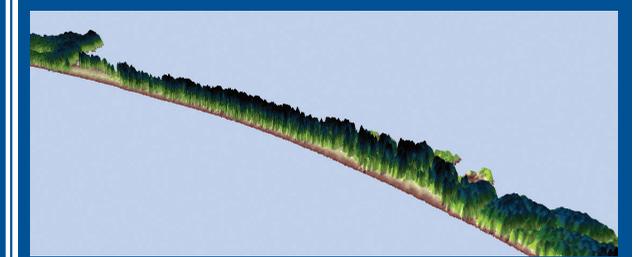
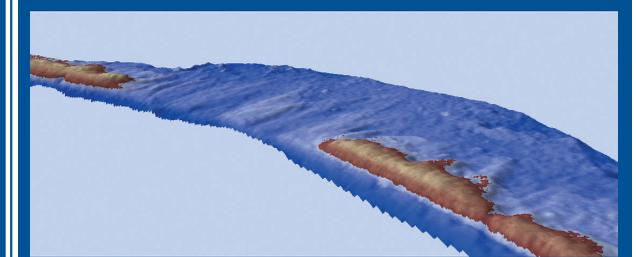
USGS Center of Excellence for Geospatial Information Science - <http://cegis.usgs.gov/video/30m/FloridaSLR.swf>

USGS Coastal Change Hazards - <http://coastal.er.usgs.gov/hurricanes/>

USGS Podcast Video on Monitoring Coastal Change - <http://gallery.usgs.gov/videos/297>



USGS Center of Excellence for Geospatial Information Science (CEGIS) image shows potential inundation with a 1-meter (3-foot) sea-level rise. Image is based solely on elevation and does not account for tidal action, shoreline configuration, and other characteristics that might impact sea-level rise.



USGS scientists monitor coastal changes through aerial photography (a. North Captiva Island, FL, after Hurricane Charley, 2004) and collect detailed lidar elevation and change in elevation information (b. before Hurricane Charley and c. after Hurricane Charley). These types of data are combined with storm-forecast data to prepare communities in advance of storms.

2011 Project Awards Application Cycle NOW OPEN!

Don't delay! The 2011 Project Awards Program application cycle closes on May 26th!

This program provides APA Florida the opportunity to recognize outstanding planning projects in the State of Florida at its annual conference. Eligible planning projects are those completed within the last two years in Florida and fall within the following categories:

- *Planning Project*
- *Best Practices*
- *Neighborhood Planning*
- *Grassroots Initiative*
- *Great Places in Florida – Public Spaces*
- *Comprehensive Plan (Large Jurisdiction, Small Jurisdiction)*

Go to www.floridaplanning.org for more details and submission requirements.

WORKING ON CLIMATE CHANGE AS A REGION

By Allison Boyd, AICP

In 2009, the four counties that make up Southeast Florida – Monroe, Miami-Dade, Broward, and Palm Beach – gathered for a leadership summit and decided to work together as a region to address climate change mitigation and adaptation. They ratified the Southeast Florida Climate Change Compact, recognizing their shared interests in minimizing the impacts of climate change on the region’s natural resources, infrastructure, economy, and overall quality of life in addition to the need for coordinated action. The Compact commits the Counties to developing joint Federal and State policy positions and drafting a Southeast Florida Climate Change Action Plan, which will address greenhouse gas emission reductions by reducing energy use of the built environment and transportation sector as well as through changes in local and regional land use. It also will include strategies for adapting to climate change impacts, particularly sea level rise. A draft Action Plan is scheduled to be completed by October 2011, in time for the third annual Climate Leadership Summit to be hosted by Monroe County this year.

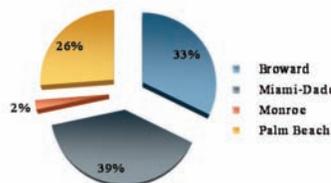
Southeast Florida’s vulnerability to climate change is undeniable when considering the density of population along the coast that could be impacted by accelerated sea level rise and more intense tropical storms. The four-county region of 5.6 million residents represents 30 percent of Florida’s total population and one-third of the total gross domestic product for the State. The region anticipates impacts to water supply from saltwater intrusion into the surficial aquifer and increased drainage and flood control challenges, which are already being experienced in some areas. The highly sensitive natural environment of the region is also a local priority in addition to impacts to infrastructure and property. The region is identified by its beaches, coral reefs, and the Everglades — all of which are highly vulnerable to climate change. These clear and imminent vulnerabilities may be part of the reason these local governments have each begun planning for climate change individually and are now successfully collaborating on analysis and strategies.



Flooding on Miami Beach on October 7, 2010 due to natural high tide exacerbated by on-shore winds, driving tidal waters up in to the streets through the stormwater drainage system.

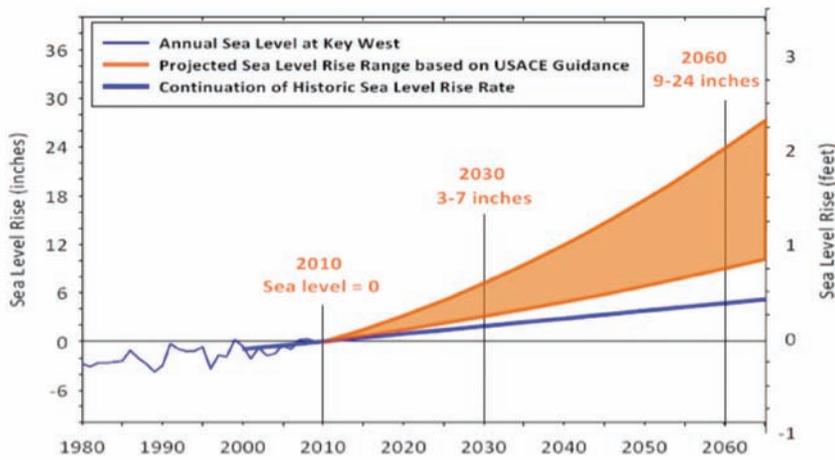


Regional Emissions – Residential Electricity Emissions (2008)



Preliminary regional comparison of Greenhouse Gas emissions from residential electricity use

Photo Source: Miami-Dade County Climate Change Action Plan



Unified Southeast Florida Sea Level Rise Projection for Regional Planning Purposes. This projection is calculated using the United States Army Corps of Engineers Guidance (USACE, 2009) Intermediate and high curves to represent the lower and upper bound for projected sea level rise. The Key West tidal data shows current trends in the recent past and the historic rate projected into the future. Graphic Source: Southeast Florida Regional Compact, First Annual Report, 2011.

As summarized in the Regional Compact's First Annual Report released in February 2011, there have been several key accomplishments as the Counties work towards drafting of an Action Plan. A Steering Committee of County and South Florida Water Management District (SFWMD) staff has overseen work such as surveying the Counties' resources and applying for grants jointly. Technical work groups have been formed to complete

a regional greenhouse gas emissions inventory, draft joint policy positions, and develop sea level rise vulnerability analysis components. The Sea Level Rise Work Group has completed a unified sea level rise projection for the region so that consistent adaptation strategies can be achieved across jurisdictional boundaries. The projection is based on a United States Army Corps of Engineers 2009 guidance document and looks at

two planning horizons: 2030 (3-7 inches of sea level rise) and 2060 (9-24 inches) [see graphic]. In addition, a unified methodology for mapping sea level rise inundation was developed, with the National Oceanographic and Atmospheric Administration (NOAA) and SFWMD leading the technical work. Methodology for a regional vulnerability analysis using the unified projection and inundation maps has also been agreed to by the Sea Level Rise Work Group.

Simultaneously to the direct work of the Compact, each of the Counties and many of their municipalities have been actively working on sustainable community planning and reducing their government operation's greenhouse gas emissions. So while the planning community may be disappointed that we still do not have clear Federal or State direction on climate change mitigation and adaptation, we can remain hopeful in following the positive local and regional work taking place in Florida and many other areas of the country.

Allison Boyd, AICP is a Planning Manager with CSA International in Stuart. She can be contacted at aboyle@conshelf.com.

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Proposed Miami-Dade County Policies Focus on Health Effects of the Built Environment

By: Katie Pearl Halloran Miami-Dade County Department of Planning and Zoning

A weekday morning familiar to many in Miami-Dade County: it's sunny, already eighty two degrees and the humidity is thick. Your car pulls into heavy traffic. Arriving at your parking spot forty minutes later you see the crowd waiting for café con leche and fresh guava pastries at your favorite café. You make it to your desk chair with your breakfast-to-go and take your daily medication to keep your blood sugar levels safe until lunchtime.

Replace the Latin-American pastry with items from your corner doughnut shop, and you would be describing large swaths of the United States where a growing percentage of adults and children suffer from chronic diseases related to diet and sedentary lifestyles. Adult obesity prevalence doubled between 1980 and 2004 in this country and in 2005-2006 more than one-third of U.S. adults were obese. (Ogden, Carroll, McDowell, & Flegal, November 2007) In 1985, less than ten percent of adults were obese in Florida, but in 2009 Florida's obesity rate had grown to approximately 25%. If you add obesity to those considered overweight, you encompass **sixty five percent (64.9%) of all Florida residents**. (Florida Department of Health and Office of Health Statistics and Assessment, 2009)

At a Planning Advisory Board hearing on March 28, 2011, the Board voted unanimously to recommend adoption of a new set of policies for the County's Comprehensive Development Master Plan (CDMP): a new "Community Health and Design Element" to promote increased physical activity, improved pedestrian and bicycle safety, easy access to healthy foods, and the protection of natural

systems. This vote reflects Miami-Dade's efforts to join other policy-makers taking steps to address the country's increasing obesity rate, and the elevated health risks associated with overweight including cardiovascular disease, cancers, hypertension, and type 2 diabetes.

The proposed Community Health and Design Element grew from a Board of County Commissioners' resolution to create an Aesthetics Master Plan for the County. Consultants EDAW/AECOM (offices in Coral Gables) helped to complete the County's Aesthetics Master Plan in May 2009. Then staff in the Department of Planning and Zoning collaborated to draft policies designed to minimize the negative health impacts of certain land use and transportation patterns (recall the driver eating pastry on their way to their sedentary desk job). County staff also coordinated with community and agency leaders on the Health and Built Environment Committee with the Consortium for a Healthier Miami-Dade to identify policies to help address factors contributing to chronic diseases.

Three of the five objectives in the proposed Health Element focus on application of design standards to promote physical activity through improved pedestrian features and improved safety in public and private developments, including streets. Since data shows that neighborhood design plays a key role in the levels of physical activity of residents living nearby, these policies may help Miami-Dade reduce the number of overweight and obese residents. The table below indicates that Miami-Dade adults are more likely to have weight problems and poor nutrition than their counterparts in other Florida counties.

Table 1: Physical Activity & Nutrition

Physical Activity & Nutrition (2007)	Dade County	State of Florida
Adults who are inactive at work	67.3%	34.5%
Adults who are sedentary	35.4%	25.4%
Adults who consume at least five servings of fruits and vegetables a day	23.1%	29.1%
Adults who consumed three or more servings of vegetables per day	24.3%	29.1%
Adults who consumed two or more servings of fruit per day	37.9%	36.2%
Adults who meet moderate physical activity recommendations	29.2%	34.6%
Adults who meet vigorous physical activity recommendations	23.7%	26.0%

Sources: http://www.floridacharts.com/charts/mapp_report.aspx / <http://www.cdc.gov/obesity/causes/index.html>

Specific recommendations support a more complete network of sidewalks, schools and other children’s facilities in walking or biking distance of family homes, and designated carpooling locations within walking distance of workers’ homes. For private development, the new policies will reemphasize the need for adequate infrastructure to support mixed use infill development, or redevelopment, to allow more people to live within walking distance of parks, jobs, restaurants, and other services. Other strategies would facilitate safety for pedestrians and bicycle commuters. These policy strategies are designed to change the fact that Miami-Dade has higher incidents of pedestrian fatalities and injuries than the State average (for 2008, 59.42 injuries per 100,000 persons in Miami-Dade versus 42.01 for the State).

With respect to nutrition and related health problems, the Centers for Disease and Control and Prevention (CDC) has written, “... effective policies and environmental strategies that promote healthy eating and physical activity are needed for all populations and geographic areas, but particularly for those populations and areas disproportionately affected by obesity.” Research shows that minorities (individuals of Hispanic and African descent) are much more likely to suffer from obesity, and most Miami-Dade residents are minorities (65% Hispanic, 17.1% Non-Hispanic black, according to the 2010 U.S. Census) Research from the CDC suggests that these racial/ethnic differences in prevalence for obesity are due to low-income and minority communities lacking stores with healthy foods, and the higher costs of healthy foods. Low-income minority neighborhoods have also been shown to have fewer parks/exercise facilities and less safe streets. (Department of Health and Human Services, Centers for Disease Control and Prevention, July 17, 2009)

Obesity Prevalence by Ethnicity*	Percentage
Non-Hispanic Black*	35.7*
Hispanic*	28.7%
Non-Hispanic White	23.7%

(Department of Health and Human Services, Centers for Disease Control and Prevention, July 17, 2009) / *Ethnicity defined by the U.S. Census.

Clearly, Miami-Dade has complex public health and safety issues that affect many residents. The County welcomes public participation to ensure that proposed new health policies translate into effective programs that improve health in our culturally unique South Florida communities. Approval of the element is anticipated in late April 2011 and comments may be forwarded to Eric Silva, Community Planning Section Chief, silvae@miamidade.gov.

Katie Halloran is a Senior Planner with the Miami-Dade County Department of Planning and Zoning. She can be reached at hallork@miamidade.gov.

(Disclaimer: The author is a big fan of café con leche and guava pastries and enjoys them, in moderation, on a regular basis.)

Bibliography

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Ogden, C. L., Carroll, M. D., McDowell, M. A., Flegal, K. M., & Surveys., D. o. (November 2007). *Obesity Among Adults in the United States- No Statistically Significant Change Since 2003-2004*. NCHS Data Brief. U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Health Statistics.



WHAT DO WE DO NOW?

Current State of Planning Got You On Edge...?

We've got a line-up of keynote speakers for you!

In what is among the most uncertain of times for planners in our beautiful state, the 2011 APA Florida Conference Host Committee has put together a tremendous set of keynote speakers with the experience and ideas to inspire us, and help address this year's very timely theme: What Do We Do Now?

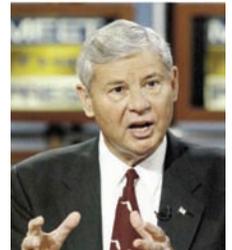
On Thursday morning, during the opening Plenary Session, we'll be joined by Ellen Dunham-Jones, recent co-author (with June Williamson) of the book *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*. Ms. Dunham-Jones is an award-winning architect, professor at the Georgia Institute of Technology and a leading authority on suburban redevelopment. She teaches and researches contemporary architectural urban design studios and theory. Her work has received significant media attention in print, television, and online outlets. Her book, *Retrofitting Suburbia*, was featured in Time Magazine's March 23, 2009 cover story, "10 Ideas Changing the World Right Now" and is the subject of her 2010 TED talk. The American Association of Publishers chose the book for a PROSE award, winning the 2009 architecture and urban planning category for professional and scholarly excellence.



Ellen Dunham-Jones

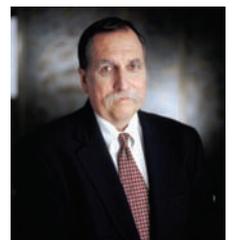
Her insights and their potential for application in Florida should be of particular interest as communities come to terms with sprawling development patterns in the face of fewer available resources needed to serve them.

At lunch on Thursday, we are in for a real treat! We will be joined by former Florida Governor and U.S. Senator Bob Graham. Dedicated to public service, Senator Graham served as governor of Florida for two terms and served in the United States Senate for 18 years. As Governor and Senator, he was committed to bringing his colleagues together behind programs that served the broadest public interest. Senator Graham was recently appointed by the President to serve as Co-Chair of the National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling. The Commission's task was to examine the root causes of the disaster and to develop recommendations for guarding against, and mitigating the impact of, future oil spills associated with offshore drilling. Senator Graham also recently served as a Commissioner on the Financial Crisis Inquiry Commission, established by Congress to examine the global and domestic causes of the recent financial crisis.



U.S. Senator Bob Graham

Senator Graham is the author of a recent book about civic participation, entitled "*America: The Owner's Manual*." The goal of the book is to provide ordinary people with the means and motivation to go out and influence decision makers in order to achieve positive change in their neighborhoods and communities. The depth and breadth of his experiences, and the point of view they have crafted in our senior statesman, should provide wisdom and perspective on Florida's current traumas.



Ed McMahon

Lunchtime on Friday we will hear from the Urban Land Institute's Ed McMahon. Mr. McMahon holds the Charles E. Fraser Chair on Sustainable Development at the Urban Land Institute in Washington, DC where he is nationally known as a thought provoking speaker and leading authority on topics related to sustainable development, land conservation, smart growth, and historic preservation. As the Senior Fellow for Sustainable Development, Mr. McMahon leads ULI's worldwide efforts to conduct research and educational activities related to environmentally sensitive development policies and practices. He is the author or co-author of 15 books and over 200 articles, and has drafted numerous local land use plans and ordinances.



Professor John Landis

Before joining the ULI in 2004, Mr. McMahon spent 14 years as the Vice President and Director of Land Use Planning for The Conservation Fund in Arlington, Virginia, and is also the co-founder and former President of Scenic America, a national non-profit devoted to protecting America's scenic landscapes. In his years of work he has organized successful efforts to acquire and protect urban parkland, wilderness areas, and other conservation properties, activities that have been at the heart of planning and conservation in Florida for decades.

First, mark your calendars for September 7-10, to join us at the annual APA Florida Conference at The Breakers, Palm Beach.

At brunch on Saturday, we'll kick-start the weekend with a keynote by John Landis, the Crossways Professor and Department Chair of City and Regional Planning at the University of Pennsylvania. Professor Landis teaches courses in urban economics, property development, land use planning, and green development, among others. His research interests span a variety of urban development topics including growth management, infill housing, and the geography of urban growth.

Professor Landis is currently completing a National Science Foundation–funded project to model, forecast, and develop alternative spatial scenarios of U.S. population and employment patterns and their impacts on travel demand, habitat loss, and water use through 2050. His most recent work, "Rethinking Federal Housing Policy," is a comprehensive look backward and forward at federal homeownership, affordable housing, and community development policy, and published in the Summer 2010 issue of the *Journal of the American Planning Association*.

For a few days this September, each of our stellar speakers will share their insights and research, describe leading-edge trends and their local applicability, and hopefully inspire each of us to continue planning for the future of our communities. Because that is what we need to do now.

Join Your Fellow Planners for Some Fun! Our reception venues showcase the flavor of the area.

Our opening reception on Wednesday night will take place at the Episcopal Church of Bethesda-by-the-Sea on Palm Beach. The church is conveniently located down the street from the Breakers and is no more than a five minute walk. The church began in 1889 as the only church between the St. Lucie River and the Florida Keys. The existing building was completed in 1925 and is known for its Spanish-Gothic style architecture and its beautiful stained glass windows. The property is also known for the Cluett Memorial Gardens, a formal prayer garden. And for all you Apprentice fans, "The Donald" was married here in 2004.

Join colleagues and friends for a Thursday evening in West Palm Beach at Clematis by Night, an award-winning weekly Fountain Concert Series that draws thousands of people from the surrounding areas and features the best local music.

Our reception will take place at the new waterfront pavilion, which is the center piece of the "green" revitalization of the downtown waterfront, one of the City's most valuable assets. The area now includes a Great Lawn for large civic gatherings and accommodates many of the City's numerous special events and festivals. The space encompasses nearly a mile of waterfront that is exclusively owned by the City and its redevelopment was funded and managed by the City, as well. The event will share space with the Henry Flagler Railroad exhibit, which will provide interesting discussion points for planners.

On Friday night our destination will be the Harriett Himmel Theater in City Place. Built in 1926, originally as the First United Methodist Church, and refurbished as an event venue and theater in 2000, the Harriet Himmel Theater is the cultural centerpiece of City Place, a new urban development located on the western edge of downtown West Palm Beach. Join colleagues and friends at the Harriett Himmel Theater and take in one of the finest examples of Spanish Colonial Revival architecture of its time. After the reception, participants can continue the evening's festivities by enjoying the live music and choreographed water and light show featured amongst City Place's multi-level plazas or by taking advantage of special discounts offered by the premier restaurants, shops and bars.



Episcopal Church of Bethesda



Clematis by Night



Harriett Himmel Theater

The 2010 Atlantic Hurricane Season was a very active one with a total of 19 storms, 12 of which became hurricanes, and 5 that became major hurricanes of Category 3 or above. The early forecast for the 2011 hurricane season is for another very active above average one. Fortunately, Florida escaped the 2010 season unscathed; however, it remains to be seen how the State will be affected in 2011.

My original article on this subject was published in November 2000 and painted a pretty bleak picture concerning hurricane sheltering in this state. I am pleased to say that 10 years later, significant progress has been made on this front. However, progress has slowed on this issue over the last few years. The worst recession since the Great Depression also has not helped matters either.

With publication of the 2008 Plan, the Division started monitoring the status of the statewide inventory of Special Needs Shelters (SpNS). Historically, SpNS's have been included in total population hurricane shelter demand estimates, hurricane shelter capacities, and surplus/deficit results. Given the findings from the 2004 hurricane season that showed about half of the designated SpNS's were located in facilities that did not meet the same minimum hurricane safety criteria as general population shelters, the Division was tasked with separating the two shelter types (general population and special-needs) and to monitor progress towards improving SpNS hurricane safety, client capacity, and the provision of emergency power supported air-conditioning. Currently, nine (9) of the eleven (11) Regional Planning Council (RPC) regions of the state have SpNS deficits. The two (2) regions with SpNS capacity surpluses are Treasure Coast/Region 10 and South Florida/Region 11.

The State Uniform Building Code for Public Educational Facilities Construction covers design and construction standards for educational facilities. The Code specifies design and construction standards for all new educational facilities for which a design contract is entered into after July 1, 1995, and will allow those facilities to be safely used as public shelters during a hurricane or other severe weather event.

Florida's Hurricane Shelter Deficit

by Timothy W. Brown, AICP

These criteria, titled the State Requirements for Educational Facilities (SREF), were finally adopted in April 1997. The concept of the "Enhanced Hurricane Protection Area", or EHPA, was created to minimize the area in new facilities required to be constructed as shelter space. Subsequently, along with other sections of SREF, the criteria were incorporated into Chapter 423 of the Florida Building Code (F.B.C.), which became effective March 1, 2002. This provided a seamless continuation of the criteria for new school construction projects.

By 2000, the reported hurricane shelter space deficit peaked as the strategy originally directed by Chapter 93-211, Laws of Florida, began to produce results. As a benchmark, the *2000 Statewide Emergency Shelter Plan* reported that Florida had a statewide hurricane shelter space deficit of more than 1.5 million spaces. This reported deficit affected every region of the state, but especially the southern and central regions of the peninsula. This did not imply that in any given storm those 1.5 million evacuees would simultaneously seek public shelter, but reflects the State's cumulative hurricane shelter space deficit. State and local emergency managers and other public officials prefer that persons ordered to evacuate for a hurricane stay within their home county or region, and not evacuate long distances.

To ensure consistency with state and national standards, guidelines, and "best practices," the Division has recognized Standards for Hurricane Evacuation Shelter Selection (ARC 4496) as the minimum hurricane shelter survey and evaluation criteria.

Since 1995, through federal, state, and local retrofitting of suitable facilities, Florida has created a total of 471,764 public hurricane shelter



spaces. Retrofitted facilities account for about forty two (42) percent of the state's total capacity of ARC 4496 hurricane shelter spaces. The majority of this retrofit capacity has been created since 1999. Though regions and counties with the greatest shelter deficits received priority for available retrofit funds, there has been a more widespread distribution of these funds due to the statewide nature of the deficit and has produced a rapid improvement in the safety of Florida's hurricane shelter inventory.

Creation of hurricane shelter capacity through construction of new school facilities to the EHPA criteria has also increased since 1999. Local emergency management and school board officials have reported that about 574,633 EHPA shelters spaces have been created. The application of the EHPA criteria has been inconsistent across the state, however, with several counties reporting construction of relatively few (if any) EHPAs. EHPA spaces account for about fifty two (52) percent of the state's total capacity of ARC 4496 hurricane shelter spaces now. However, as with any program, "institutionalization" takes time to evolve and progress is being made, albeit slowly.

During preparation of the 2010 Plan, the Division conducted a survey to estimate the compliance rate of school districts with meeting statutory and code requirements to incorporate the public shelter design criteria into all new school facilities, unless lawfully exempted with the written concurrence of local emergency management officials or the Division. In the Auditor General's Report No. 02-055 (2001), there was a finding that of the new schools reviewed, only 65 percent appeared to comply with the law. The Division wanted to determine if compliance had improved since 2001. According to the Florida Inventory of School Houses (FISH) data, there were 3,092 new school buildings (based on at least 4,000 net square feet of area per room) constructed between 2000 and 2009, with an estimated total net floor area of 61,421,969 square feet. The Division recognizes 669 facilities (16,298,638 net square feet) as meeting the EHPA requirements of the law, and



another 1,125 buildings (24,171,567 square feet) were lawfully exempt for statutory and code provided causes. Therefore, only about 1,794 of 3,092 new buildings complied with statutory and code EHPA requirements.

Since the code requirements are based on achieving a minimum quantity of floor area square footage, then square footage is the most reliable means of estimating compliance. The combined floor area square footage of non-compliant buildings was 20,951,764 square feet, for a non-compliance rate of about 34 percent. The result of the survey indicates that the compliance rate, overall, has not significantly improved. There was sufficient square footage in the non-compliant new buildings to have substantially reduced Florida's current hurricane shelter space deficit. Clearly, the State needs to improve compliance with the EHPA statutory and code requirements.

Hurricane shelter demand has also been reduced through adjustments to reflect more current and accurate census information (i.e., 2000 census vs. 1990 census), improvements in public education, storm hazard models, and changes in the methodology of hurricane evacuation studies. Historically, 25 percent or more of a hurricane vulnerable population were projected to seek safety in public shelters. Many of the post-1998 Hurricane Evacuation Studies are now indicating that fewer than 15 percent will seek public shelter for a Category 5 hurricane. The 2004 hurricane season can provide an example of relatively low public shelter use. Though none of the storms made landfall as a Category 5, two storms approached Florida at near Category 5 strength before making landfall as a Category 3 and 4; Hurricane Ivan and Hurricane Charley respectively. For Hurricane Ivan, an estimated 544,900 persons were under evacuation orders and only 33,472 evacuees were housed in public shelters (6 percent). For Hurricane Charley, which rapidly intensified a few hours before landfall, there were an estimated 2.7 million persons under evacuation orders and only 102,094 evacuees were housed in public shelters (3.75 percent). Since publication of the *2000 Statewide Emergency Shelter Plan*, the statewide average demand has fallen from about 24 percent to about 19 percent today.

Progress is being made toward eliminating Florida's deficit of public hurricane shelter space. Since 1995, the Division's hurricane shelter survey and retrofit program has identified, created or otherwise documented 538,425 hurricane shelter spaces that meet ARC 4496 guidelines. As outlined above, new public school construction programs have created an additional 574,633 hurricane shelter spaces. Therefore, by the 2010 hurricane season, Florida will have a total of about 1,113,058 shelter spaces that meet ARC 4496 guidelines. Since publication of the *2000 Statewide Emergency Shelter Plan*, Florida now has 28 counties with demonstrable surpluses of hurricane shelter space. The counties with surpluses include Bay, Brevard, Broward, Escambia, Gadsden, Gilchrist, Hardee, Hernando, Highlands, Indian River, Lake, Leon, Liberty, Madison, Manatee, Martin, Miami-Dade, Okaloosa, Orange, Osceola, Palm Beach, St. Johns, St. Lucie, Santa Rosa, Seminole, Taylor, Walton, and Washington. In addition, five RPC regions have a demonstrable surplus of hurricane shelter space capacity (West Florida/Region 1, Apalachee/Region 2, East Central Florida/Region 6, Treasure Coast/Region 10, and South Florida/Region 11).

continued on page 17

HB 697

A Good Idea Regardless of Requirements

by Stephanie Striefel, AICP

The State of Florida's energy policy was initiated with a set of Executive Orders signed by Governor Charlie Crist in July 2007. The following summer, the legislature followed suit with Chapter 2008-191, Laws of Florida, more commonly known as House Bill 697 (HB 697). The legislation was largely concerned with changes to the Florida Building Code that would require greater energy efficiency measures and reduced greenhouse gas (GHG) emissions, but HB 697 also contained provisions for the incorporation and examination of energy efficiency in local government comprehensive plans. Revisions to Chapter 163, Florida Statutes (outlined on the next page) focused on energy efficiency and GHG emissions within the context of the Future Land Use, Transportation, Housing, and Conservation elements. Prior to the cessation of the DCA's rulemaking effort in late 2010, there had been four public workshops throughout the state in 2009 and 2010 where planners could provide feedback on the draft rules. In an inquiry about comments received at those rulemaking workshops, Charlie Gauthier, AICP, DCA's (now former) Division of Community Planning Director noted, "It is clear that there is a lot of creative work underway by planners and local governments."

Alachua County is among the early adopters of energy-efficiency policies and regulations, and strategies to strengthen land use-transportation links. The County, in 1999, joined ICLEI (International Council of Local Environmental Initiatives), in 2002 developed a Greenhouse Gas Reduction Plan, and from 2007-2008 the County formed the Energy Conservation Strategies Commission that developed a list of strategies for a 100 year sustainability plan, which included a recommendation for a separate, optional Energy Element in the comprehensive plan. The element focuses on the built environment, local food production, an energy-efficient and connected land use and multimodal transportation system, renewable energy sources, and public information. The County is expected to adopt this new element as part of the Evaluation and Appraisal Report (EAR)-based amendments on April 5, 2011. In a conversation with Alachua County planner Holly Banner, she noted the Energy Element would probably have been proposed for adoption in the absence of the EAR-based amendments, because the County is "committed to energy conservation and reduction of GHG emissions."

The City of Clearwater was among the local governments spurred into greater action as a result of the passage of HB 697. The second-largest city in Pinellas County and just across the bay from the City of Tampa, Clearwater is a city with areas of high activity surrounded by both pre- and post-WWII development patterns, is crossed by major regional thoroughfares, and is a destination for beachgoers throughout the bay area. The City's combination of existing development and transportation patterns and a desire for thoughtful redevelopment were coupled with a political and community will to enhance livability and quality of life for residents and visitors. The result was the *Clearwater Greenprint: A Community Action Plan for Sustainability*. Partially funded through a Department of Energy (DOE) Energy Efficiency and Conservation Block Grant, the *Clearwater Greenprint* stakeholder steering committee and project team developed strategies for eight major topic areas, five of which have direct impacts on GHG emission reductions: land use and urban form, transportation, green energy and buildings, solid waste, water resources. The strategies are intended for implementation by residents, businesses, the industrial sector, and the municipal government, and many strategies will be adopted into the City's comprehensive plan to guide that implementation. City of Clearwater planner Lauren Matzke noted the City's greatest success throughout the process was the extensive public outreach conducted to generate a set of diverse and truly community-endorsed strategies, which included open houses, speakers' bureaus, and booths at local events.

While the City of Clearwater used the passage of HB 697 as a springboard to initiating a citywide sustainability movement,



Community garden in Clearwater. (credit: Lauren Matzke)

Alachua County provides an example of fitting ongoing initiatives into the requirements of HB 697. Regardless of current legislative proposals and their possible impacts, the basic ideas presented in HB 697 truly represent good planning, and are worth trying to implement. After all, aren't we supposed to try to ensure communities provide for the health, safety and welfare of all, now and in the future?

HB 697 Revisions to Chapter 163:

163.3177(6)(a) ... *"The future land use plan shall be based upon surveys, studies, and data regarding the area, including ... the discouragement of urban sprawl; energy efficient land use patterns accounting for existing and future electric power generation and transmission systems; greenhouse gas reduction strategies; ..."*

163.3177(6)(b) ... *"The traffic circulation element shall incorporate transportation strategies to address reduction in greenhouse gas emissions from the transportation sector."*

163.3177(6)(d) *"A conservation element for the conservation, use, and protection of natural resources in the area including air, water, ... minerals, and other natural and environmental resources, including factors that affect energy conservation." ...*

[And]

The land use map or map series contained in the future land use element shall generally identify and depict the following: [the list includes resources such as water wells, rivers, wetlands, floodplains]. ... 6. Energy conservation"

163.3177(6)(f)1. *"A housing element consisting of standards, plans, and principles to be followed in:*

h. Energy efficiency in the design and construction of new housing.

i. Use of renewable energy resources."

163.3177(6)(j) *"... a transportation element... shall address the following issues:*

10. The incorporation of transportation strategies to address reduction in greenhouse gas emissions from the transportation sector."

Stephanie Striefel, AICP is a Planning Manager with Renaissance Planning Group. She can be contacted at sstriefel@ciesthatwork.com.

**Executive Order 07-126, "Leadership by Example: Immediate Actions to Reduce Greenhouse Gas Emissions from Florida State Government"; Executive Order 07-127, "Immediate Actions to Reduce Greenhouse Gas Emissions within Florida"; and Executive Order 07-128, "Florida Governor's Action Team on Energy and Climate Change."*

Congratulations to Florida's Newest Certified Planners

By: Andre A. Anderson, AICP

Vice President for Professional Development

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For more information on becoming a certified planner, please visit the APA website at <http://www.planning.org/certification/>.

Low Speed Electric Vehicles as a Component of a **SUSTAINABLE MULTI-MODAL TRANSPORTATION SYSTEM**

By Jim Paulmann, FAICP



Model 6156 X14

Foundations of a Multi-Modal Plan

Multi-modal transportation planning can be described as the integration and interaction between various modes of transportation such as pedestrians, bicycles, passenger vehicles and transit. In this system all modes of transportation are considered important, not just cars. Multi-modal planning can occur at various levels such as a corridor, sector, district, community or region.

A multi-modal plan consists of two primary components; multi-modal streets integrated with a supportive mixed use land use plans. The foundation of the plan is a policy framework to tie it together through guidelines and standards coupled with incentives, to encourage implementation of such concepts as complete streets, context sensitive design, transit oriented design and other smart growth community development. The benefits of a multi-modal system include reduced traffic congestion, reducing the reliance on traditional passenger vehicles, fossil fuel dependence and greenhouse gas reduction.

The Role of Low Speed Electric Vehicles (LSV's)

Historically, golf carts were considered the only form of LSV's and with limited practical use. The evolution of the product and its application has greatly expanded

their use and now can be considered an important component to a sustainable multi-modal system. Golf carts have been used as easy ways for residents to get around neighborhoods in planned communities to visit friends and make trips to community facilities, as well to provide community maintenance without using cars and trucks. While golf carts have been desirable for these uses, as they were far more functional, fuel efficient and quieter, they lacked the safety features necessary to expand their use beyond these communities, such as seatbelts, horns, windshield wipers, turn signals and brake and tail lamps. Federal

law requires that LSV's have this basic safety equipment and allows them to operate on public roadways with posted speed limits up to 35 mph. In recent years cities and master planned communities have planned for and implemented LSV networks as an alternative mode of transportation.

Pilot Program in Sarasota County, Florida

The most recent example of planning for LSV's in a multi-modal network was in Sarasota County, Florida, as part of plans for their Economic Energy Zone. This project was a public private partnership between the County and the Palmer Ranch, one of Florida's largest and highly recognized master planned community, owned by former Tampa Bay Buccaneers owner Hugh Culverhouse. This program, which was funded in part by the U. S. Department of Energy, with oversight by the Florida Department of Community Affairs, was a pilot to develop a model for communities to cultivate green economic development, plan to discourage sprawl, develop energy efficient land use patterns, and reduce greenhouse gasses.

One of the main components of this plan linking land use and transportation was developing a functional LSV network as part of a multi-modal plan. The land use component involved a private sector initiative to create a model sustainable community anchored by a major employment center to attract clean technology industries and commercial center. Higher density residential areas would be incorporated into and surround this area, with lower densities

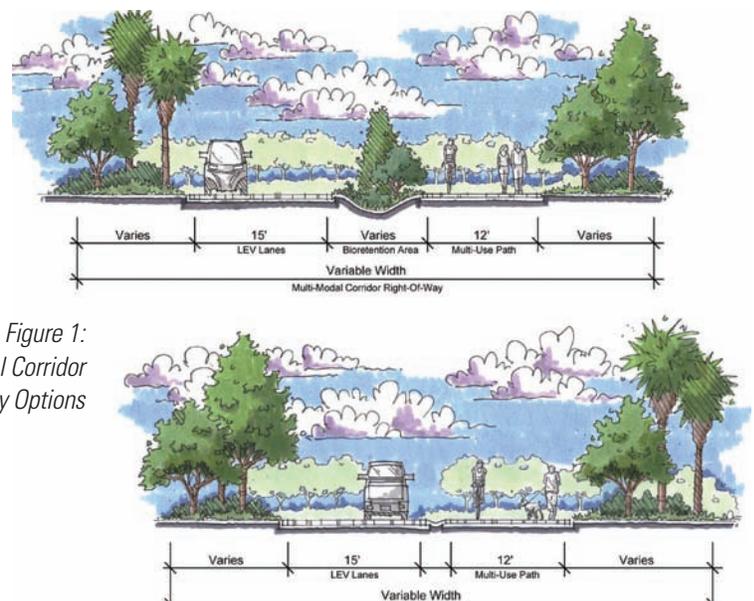


Figure 1:
Multi-Modal Corridor
Right-Of-Way Options

[MULTI-MODAL] SYSTEM

stepping down from this core area providing a mix in housing units. This goal was to provide a jobs to housing balance and link these areas with an interconnected street pattern and separate green radial corridors. This would connect environmental areas and link the living and working areas with opportunities to walk or bike. An internal LSV network was a main component of these corridors as a separate designated pathway. This also provides an opportunity for LSV connection to a transit hub for external connections outside the community.

Recognizing that not all residents of this community would work there and not all employees of businesses in the community would live there an external multi-modal network featuring an LSV network was developed.

This was based on a standard 20 minute commute which equates to a 6 mile LSV service radius. A corresponding service radius was developed for a 3 mile bike commute and a ¼ mile walking commute. The development of the LSV network focused not only on the jobs to housing connection but identified major attractors within the area including commercial areas, schools, health care facilities, recreation areas and other community services. (Figure 2.) Connecting these facilities was accomplished by evaluating the thoroughfare system to determine where LSV's can currently share roadways, share roadways by reducing current speed limits (35 MPH or lower) or create a separate designated pathway.

Public outreach regarding the creation of this LSV network has been tremendous from residents within the service area and not primarily focused on the future housing to jobs connection. A significant amount of interest came from residents looking for other travel options for short trips for shopping, social, recreational and other community services. It was further recognized as an opportunity for a lower cost and environmentally friendly alternative to a second family car and independence for aging drivers.

Implementation requires further work on development of this network including a detailed evaluation right of way, infrastructure needs, charging facilities, striping, signage, parking and public education to safely accommodate LSV's as a functional component of a multi-modal system.

While even recently LSV's were considered a niche market the use LEV's has been rapidly expanding around the country. Higher transportation costs (fuel and vehicles), traffic congestion, greenhouse gas reduction and convenience will likely see an increasing role of LSV's in our future transportation system. The Sarasota example is a blueprint for both developing a LSV network in both new sustainable master planned communities and retrofits in our existing communities.

Jim Paulmann, FAICP is a Senior Principal with WilsonMiller Stantec in Sarasota. He can be contacted at Jim.Paulmann@stantec.com.

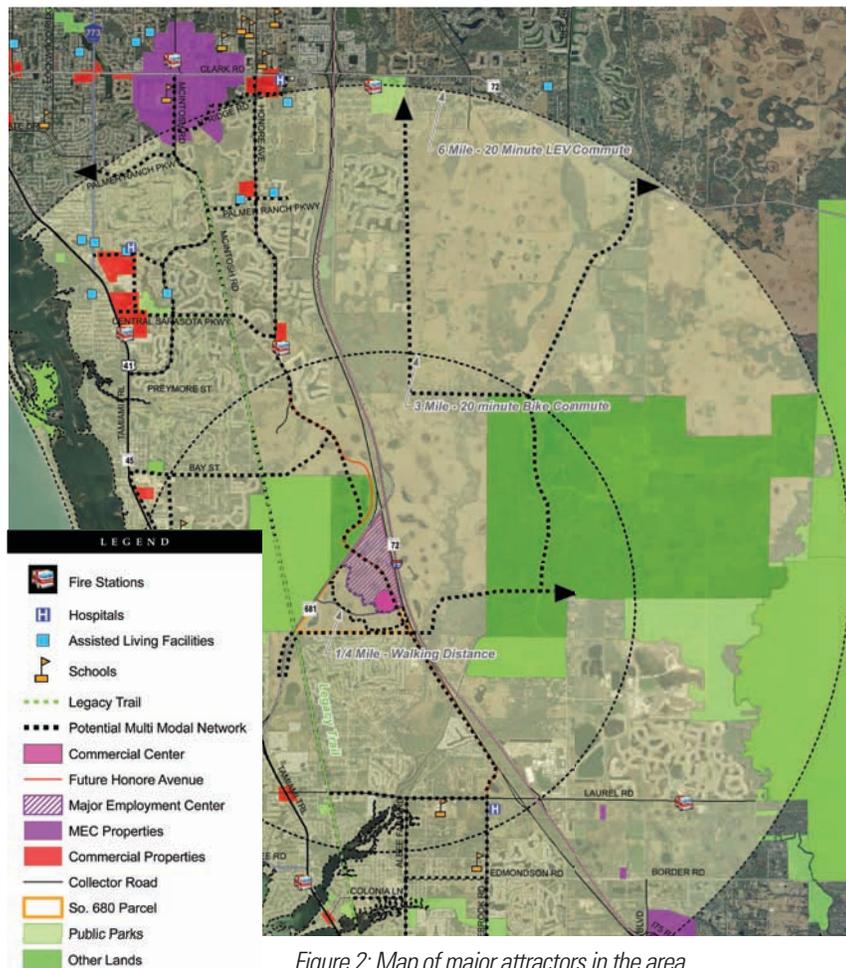


Figure 2: Map of major attractors in the area

[HURRICANE] SHELTER DEFICIT

continued from page 12

Since 2000, Florida has reduced its hurricane shelter space deficit by about 72 percent. Based on current trends, the Division estimates that about 84,000 spaces will be added to the state's inventory each year, down from 90,000 in 2008, with the result that the hurricane shelter space deficit may be eliminated by 2016, up from 2015 in 2008.

As Florida's hurricane vulnerable population continues to grow, it is vitally important that construction of hurricane shelters and retrofitting of existing buildings be considered a priority. If this state is to meet its goal of eliminating its hurricane shelter space deficit, the incorporation of the public shelter design criteria into new construction, improvements in EHPA compliance by school districts, retrofitting of suitable existing buildings and continued use of new technologies must be accomplished with more urgency.

Tim Brown spent the last 23 years in Florida, but is now a Staff Planner with the City of Dothan, Alabama. He may be reached at twbrown@dothan.org. NOTE: The information used for this article was derived from the Statewide Emergency Shelter Plan (January 2010), which is produced by the Department of Community Affairs, Division of Emergency Management, and is updated every two years.

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2011 PLANNING LEADERSHIP AWARDS PROGRAM

APA Florida is looking for your assistance in identifying potential nominees for consideration for the 2011 Planning Leadership Awards. Formerly known as Chapter Awards, the Planning Leadership Awards are the APA Florida Chapter's highest honors which recognize individuals for their leadership on planning issues. Leadership award candidates are nominated by the APA Florida Executive Committee which also serves as the Leadership Awards Jury. The 2011 APA Florida Leadership Awards will be presented during a special celebration at APA's Florida Annual Conference in Palm Beach, Florida.

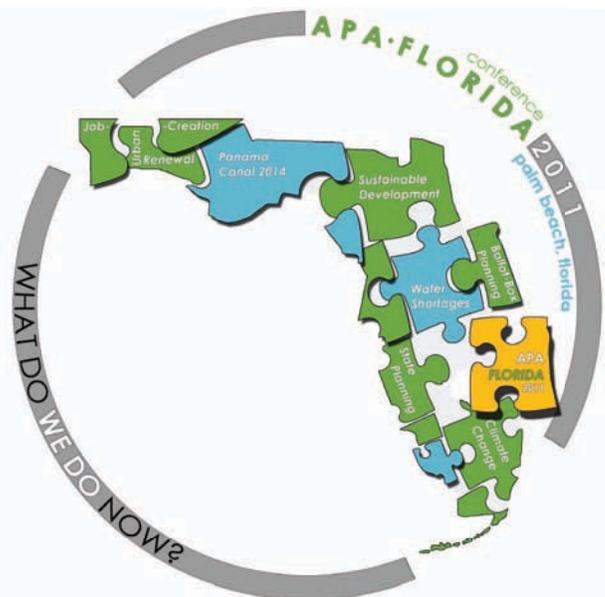
Nominations must fall into one of the following categories:

- *President's Lifetime Achievement*
- *Distinguished Contribution to the Chapter*
- *Legislator of the Year*
- *Outstanding Public Official of the Year*
- *Student Planner of the Year*
- *Outstanding Public Interest Group of the Year*
- *Outstanding Media Leadership*

The APA Florida Chapter Office must receive all nominations by 5:00 pm on Tuesday, May 17, 2011. For more information, go to www.floridaplanning.org.

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Go to www.floridaplanning.org for more details.



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[FLORIDA] PLANNING

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CHANGES OF ADDRESS

For APA members, send to:
Member Records Department
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122 S. Michigan Ave., Ste. 1600
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Fax: 312/431-9985 or log onto
www.planning.org/myapa

For Florida Chapter only members, send to
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2040 Delta Way
Tallahassee, FL 32303 or e-mail
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ARTICLES

Florida Planning welcomes articles, announcements, letters, pictures and advertising. Call 850/201-3272 regarding articles. **The next issue will be published June 2011.**

DEADLINES

Article deadlines are generally four weeks prior to publication. Ad deadlines are generally two weeks prior to publication. Consult the editor for any exception to this schedule.

SUBSCRIPTIONS

The annual subscription rate for Florida Planning is \$25.

ABOUT THE CHAPTER

APA Florida is a non-profit organization funded through membership dues and fees. Contributions are also welcomed for general purposes and earmarked programs. Please note that contributes are not tax deductible. For news and information on Chapter concerns, visit the APA Florida website at www.floridaplanning.org.



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[UPCOMING] EVENTS

MAY 15-20, 2011: GOVERNOR'S HURRICANE CONFERENCE

Ft. Lauderdale. Registration is now open for the 25th Annual Governor's Hurricane Conference. This conference is especially important to professional planners in Florida who may ultimately be faced with both short-term recovery and long-range redevelopment efforts in their communities. More than 25 AICP CM credits and ASFPM Floodplain Management CEUs will be available (pending). For more information, go to www.flghc.org

MAY 17-18, 2011: TRANSIT ORIENTED DEVELOPMENT COURSE

Ft. Lauderdale. The Broward MPO will be hosting the National Transit Institute's (NTI) two (2) day Transit-Oriented Development course on May 17 and 18, 2011. For more details about the course and instructions on how to register, please go to the following NTI link <http://www.ntionline.com/CourseInfo.asp?CourseNumber=TPE20> Please note the course is FREE to federal, state and local government employees who work in transportation or related areas. Seats go fast for these courses so register online at the link above to secure your place.

JUNE 8 - 11, 2011: 2011 FPZA CONFERENCE

Naples. Celebrate 60 years of FPZA at their 2011 State Conference in Naples. Earn up to 16+ AICP CM credits. For registration and conference details, go to www.fpza.org/main/page_conference.html

AUGUST 5, 2011: AICP EXAM PREPARATION COURSE

Jacksonville. An short preparation course for the AICP exam is planned for the evening of August 6th. Please visit <http://www.firstcoastapa.org> as more details about this event are announced.

SEPTEMBER 7-10, 2011: APA FLORIDA 2011 ANNUAL CONFERENCE

Palm Beach. Save the date for this annual event! Join your peers and friends at the historic Breakers Hotel to learn the latest in Florida planning. Earn your AICP CM credits at the same time. Watch for Updates. **Contact:** Alex Magee at 850-201-3272 or fapa@floridaplanning.org

For more information on these and other APA Florida events, please visit <http://www.floridaplanning.org/>