

Tab 4

CITY OF PALMETTO COMPREHENSIVE PLAN
AMENDMENT
ORDINANCE 2010-01

Map Amendment to the City's Comprehensive Plan

**City of Palmetto
Comprehensive Plan
Future Land Use Map Amendment
Staff Report**

Background

As a part of the process to relocate 23rd Street West, in order to accommodate the ball field expansion that resulted from the relocation of Palmetto Elementary School, the City has recognized the need to adjust the Future Land Use Map (FLUM) in order to accommodate the relocated collector.

Map 1 (attached) provides a graphic view of the 2010 FLUM, illustrating the current land use designation.

Map 2 (attached) illustrates the existing and revised alignment of 23rd Street and the proposed 10th Avenue extension.

Map 3 (attached) illustrates the recommended revisions to the FLUM that accommodate the relocated streets and provide appropriate Future Land Uses. As Map 3 illustrates, there are three parcels included in this Amendment.

Parcel 1, which is a 2-acre sliver of land, is located along the east right-of-way of the proposed extension of 10th Avenue West. The existing Future Land Use designation is PF, since the parcel is owned by the Manatee County School Board. The Amendment would change the land use category to GCOM, which will make it consistent with the adjacent GCOM designated area to the east.

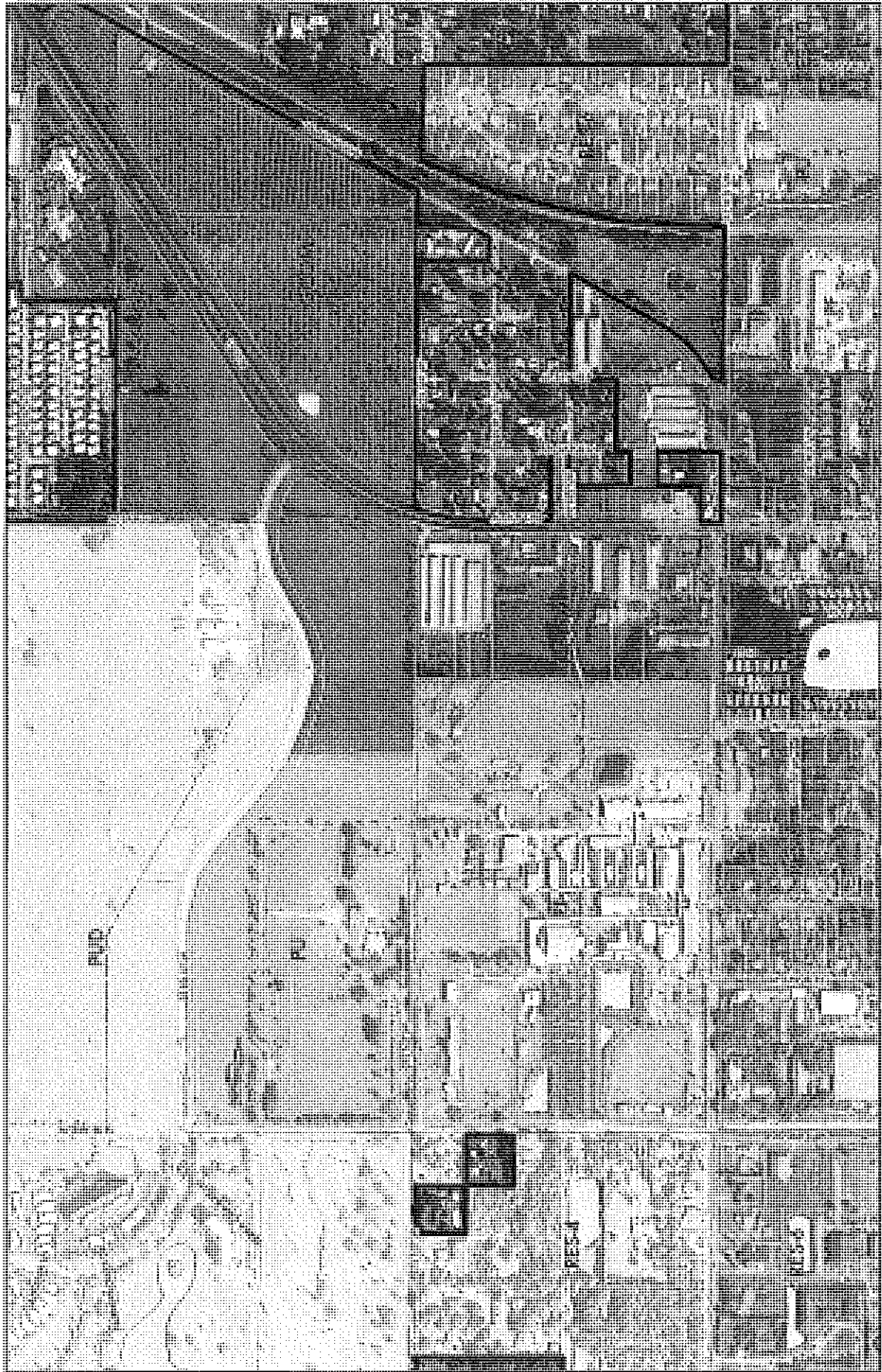
Parcel 2 is a 2-acre parcel that is located at the intersection of the proposed 23rd Street West/ 10th Avenue West extension in the southwest quadrant of the intersection. Since the parcel is located at the intersection of two functionally classified roadways, a commercial node at the intersection appears to be an appropriate Land Use designation.

Parcel 3 is an 11-acre parcel located east of the 10th Avenue extension between existing 23rd Street West and the proposed 23rd Street West. The proposed Land Use designation is GCOM and would be an extension of the existing GCOM designation to the east.

Conclusion

The addition of the three GCOM parcels is a logical extension of the existing GCOM designated land in the north portion of the City adjacent to both sides of US 41. This significant GCOM designated area, located in the northern side of the City, will provide a commercial anchor for the City in the future.

FUTURE LAND USE - 2010



2010 AVE DR. PALM BEACH, FL 33480
TEL: 561.741.7400 FAX: 561.741.7404

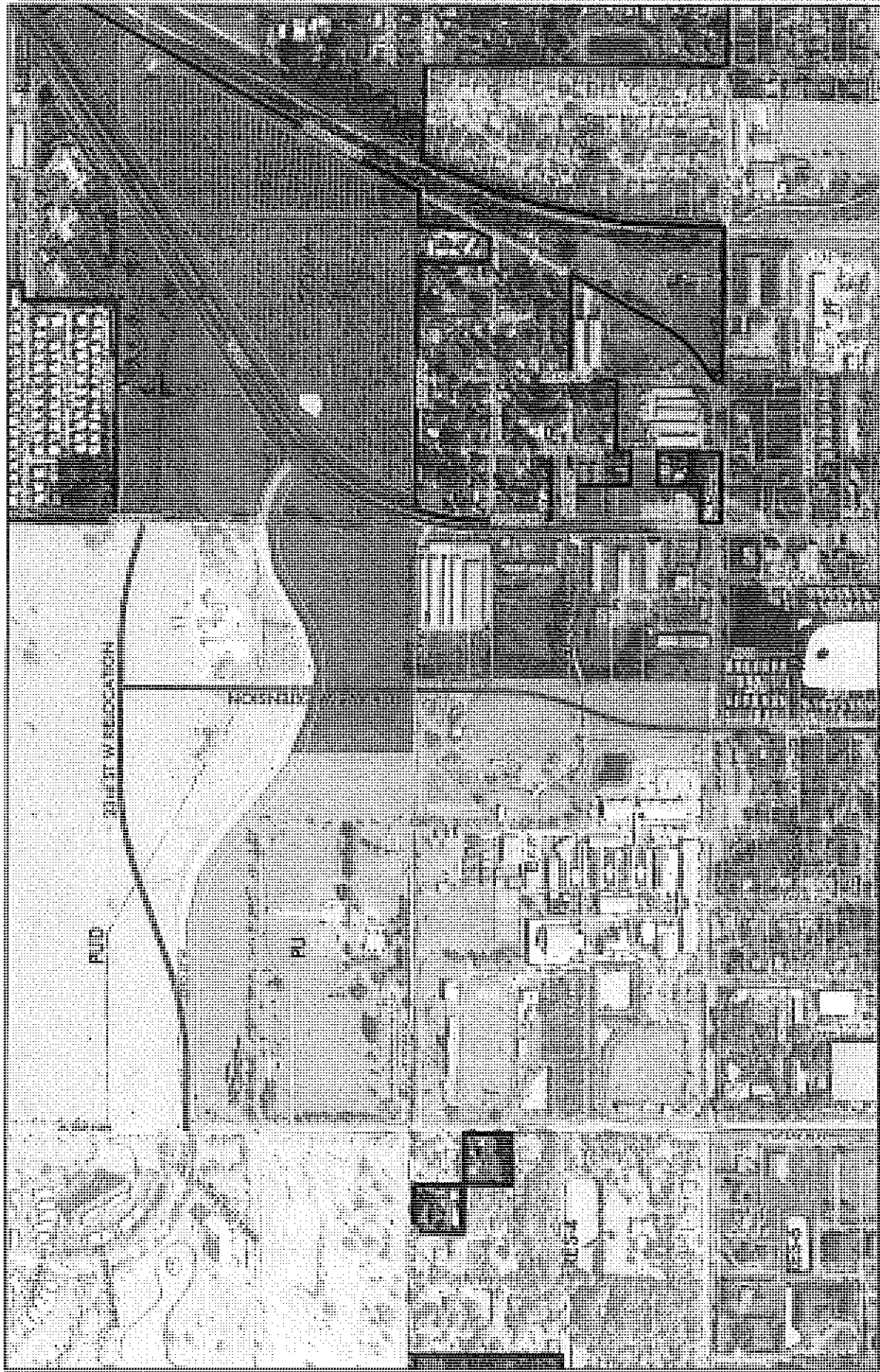
CITY OF PALMETTO

SCALE: 1"=400'
SOURCE: MANATEE COUNTY



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ZNS ENGINEERING
201 S.W. 1st St. Ft. Lauderdale, FL 33301
PHONE: 954.346.1000 FAX: 954.346.1001
TEL: 954.748.1000 FAX: 954.748.3316

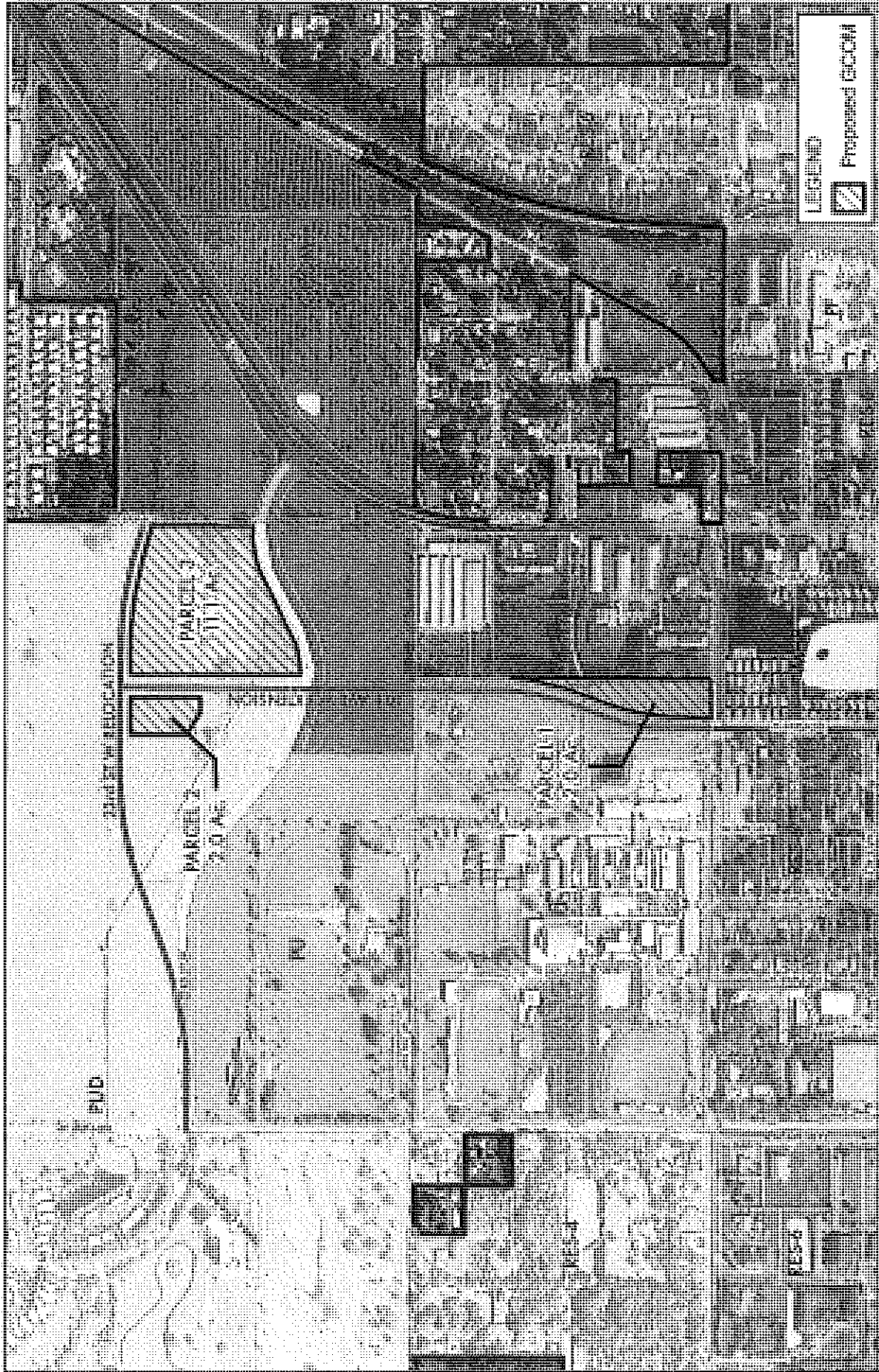
CITY OF PALMETTO

SCALE: 1"=600'
SOURCE: MANATEE COUNTY



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PROPOSED LAND USE AMENDMENT



ZNS ENGINEERING
 301 S. W. 14th St. Ft. Lauderdale, FL 33301
 TELEPHONE 954.748.0000 FAX 954.748.2314

CITY OF PALMETTO

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OLD BUSINESS

a. Planning Director Comments

Zoning and subdivision ordinances often promote the sprawling development patterns that many citizens oppose. Developers who agree with the citizens often find that mixed uses and pedestrian-friendly streets are difficult, if not actually illegal, to build. What tools can planners use to fix this absurd state of affairs?

Form-based codes are gaining popularity as communities realize the benefits of growing compactly. Miami has rewritten its entire zoning code using this approach, easily the most ambitious attempt at code reform anywhere in the country. However, most form-based codes apply to a limited portion of the community, often to downtown or key redevelopment areas that have been the subject of detailed physical planning.

Form-based codes are alternatives to conventional zoning. Whether the intent is a greyfield conversion of a dead mall or the revitalization of an aging commercial corridor, a shared physical vision of the desired character is the essential first step. A form-based code is then written to turn the design vision into objective standards that

replace the existing zoning.

According to the Form-Based Codes Institute: "Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning."

The frequent failure of zoning to carry out physical planning is unsurprising because zoning originated as a means to isolate and segregate land uses. Eighty years after the Supreme Court authorized local governments to zone land, zoning practice often remains mired in solving problems of that by-gone era.

Form-based codes are sometimes confused with design guidelines, which control how individual buildings look.

Design guidelines emerged from the efforts of preservation planners to control how renovations of historic buildings

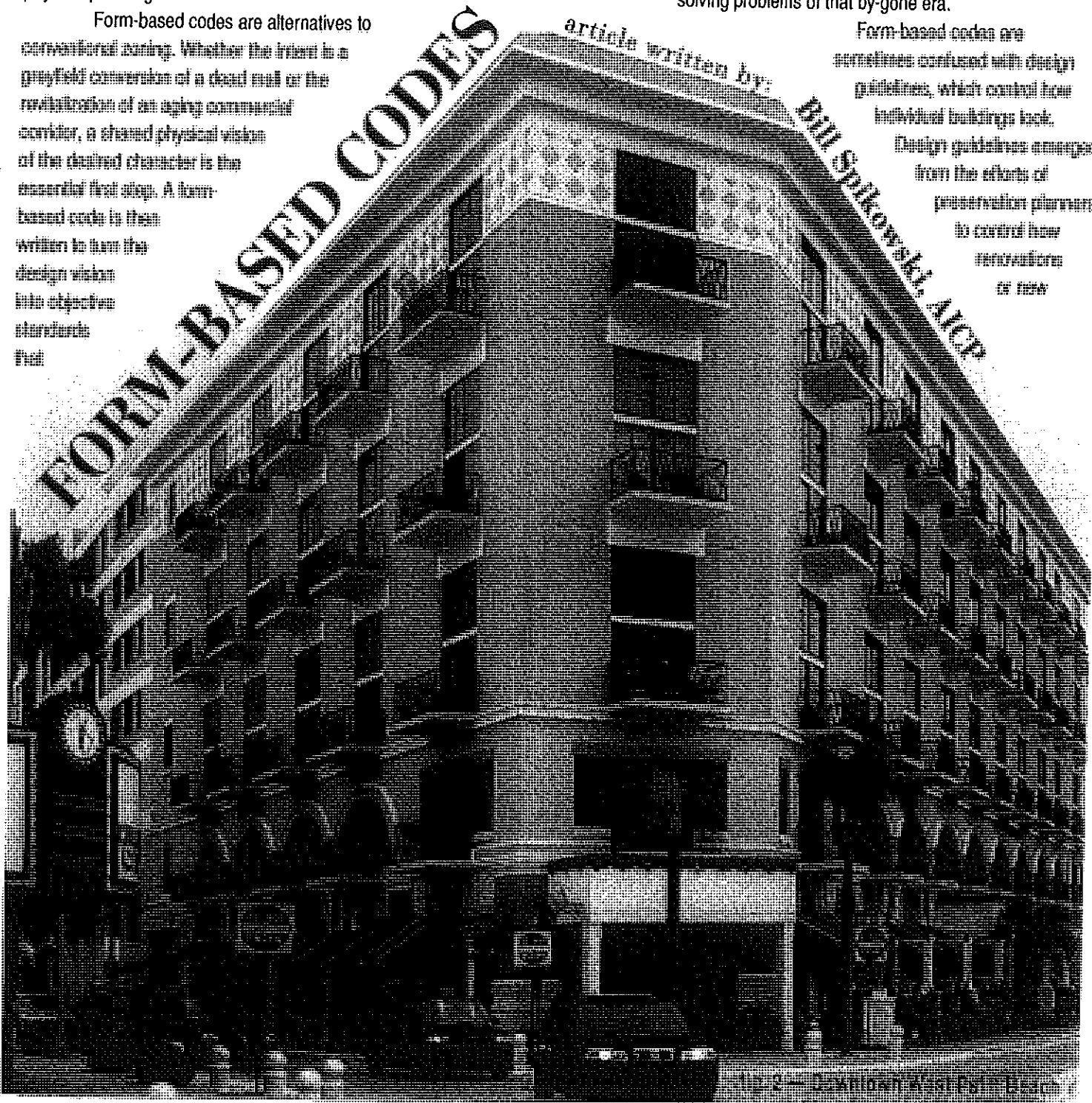


Fig. 2 — Downtown Miami, Florida

[FORM BASED] CODES CONTINUED

Continued from page 9

construction fit into historic districts. However, design guidelines usually require laborious discretionary reviews, eliminating the predictability that is the hallmark of a good regulation.

Ironically, the first modern form-based code was not a municipal regulation at all. The Seaside code was prepared so its developer, Robert Davis, could ensure the town's design would be implemented by purchasers of individual lots in a county that had no zoning at all. (fig. 1)

This technique was later adapted for PUD-like rezoning processes so that local governments could ensure that promised development patterns were carried out. Gaithersburg, Maryland, used this approach to accommodate the development of Kentlands in the late 1980s. Several local governments in Florida then adopted similar traditional neighborhood development (TND) codes.

About fifteen years ago form-based codes began being used in redevelopment and revitalization situations. Techniques had to evolve once hundreds of different property owners would be regulated by the new codes. Today there are many dozens of form-based codes in effect in Florida cities and counties.

West Palm Beach adopted a pioneering form-based code

in 1994 for its entire downtown. This code, in force during the entire building boom, has just undergone a significant overhaul. (fig. 2)

On a smaller scale, a new code for downtown Naples transformed Fifth Avenue South into a premier shopping and dining destination. (fig. 3)

Another prominent example is in Miami-Dade County, where land around the Dadeland Mall is being converted into a downtown for the sprawling community of Kendall.

The suburban community of Winter Springs is using a form-based code to create a new walkable center on undeveloped land.

The cities of Fort Myers and Sarasota have adopted form-based codes to carry out their downtown redevelopment plans. Both were fashioned after the model SmartCode.

In northern St. Lucie County, 28 square miles were planned to accommodate several new towns and villages. A form-based code adopted in 2006 will ensure that the towns and villages are comprised of traditional neighborhoods while the surrounding countryside is preserved for agriculture and habitat restoration. (fig. 5)

Sarasota County allows developers to use a new form-based code in key redevelopment areas if they commit to a charrette-based

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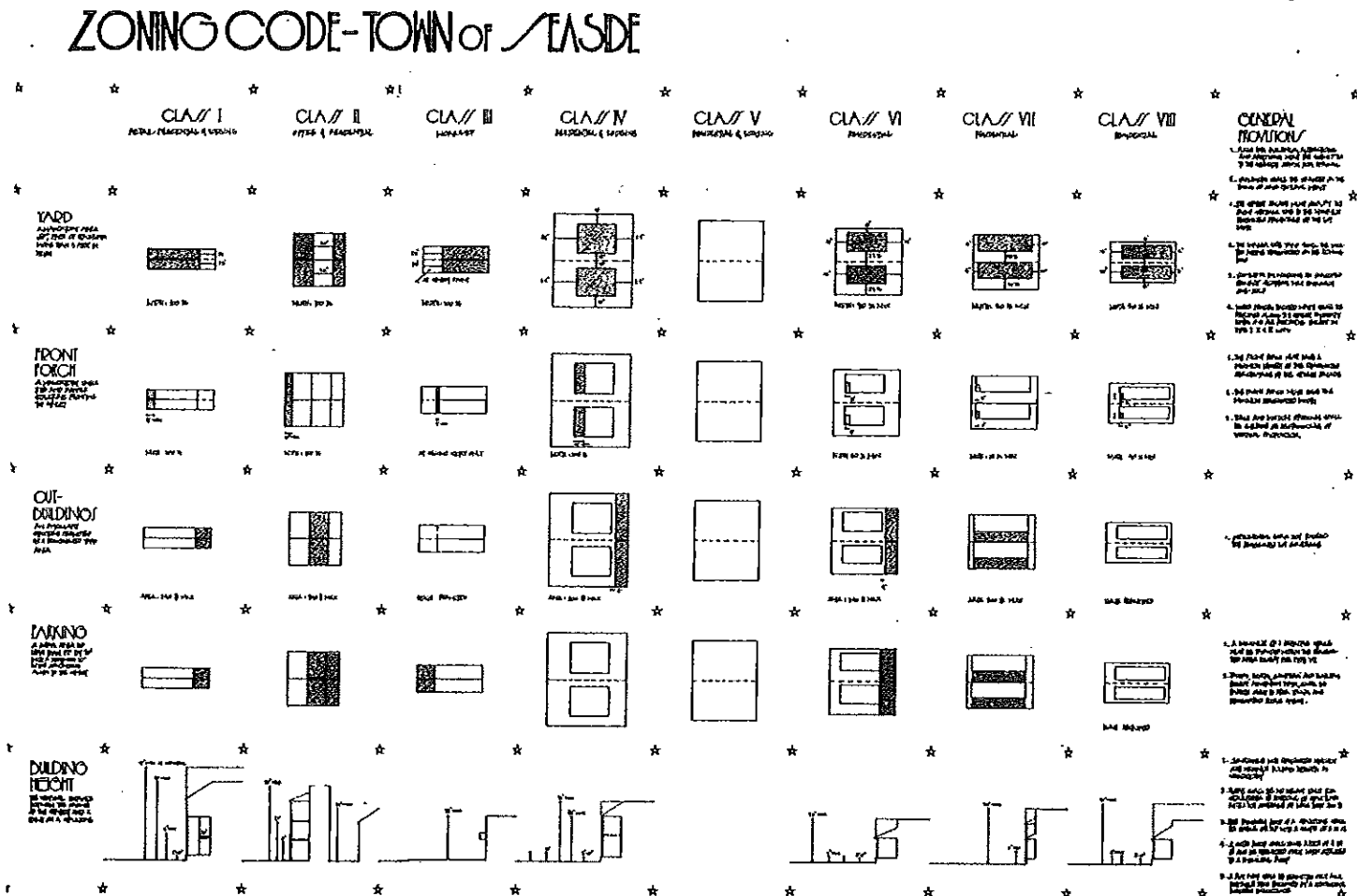


fig. 1 — Early poster code for Seaside [Duany, Plater-Zyberk & Co.]

[FORM BASED] CODES CONTINUED

Continued from page 10

planning process. The first development proposal in the community of waterfront community of Osprey is now working its way through the rezoning process. (fig. 6)

For fundamental issues about the creation of public spaces, such as avoiding blank walls or parking lots along sidewalks, form-based codes are very strict. Common but less-important rules, such as on-site parking and micromanagement of land use types, are loosened compared to typical zoning codes. Form-based codes make liberal use of matrices, diagrams, and other illustrations so that the intent of the code is clear even to non-designers.

The development approval process in Florida has become expensive, antagonistic, and unpredictable. When consensus can be achieved at the beginning of the coding process and the new rules are clearly written, the approval process can yield better results while also being quicker and more predictable. As Peter Park, Denver's planning director, has asked, "Why shouldn't Denver streamline permitting of development that matches what the city wants?"

Bill Spikowski, AICP is a Board Member of The Form-Based Codes Institute, and president of Spikowski Planning Associates. He can be reached at bill@spikowski.com.



Fig. 4 — Fifth Street Station in Naples

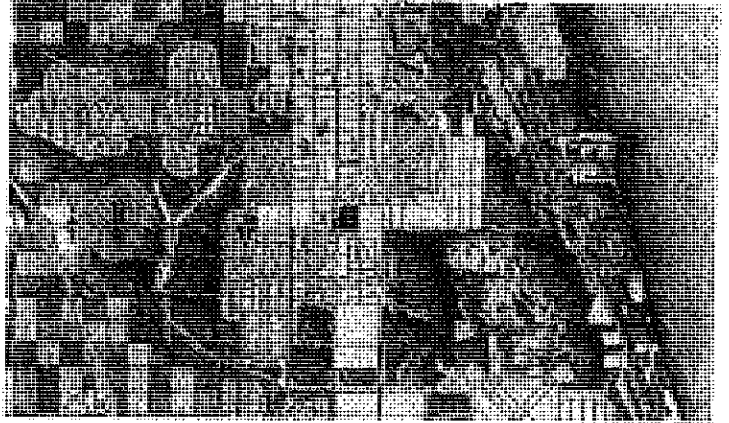


Fig. 5 — North St. Lucie County [Treasure Coast Regional Planning Council]

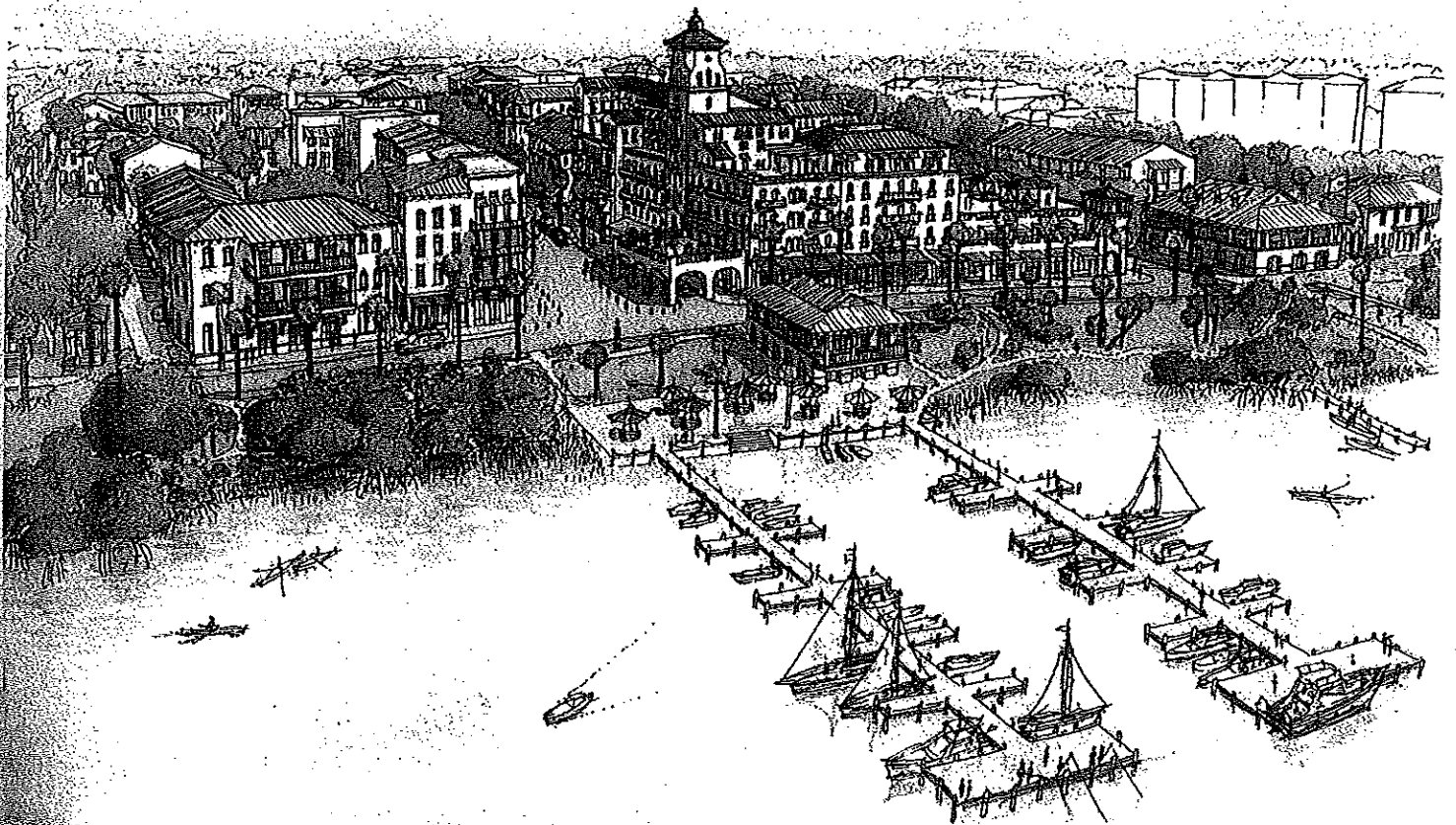
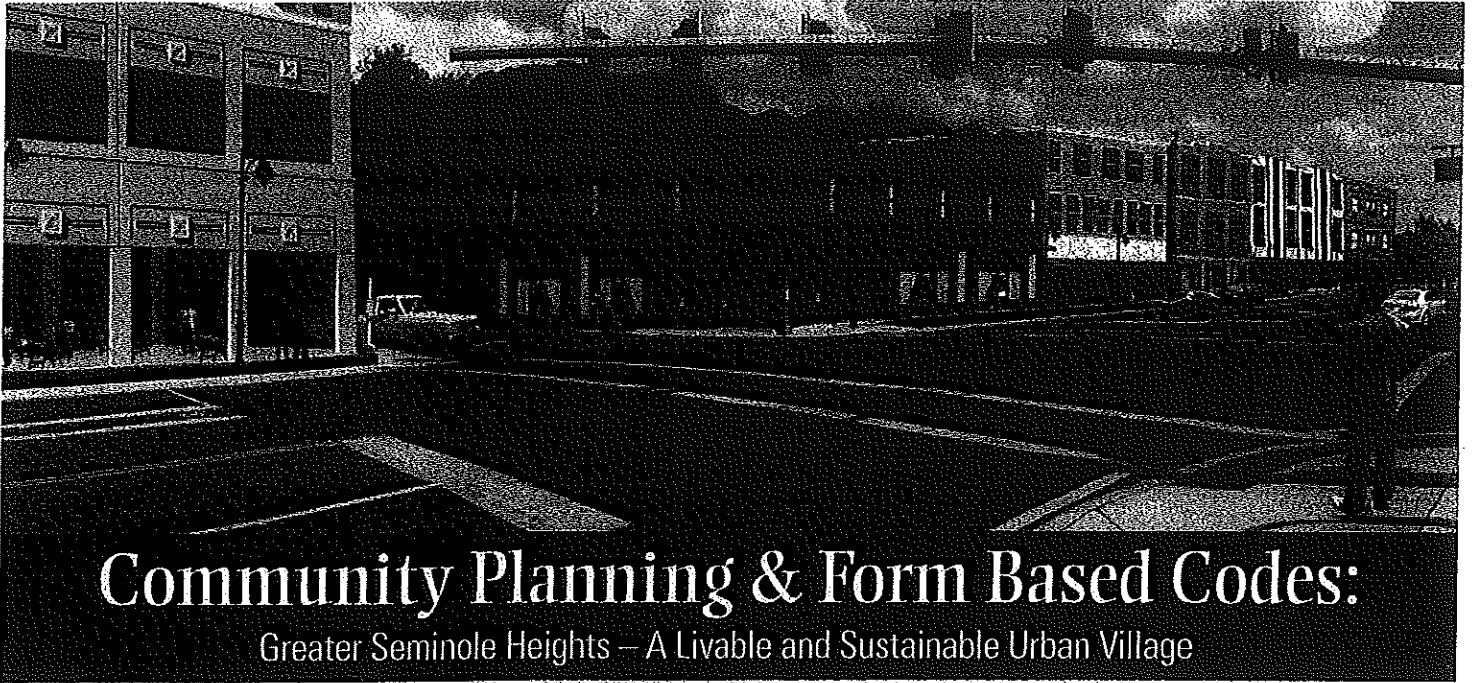
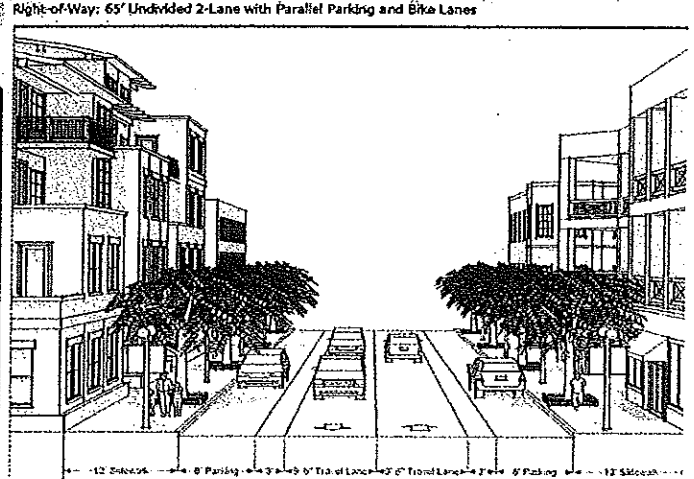
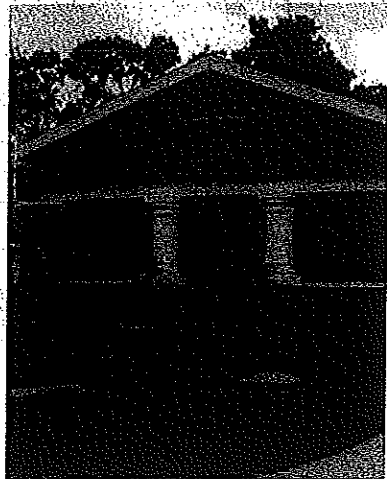
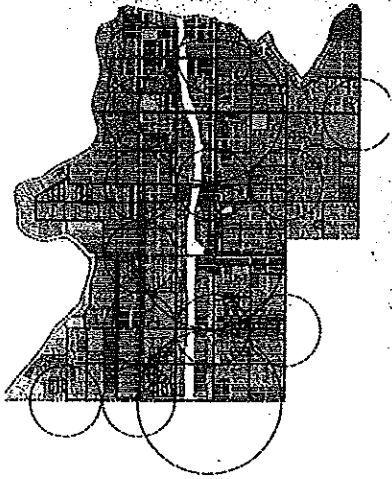


Fig. 6 — Osprey waterfront proposal in Sarasota County [Dover, Kohl & Partners]



Community Planning & Form Based Codes:

Greater Seminole Heights – A Livable and Sustainable Urban Village



Right-of-Way: 65' Undivided 2-Lane with Parallel Parking and Bike Lanes

by: Catherine Coyle

The City of Tampa, in an effort to invest in neighborhoods and enhance the future of its communities, established a proactive community planning program, titled Community Planning through Form-Based Codes (CP-FBC) in late 2007. Key to this program is the involvement and direction that the citizenry provides to the City planning staff during the process. By directly engaging and collaborating with the residents and business owners of a community to help shape the look and feel of their area, the City will be able to provide a more holistic and effective Community Plan for each area, as well as a form-based land development code.

In early 2008, the City of Tampa initiated the CP-FBC Program and began the vision planning phase for the Greater Seminole Heights area. This community-wide planning effort involved numerous meetings with area property owners, including residents, business owners, and other interested stakeholders, in developing a future vision for Seminole Heights. A consensus on the Vision for Seminole Heights was reached in 2009 and is presented in the report, entitled, "The Greater Seminole Heights Vision Plan".

The Greater Seminole Heights area is comprised of three (3) neighborhood associations and one (1) business guild, all of which are well organized and engaged with City government. The area offers cultural and historical references, one (1) locally-designated and two (2) nationally-designated historic districts, a diverse population, a defined and well-traveled street grid, multiple bus transit lines (including the planned Bus Rapid Transit), stable/traditional residential areas, a complete public school system (including one of the most notable buildings in Tampa – historic Hillsborough High School), eclectic architecture, an integrated parks system, significant natural resources, and linear commercial corridors.

The built environment of Greater Seminole Heights has a long history with structures being built between 1883 and the present. The majority of buildings (67%) were constructed between 1900 and 1950. Thirteen percent (13%) of this majority were built in 1925 alone. The residential architecture is eclectic throughout the area

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[COMMUNITY PLANNING] & FORM BASED CODES

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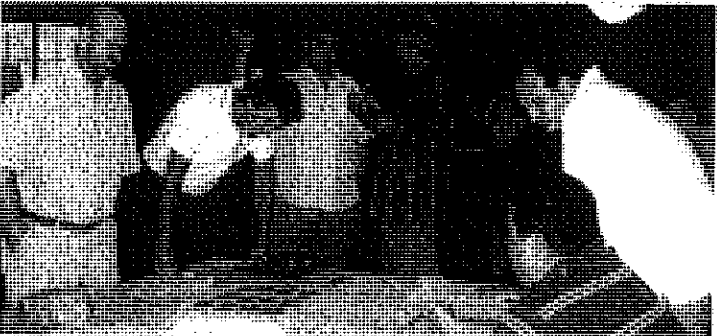
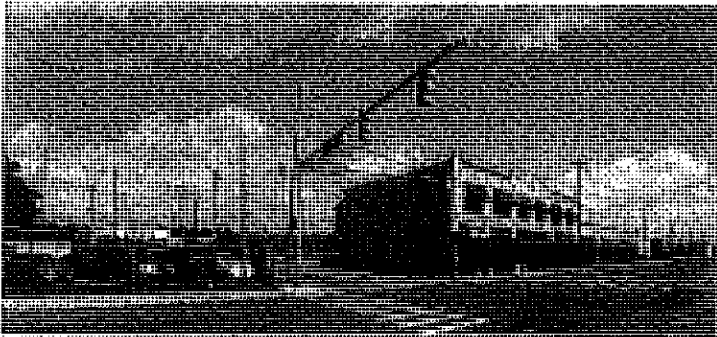
with high concentrations of craftsman in the central and south, minimal traditional in the northwest, and ranch and contemporary modern in the northeast.

Its proximity to the City center, coupled with limited commercial business diversity along the corridors, creates excellent redevelopment opportunity for neighborhood serving uses and the evolution of improved activity nodes. The nodes identified in the Vision Plan form a "ladder", which over time will serve to bridge the physical and social divide caused by the interstate system, and ultimately reconnect the community.

Neighborhood Nodes maintain a radius of 1/4 mile for potential increased development intensities and densities. The influence of these nodes could reach up to 1/2 mile by providing a mixture of services and daily goods for residents in the immediate area.

Community Nodes maintain a radius of 1/2 mile for potential increased development intensities and densities. The influence of these nodes could reach up to 2 miles by providing a mixture of services and goods for residents in the immediate area, as well as typical pass-through traffic via bicycle, transit, and passenger vehicle from the larger community.

Catherine Coyle is the Zoning Administrator for the City of Tampa. She can be contacted at catherine.coyle@tampagov.net

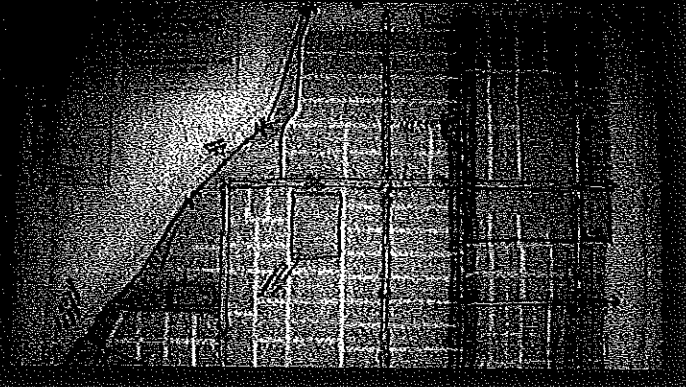


VISION & PRINCIPALS

The vision and principles for this community were drawn from a series of interactive charrettes and working sessions with area residents, property owners, and industry experts. These ideas translated into the following Vision Statements:

1. Create a neighborhood with an integration of land uses, serving both the immediate residents and surrounding City, which focuses on pedestrian connectivity and instills 'walkability' throughout design.
2. Create attractive, multi-use destinations that attract people and keep them there.
3. Protect/Capitalize on existing character of single family residential portions of the area (seen as the area needing the least amount of change, one of their greatest assets)
4. Develop mixed use corridors with centralized structured parking to move away from the approach that all zoning lots have to be self-contained and provide all parking on site; adopt creative parking strategies to serve the area.

This community has strong potential to continue its evolution as a livable community within the City of Tampa. The diversity in its human and built environment gives it a unique and sustaining character. The City is committed to the CP-FBC Program and the results are assured to benefit many generations to come.



NEW BUSINESS

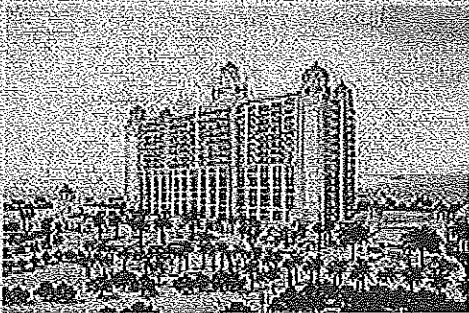
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The conference is an opportunity to bring together the players in the
planning world, which includes planners, developers, attorneys, elected
officials, engineers, citizens, environmentalists, and design professionals.

The conference provides an excellent forum for bringing together
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Thursday evening - June 10th, 2010
The Ritz-Carlton - Beach Club
Friday evening - June 11th, 2010
Installation of Officers and Guest Speaker

ONE-DAY WORKSHOP
Friday, June 11th, 2010
1:30pm - 5:00pm
Tools for Revitalization:
Exploring the New Town
Neighborhood of Sarasota

"PLANNING IN A NUTSHELL" WORKSHOP

Friday, June 11th, 2010 / 1:30pm - 5:00pm

(separate registration required)

This session is designed to provide a basic overview of traditional zoning and
sprawling. Elected and appointed officials, new and seasoned practitioners, as well
as interested citizens should consider attending this workshop. The session will
cover topics such as land use issues, including case studies, as well as
interview the Sarasota, FL, Executive Director, Urban and Planning, City of
and discuss how to run, participate in planning sessions as well as the
involvement of voters and special interests.



SPECIAL GUEST SPEAKER TIM DORSEY, AUTHOR

FRIDAY EVENING, JUNE 11TH, 2010

Tim Dorsey was born in Indiana, moved to
Florida at the age of 1, and grew up in a small
town about an hour north of Miami called
Riviera Beach. He graduated from Auburn
University in 1983 with a B.S. in
Transportation. While at Auburn, he was
editor of the student newspaper, The Plainsman.

From 1983 to 1987, he was a police and courts reporter for The Alabama
Journal, the now-defunct evening newspaper in Montgomery. He joined The
Tampa Tribune in 1987 as a general assignment reporter. He also worked as
a political reporter in the Tribune's Tallahassee bureau and a copy desk
editor. From 1994 to 1999, he was the Tribune's night metro editor. He left
the paper in August 1999 to write full time.

Tim has since published twelve novels in several languages: *Florida Roadkill*,
Hammerhead Ranch Motel, *Orange Crush*, *Triggerfish Twist*, *The Stingray Shuffle*,
Cadillac Beach, *Torpedo Juice*, *The Big Bamboo*, *Hurricane Punch*, *Atomic Lobster*,
Nuclear Jellyfish and his recently released novel, *Gator A-Go-Go*.

SESSIONS AT A GLANCE

Improve Web-Based Public Participation / Smart Charlotte 2050

While laying the groundwork for the development of Charlotte County's new Smart Charlotte 2050 Comprehensive Plan, Growth Management staff decided that it was critical to involve more interests than just the traditional development and environmental community stakeholders.

Charlotte County, with the help of University of Central Florida programmers, developed the PICT system to the high praise of citizens and special interests alike. The tool not only allowed broad public participation, but also allowed web discussion in real time over a larger range of topics than would be practical through traditional meeting or workshop settings. Additionally, policy changes occur in the public eye with explanations as to why they occurred, so greater responsiveness and accountability to citizens was built into the process.

The new web-based tool is available free to all government entities and it is useful for development of comprehensive plans, land development codes and any other government regulations in which superior public participation is desired. The training session will include an overview of the system, hands-on demonstration and a brainstorming session/discussion about improving public participation.

Urban Golf Carting

The presentation will discuss the various aspects of encouraging and permitting the use of golf carts on local city streets including the legal and practical requirements for allowing their use. Golf carts can provide an alternative for short length, convenience trips serving as an alternative transportation mode that contributes to TCEA compliance, offers low public implementation costs, and provides "green" solutions for community transportation.

Plenary Law Session

This session will help prepare planners, engineers and other land use professionals to be successful in both quasi-judicial proceedings and making a successful transition into profession testimony in deposition and courtroom situations. Cutting edge techniques, role play, and other interaction will be incorporated to make this a fun and useful session. CM Law Credits anticipated.

Airport Compatibility & Land Use, a Guidebook for Growth Management and Land Use Planning by FDOT

This session will focus on illustrating the important role of aviation in the State, on properly implementing the Airport Compatible Land Use Guidebook, and on the resources available to comply with and enforce existing laws to protect both airports and land use assets to ensure that these resources are available for both public and private uses and to ensure the State of Florida remains economically competitive. The session will walk participants through the various considerations that should be evaluated while managing their jurisdiction's assets. An interactive presentation will be provided followed by some engaging exercises and a question and answer period.

Redevelopment Toolbox: Hybrid Planning Solutions That Work

Communities throughout the State face similar planning challenges. They are seeking the balance between maximizing the unique features of their community, correcting or minimizing neighborhood design issues, and reaching public and political consensus on the Community Vision ... all within very tight budgets and while responding to strengthening State regulations. Each Community is unique. One size does not fit all. This presentation will focus on the redevelopment process and how to blend best planning practices with regulatory options that implements your community's vision.



SESSIONS AT A GLANCE

Resort Rentals in Residential Neighborhoods

During the current economic crisis, coastal communities are experiencing efforts by homeowners to protect investments in homes used by the owners on a seasonal basis. This has led to the use of these homes as rentals, some for terms as short as overnight. In some neighborhoods this has become a nuisance issue, prompting calls for action by permanent residents and property owners' associations. Some communities are looking at means by which this activity can be regulated, while others are involved in litigation to protect single-family neighborhoods from the intrusion of resort-related commercial uses. The intent of this session will be to demonstrate what communities around the State are doing to address this issue in terms of comprehensive plan, land development code, and permitting modifications. Additionally, definitional nuances will be discussed in an effort to assist with creating legally defensible positions for local government.

Placemaking in the 'burbs: Wellington, Florida

The essence of place making is the creation of economically vibrant, aesthetically attractive, lively and engaging, pedestrian-friendly places. Increasingly, another factor is coming into play—sustainability—leading to an increased focus on infill, mixed-use, walkable, and transit-served development projects as critical components for building healthy and enduring communities. However, delivering these dividends continues to be full of challenges for both developers and public officials especially in the suburbs where challenges abound. Wellington, Florida is no exception, planned and developed as a master planned community in the late 70s, Wellington, incorporated in 1995, has evolved as the 5th largest city in Palm Beach County, with approximately 60,000 residents. This presentation will review Wellington's efforts to reinvent itself, realizing that it had to change a little bit to stay the same and remain a Great Hometown.

“Re-Establish Local Communities” Through Transportation-Efficient Programs and Development

Everyone has experienced traffic congestion in one form or another. In Florida, too many people want to drive on the same route at the same time, particularly during peak rush hours, special events and holidays. In Florida, this problem will not go away unless there are better integration of land uses and urban design to reduce single-occupant trips and viable commuter choices to maximize impact in controlling congestion. Integrating mixed-use, walkable communities around transit corridors and hubs are vital to “re-establish local communities” by creating surrounding physical environment to influence a person's choice of commuting. Transportation Oriented Development (TOD) approach is even more apparent now with the signing of House Bill 1B to develop a comprehensive framework for Florida's current and future passenger rail system, including SunRail, Tri-Rail and plans for high speed rail.

The overall goal of this presentation is to inform government officials, planners and the public that the integration of TOD within the transportation system will “re-establish local communities” to improve quality of life and reduce environmental impacts; and that there are viable transportation choices in Florida to provide real alternatives to traffic congestion.

**CONFERENCE REGISTRATION
IS AVAILABLE AT
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MORE SESSIONS TO FOLLOW
Please check www.fpza.org
For updated information

Thursday June 10th luncheon
Tom Pelham, DCA Secretary

Friday June 11th
Awards luncheon

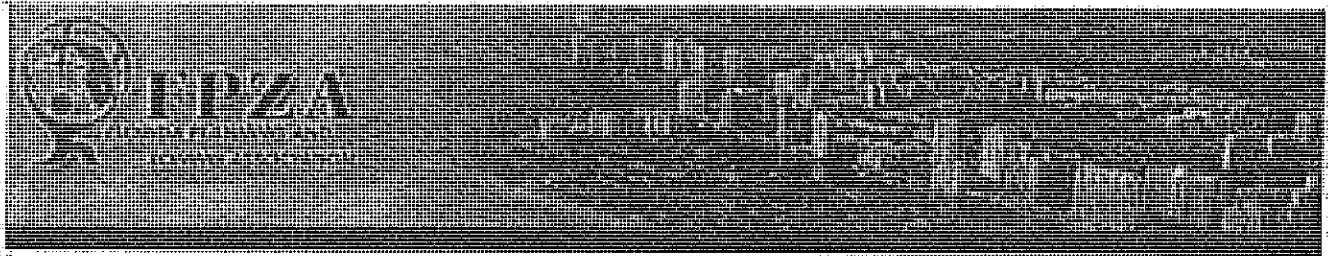
Florida Planning & Zoning Assoc.
Gulfcoast Chapter
c/o Ellen Wile
Najmy Thompson, PL
1401 – 8th Avenue West
Bradenton FL 34205

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The Ritz Carlton, Sarasota FL

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Registration is refundable less a \$50.00 processing fee up to 14 days prior to the conference, within 7 to 14 days, refunds will be given less a \$75.00 processing fee, no refunds will be given if notice of cancellation is less than 7 days prior to the conference.

To qualify for early registration, registration forms must be received by May 19th, with payment being received by May 26th.

	By May 19th	After May 19th	Quantity
Member Rate (Rate includes all sessions and meals)	\$375.00	\$425.00	<input type="text"/>
Non-Member Rate (Rate includes all sessions and meals)	\$400.00	\$450.00	<input type="text"/>
Student Rate (Rate includes all sessions, breakfast and lunch only)	\$150.00	\$175.00	<input type="text"/>
One Day Only Rate (Rate includes all sessions, events and meals)	\$200.00	\$225.00	<input type="text"/>
Indicate day:	<input checked="" type="radio"/> June 10th	<input type="radio"/> June 11th	
Planning in a Nutshell Friday, June 11th from 1:30 p.m. to 5:00 p.m. (includes break)	\$25.00	\$35.00	<input type="text"/>

Mobile Workshop

Friday, June 11th from 1:30 p.m. to 5:00 p.m.

Please indicate if you will be attending the mobile workshop.

Tour Name	Registrant Rate	Yes I will attend. <input type="checkbox"/>	Guest Rate
	Included		\$20.00

Tools for Revitalization: Exploring the New Town Neighborhood of Sarasota

Lunch/Dinner

Please check which event you will attend. Your selections will help determine how many food orders to place.

Registrant (Meals Included)	Guest Rate	
Wednesday - Opening Reception	\$80.00	\$90.00 <input type="text"/>
Thursday - DCA Secretary Luncheon	\$50.00	\$60.00 <input type="text"/>
Thursday - Beach Club Dinner	\$90.00	\$100.00 <input type="text"/>
Friday - Awards Luncheon	\$60.00	\$70.00 <input type="text"/>
Friday - Tim Dorsey Dinner	\$110.00	\$120.00 <input type="text"/>

3/23/2010

FPZA Conference Registration Form

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