

# **COMMENTS AND COORDINATION REPORT**

Central Florida Expressway Authority

Osceola Parkway Extension  
Project Development and Environment (PD&E) Study Re-evaluation  
Project Number: 599-223A

**Prepared for:**



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## SECTION 1 – INTRODUCTION

The Central Florida Expressway Authority (CFX) in July 2018 began the Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation to review alternatives for a new expressway connection between State Road 417 near Boggy Creek Road in Orange County and Cyrils Drive in Osceola County.

The goals of the proposed 9-mile, limited-access facility include providing for additional east-west capacity within the project area, enhancing mobility of the area's growing population and economy, relieving congestion on local roads, providing for the incorporation of transit options and promoting regional connectivity.

The study re-evaluation examined engineering, estimated project costs, and evaluated all alternatives and their potential impacts to the physical, natural, social and cultural environment. The study determined that the project is viable and fundable in accordance with CFX policies and procedures.

The preferred alternative, consisting of the Lake Nona Alternative to the west of Narcoossee Road and the Split Oak Minimization Alternative to the east of Narcoossee Road, had the fewest social impacts and highest projected traffic of the alternatives considered.

## PROJECT BACKGROUND

The Osceola Parkway Extension has been identified as a need in several local, long-range plans and master plans. The former Osceola County Expressway Authority (OCX) completed a PD&E Study in May 2017 for the Osceola Parkway Extension and presented a recommended alternative.

The CFX's enabling legislation (Senate Bill 230, Ch.2014-171) incorporated the parkway extension and other portions of the OCX 2040 Master Plan into the CFX 2040 Master Plan. In spring of 2018, CFX completed a Concept, Feasibility, and Mobility Study for the Osceola Parkway Extension. The input provided through public outreach, including stakeholder meetings, site tours and advisory committee meetings, during that study phase was a major component of the CFX PD&E Study Re-evaluation.

Public involvement and interagency coordination have been an integral part of the assessment process, and multiple opportunities for participation have been provided. A Public Involvement Plan (PIP) was established to initiate and maintain early, meaningful, continuous and high-level public and stakeholder involvement during the study.

The public involvement techniques utilized provided information to, and helped obtain vital input from: citizens, residential and business groups; elected and appointed officials; other government entities; environmental advocates; and others interested in the corridor-wide implications of the study re-evaluation segments.

Community groups could request a presentation via the [www. CFXWay.com](http://www.CFXWay.com) website, by emailing Public Involvement Coordinator Mary Brooks at [ProjectStudies@CFXWay.com](mailto:ProjectStudies@CFXWay.com) or calling the study hotline at 407-

802-3210. Citizens could submit comments via the website or project email address. They could also follow the study on Facebook (@OsceolaPkwyExtPDE ) for updates as well as to submit comments.

## **SECTION 2 – STAKEHOLDER COORDINATION AND MEETINGS**

### **2.1 ENVIRONMENTAL ADVISORY GROUP**

An Environmental Advisory Group (EAG) was formed to provide input for this study. As a special advisory resource to CFX and the consultant team, the EAG provided input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

For the PD&E Study Re-evaluation, one EAG meeting was scheduled. Meeting invitations were sent to representatives from environmental agencies and organizations, other government agencies, large landholders, community groups and other key stakeholders.

The EAG meeting was held on November 18, 2019 from 1:30 p.m. – 4:15 p.m. at the Central Florida Expressway Authority, Board Room, 4974 ORL Tower Road, Orlando, FL 32807. The meeting was attended by 61 people including 22 EAG members, 22 study personnel and 17 other attendees in the audience. Invitation letters were mailed to 89 members of the EAG. A GoToMeeting invitation was sent to members who indicated a need to join remotely. Organizations represented by the EAG members attending the meeting included:

- Audubon Society of Florida (Also Orange County and Kissimmee Valley Chapters)
- Bear Warriors United
- East Central Florida Regional Planning Council
- Florida Fish and Wildlife Conservation Commission
- Florida Native Plant Society (State and Tarflower Chapters)
- Florida Trail Association (State and Central Florida Chapters)
- Friends of Split Oak Forest
- Lake Mary Jane Alliance
- League of Women Voters of Orange County
- Orange County
- Osceola County
- Sierra Club
- South Florida Water Management District

The purpose of the EAG meeting was to review the study history and background, discuss the advisory group roles, discuss the project purpose and need, describe the study methodology, review the results of the study re-evaluation, and receive comments from the group. During this meeting, the CFX study team presented their findings from the development and comparative evaluation of the alternatives and requested input from EAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors,

environmental impacts, engineering analysis, and right-of-way requirements, were considered during the study re-evaluation.

Comments and suggestions from the EAG included:

- Provide funding for restoration and ongoing management of 1,550 acres of dedicated conservation land if donated by nearby landowners.
- Consider bridging the expressway over wetlands, trails and wildlife crossings in Split Oak Forest
- Provide multiple, high quality pedestrian and wildlife underpasses for the segment through Split Oak Forest.
- Provide a map showing the larger regional impact of the addition of 1,550 acres of conservation land indicating the proximity to other nearby conservation lands, as well as the St. Johns and Econlockhatchee Rivers.
- Do not go through Split Oak Forest.

## **2.2 PROJECT ADVISORY GROUP**

A Project Advisory Group (PAG) was formed to provide input for this study. As a special advisory resource to CFX and the consultant team, the PAG provides input regarding local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

During the PD&E Study Re-evaluation, one PAG meeting was scheduled. Meeting invitations were sent to representatives from homeowner associations, government agencies, large landholders, community groups and other key stakeholders.

The PAG meeting was held on November 18, 2019 from 9:30 a.m. – 11:30 a.m. at the Central Florida Expressway Authority, Board Room, 4974 ORL Tower Road, Orlando, FL 32807. The meeting was attended by 44 people including 11 PAG members, 21 study personnel and 12 other attendees in the audience. Invitation letters were mailed to 45 members of the PAG. A GoToMeeting invitation was sent to members who indicated a need to join remotely. Organizations represented by the PAG members attending the meeting included:

- Deseret Ranches
- Lake Ajay Village
- League of Women Voters of Orange County
- Orange County
- Osceola County
- Osceola County Public Schools
- Suburban Land Reserves
- Southern Oaks – Lennar Homes
- Tavistock

The purpose of the PAG meeting was to review the study history and background, discuss the advisory group roles, discuss the project purpose and need, describe the study methodology, review the results of

the study re-evaluation, and to receive comments from the group. During this meeting, the CFX study team presented their findings from the development and comparative evaluation of the alternatives and requested input from PAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors, environmental impacts, engineering analysis, and right-of-way requirements, were considered during the study.

Comments and suggestions from the PAG included:

- Questions regarding the recommendation of the Minimization Alternative on the eastern portion of the corridor.
- Question about the possibility of any development on the 1,550 acres of dedicated conservation land.

## **2.3 LOCAL GOVERNMENT OFFICIALS**

The Public Involvement Program involved identifying and communicating with state, regional, and local agencies having a potential interest in this project due to jurisdictional review or expressed interest.

Staff from Orange and Osceola counties regularly attended the first study progress meeting of each month throughout the re-evaluation process. Elected and appointed officials were provided notice of all public meetings. Municipal and agency officials also participated in the EAG and PAG meetings.

On Thursday, October 24, 2019, a meeting was held at the CFX offices at 4974 ORL Tower Road, Orlando to discuss matters relating to the Osceola Parkway Extension PD&E Study Re-evaluation. Attendees included CFX staff, members of the Osceola Parkway Extension PD&E Study Re-evaluation consultant team, and staff from Orange and Osceola counties.

Dan Kristoff of RS&H, the consultant for the Study Re-evaluation, provided an overview of the PD&E Study corridor and alternatives. A PowerPoint presentation was shared that included background on the study corridor. Mr. Kristoff discussed the major constraints in the study area and reviewed the typical section and various alignment alternatives. He described in detail the location and attributes of the Boggy Creek and Lake Nona Alternatives on the west end of the study area, and the Split Oak Avoidance and Split Oak Minimization Alternatives on the east end.

Ms. Kelsey Lucas of RS&H then discussed the alternative evaluation matrix, starting with the west segment. She noted the alternatives on the west end had very similar impacts in regard to utilities and contamination sites. Regarding cultural and historic effects, the Boggy Creek Alternative has higher impacts on historic properties than the Lake Nona Alternative: 18 conflicts vs. six conflicts.

Regarding the natural environment, the two west alternatives have similar impacts to lakes, floodplains and wetlands. The Lake Nona Alternative has a higher impact on gopher tortoises (123 acres vs. 58 acres). The Boggy Creek Alternative impacts an eagle's nest. The species ratings for the two alternatives are both moderate. Neither alternative would impact conservation or mitigation properties.

Regarding potential social impacts, Ms. Lucas stated the Boggy Creek Alternative has higher impacts to residential and non-residential properties. The Boggy Creek Alternative would have 25 displacements, while the Lake Nona Alternative would have six displacements. The socioeconomic impacts to special populations would be moderate for the Boggy Creek Alternative, and low for the Lake Nona Alternative, as most of that land is vacant.

The impacts between the two to developments of regional impact (DRI's) are similar, though slightly higher for the Lake Nona Alternative. There is a difference of just under \$100 million more in right of way costs for the Lake Nona Alternative. She noted the Lake Nona Alternative was being recommended as the preferred alternative due to the lower impacts previously mentioned.

Ms. Lucas discussed the evaluation matrix for the east segment alternatives. She noted there were similar utility and contamination site impacts between the Split Oak Avoidance and Minimization Alternatives. There were no historic impacts for either alternative.

She stated a significant distinction between the two alternatives is the impacts to the natural environment. Ms. Lucas noted the avoidance alternative has a higher impact to lakes, ponds and wetlands; the minimization alternative has a lesser impact to caracara, but a higher impact to gopher tortoises than the avoidance alternative.

She noted that both alternatives have similar impacts to floodplains. The minimization alternative has a high composite rating for potential species impacts; the avoidance alternative has a moderate impact.

Ms. Lucas stated as far as social impacts, the avoidance alternative involves 16 potential displacements compared to one parcel for the minimization alternative. The minimization alternative avoids disruption to the residences along Cyrils Drive; avoids potential impacts to the Southern Oaks development where construction is expected to begin soon; and moves the expressway farther away from the Lake Ajay Village community.

The minimization alternative would impact two parks and one trail, which the alternative will overpass. There would be a moderate impact to community cohesion for the avoidance alternative, and a low impact in that regard for the minimization alternative.

The impacts to DRI's would be the same for either alternative (48 acres each). As far as impacts to residential planned developments, the avoidance alternative would impact 175 acres vs. 88 acres for the minimization alternative.

Ms. Lucas noted the cost of the avoidance alternative would be \$100 million higher. She noted for the east segment CFX is recommending the minimization alternative as the preferred alternative. Mr. Kristoff discussed the recommended preferred alternative.

Glenn Pressimone, CFX's Chief of Infrastructure, presented information about the 1,550 acres of proposed dedication land from others, noting about 582 acres would be in Osceola County and 968 acres in Orange County. He noted the proposed conservation lands have been discussed previously with

staff at this meeting and with the Split Oak Forest Working Group. He noted the property owners relocated a proposed water treatment facility further south in response to working group requests.

Orange and Osceola County staff attending were:

- Renzo Nastasi, Orange County Transportation Planning Manager
- Beth Jackson, Orange County Environmental Protection Division
- Tawny Olore, Executive Director of Osceola County Transportation and Transit
- Bob Mindick, Director of Osceola County Parks and Public Lands

CFX and consultant staff addressed their questions regarding connection to local roads, distance from Lake Ajay, access to Split Oak Forest, funding for restoration and land management,

It should be noted that seven members of the CFX Governing Board sit on local government boards, including the Orange County Commission and Osceola County Commission.

## **2.4 OTHER STAKEHOLDER MEETINGS**

The study team met with large landholders, community associations, environmental advocates and agencies during the course of the study re-evaluation including:

The study team met with the following stakeholders:

- Greater Orlando Aviation Authority
- Tavistock
- Deseret Ranches
- Suburban Land Reserve
- Friends of Split Oak
- Annamarie Reithmiller, Landholder
- Lake Ajay Homeowners Association
- South Florida Water Management District
- Kimberly Buchheit, Environmental Advocate

### **Stakeholder Meeting Summaries**

- On Tuesday, June 5, 2018 a meeting with CFX and Tavistock was held at CFX offices. The purpose was to discuss the OPE Study Re-evaluation and its anticipated schedule. CFX requested development planning documents from Tavistock; they said they would share those. Tavistock asked about potential interchanges or connections to roadways in the Lake Nona area. They also inquired about the corridor width of the planned expressway.
- On Wednesday, June 13, 2018 CFX met with representatives of the Greater Orlando Aviation Authority (GOAA) at GOAA offices. The purpose was to update GOAA on the OPE Study Re-evaluation. CFX asked about GOAA's Poitras property. GOAA indicated it sold the eastern portion of that property, along with the conservation easements, to Tavistock, but GOAA retained the

western portion of Poitras. CFX asked for the master plan documents for that property; GOAA said they would provide those documents. GOAA expressed its strong desire for a direct connection to Orlando International Airport from the Osceola Expressway Extension.

- On Monday, July 9, 2018 a meeting with CFX and Tavistock was held at the CFX office building. The purpose of the meeting was to discuss the timeline of the PD&E schedule compared to the application to Florida Communities Trust (FCT). CFX made it clear that the application to FCT is separate from the PD&E study re-evaluation and is not part of the schedule. Discussion centered on potential requirements to secure FCT approval of a land grant and linear facility easement in Split Oak Forest.
- On Monday, July 23, 2018 a meeting with CFX, Tavistock, Deseret Ranches, Suburban Land Reserve, and Hopping Green & Sams was held at the CFX Main office building. The purpose of the meeting was to discuss the timeline of the PD&E schedule compared to the application to FCT.
- On Tuesday, August 7, 2018 a meeting with CFX and Tavistock was held at the CFX Main office building to share study information with Tavistock staff responsible for the development and build-out of the Lake Nona area and Poitras parcel.
- On Monday, August 13, 2018 the project team gathered at the main entrance to Split Oak Forest for the purpose of a guided tour of the portions of Split Oak potentially affected by the proposed roadway alternatives. Attendees included representatives from the Florida Fish and Wildlife Conservation Commission, Audubon of Florida, Orange County and Osceola County. The tour primarily focused on traversing the areas affected by the 2015 PD&E Study alignment as well as the previous Refinement 1A alignment.
- On Thursday, August 16, 2018 a meeting with CFX, Tavistock and Deseret Ranches was held at the CFX Main office building. The purpose of the meeting was to discuss the Osceola Parkway Expressway alternatives. Tavistock noted that Del Webb is closing in December on about 270 acres from Cyrils Drive south. There was also discussion related to the actual land arrangements associated with Refinement 1A from the previous CF&M Study.
- On Wednesday, September 5, 2018 a meeting with CFX, Tavistock, Deseret Ranches and Suburban Land Reserve was held at CFX headquarters. The purpose of the meeting was to discuss the Osceola Parkway Expressway alternatives. Access to the airport was the main topic of this discussion. Both Tavistock and Deseret representatives agreed near-term access to the airport could be provided via an upgraded Boggy Creek Road and therefore the direct OPE connection to the airport could be deferred to a later phase. Direct access between OPE and SR 417 via new ramps is critical. CFX confirmed the existing Boggy Creek interchange was designed to accommodate the SR 417/OPE future direct connect ramps to / from the south, but not the direct north/south movement that by-passes the existing diamond ramp termini. Extensive discussion regarding the prominent movement/direction east of Split Oak Forest occurred. Based on information developed through the Northeast Connector Expressway Extension study, CFX suggested that only one east/west limited access facility was needed and it should extend to the southeast linking with Nova Road and eventually connecting with I-95 in Brevard County; the other east/west facility could be a high-capacity arterial.

- On Monday, September 17, 2018 a meeting with CFX, Tavistock, Deseret Ranches and Suburban Land Reserve was held at CFX headquarters. The purpose of the meeting was to update information for the re-evaluation with a review of alternatives and the impact that recent development plans would have on them. Tavistock informed CFX that the alternative shown would impact a planned water/sewer treatment plant for the Sunbridge development. They also reported that the Lennar property to the west of Split Oak Forest received approval for a planned development. Tavistock indicated its plans for a future extension of Medical City Drive over SR 417. There was discussion about the mainline/through traffic going south toward Nova Drive and the need to modify the ramps to 70 mph criteria instead of 60mph for all alternatives.
  
- On Friday, September 28, 2018, Public Involvement Coordinator Mary Brooks with Quest Corporation of America met as requested with Annamarie Riethmiller at her 15-acre property, located at 5900 Cyrils Drive. She stated it would be very difficult to get the east-west corridor through this area without affecting the Split Oak Forest Wildlife Environmental Area (SOFWEA). She requested the following be part of the project:
  - 1) A wildlife crossing between SOFWEA and the wetlands on the east side of her property;
  - 2) If her property must be affected, she only wants a partial take – not full – so she can have enough left to build a wildlife sustainability center;
  - 3) If the alternative selected is associated with the developer-offered, conservation land dedication, she wants the SOFWEA remainder to be used for a wildlife education center;
  - 4) Study field staff must contact her for property access as she has pigs and mini horses that kick;
  - 5) The wetlands that extend east to Absher and south to Jack Brack should be protected at all costs.
  
- On Monday, October 22, 2018 a meeting with CFX, Tavistock and Deseret Ranches was held at CFX headquarters. The purpose of the meeting was to discuss the Osceola Parkway Extension alternatives. They discussed the significant elements of the SR 417 west interchange alternative that combines the Osceola Parkway Extension (OPE) and SR 417 systems interchange with a local access interchange at Lake Nona Boulevard and Laureate Boulevard. Joe Berenis, CFX's Chief of Infrastructure, explained that CFX does not allow local traffic and system interchange traffic to mix for safety and operational reasons.
  
- On Monday, November 5, 2018 a meeting with CFX, Tavistock and Deseret Ranches was held at CFX headquarters. The purpose of the meeting was to discuss the Osceola Parkway Extension alternatives, with the key items being the OPE/SR 417 Interchange and the OPE interchange adjacent to Split Oak Forest.
  
- On Thursday, November 15, 2018, the study team and Osceola County Commissioner and CFX Board Member Fred Hawkins met with the Lake Ajay HOA at the Eagle Creek clubhouse. The HOA had requested an update on the Osceola Parkway Extension PD&E Study Re-evaluation at its annual meeting. Mr. Hawkins said he was there as Osceola County Commissioner. The study team presented the alternatives that were being reviewed and fielded questions from meeting attendees.

- On Tuesday, November 27, 2018, CFX met with the South Florida Water Management District for purposes of a pre-application meeting for the Osceola Parkway Extension. They reviewed stormwater criteria and environmental concerns connected with the proposed project.
- On February 7, 2019, Glenn Pressimone, CFX Director of Engineering, and consultant Public Involvement Coordinator Mary Brooks met with Kim Buchheit to address her questions and comments regarding the Osceola Parkway Extension PD&E Study Re-evaluation.
- On Friday, March 8, 2019 a meeting with CFX and Tavistock was held at CFX headquarters. The purpose of the meeting was to discuss proposed pond sites for the various Osceola Parkway Extension alternatives.

## 2.5 PUBLIC INVOLVEMENT AND MEETINGS

The PIP included conducting a public meeting to present the study re-evaluation information and to gather feedback. An effort to obtain public input regarding the Osceola Parkway Extension PD&E Study Re-evaluation was conducted by meeting with key stakeholders, engaging the media, meeting with the Project and Environmental Advisory Groups, and holding a public workshop.

The Public Workshop was held on November 19, 2019 from 5:30 p.m. – 7:30 p.m. in the cafeteria of Lake Nona Middle School, 13700 Narcoossee Road, Orlando, FL 32832. The meeting was advertised in advance with legal ads in the Orange and Osceola editions of the *Orlando Sentinel* and the Spanish-language *El Sentinel* on Sunday, November 3; Sunday, November 10 and Sunday, November 17; the *Osceola News Gazette* on Thursday, November 7 and Thursday, November 14; and the Spanish-language *El Osceola Star* on Thursday, November 7 and Thursday, November 14. An ad was posted in the *Florida Administrative Register (FAR)* on Thursday, October 31, 2019, and a news release was distributed to major media outlets on Wednesday, November 13, 2019 as follows:

Discover Osceola	La Prensa	Spectrum News 13, Ch. 13
Osceola News Gazette	Telemundo	WESH-TV, Ch. 2
El Osceola Star	Orlando Business Journal	WKMG-TV, Ch. 6
Orlando Sentinel	Florida Politics	WFTV-TV, Ch. 9
El Sentinel	Osceola Woman	WOFL-TV, Ch. 35
Orlando Weekly	Orange Observer	WOTF-TV, Ch. 43
Sunshine State News	Florida Politics	News Service of Florida
WFLA Radio	Florida’s Radio Network	WDBO Radio
WMFE-FM	Celebration News	GrowthSpotter
WTLN Radio	Positively Osceola	Engineering News-Record (ENR)

Workshop invitation letters were mailed to 3,607 property owners and tenants within the corridor and to 42 elected officials on Tuesday, October 29, 2019. Public Workshop invitation letters were emailed on Thursday, October 31, 2019, to 48 elected officials and their aides; 31 local, regional, state, and federal agency contacts; and 182 people in the database. Meeting information was also posted on the study re-evaluation website and Facebook page.

There were 433 attendees who signed in at the Public Workshop. This included 396 members of the public and 37 staffers. Officials attending included representatives of the offices of U.S. Senator Marco Rubio, State Representative Mike LaRosa and Orange County Commissioner Emily Bonilla; Tawny Olore and Joshua DeVries of Osceola County; Beth Jackson of Orange County; and Rax Jung of Florida’s Turnpike Enterprise.

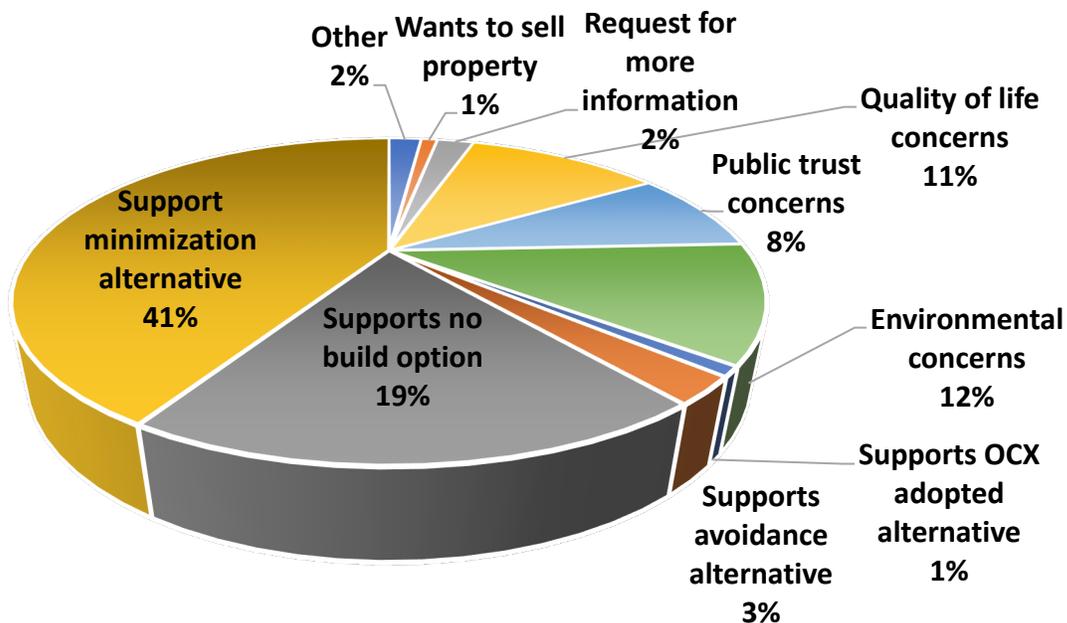
During the workshop, attendees viewed a looped audiovisual presentation that provided an overview of the study re-evaluation process, history and details, alternatives considered, and the proposed preferred alternative. They were also able to view multiple exhibits showing the OCX adopted alternative that was re-evaluated, the alternatives that were developed during the re-evaluation, the typical section of the proposed road, and an evaluation matrix of the various factors considered in recommending a preferred alternative. Study team members were on hand to answer questions and manage three smart screens that allowed attendees to zoom into various locations along the corridor.

## 2.6 SUMMARY OF PUBLIC COMMENTS

A total of 288 written comments were received during the Public Workshop comment period: 178 were submitted at the meeting and 110 were emailed by November 30, 2019. **Exhibit 2-1** reflects the general nature of the comments received. Many comment forms touched on multiple topics, so referenced numbers may exceed the total number of comment forms received.

It should be noted that the vast majority of the commenters supporting the minimization alternative indicated their support was tied to full restoration of the dedicated conservation lands to match the quality of Split Oak Forest, funding for ongoing maintenance of the conservation lands, and connectivity of both uplands and wetlands to nearby preserves.

**Exhibit 2-1: Comment Categories from Public Workshop**



Comment categories and related statements from the Public Workshop are listed below.

- I support the minimization alternative with the “full compensation package.”
- I strongly oppose any roads through conservation areas, specifically Split Oak Forest.
- We have options and we need to protect endangered species.
- Split Oak Forest needs to be preserved in perpetuity, as intended by the measures taken in the 90’s.
- Ensure critter crossing for animals and light and noise barriers for people.
- Please leave the turn lane open to make a U-turn by Narcoossee Road and Clapp Simms Duda Road.
- Can people at Fells Landing get a wall buffer?
- The proposed roadway will be a few feet from our house. This is a huge negative change in our lifestyle.
- I would like to see Boggy Creek Road widened before the project event gets started. Too many cars using it now.
- Let’s put it up for a decision and start building!

## **SECTION 3 – WEBSITE**

Study information was housed for easy public access on the study’s website:

<https://www.cfxway.com/agency-information/plans-studies/project-studies/osceola-parkway-extension-pde/>

The website was updated with the latest alternatives exhibits, schedules, fact sheets, presentations, meeting notices and summaries, photos, and news releases. Information from the EAG and PAG meetings were also posted on the website. Between July 2018 and December 2019, the study website had 4,448 visits. An electronic comment form was available on the website, as well as a request form to receive email updates.

Additionally, a study Facebook page (@OsceolaPkwyExtPDE) provided meeting notices, photos, and links to information available on the website.

## **SECTION 4 – MEDIA COVERAGE**

The Public Involvement Program included the strategy of using the media to help share information and meeting notices about the PD&E study re-evaluation.

The news release regarding the Public Workshop was sent to major media outlets on Wednesday, November 13, 2019.

Deanna Albrittin of WFTV-TV, Ch. 9 conducted interviews and did a live shot from Lake Nona Middle School for the late evening newscasts.

Table 4-1 provides detail on the media coverage of this study.

**Table 4-1: Media Coverage**

Date	Media Outlet	Medium	Headline	Summary and Link
11/19/18	WFTV-TV, Ch. 9	TV	None	Report about the Public Workshop and plans for the Osceola Parkway Extension. <a href="http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGllhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWFnYXRld2F5LmFzcHg%2FVXNlcklEPTQyNDI1MiZNRREIPTeYNTeYMTc5Jk1EU2VIZD00MTQzJIR5cGU9TWVkaWE%3D">http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGllhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWFnYXRld2F5LmFzcHg%2FVXNlcklEPTQyNDI1MiZNRREIPTeYNTeYMTc5Jk1EU2VIZD00MTQzJIR5cGU9TWVkaWE%3D</a>
11/19/19	Spectrum News 13	TV/Online	None	Preview story on the Public Workshop and what attendees will see at the meeting. <a href="https://www.mynews13.com/fl/orlando/environment/2019/11/19/plan-calls-for-toll-road-through-forest-near-lake-nona">https://www.mynews13.com/fl/orlando/environment/2019/11/19/plan-calls-for-toll-road-through-forest-near-lake-nona</a>
11/19/19	WESH-TV, Ch. 2	TV	None	Report previewing the Public Workshop. <a href="http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGllhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWFnYXRld2F5LmFzcHg%2FVXNlcklEPTQyNDI1MiZNRREIPTeYNTeYMTc5Jk1EU2VIZD02NTI5JIR5cGU9TWVkaWE%3D">http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGllhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWFnYXRld2F5LmFzcHg%2FVXNlcklEPTQyNDI1MiZNRREIPTeYNTeYMTc5Jk1EU2VIZD02NTI5JIR5cGU9TWVkaWE%3D</a>
11/18/19	Growth Spotter	Online	CFX consultant to recommend developer-backed route for Osceola Parkway Extension	Report that CFX consultant to recommend route for Osceola Parkway Extension. <a href="https://www.cfxway.com/wp-content/uploads/2019/11/GROWTHSPOTTER-11.19.19.pdf">https://www.cfxway.com/wp-content/uploads/2019/11/GROWTHSPOTTER-11.19.19.pdf</a>
11/5/19	Florida Politics	Print / Online	Orange Co. proposal would lock down Split Oak Forest preserve	Article about an amendment before the Orange County Charter Review Commission. <a href="https://floridapolitics.com/archives/310426-orange-co-proposal-would-lock-down-split-oak-forest-preserve">https://floridapolitics.com/archives/310426-orange-co-proposal-would-lock-down-split-oak-forest-preserve</a>
10/31/19	Orlando Sentinel	Print / Online	Split Oak controversy over expressway route re-emerges with tough choices	Report about upcoming meetings on the recommended preferred alternative for the Osceola Parkway Extension. <a href="https://www.orlandosentinel.com/news/transportation/os-ne-split-oak-road-controversy-reawakens-20191031-5vq47stbf5fdtflbghmq6lyyja-story.html">https://www.orlandosentinel.com/news/transportation/os-ne-split-oak-road-controversy-reawakens-20191031-5vq47stbf5fdtflbghmq6lyyja-story.html</a>
10/29/19	Growth Spotter	Online	Tavistock, Deseret Ranches sign \$93M right-of-way agreement for Osceola Parkway Extension	Article about a ROW agreement for the Osceola Parkway Extension. <a href="https://www.cfxway.com/wp-content/uploads/2019/11/GROWTHSPOTTER-10.29.19.pdf">https://www.cfxway.com/wp-content/uploads/2019/11/GROWTHSPOTTER-10.29.19.pdf</a>

## **SECTION 5 – APPENDICES**

5.1 ENVIRONMENTAL ADVISORY GROUP DOCUMENTS

5.2 PROJECT ADVISORY GROUP DOCUMENTS

5.3 LOCAL GOVERNMENT OFFICIALS' DOCUMENTS

5.4 OTHER STAKEHOLDER MEETINGS' DOCUMENTS

5.5 PUBLIC INVOLVEMENT MEETINGS' DOCUMENTS

5.6 PUBLIC COMMENTS

5.6.1 STAKEHOLDER DATABASE REPORT

5.7 WEBSITE DOCUMENTS

5.8 MEDIA COVERAGE DOCUMENTS

5.9 FACEBOOK DOCUMENTS

## **5.1 ENVIRONMENTAL ADVISORY GROUP DOCUMENTS**

## ENVIRONMENTAL ADVISORY GROUP (EAG) MEETING - SUMMARY

**DATE / TIME:** Monday, November 18, 2019, 1:30 p.m. - 4:20 p.m.

**LOCATION:** Central Florida Expressway Authority (CFX) Board Room, 4974 ORL Tower Road, Orlando

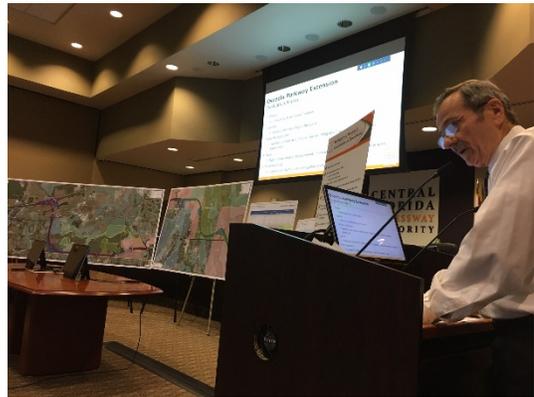
**ATTENDEES:** There were 62 attendees including 22 EAG members, 22 staff members and 17 other attendees in the audience. See sign-in sheets attached.

### I. Notifications

Invitation letters were emailed to 89 members of the EAG on October 29, 2019 and a reminder was emailed on November 12, 2019. A GoToMeeting invitation was sent to members who indicated a desire to join remotely. There were no participants in the GoToMeeting.

### II. Welcome

Kathy Putnam of Quest Corporation of America, the Public Involvement Coordinator for CFX, called the meeting to order and welcomed everyone. She explained that while the meeting was open to the public, the purpose of the meeting was to present the study re-evaluation to the EAG members and receive their input. She advised that only the EAG members at the table would participate in the meeting's discussion, but there was plenty of opportunity for people in the audience to leave their written comments. EAG members and presenters then introduced themselves. Kathy then checked if anyone had joined by GoToMeeting; they had not. Kathy said that today's presentation was divided into two portions and she urged EAG members to hold their comments and questions until after both portions were presented. She then opened the presentation with the Title VI information and called up Dan Kristoff of RS&H, the study consultant.



### **III. Study Presentation**

Kathy called up Consultant Project Manager Dan Kristoff from RS&H to review the history and study background.

- **Background**

The Osceola Parkway Extension has been under consideration for over 15 years, beginning with the adoption of comprehensive plans by Osceola County. This was followed by Regional Transportation Plans by the Osceola County Expressway Authority (OCX) and the Central Florida Expressway Authority (CFX), both of which included the Osceola Parkway Extension.

In 2017 OCX completed a Project Environmental Impact Evaluation Study. The study results culminated with OCX adopting a Preferred Alternative. Beginning at the western terminus the interchange at Boggy Creek Road is modified to accommodate direct connection ramps to SR 417 and Jeff Fuqua Blvd. Approaching the Osceola County Boundary, the alignment curves to the east. An interchange provides a connection to Boggy Creek Road, opposite Simpson Road. The alignment extends eastward, parallel to the Orange/Osceola County boundary and remains in Orange County. Approaching Narcoossee Road the alignment avoids the Fells Landing community. An interchange occurs at Narcoossee Road. The alignment continues east and north of Clapp Simms Duda Road. Approaching the canal and Eagles Roost, the alignment curves to the southeast passing through Split Oak Forest. Just east of Split Oak Forest an interchange provides connections to Sunbridge Parkway to the east and south toward Nova Road.

In March of 2018, the Central Florida Expressway Authority completed a Concept, Feasibility, and Mobility (CF&M) Study for the Osceola Parkway Extension. Other alignments were studied. Numerous meetings were held with stakeholders, state and local agencies, and the general public. In July of last year, we began the Project Development and Environment (PD&E) Study Re-evaluation. So, what is a Study Re-evaluation?

- **Project Development Process**

The CF&M study phase was completed in the spring of 2018, and the project is currently in the PD&E phase. If the CFX Governing Board moves the project forward, it would first go into design and then, later, construction.

- **Study Methodology**

The study is following the Florida Department of Transportation (FDOT) PD&E Manual. The study process compares the approved OCX adopted alternative to others that have merit. Further analysis of significant issues occur. Public outreach is part of the process. The documentation will be a Project Environmental Impact Re-evaluation Report. The report will identify a Preferred Alternative. The report findings will be presented to the CFX Board.

- **Stakeholder Outreach**

With the presence of the Split Oak Forest and other area preserves, environmental investigations and coordination are an important part of the study activities. A field visit to Split Oak Forest was conducted last summer with county staff and environmental advocates. Due to the extensive growth planned and approved in this area, there have been exhaustive meetings and other communications with large landholders and community groups. All feedback is being factored into refinements of previous alternatives, as well as the development of new ones. The primary alternatives under consideration are on display today.

- **Public Involvement**

Public involvement has focused so far on a number of key stakeholder meetings and coordination meetings with local government representatives. Today is an opportunity for a continued exchange of information as we move forward with the study process.

- **Major Constraints – Social & Environmental**

There are some significant environmental and social constraints. In the west, from Boggy Creek Road to Narcoossee Road, the land use is predominately residential, both existing and planned. The Boggy Creek floodplain is the most significant natural feature, and several wetland systems surround the neighborhoods. In the east, from Narcoossee Road to the east terminus, natural environmental areas are more prevalent with Moss Park, Eagles Roost, Isle of Pine and Split Oak Forest. However, in addition to the existing residential communities, ongoing and planned unit developments such as Eagle Creek, Southern Oaks, and Del Webb also present challenges.

- **Typical Section**

The current standard typical section that CFX has adopted for new location expressways was presented. The typical section utilized for analysis requires 330 feet of right of way. Initial construction would be a minimum of two lanes in each direction. A wide median can accommodate additional lanes in the future and provides an envelope for mass transit. The 88-foot border width provides room for errant vehicles to recover, lateral ditches for the collection of stormwater, and enough distance for landscaping and harmonizing with adjacent property.

- **Alternatives Considered**

The three re-evaluation alternatives under consideration are all depicted herein. The dark blue alignment is the previously approved OCX Alternative. West of Narcoossee Road, the light blue and purple are the new alternatives. East of Narcoossee Road the green and orange are the new alternatives.

- **West Segment/Boggy Creek Alternative**

The Boggy Creek Alternative alignment is very similar to the OCX adopted alignment, but there are differences: The direct ramp connections from the OPE to the Orlando International Airport have been removed due to future operational concerns and conflicts with the existing bridges and the alignment next to Boggy Creek Road is shifted west to minimize impacts to the neighborhood. The interchange to access Boggy Creek Road remains and the east/west alignment is virtually the same as the one that was adopted by OCX. The interchange at Narcoossee is different, but Fells Landing and the two new residential developments are avoided. Due to the interchange operations, Clapp Simms Duda Road's connection to Narcoossee Road will be relocated to align opposite Boggy Creek Road.

- **West Segment/Lake Nona Alternative**

The Lake Nona Alternative connects to SR 417 some 3000 feet east of Boggy Creek Road. This location allows for direct connect high speed ramps to both SR 417 and the Orlando International Airport. The alternative includes a half diamond interchange at Laureate Boulevard. An access road will connect the properties north and south of SR 417. The alignment to the south avoids the existing residential neighborhood and turns east just prior to the county boundary line. An interchange will connect to Boggy Creek Road and will align opposite Simpson Road. The alignment continues east and similar to the Boggy Creek alignment, avoids existing and planned development. There is an interchange at Narcoossee Road that is the same as the one in the Boggy Creek Alternative. The Clapp Simms Duda Road relocation must also occur.

- **East Segment/Split Oak Avoidance Alternative**

At Narcoossee Road the alignment remains north of Clapp Simms Duda Road. The Clapp Simms Duda connection to Narcoossee Road is closed and Clapp Simms Duda is relocated to connect opposite Boggy Creek Road. The expressway continues eastward, remaining north of Clapp Simms Duda Road until just west of the canal, where it turns south. There are bridges over Clapp Simms Duda and the canal. The expressway continues south through the Southern Oaks development, then curves east and just avoids Split Oak Forest, where it bridges over Cyrils Drive. The eastbound and westbound lanes on Cyrils Drive are split apart to create space for the expressway to drop between them. Ramps to and from the expressway and Cyrils Drive provide local access to Absher Drive. Bridges just east of Split Oak allow access to the proposed local road system, at which point the expressway curves to the southeast toward Nova Road.

- **East Segment/Split Oak Minimization Alternative**

From Narcoossee Road to just west of the canal the alignment is similar to the avoidance alignment. However, the curve to the southeast begins much closer to the canal and the alignment is shifted farther from Lake Ajay. The alignment enters Split Oak Forest just south of Orange County and continues southeast for a short distance, then curves to the east. A bridge maintains connectivity for the trail and an interchange just east of Split Oak Forest provides

connections to the current and proposed county roadways. Similar to the prior east alternative the alignment extends to the southeast for a possible future link to Nova Road.

- **Comparative Matrix of Key Elements**

A summary matrix evaluation has been developed for both the west and east segments of the project. It is one of the display exhibits and handouts are being provided to committee members. As mentioned earlier, the two new alternatives are being compared to each other. However, the original OCX approved alignment through Split Oak is no longer considered viable. Specific physical, cultural, natural environmental, social and economic factors have been evaluated for each of the new alternatives. Note that the major items are broken up into the categories mentioned before and the first item that we have is actually a new item, called the design item. Looking at the west segment, one of the most important factors is the difference in the volume of traffic that would utilize the roadway. The Lake Nona Alternative certainly would utilize more traffic, accept more traffic, which would help relieve more traffic on some of the local roadways and provide more mobility around the local areas. The physical impacts are relatively the same.

Cultural environmental impacts are a major difference between the Lake Nona and the Boggy Creek Alternatives with the Boggy Creek having potential impact to 18 potential historic sites and one potential linear resource, which is the canal. Looking at the natural environmental impacts you can see there are a number of items here, with the most significant on the left column under Lake Nona. And you'll notice that, potential habitat is impacted with that particular Alternative in comparison to Boggy Creek. Dropping down into the social impacts, the most important factor to us, and it should be to you, is the number of displacements between the two Alternatives. There are only six on the Lake Nona Alternative but 25 on the Boggy Creek Alignment. Dropping down to the estimated cost, you see the difference in roadway construction and bridge construction costs. The Lake Nona Alternative is more expensive. So, when we look at that, what are the positives of the Lake Nona Alternative? As mentioned, for instance, more traffic is taken to the expressway, so the traffic on the local road system is reduced. We can now continue to provide a connection to the airport as well as (SR) 417. And we have substantially less impacts with respect to the social environment and disruption to the local neighborhood.

Let's go on to the East segment:

On the east, under the design element, the most significant item is the number of bridges that are required, and the length of those bridges. That's significant to us with respect to constructing the facility. There is no difference in physical environment, very little in the cultural effects. In the natural environment we know that we have high impacts with respect to potential species. As noted, there is high impact (Split Oak Minimization Alternative) against moderate impact with the Split Oak avoidance Alternative. Again, we have a high impact with respect to Split Oak Forest. As opposed to the Avoidance Alternative, which does not have any impact.

As we get down to the social elements, again, the Split Oak Alternative only affects one residence. Sixteen are impacted in the neighborhood that is south of Split Oak Forest. Let's look what are entitled developments that are already under construction now or will be under construction shortly. The Avoidance Alternative has twice as many impacts in those particular areas.

As we look at the cost elements, in total, you'll know that there is a significance difference between the Split Oak Alternative and Split Oak Avoidance Alternative. So, economics are important to us. Going back to the traffic volumes, regardless of the Alternative selected, there's very little difference between those traffic volumes. So, to recoup some of that investment of a hundred million dollars more on the, on East Alternative. It's a dramatic consideration. With that assessment, I'll like to just point out that based on our analysis, of the social and the cultural, physical and natural environment the currently Preferred Alternative is a combination of the Lake Nona Alternative on the West and the Split Oak Minimization Alternative.

- **Preferred Alternative**

Based upon the analysis of the social, cultural, physical, natural environmental and economic considerations the currently preferred alternative is a combination of the Lake Nona Alternative for the west segment and the Split Oak Minimization Alternative for the east segment.

#### **IV. Next Steps**

Kathy Putnam explained that the Public Workshop would occur on November 19, followed by a decision by the CFX Governing Board on how to proceed. She indicated the comment period for the study re-evaluation would be open until November 30, 2019 and she explained the multiple avenues to comment through the study's email address, website, Facebook or direct mail.

#### **V. Conservation Lands**

Nicole Gough with Dewberry, the General Engineering Consultant for CFX, presented the second portion discussing the potential dedication of conservation lands adjacent to Split Oak Forest. She explained that several members of this committee have provided input into this process throughout this PD&E study re-evaluation and the previous Concept, Feasibility, and Mobility, or CF&M, study.

Nicole said since the last EAG meeting for this corridor, there has been a lot of activity and focused meetings to work on furthering the many recommendations from the previous CF&M study. CFX has been working through a "to-do list" of how to best minimize potential social and environmental impacts of any alignment that was necessary to pass through Split Oak Forest. She referred to one of the exhibits that listed the considerations requested previously and noted that almost all of them had been addressed. These included:

- Relocate water treatment plant.
- Move alignment farther south and west to:

- + Lessen loss of good habitat
  - + Distance it from scrub jay area
  - + Protect ability to manage land by prescribed burns
- Ensure access to the Florida National Scenic Trail through the corridor and Moss Park.
  - Have reputable land trust or government agencies hold conservation property and restrict its future use through recorded conservation easements.
  - Prevent third-party conservation offer from diminishing Tavistock's and Deseret Ranches' mitigation requirements.
  - Provide matching acreage for the mitigation credits that were sold for gopher tortoise habitat.
  - Ensure dedicated land is of high quality to replace Split Oak Forest Wildlife and Environmental Area land impacted by roadway.
  - Incorporate the 102-acre pine area off Lake Mary Jane Road into the conservation picture.
  - Ensure the floodplain compensation area does not affect quality lands and does not destroy habitat.
  - Break down uplands and wetlands in both impact area and remainder for each alternative.
  - Assure linkage of Split Oak, Moss Park, Isle of Pines Preserve and the newly dedicated lands to regional wildlife corridors.
  - Provide adequate funding for restoration and management dedicated land to ensure that impacted portions are returned and maintained as high quality habitat.

As the PD&E re-evaluation determined an alignment passing through Split Oak Forest was still viable and a necessary option for evaluation, discussions from these focused meetings, with input from the EAG members presented an opportunity to dedicate conservation lands that can provide an ecologic corridor and buffer existing Conservation Lands from the rapid development in this region.

Nicole explained that Split Oak Forest, under Florida Communities Trust (FCT), was established as a Trust Project Site. As outlined in the Department of Environmental Protection – Florida Forever Program, Grant Application Procedures legislation, the Declaration of Restrictive Covenants for Trust Project Sites limits the use of the property to conservation, outdoor recreation, and other activities. However, FCT understood that Trust Project Sites may at times, due to unique circumstances, require Management Plan amendments to allow for linear facilities within its borders. As such, CFX, in coordination with the landowners Orange and Osceola counties, will request of FCT a linear facility easement for the expressway through Split Oak Forest. The complete methodology to approach FCT to request an easement for the roadway is outlined within Rule 62-818.015 F.A.C.

Currently, Split Oak Forest in Osceola County forms the southernmost piece of a larger tract of Conservation Lands that also include Isle of Pine Preserve, Moss Park, Eagles Roost, GCB, and Split Oak Forest in Orange County.

Focusing more on the Split Oak Forest area- Planned uses for the property immediately adjacent to the west include higher density residential, and adjacent to the east over 2 million square feet of industrial and mixed-use development.

The Conservation Lands of Split Oak Forest combined for Osceola and Orange counties are currently 1,689 acres. The Preferred Alternative shown would directly impact 60 acres of uplands and wetlands for the right of way and CFX considers the remainder of 100 acres to the southwest of the corridor as secondarily impacted. Therefore, CFX considers the total projected impacts to Split Oak Forest as 160 acres.

The Dedication Lands located in Osceola County are a matrix of wetlands and uplands directly buffering the Split Oak Forest parcel.

Dedicated Conservation Lands in Orange County help connect the existing Isle of Pine Preserve to Moss Park and encompass a large portion of Robert's Island Slough. It can be stated that some of the proposed Dedication Lands in both Osceola and Orange counties are of the same character as Split Oak Forest, and contain areas considered High Conservation Priority for Biodiversity. Over the course of time, the restoration of these lands will continue to provide a much larger contiguous conservation area than exists today.

A map depicting the ecological context of the existing Conservation Lands in relation to the Dedicated Conservation Lands was presented. The existing Conserved Land assemblage is 3,985 acres.

The total Conservation Land assemblage would be 5,375 acres. In being aware of the nature of the contiguous land assemblage, this total doesn't include the 100 acres of Split Oak Forest that remain southwest of the proposed alignment. While these 100 acres will be generally separated from the assemblage, opportunities exist for improvements to trailhead facilities and trail and wildlife connections will be provided underneath the alignment.

The property owners have provided a signed contractual agreement for consideration of the Land Dedication presented here.

## **VI. Open Discussion**

### **Kathy Putnam, Quest Corporation of America (on behalf of CFX)**

At this time, we would like to open up for questions from the advisory group members at the table, relative to the PD&E Study Re-evaluation or to further clarify or to discuss next steps to approach the Florida Communities Trust.

### **Marge Holt, Sierra Club**

This has been a polarizing project, to say the least. It's been difficult to try to reign in those impacts to Split Oak Forest. On behalf of Sierra Club, I truly oppose the project, but at the same time want to work to minimize and try to get this road as far south as possible. I am concerned that the release of this land from the Florida Communities Trust contract is somewhat of a

betrayal of the fact that this land is operating quite highly as it was intended to do. I have noted the impacts throughout the whole region and cumulative impact of other easements to valuable wetlands and uplands. I am interested in the next steps with the Florida Communities Trust.

**Charles Lee, Audubon Society of Florida  
(jump drive presentation-screened)**

I'd like to give a little bit of a perspective on Split Oak Forest historically and talk about the proposed dedication of the 1,550 acres of compensation land.

- Slide 1 - This first picture is Split Oak at the southern end and likely a part that will be affected by this project. It's good stuff as far as long leaf pine habitat.
- Slide 2 - This is what Split Oak looked like in 1944. What I'd like you to notice from this aerial photo is Split Oak during this period of time was heavily impacted by early logging. Very sparse vegetation. The boxed shaped areas where it looked like agriculture clearings. Much of Florida, at that time, was impacted by uncontrolled logging and Split Oak was no exception in the 1940s.
- Slide 3 - This is Split Oak again in 1959. You can see the forest had become denser. The logging had become a thing of the past. You can still see the evidence of the intrusion of the agriculture clearing to the north. Its condition was improving, but it had its share of impacts.
- Slide 4 - This is Split Oak in 1980. Two things I'd like you to notice, you can see Cyrils Drive, it had been built at that point. North of Cyrils Drive, some type of clearing had gone in a linear path across the property. To the north you had another one. The area we refer to as the scrub area of Split Oak, by 1980 it had been impacted by a mechanical clearing as had a swath going across the entire mile wide length of Split Oak just outside the Osceola County line.
- Slide 5 – This is Split Oak today. If you toggle back and forth between the last two. You can see the area that has become what we know as the scrub area now. It's been a dynamic place in terms of what has happened to it over the years.



I saw a biologist out there last week extolling the virtues of this virgin forest, this ancient forest. Some of us have seen ancient forests in Florida. Split Oak is very well managed long leaf after 20 years of management. It is by any stretch of the imagination a virgin, unaffected forest. It has gone through a lot of changes since photos started to be taken from the air in 1944.

- Slide 6 – This is the scrub area within the 1,550 acres to be dedicated. This is pretty decent area of scrub. It's a larger area of scrub than what is preserved in Split Oak now. If the proposed Split Oak Minimization Alternative with these dedicated lands is accepted, another 60 acres of scrub will be added to the matrix for future management and it is really decent stuff in this area of Florida.
- Slide 7 – This is part of the upland habitat in some of the area and this talk is going to focus on solely the upland area of Split Oak. It is emerging long leaf pine habitat.

- Additional Slides – All these are taken within upland areas within the 1,550 acres of compensation lands. You can see you have scrubby oak and long leaf pine, some of which is of the character the same as you would find on Split Oak itself.
- Slide – Large Cypress Dome within 1,550 acres an area cleared for agriculture. It is clearly impacted land and it clearly needs restoration. If you look at the land from an upland and wetland perspective, you can see the affected area.
- Slide – You can see the Orange county portion is the most impacted uplands in the dedication area. You can see an old orange grove and the area up to where the wetlands begin. 102 acres of long leaf pine a readily restorable tract with thinning and controlled burns it will come back quickly to match what you have in Split Oak.

My message here is managing a tract like Split Oak cannot be undertaken by looking within the four corners of Split Oak’s boundaries. The current proposal to put 2,900,000 square feet of industrial up against the boundary of Split Oak/Moss Park is already approved in Osceola County. The advantage of the compensation lands is that you eliminate all of that development on the east side of Split Oak and eliminate all that development. As Audubon looks at the long-term management of properties, we can’t just take a snapshot in time of a property and hope that it will always stay the same. We’ve got to look at the big picture, the long-range picture. We have to ask, what is the best long-range picture? My current feeling is the preferred proposal with the dedicated compensation lands is clearly the best future for Split Oak and these other conservation tracts. There are unanswered questions in my mind about the proposal. The chief question that needs the most discussion is you can’t give these lands to Orange and Osceola counties for them to struggle to manage it, nor would it be appropriate to expect state agencies to manage it. The management money that caused Split Oak to be what it is just is not happening at the state level anymore. In my experience, the threshold is at least \$2 to \$3M in immediate money for restoration, and in the \$200-\$300K a year for a period of 10 to 20 years to subsidize the capabilities of Osceola County and Orange County and the other agencies. My point of view is that this funding should come from CFX. The proposed Split Oak Avoidance Alternative costs \$103M more than the minimization alternative. In the final analysis the preferred project is \$102M less expensive. We think it’s entirely appropriate for CFX to put in the needed funds to restore and manage this land and it’s an essential part of this that is missing. We would ask CFX to work with the agencies, beginning with Osceola County, Florida Communities Trust, Florida Fish and Wildlife Commission Division of State Lands to determine the appropriate numbers and put that money into this package.

**Beth Jackson, Orange County Environmental Protection Division**

Orange County needs to be included in that.

**Valerie Anderson, Friends of Split Oak**

I will agree the western part of the road is for the public good alleviating traffic on Narcoossee Road and would be used to relieve congestion, but the eastern part of the road is a road to new development. There are no masses of people waiting to get to I-4. So, if CFX was truly interested in proving this road was necessary, it would be pretty fine with going through the eminent domain process. It’s pretty clear CFX does not want to do that. So, because this is a public park, purchased with public money, protected by the strongest protections afforded conservation

lands in the state of Florida, it needs to be looked at big picture. For example, a road going through Split Oak would make it much easier in the future for other unnecessary toll roads to go through conservation lands. Is this a risk the people of the state of Florida are willing to take? That's not a risk I am willing to take because there is a feasible, slightly more expensive alternative, to go around Split Oak. I would challenge the Expressway Authority to put this conservation land swap through a rigorous process with actual biologists and see if there is actual value in the deal even assuming there is a necessity for the road.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

This project has been a tough one for us as managers of Split Oak. We are really proud of the job we have done out there. We think it's a beautiful area. Giving up any of it is really tough. In that regard, I have a statement I would like to read this has gone through senior management of the agency. (LETTER READ HERE) When you say that this compensation land would not be considered as mitigation for the road, are you talking about wetland mitigation or are you talking about a gopher tortoise incidental take permit? Or this land wouldn't apply to that.

**Nicole Gough, Dewberry**

The PD&E Re-evaluation was completed in order to determine whether there was a viable roadway project. With that, there is criteria and we only considered the current standards for mitigation. So, yes, we would likely purchase mitigation credits. The state has a lot of viable options for mitigation within the region. Then, as far as species impact, we would go the particular route of each species. We would certainly relocate each gopher tortoise appropriate to the guidelines of Fish and Wildlife. So, that is distinct and separate. The dedication is relative only addressing the Florida Communities Trust.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

So, we would not be looking at gopher tortoise surveys of what is out there in this 1,550 acres. We wouldn't be comparing that to Split Oak and trying to satisfy our permit requirements?

**Nicole Gough, Dewberry**

Not for actual further design of the roadway, if that makes sense.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

Do you think you would be looking at that area for relocation potential?

**Nicole Gough, Dewberry**

That would be something that would be discussed because FWC obviously has an interest in that so that is something that could be discussed, but right now we are only looking at going the typical routes.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

Is Tavistock, their deal is to basically just to give the land for conservation, they aren't offering any kind of management?

**Nicole Gough, Dewberry**

No. The agreement we have in front of us for consideration is to place this land in conservation and for Florida Communities Trust to determine who is the ultimate operation and maintenance entity of the properties.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

You know their (Tavistock) biologists probably know more about these properties than anyone else. I would love to see them offer up a vision for restoration for some of these properties. The orange grove is just a mess and I know they don't want that adjacent to their development. What do they think could be done out there? What would they like to see in terms of a habitat plan? They still have BDA (Breedlove, Dennis and Associates) working for them?

**Kathy Putnam, Quest Corporation of America**

We're looking for those kinds of ideas and suggestions. Any thoughts that you may have or "I want to see" this. That's what we are looking for today.

**Deborah Green, Orange Audubon Society**

I would encourage you to put a funding package together for restoration and management if this is the route that is to be taken. The restoration of Split Oak in the 90s is very different than what the restoration would require today, so that needs to be budgeted.

**Charles Lee, Audubon Society of Florida**

I agree with Brian's suggestion that BDA be tasked. They have a good deal of background and knowledge of these parcels and they could come up with a suggested restoration plan. There will need to be gopher tortoise credits for this project, and it is possible they could be made up on these new lands. You need to have a survey, suitability of habitat and drainage conditions to see how much can make up for that. If CFX needs a site to relocate tortoises it would probably make sense to the extent there are suitable lands that have been surveyed to accept relocations. It would make sense to move them there.

**Gloria Pickar, League of Women Voters of Orange County**

Speaking on behalf of League of Women Voters of Orange, Osceola counties and State of Florida. President Patty Brigham asked me to include the state league in these comments. The project affects both our transportation committee and natural resources committees. We hope to pass the one penny sales tax supported by both Mayor Demings and Mayor Dyer. Transportation is very important. We are glad to support that effort. We think it's critical we get more money for transportation in Central Florida. This potential project that goes through Split Oak, we do not support. None of our leagues support that. With help from Associate Professor Rachel Deming Director of Environmental Law, Barry Law Clinic prepared a letter. (LETTER read into minutes of meeting)

**Suzanne Arnold, Lake Mary Jane Alliance**

(provided background on formation and work of Lake Mary Jane Alliance)

We are not optimistic about the road going around Split Oak. Like many residents we know it's the wrong thing and sad to hear about it going through the preserve. However, there are a lot

of reasons that we also look at why this is a better solution. One of those being if that was going to be within our community we would be extremely upset, and would rather have it cut off an edge. The residents of Lake Ajay are going to be impacted and much worse if the road were to go through their community rather than into the southern end of Split Oak. We want to make sure the restoration and maintenance component is included. If it isn't, I believe we would oppose this. You can't just donate the land and not do something with it. This is very important to us. We're trying to look at the whole picture. We definitely have a question about future roadways going through Split Oak and the new proposed conservation land. When you say this new land is going into conservation, will it also have the ability to have linear facility go through it? Is there a way to block it further? It's there (development), it's coming. There is nothing worse than having things built and then trying to put your major roads through. That's when you have more issues of eminent domain. We know the road is going to eventually go in, future development is approved and it's coming. Having BDA put in a management plan may have a conflict of interest because they work with Tavistock and Deseret. We would like to have other groups evaluate it and put together a management plan.

### **Bob Mindick, Osceola County Environmental Lands Conservation Program**

I keep requesting a regional map. The reason, we think the 1,500 acres are very important is because we tend to look short term. Building a road is short term – maybe 10-15 years. As available lands start running out, this is one of the last options to provide connections for wildlife and flora. The most important connectors that have been identified in the entire state are the Econ and St. Johns.

To do things artificially is almost always more expensive in the long term. (comments about the map and land) For that 160 acres, I want to make very clear the County's position on that 100 acres that is south of the 60-acre impact from the road itself. It will have a conservation easement that will remain on it. It will not be used for development. It will be used as a park, an underpass to be used for the Florida Scenic Trail and for folks who live in Osceola County to have access to the other conservation areas and trails that go up into the Orange County portion. We have a good partnership with Orange County, and we have a great deal of respect for the Fish and Wildlife Conservation Commission and the work they have done. They still have areas not considered natural areas in Split Oak. There is still improved pasture out there – 52 acres. It's not all conservation. I am sure over time it will become viable habitat. Every undeveloped area that we have has conservation value whether it's in protective status or not. This area (1,500-acre conservation dedication) has conservation value there is no question about it. However, does it have the best conservation value or by looking at this opportunity that won't be there if we move that road outside of the safety boundary that has been created? That value is going to diminish by having development around it. The conservation area suggested has a greater value than what Split Oak has now. The value in the connectivity of the proposed land. All things being equal, yes you would rather see the road be avoided. But you look at the safety studies and you see that is the safest route we can do. I know the importance for drivers I want to have a safe road to go on. You can say okay we don't need the road right now but if you look at 10 to 15 years of planning, we hopefully are avoiding some of the situations you see like I-4. Can we do something to improve it. Yes, I think this does it. If we can get past the emotional part and get to the logical part, this is the best option. No one is saying we are taking up 160 acres here, we'll

use 160 acres over here. We have folks in the development business, but they are also in the community business. They have to make their places appealing. They have offered to give the 1,500 acres because they know what a difficult challenge and what we are taking away from our community nearby. Some of that area could be used for good development. They didn't have to offer this other property. Let's not make some people evil because it's good for business. These are also our citizens we should be looking out for and caring for. Can we look at having FWC, Orange and Osceola County develop the management plan for this land? That same group could determine what the restoration and management value truly is.

**Juliet Rynear, Florida Native Plant Society**

Our position is the same as the League of Women Voters. We do not support a road through Split Oak Forest. We don't support roads through any of our conservation lands. These are public lands paid for by taxpayer dollars and they provide a multitude of benefits to the public. Not just plants and animals. We have seen a free for all of development across the state and we are in the process of losing some of our last remaining habitats and once we lose them, that's it. We're trying to do massive plant rescues on development now. The thought that small areas of conservation are not valuable, is actually not true. There have been a number of studies where it has been documented that some of the greatest biodiversity happened in these small preserves. A lot of these sites are very important so we shouldn't dismiss them because they are small and isolated. One of my concerns, I don't see external costs evaluated – human health, chronic diseases, heavy metals, asthma – everything associated with road building. Whether are you driving on the roads or living near them. Proposing a road through undeveloped lands there is a cost to that including carbon costs. The cost to aquifer recharge and water quality impacts. These have a cost to the public. The public is put out a lot. This is affecting us. You see the impacts to water. What isn't going into recharging the aquifer is making its way into the ocean. It's making its way into our estuaries. It's having an impact. Our fishing. Our tourism. My recommendation as we analyze. Has there ever been a no build option for this road? The impact to quality of life isn't going to be mitigated.

**Dan Kristoff, RS&H**

When we do a PD&E study, referring to the original when Osceola County did it, there was consideration of a no build option in 2017. You balance the no build option against the build. The no build has to consider increased pollution because traffic can't move as fast. You also get noise impacts and air impacts. Now some of the things you mentioned we are trying to get taken care of in consultation with our environmental agencies. It takes retention ponds. It takes acreage. It helps prevent the steams from getting direct pollution off the automobile. When we are replacing bridges, we use new techniques to minimize impacts. It's taking into consideration what's best for everybody.

**Kelly Weiner, Florida National Scenic Trail**

I'm looking for answers about what those trail connections would look like for the Florida Scenic Trails. Will the highway be elevated? And trailheads at Clapp Simms Duda?

**Dan Kristoff, RS&H**

Yes, as a matter of fact, any one of the locations we are looking at will have a bridge 100 feet

long there won't be any problem with traversing under the roadway, we can build that in. All we need to do is work with the specific locations that are of interest. We know that there needs to be improvement at Clapp Simms Duda. But we would not undertake that, it would need to go through local government.

**Kelly Weiner, Florida National Scenic Trail**

If all things are equal in those regards as far as what our trail crossing looks like and it was guaranteed that we would have a trail crossing, given that we are having huge challenges connecting our trail through Central Florida. It's our biggest issue across the state, small pieces of public land are important and precious to connect. All things being equal, our preference would be to have the highway not go into our public lands if it could be avoided.

**Katrina Shadix, Bear Warriors United**

I'm seeing that any option means spending over a billion dollars with the west segment and the east segment. If we are talking about the big picture. I am seeing the potential of another highway that's going to look like I-4 in another 20 years and why can't we take that money and invest it into a speed rail that would connect our tourist areas and other urban centers. I was in Europe a few weeks ago, and I didn't have to rent a car. It was easy, inexpensive and accessible. As a taxpaying-second generation Floridian I want a better investment in transportation. I was against this road before this meeting, any road, any version it. After seeing this evaluation matrix, it's the same. There are too many species impacts. It's either moderate or high. Neither one of those is acceptable. It seems like we are being given false choices. How about the no harm option? I think that should still be an option. Going specifically to bears, I don't see any wildlife crossings. Are wildlife overpasses and underpasses figured in?

**Dan Kristoff, RS&H**

We have not identified any specific locations. When we opened the meeting, I think it was mentioned there is a lot of work to be done regardless of which option we choose and much of that work about type and size of wildlife crossing would be done in subsequent phases.

**Katrina Shadix, Bear Warriors United**

If we are going to be forced into this highway, there should be state of the art overpass or underpasses, the nice ones that have forests built on top of them, not fences. They don't work and it's a very cheap alternative. If we are going to be forced with this kind of environmental damage, then the wildlife needs state of the art over or underpasses. Another concern is how easily these protections are being discarded. We have a heart and if we take our heart out and put it on our back, it's not going to do us any good. A lot of us have lost faith. I don't have any faith that anything we use as mitigation for this project is going to be saved. We have to stand our ground on this particular piece just out of principle. CFX or developers should have to fully support the Back to Nature Wildlife Refuge because there will be huge fallout of animals getting hit on the highway. Vehicle strikes are the number one cause of bear deaths in our state. There was a recent video of an 8-month old bear cub that was hit recently, and the driver kept going and the bear cub had some head damage and he was disoriented, and his mother was trying to pull him to the side of the road. I think if you could see this you would see we don't want another highway going through our wildlife habitat. I beg you to pick a no build option.

**Marge Holt, Sierra Club**

Thank you again for the opportunity to comment. Mr. Mindick's comment about the southern portion of, or Split Oak being a sink, I'd like to address that. The portion of the map in pink, dark and light pink, at the time I legally challenged this on behalf of the Sierra Club, was a portion of the Northeast Conceptual Master Plan that's comprised of 44,000 acres, of which the owners – the Mormons, released this land that used to be on the CARL (Conservation and Recreational Lands) list. It was named the Upper Econ Mosaic, so named for its unique composition of uplands and wetlands that formed wonderful habitat in this area. It's largely still today a clean palette. It has been approved for development, but there is absolutely no reason why Split Oak and that portion should be considered a sink. There is the opportunity to connect. And there is the potential to connect over the Lake Ajay. I have some history on this and have fiercely tried to defend the area. With the approval of the development of the North Ranch Master Plan, that's about 100,000 acres of which is still a working ranch, and there is no reason to viably connect into what's still left out there.

**Valerie Anderson, Friends of Split Oak**

There is no improvement in the actual wildlife corridor. To sell this as an improvement of the wildlife corridor, that's not true. It's creating a larger island which I'm willing to fight for every last piece of conservation land. Any negative effects of this road are being caused by the Central Florida Expressway Authority. The impacts to residential areas. For people who are buying that they have to take sides, it's a shell game.

**Charles Lee, Audubon Society of Florida**

Regarding the Florida Constitution, oh I wish it were so. We have some precedent. Clay Henderson was a member of the Constitution Revision Commission wrote that and got it approved to go on the ballot. It changed from what Clay proposed. An absolute you cannot get rid of conservation lands. The rest of paragraph 18 of Article 10 of the Constitution says that the determination of whether a piece of conservation lands of whether it is needed is made by the owner. In this case it would be the Osceola County Commission. The Constitution expression of the process is they have to have a 2/3 majority vote. And that's all that's in the constitution. It's been 21 years. There have been a number of roads since that time that have gone through the process and been challenged through the process. You have to look at that language in its entirety and, whether you like it or not, the Constitution does create the ability for landowners to have 2/3 vote and declare, in their view as landowners, that the land is no longer needed for conservation. You are suggesting there is another criterion. Again, I wish it were so. It's not the way that things have happened since 1998. Going to road projects alone, there are a number that have gone through Florida Forever Lands and Preservation 2000 Lands. Sometimes there are things that we wish were in the law or readings of the law that we would like to see that aren't necessarily what has happened in reality. In this case, under certain circumstances, whether we as conservationists like it or not, where the law provides for linear facilities to go through conservation lands once minimization has been achieved and avoidance has been determined not to be practical. Look at the alternative, if you spend \$102M to move the road slightly south and out of Split Oak, the whole east side of that area of conservation lands gets developed into highly dense industrial and commercial development. This is not a happy choice. No one relishes the idea of losing that 60 acres and partially losing that 100 acres. My point of

view is if you look at the long term of survivability of this tract. What happens east and south of that boundary line? This is not hypothetical development. It's approved as a comprehensive land amendment. This needs to be displayed on a map larger than the map we see today for more clarity to show how corridors would plug in and provide wildlife access.

**William Graf, South Florida Water Management District (SFWMD)**

Everything I am hearing from Florida Fish and Wildlife Conservation Commission sounds reasonable. As they are the primary land management entity of Split Oak, I feel compelled to support their position. Our incoming governor did have a rather stark impact on the leadership of SFWMD. We have noticed a change in tenor of the governing board. The 9-member board does set policy. I would say we have seen a move to more of a conservation minded, environmental stewardship perspective. In the most recent administration, it's the governor's office that runs the Water Management District. This governor has taken a tact to the conservation side. I'm not aware where we might hold easements, but I can say the release of those easements, there is now a higher bar, so for you and your consultants that might be a consideration. I stand with the folks at FWC. They are the people on the ground doing the work at Split Oak and it would be foolish of me to second guess them.

**Hugh Harling, East Central Florida Regional Planning Council (ECFRPC)**

The ECFRPC has looked at these corridors and they are supportive of safety and traffic and being able to move the citizens of Central Florida from point A to point B. I think the extended map would be an excellent thing to be able to see a broader view. I really appreciate the information that Charles Lee provides at these meetings.

**Larry Rosen, Kissimmee Valley Audubon Society**

Like for a lot of us, this is a tough one. We don't like to see any part of the park affected. The Split Oak Avoidance Alternative has received a lot of pushback from communities, particularly on the west side. There have been a lot of development and development plans for the rest of the area to the west that used to be the Carter property. These were developments that we fought back in the 2000s to influence so they wouldn't be as close to Split Oak. We have to deal with the reality that even though Tavistock has chosen a slightly smaller footprint for that northeast district than was approved, the remainder, those corners next to Split Oak can still be developed because Osceola County gave approval for that even though they aren't scheduled for immediate development. We think that the minimization plan might be the best to allow better maintenance of Split Oak so that the scrub habitat doesn't become even more isolated. There have been documented scrub jays there, but scrub jays have a way of winking out. But if we don't get the compensation lands then the winking out is pretty much guaranteed. That's where we are.

**Bob Mindick, Osceola County Environmental Lands Conservation Program**

Wildlife goes across water. The small little canal that was referred to is not a barrier for wildlife to go through. It is imperative that the regional map be done to show those lands are critical for wildlife to move north-south as well as east-west. Otherwise, you have a large island that will be created by this. The corridors are what allows wildlife to move through. Rather than moving through the neighborhoods along Lake Mary Jane. You would also have invasive

wildlife like wild boar or wild hog. They are extremely damaging to those areas as well as deer. It won't eliminate them but having an alternative that doesn't go through neighborhoods is a better option. As far as small areas for plants. We need to think of plants. We don't think of plants as moving items, but they do over a long period of time especially when you add climate change to it.

**Suzanne Arnold, Lake Mary Jane Alliance**

Connectivity is very, very important. It must include wetlands and uplands.

**Deborah Green, Orange Audubon Society**

I would echo what Suzanne said about connectivity. And, the funds for restoration and management.



**Juliet Rynear, Florida Native Plant Society**

I just wanted to make a comment on climate change. We do know biodiverse intact habitat is the most resilient to climate change. So even in these small isolated parcels we have noticed they have been able to weather drastic changes in temperature, hurricanes, etc., rather than disturbed or slightly intact habitats. Going forward, we need to preserve the genetic biodiversity in these small parcels.

**Katrina Shadix, Bear Warriors United**

I just wanted to address the comment about the canal not affecting wildlife moving around. I am concerned about gopher tortoises because they can't swim so I do think it would heavily impact the gopher tortoise. (Read excerpt from Land Scope Florida website about habitat loss) Florida Fish and Wildlife has done an amazing job managing this land. We would hate for anything to happen to it. We would like it to stay exactly the way it is. For the forest and for the neighborhood not to be affected. I respectfully ask for a no-build option.

**Charles Lee, Audubon Society of Florida**

Enter into the record the letter we sent last year to Florida Communities Trust into record. The exotic issues surrounding Split Oak are not limited to cogon grass and not limited to disturbed areas. There is a serious *lygodium*, or old growth climbing fern, issue in the Roberts Island Strand. Unless that land is brought under public management, which this proposal would do, and management begins to knock that back, that *lygodium* has the potential to spread across the entirety of the conservation land complex, including the Split Oak tract itself. With the falling revenues for management, with all the conservation agencies holding land have experienced since 2010, it's a very real threat to these lands. Hopefully, if enough management and restoration money comes through the door through a comprehensive package surrounding the Osceola Parkway we could maybe get ahead of that and return the level of management it should to all of these acres, including the 1,550 acres, and threats like that *lygodium* can be averted.

**Brian Barnett, Florida Fish and Wildlife Conservation Commission (FWC)**

Unfortunately, relinquishing conservation easements is common. Almost every time a road is widened, we get involved in giving up a management easement or sometimes fee title. The governor and cabinet have a procedure of this. You have to provide 1.5 acres for every acre you take. This is something we do all the time. We have two or three right now. We have one in Immokalee next to the Immokalee Airport. That's a real typical kind of a deal. SR 60 is being widened west of the Kissimmee River. We are in negotiations for additional lands to make up for that. This is a process we are used to, and we go through all the time. It's happening all the time. Going through an area like this is the exception. The rule is infringing on the edges of a conservation area. Usually we manage to make a pretty good deal and we get a lot more than the 1.5 acres. Obviously, when you are widening an existing road, you've already got the impact of that road its much less of a big of a deal than taking a 100-acre strip off a management area.

**Valerie Anderson, Friends of Split Oak**

Commercial development is less affected by burns than highways. Fire can jump a highway.

**Charles Lee, Audubon Society of Florida**

As development encroaches, whether its roads or the development that Osceola County has already approved, the limitations on burning on the southern portion of Split Oak are going to get worse. Having all of this land to the east of it will provide another window of smoke. When the Osceola Expressway Authority made the recommendation to have the road go right through the middle of Split Oak, it would have destroyed Split Oak. Don't split, Split Oak. We are no longer splitting Split Oak; we are shaving off the southern end about 10% of Split Oak. I understand the concept of a no build alternative. Whether that is appropriate is above my pay grade. Even if you got the no build alternative, from a long-term environmental standpoint, when the land to the west and the south turns into warehouses and industrial, you are going to impinge on its manageability. None of this is happy stuff. I wish growth would stop, but I'm not going to hold my breath. And until it does stop its going to be necessary to make the least amount of impact and to make the decisions that make the best sense for management of this piece of land.

**Kathy Putnam, Quest Corporation of America**

There was discussion about the wildlife crossing in other meetings. Dan addressed that. Any other questions about that?

**Katrina Shadix, Bear Warriors United**

Would we be allowed to be involved in the design of the corridors? If it comes down to the road being built, I would want to make sure we are not using fences. Something the world could look to as a model.

**Nicole Gough, Dewberry** Yes, absolutely there will be opportunity during the design phase for EAG and stakeholder input.

**Suzanne Arnold, Lake Mary Jane Alliance**

Both paths now go down (south). Is there a reason, is there a future plan to still go east or it is

all just going down and across?

**Dan Kristoff, RS&H**

Based on the long range adopted plan there are allowances to go further east and west. You have local roads that will be approved by local government. Our responsibility is for the expressway system not for the extensions from those interchange locations.

**Glenn Pressimone, CFX**

Through the PD&E study re-evaluation we asked about the Expressway going east. That has been abandoned in favor of a local road. It was more a vision for a local road rather than an expressway addition. Everything in the form of an expressway goes south from here.

**Kathy Putnam, Quest Corporation of America**

We thank you very much for your input. As you have seen with this display your past input has been very important. We appreciate your time. We adjourn the EAG of the PD&E Study Re-evaluation

**VII. Close**

Kathy Putnam thanked the EAG members for their comments and thanked them for their time. There being no further questions or comments, the meeting was adjourned.

**END OF SUMMARY**

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator with Quest Corporation of America. It is not meant to be verbatim but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Kathy Putnam by email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or by telephone 407-802-3210 within five days of receipt of this summary.

**PUBLIC SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

ENVIRONMENTAL ADVISORY GROUP MEETING

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

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Osceola Parkway Extension Project Development & Environment (PD&E) Study Re-evaluation

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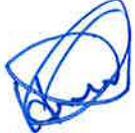
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Traci Deen	Conservation Trust for Florida	1731 NW 6th Street, Suite D	Gainesville, FL 32609	traci@conserveflorida.org	
Laurie Ann MacDonald	Defenders of Wildlife – Florida	233 Third Street North, Suite 201	St. Petersburg, FL 33701	lmacdonald@defenders.org	
Hugh Harling	East Central Florida Regional Planning Council (ECFRPC)	455 North Garland Avenue, 4 <sup>th</sup> Floor	Orlando, FL 32801	hharling@ecrpc.org	
Fred Milch	East Central Florida Regional Planning Council (ECFRPC)	455 North Garland Avenue, 4 <sup>th</sup> Floor	Orlando, FL 32801	fmilch@ecrpc.org	
Eleanor Foerste	Eleanor Foerste Adventures	PO Box 450627	Kissimmee, FL 34745	ellie.f@embarqmail.com	

**SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

ENVIRONMENTAL ADVISORY GROUP MEETING

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Jennifer Rubiello	Environment Florida	3110 1st Avenue North, Suite 2H	St. Petersburg, FL 33713	jennifer@environmentflorida.org	
Casey Lyon	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	casey.lyon@dot.state.fl.us	
Bill Walsh	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	william.walsh@dot.state.fl.us	
Irene Cabral	FDOT-Emergency Management Office	605 Suwannee Street	Tallahassee, FL 32399	irene.cabral@dot.state.fl.us	
Katasha Cornwell	FDOT-Office of Environmental Management	605 Suwannee Street	Tallahassee, FL 32399	katasha.cornwell@dot.state.fl.us	
Nahir DeTizio	Federal Highway Administration (FHWA)	400 West Washington Street, Suite 4200	Orlando, FL 32801	nahir.detizio@dot.gov	
Joseph Sullivan	Federal Highway Administration (FHWA)	400 West Washington Street, Suite 4200	Orlando, FL 32801	Joseph.Sullivan@dot.gov	

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

ENVIRONMENTAL ADVISORY GROUP MEETING

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Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Pete Dunkleberg	Florida Citizens for Science			petedunkpi@gmail.com	
Rodney Durbin	FL Dept. of Agriculture - Fresh from Florida	6490 Old Melbourne Highway	St. Cloud, FL 34771	Rodney.Durbin@FreshFromFlorida.com	
Michael Facente	FL Dept. of Agriculture - Fresh from Florida	6490 Old Melbourne Highway	St. Cloud, FL 34771	Michael.Facente@FreshFromFlorida.com	
Wil Kitchings	FL Dept. of Agriculture - Fresh from Florida	8431 South Orange Blossom Trail	Orlando, FL 32809	Wil.Kitchings@FreshFromFlorida.com	
Sean Gallagher	FL Dept. of Agriculture - Fresh from Florida	8431 South Orange Blossom Trail	Orlando, FL 32809	Sean.Gallagher@FreshFromFlorida.com	
Linda Reeves	FL Dept. of Environmental Protection	3900 Commonwealth Boulevard	Tallahassee, FL 32399	linda.reeves@dep.state.fl.us	
Justin Wolfe	FL Dept. of Environmental Protection	3900 Commonwealth Boulevard	Tallahassee, FL 32399	justin.g.wolfe@dep.state.fl.us	

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Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Corey Lentz	FL Dept. of State - Div. of Historical Resources	500 South Bronough Street	Tallahassee, FL 32399	corey.lentz@dos.myflorida.com	
Timothy Parsons	FL Dept. of State - Div. of Historical Resources	500 South Bronough Street	Tallahassee, FL 32399	timothy.parsons@dos.myflorida.com	
Brian Barnett	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	brian.barnett@myfwc.com	BB
Laura DiGruttolo	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	laura.digruttolo@myfwc.com	
Jason Hight	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	jason.hight@myfwc.com	
Dylan Imlah	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	dylan.imlah@myfwc.com	

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation  
 ENVIRONMENTAL ADVISORY GROUP MEETING  
 CFX Project No.: 599-223  
 CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807  
 Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Richard Mospens	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	richard.mospens@myfwc.com	
Tom Shupe	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	tom.shupe@myfwc.com	
David Turner	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	david.turner@myfwc.com	
Shannon Wright	Florida Fish and Wildlife Conservation Commission	620 South Meridian Street	Tallahassee, FL 32399	shannon.wright@myfwc.com	
Dale Allen	Florida Greenways & Trails Foundation	PO Box 4142	Tallahassee, FL 32315	wm.dale.allen@gmail.com	
Shawn Thomas	Florida National Scenic Trail (FNST)	PO Box 510275	Melbourne, FL 32931	shawn.c.thomas@usda.gov	

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation  
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Name	Organization	Address	City/State/Zip	Email Address	Initials
Kelly Weiner	Florida National Scenic Trail (FNST)	PO Box 510275	Melbourne, FL 32931	KellyW@Floridatrail.org	
Juliet Rynear	Florida Native Plant Society	2228 Jessica Lane	Kissimmee, FL 34744	executivedirector@fnps.org	
Julie Becker	Florida Native Plant Society - Tarflower Chapter	PO Box 536021	Orlando, FL 32853		
Pete Dunkleberg	Florida Native Plant Society - Tarflower Chapter	PO Box 536021	Orlando, FL 32853	petedunkpi@gmail.com	
Jim Erwin	Florida Native Plant Society - Tarflower Chapter	PO Box 536021	Orlando, FL 32853	jimerwin9@gmail.com	
Amanda Martin	Florida Native Plant Society - Tarflower Chapter	PO Box 536021	Orlando, FL 32853	ajm.fnps@gmail.com	

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

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Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Elliott Miller	Florida Native Plant Society - Tarflower Chapter	PO Box 536021	Orlando, FL 32853	tarflower.fnps@gmail.com	
Tayler Figueroa	Florida Native Plant Society - Pine Lily Chapter	2228 Jessica Lane	Kissimmee, FL 34744	fnpsPineLily@gmail.com	
Sandra Webb	Florida Native Plant Society - Pine Lily Chapter	2228 Jessica Lane	Kissimmee, FL 34744	slwebbzeit@gmail.com	
<del>Janet Akerson</del>	<del>Florida Trail Association</del>	<del>5415 Southwest 13th Street</del>	<del>Gainesville, FL 32608</del>	<del>janetakerson@floridatrail.org</del>	
Kelly Wiener	Florida Trail Association	5415 Southwest 13th Street	Gainesville, FL 32608	KellyW@floridatrail.org	KW
Bill Turman	Florida Trail Association - Central Florida Chapter	415 Lakepointe Drive, Suite 104	Altamonte Springs, FL 32701	hokiebill@bellsouth.net	BT
Valerie Anderson	Friends of Split Oak			valerietheblonde@gmail.com	Val

**SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

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Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Harry Gregg	Friends of Split Oak	1151 Perugia Lane	St. Cloud, FL 34771	hgregg@bellsouth.net	HA
Gretchen Robinson	Friends of Split Oak	520 Ramona Lane	Orlando, FL 32805		
Robert Stern	Friends of Split Oak	4707 Mesa Verde Drive	St. Cloud, FL 34769	bobstern0523@gmail.com	
Dave Wegman	Friends of Split Oak	2811 Buckboard Way	Orlando, FL 32822	dawegman1960@gmail.com	
Suzanne Arnold	Lake Mary Jane Alliance	13306 Lake Mary Jane Road	Orlando, FL 32832	suzarnold@mindspring.com	✓
Sharon Robbins	Lake Mary Jane Alliance			robbins.sharon1@gmail.com	
Gloria Pickar	League of Women Voters of Orange County			gloria.pickar@gmail.com	GP
Renzo Nastasi	Orange County	PO Box 1393	Orlando, FL 32802	renzo.nastasi@ocfl.net	RN
Beth Jackson	Orange County - Environmental Protection Division	800 Mercy Drive, Ste. 4	Orlando, FL 32808	beth.jackson@ocfl.net	B. Jackson

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation  
ENVIRONMENTAL ADVISORY GROUP MEETING  
CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807  
Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Neal Thomas	Orange County - Environmental Protection Division	800 Mercy Drive, Ste. 4	Orlando, FL 32808	neal.thomas@ocfl.net	
Linda Chapin	Orange County, Former Chair				
Robert Goff	Orange County - Parks and Recreation	800 North Orange Avenue	Orlando, FL 32801	robert.goff@ocfl.net	
Gail Piazza	Orange County - Parks and Recreation	800 North Orange Avenue	Orlando, FL 32801	gail.piazza@ocfl.net	
Josh DeVries	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	joshua.devries@osceola.org	
Justin Eason	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	justin.eason@osceola.org	
Kerry Godwin	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	kgod@osceola.org	
Caroline Horton	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	caroline.horton@osceola.org	
Tawny Olore	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Tawny.Olore@osceola.org	TWO

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CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation  
ENVIRONMENTAL ADVISORY GROUP MEETING  
CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807  
Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Bob Mindick	Osceola County Env Lands Conservation Program	1 Courthouse Square – Suite 1400	Kissimmee, FL 34741	robert.mindick@osceola.org	BM
Marjorie Holt	Sierra Club	8502 Alveron Avenue	Orlando, FL 32817	marjorieholt@earthlink.net	mh.
John Puhek	Sierra Club	P.O. Box 941692	Maitland, FL 32794	flsquirrel@aol.com	
John Ryan	Sierra Club	PO Box 773	Winter Haven, FL 33882	floridaconservation@msn.com	
Marian Ryan	Sierra Club	PO Box 773	Winter Haven, FL 33882	marianryan@gmail.com	
Marc Ady	South Florida Water Management District	1707 Orlando Central Parkway Suite 200	Orlando, FL 32809	mady@sfwmd.gov	
William Graf	South Florida Water Management District	1707 Orlando Central Parkway, Suite 200	Orlando, FL 32809	wgraf@sfwmd.gov	WAG
Patricia Martin	The Nature Conservancy	2500 Maitland Center Parkway, Suite 311	Maitland, FL 32751	Tricia_martin@tnc.org	

**SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation  
 ENVIRONMENTAL ADVISORY GROUP MEETING  
 CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807  
 Monday, November 18, 2019, 1:30 p.m. - 3:30 p.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Zach Prusak	The Nature Conservancy	2500 Maitland Center Parkway, Suite 311	Maitland, FL 32751	zprusak@tnc.org	
Brandon Conroy	US Army Corps of Engineers	400 High Point Drive, Suite 600	Cocoa, FL 32926	Brandon.J.Conroy@usace.army.mil	
Irene Sadowski	US Army Corps of Engineers	400 High Point Drive, Suite 600	Cocoa, FL 32926	irene.sadowski@usace.army.mil	
Mary Walker	US Environmental Protection Agency (USEPA)	61 Forsyth Street Southwest	Atlanta, GA 30303	mary.walker@epa.gov	
Zakia Williams	US Fish and Wildlife Service (USFWS)	7915 Baymeadows Way	Jacksonville, FL 32256	zakia_williams@fws.gov	
John Wrublik	US Fish and Wildlife Service (USFWS)	1339 20th Street	Vero Beach, FL 32960	John_Wrublik@fws.gov	

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

October 31, 2019

Subject: **Environmental Advisory Group Meeting – November 18, 2019**  
CFX Project Development and Environment (PD&E) Study Re-evaluation  
Osceola Parkway Extension  
CFX Project No.: 599-223

Dear Study Stakeholder:

The [Central Florida Expressway Authority](#) (CFX) would like to invite you or your designee to the Environmental Advisory Group (EAG) meeting for the [Osceola Parkway Extension PD&E Study Re-evaluation](#). The purpose of the study re-evaluation is to determine if a new expressway connection between [State Road 417](#) near Boggy Creek Road in Orange County and the proposed Sunbridge Parkway in Osceola County is viable and fundable in accordance with CFX policies and procedures.

The meeting will be held on Monday, November 18, 2019 from 1:30 p.m. to 3:30 p.m. at the CFX Headquarters located at 4974 ORL Tower Road, Orlando, 32807. A brief presentation will be provided, followed by group discussion.

Please note that only one person per EAG member organization is invited to sit at the meeting table and engage in the group discussion. Others are invited to sit in the audience area and leave written comments.

During this meeting, the CFX study team is expected to present the preferred alternative and receive comment from EAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors, environmental impacts, engineering analysis, and right-of-way requirements, continue to be considered.

When the PD&E Study Re-evaluation concludes, it will result in a recommendation to the CFX Governing Board of the preferred alternative. If the project is approved by the CFX Governing Board, it would move forward for further project development.

The overall goals of the proposed Osceola Parkway Extension are to provide improved connections between area roads; accommodate anticipated transportation demand; provide consistency with local and regional plans; support economic viability and job creation; support intermodal opportunities; and enhance evacuation and emergency services.

Your participation in the EAG is encouraged. As a special advisory resource to CFX and the consultant team, the EAG provides input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

For more information, visit the study's website at <http://bit.ly/OscPkwExtRe>. Please respond to Mary Brooks, Public Involvement Coordinator, by Tuesday, November 12, if you are able to attend the EAG

meeting or if you would prefer to designate a representative. Ms. Brooks can be reached by phone at 407-802-3210 or by email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Pressimone". The signature is fluid and cursive, with a large initial "G" and a long horizontal flourish at the end.

Glenn Pressimone, PE  
Chief of Infrastructure  
Central Florida Expressway Authority

Attachment: Meeting Location Map



**MEETING LOCATION**  
**CFX Headquarters**  
4974 ORL Tower Road,  
Orlando, FL 32807

**4974 ORL Tower Rd,**  
**Orlando, FL 32807**

CFX Osceola Parkway Extension PD&E Study Re-evaluation Environmental Advisory Group											
	First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State	ZIP	Notes
1000 Friends of Florida	Policy and Planning Director	Jane West	friends@1000of.org	1000 Friends of Florida		PO Box 5948		Tallahassee	FL	32314-5948	10/15/19 - updated POC
Alligator Lake Chain Alliance (ALCHA)		Deb Johnson	captjmd@comcast.net	Alligator Lake Chain Alliance (ALCHA)		3250 Alligator Lake Rd		St Cloud	FL	34772	Added 06/27/18; 013118 EAG Sign in Sheet
Audubon Society - Central Florida	Director of Advocacy	Charles Lee	chlee2@earthlink.net	Audubon Florida		1101 Audubon Way		Maitland	FL	32751	Updated local address 062718.
Audubon Society - Kissimmee Valley	Vice President	Sandy Webb	swebbzeit@gmail.com	Kissimmee Valley Audubon Society Inc.		PO Box 420115		Kissimmee	FL	34742	
Audubon Society - Orange County	President	Larry Rosen	LarryRosen@CFLRR.com	Orange Audubon Society		1920 North Forest Avenue		Orlando	FL	32803-1537	Added 1/3/18
		Deborah Rick	deborah@mac.com								7/20/18 - Revised Address 7/20/18 - Deleted Phyllis Hall 7/20/18 - Changed title 7/20/18 - Added
Bear Warriors United	Executive Director	Katrina Shadix	bearwarriorsunited@gmail.com	Bear Warriors United		PO Box 622621		Oviedo	FL	32762	080218 - added from 062918 CFX speaker card
Central Florida Expressway Authority (CFX)	Chief of Infrastructure Director of Engineering Manager of Communications	Glenn Will Hawthorne Melton	glenn.presimone@cfway.com will.hawthorne@cfway.com angela.melton@cfway.com	Central Florida Expressway Authority		4974 ORL Tower Rd		Orlando	FL	32807	10/15/19 - updated title 10/15/19 - updated POC
Central Florida Regional Planning Council (CFRPC)	Executive Director	Patricia Steed	psteed@cfrpc.org	Central Florida Regional Planning Council		555 E Church St		Bartow	FL	33830	
Conservation Trust for Florida	Executive Director	Traci Deen	traci@conserveflorida.org	Conservation Trust for Florida		1731 NW 6th St	Ste D	Gainesville	FL	32609	
Defenders of Wildlife - Florida	Florida Director	Laurie Ann MacDonald	laurie.macdonald@defenders.org	Defenders of Wildlife		233 Third Street North	Ste 201	St Petersburg	FL	33701	Updated local address 062718
East Central Florida Regional Planning Council (ECFRPC)	Executive Director Project Manager	Hugh Fred	hharling@ecrpc.org fmich@ecrpc.org	East Central Florida Regional Planning Council		455 N Garland Ave	Fourth Floor	Orlando	FL	32801	Updated title 032619
Eleanor Foerste Adventures		Eleanor Foerste	ellie.f@embarqmail.com			PO Box 450627		Kissimmee	FL	34745	Updated address: http://osceolahistory.org/listings/7981/eleanor-foerste-adventures-llc/ Added 1/3/18
Environment Florida	State Director	Jennifer Rubiello	jennifer@environmentflorida.org	Environment Florida		3110 1st Ave N	Ste 2H	St Petersburg	FL	33713	Added POC; corr https://environmentflorida.org/staff Updated title and added email 032619
Federal Highway Administration (FHWA)	Environmental Specialist Local Programs Engineer	Joseph Nahir	Joseph.Sullivan@dot.gov nahir.detzio@dot.gov	Florida Division	Federal Highway Administration	400 W. Washington Street	Suite 4200	Orlando	FL	32801	
Florida Citizens for Science	Board Member	Pete Dunkleberg	petedunkps@gmail.com								Added 1/3/18
FL Dept. of Agriculture - Fresh From Florida	General Manager Osceola County Forest Area Supervisor	Rodney Durbin Michael Facente	Rodney.Durbin@FreshFromFlorida.com Michael.Facente@FreshFromFlorida.com	Florida Department of Agriculture & Consumer Services		6490 Old Melbourne Hwy.		St. Cloud	FL	34771-7601	https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/Our-Forests/Field-Operations/Forest-Area-Supervisors/Find-a-Forest-Area-Supervisor
FL Dept. of Agriculture - Fresh From Florida	Orange County Forest Area Supervisor Manager	Will Sean	Will.Kitchings@FreshFromFlorida.com Sean.Gallagher@FreshFromFlorida.com	Florida Department of Agriculture & Consumer Services	Florida Forest Service	8431 S Orange Blossom Trail		Orlando	FL	32809	https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/Our-Forests/Field-Operations/Forest-Area-Supervisors/Find-a-Forest-Area-Supervisor https://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/Our-Forests/Field-Operations/Orlando-District-Field-Unit
FL Dept. of Environmental Protection	Operations Manager Attorney	Linda Justin	linda.reeves@dep.state.fl.us justin.g.wolfe@dep.state.fl.us	Florida Department of Environmental Protection		3900 Commonwealth Blvd		Tallahassee	FL	32399	https://floridadep.gov/lands/land-and-recreation-grants/content/land-and-recreation-grants-program-staff-contacts 10/15/19 - update https://www.floridabar.org/directories/find-mbr/profile/?num=641601
FL Dept. of State - Div. of Historical Resources	Architectural Historian Division Director, State Historic Preservation Officer	Cory Timothy	corey.lentz@dos.myflorida.com timothy.parsons@dos.myflorida.com	Florida Division of Historical Resources		RA Gray Building	500 S Bronough St	Tallahassee	FL	32399-0250	Updated POC 03 https://dos.myflorida.com/historical/about/staff/people-programs/
FDOT-District 5	District Permit Coordinator Environmental Administrator	Csasz Bill	csaszj@dot.state.fl.us william.walsh@dot.state.fl.us	Florida Department of Transportation	District 5	719 S Woodland Blvd		DeLand	FL	32720	7/20/18 - Deleted https://www.fdot.gov/roadway/drainage/45.shtm 7/20/18 - Revised Titles
FDOT-Emergency Management Office	Emergency Coordination Officer	Irene Cabral	irene.cabral@dot.state.fl.us	Florida Department of Transportation	Office of Emergency Management	605 Suwannee St		Tallahassee	FL	32399-0450	https://www.fdot.gov/emergencymanagement/
FDOT-Office of Environmental Management	State Environmental Process Administrator	Katasha Cornwell	katasha.cornwell@dot.state.fl.us	Florida Department of Transportation	Office of Environmental Management	605 Suwannee St		Tallahassee	FL	32399	7/20/18 - Update https://www.fdot.gov/environment/staff.shtm
Florida Fish and Wildlife Conservation Commission	Transportation Biologist Northeast Regional Director Biological Scientist Land Use Planning Program Administrator Conservation Land Manager Wildlife Biologist Biological Scientist Sr. Conservation Planner	Brian Shannon Laura Hight Richard Mospens Tom Shupe Tom Turner David Imlah	brian.barnett@myfwc.com shannon.arnold@myfwc.com laura.digruttolo@myfwc.com jason.hight@myfwc.com richard.mospens@myfwc.com tom.shupe@myfwc.com david.turner@myfwc.com dylan.imlah@myfwc.com	Florida Fish and Wildlife Conservation Commission		Farris Bryant Building	620 S Meridian St	Tallahassee	FL	32399-1600	7/20/18 - Added Titles Added title 032619 Added title 032619 Added title 032619 Updated title 10 https://www.linkedin.com/in/jason-hight-91026262/ Added title 032619 Added title 032619 Added title 032619
Florida Greenways & Trails Foundation	President	Dale Allen	wm.ale.allen@gmail.com	Florida Greenways & Trails Foundation		PO Box 4142		Tallahassee	FL	32315	7/20/18 - Review http://gft.org/our-board
Florida National Scenic Trail (FNST)	Program Director	Kelly Shawn	KellyW@Floridatrail.org shawn.l.thomas@usda.gov	Florida National Scenic Trail		PO Box 510275		Melbourne	FL	32931	
Florida Native Plant Society - Tarflower Chapter	Interim Council Chair and Board Director	Elliott Julie Jim Erwin Pete Dunkleberg Amanda Martin	tarflower.fnps@gmail.com jimerwin9@gmail.com petedunkps@gmail.com ajm.fnps@gmail.com	Florida Native Plant Society	Tarflower Chapter	PO Box 536021		Orlando	FL	32853	Updated address: http://search.sunbiz.org/Inquiry/CorporationSearch/SearchResultDetail?inquirytype=EntityName&directionType=CurrentList&searchNameOrder=TARFLOWERCHAPTERFLORIDANATIVEP&listNameOrder=TARFAD%20L20001177 Added 062718; 013118 EAG Sign in Sheet Added 1/3/18 Added 1/3/18 Added 032619 https://us10.campaign-archive.com/?u=753e08f07c80c8f9bdc8120&id=0cd165e0b
Florida Native Plant Society - Pine Lily Chapter	Chapter Representative Conservation Committee Chair State Executive Director	Taylor Webb Sandra Ryeear	fnpsPineLily@gmail.com twebbzeit@gmail.com sandradyear@floridaplant.org	Florida Native Plant Society	Pine Lily Chapter	2228 Jessica Ln		Kissimmee	FL	34744	Updated address: https://visulate.com/rental/visulate_search.php?CORP_ID=N1800002035 Added email 06; http://pinelily.fnpschapters.org/index.php?id=community Added 1/3/18 Asked to attend the EAG meeting. Cell: 228-238-4657
Florida Trail Association	Administrative Director Trail Program Director	Janet Kelly	janetakerson@floridatrail.org KellyW@floridatrail.org	Florida Trail Association		5415 SW 13th St		Gainesville	FL	32608	Added POC 0627 https://www.floridatrail.org/about-us/staff/ 101519 - updated POC
Florida Trail Association - Central Florida Chapter	Director	Bill Turman	hokiebill@bellsouth.net	Florida Trail Association		415 Lakepointe Dr	Suite 104	Altamonte Spri	FL	32701	Added 062718; ( https://www.floridatrail.org/about-us/ourboard/
Friends of Split Oak	President	Dave Valerie Gretchen Harry Robert	dawman1960@gmail.com valerietheblonde@gmail.com harryg@bellsouth.net bobstern0523@gmail.com			2811 Buckboard Way		Orlando	FL	32822	Added 1/3/18 080218 - added address from 062918 CFX speaker card Added 1/3/18 080218 - added from 062918 CFX speaker card 080218 - added from 062918 CFX speaker card 080218 - added from 062918 CFX speaker card
Lake Mary Jane Alliance	Communications Board Member	Suzanne Sharon	suzarnold@mindspring.com robbins.sharon1@gmail.com			13306 Lake Mary Jane Rd		Orland	FL	32832	Added 1/3/18 Added a Added ti http://www.lakemaryjanealliance.com/contact.htm Added 1/3/18 Added title 0326: http://www.lakemaryjanealliance.com/contact.htm
League of Women Voters of Orange County	Natural Resources Chair	Mary Dipboye	mdipboye@yahoo.com								Added 1/3/18 Added 1/3/18 https://secure.gds.com/flor/leawovps/lewin799379/
The Nature Conservancy	Fire Manager	Zach Prusak	zprusak@nrc.org	The Nature Conservancy	Florida Field Office	2500 Maitland Center Pkwy	Suite 311	Maitland	FL	32751	POC updated 062718; 013118 EAG Sign in Sheet



# Save the Date

## OSCEOLA PARKWAY EXTENSION

### Project Development Environment Study Re-evaluation

### Environmental Advisory Group (EAG) Meeting

**Monday, November 18, 2019**  
**1:30 p.m. – 3:30 p.m.**

**CFX Board Meeting Room**  
**4974 ORL Tower Rd., Orlando, FL 32807**

**Details to follow.**

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

## MEETING NOTICE

Central Florida Expressway Authority

### ENVIRONMENTAL ADVISORY GROUP MEETING Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

**DATE:** November 18, 2019

**TIME:** 1:30 p.m. – 3:30 p.m.

**LOCATION:** Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807  
CFX Board Meeting Room

---

This is the meeting of the Environmental Advisory Group (EAG) for the Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the EAG provides input regarding local needs, concerns and potential physical, environmental, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

For more information, visit the study's website at <http://bit.ly/OscPkwyExtRe>.

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5317 or by email at [Iranetta.dennis@CFXway.com](mailto:Iranetta.dennis@CFXway.com) at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, then not later than two (2) business days prior to the proceeding, he or she should contact the Central Florida Expressway Authority at (407) 690-5000.

*Posted 10/31/19 at CFX Administration Building*

This notice has nothing to do with any rule or rulemaking process.

**NOTICE OF PUBLIC MEETING:**

The Central Florida Expressway Authority (CFX) announces Project Advisory Group (PAG) and Environmental Advisory Group (EAG) meetings that are open to the public.

**DATE and TIME:** Monday, November 18, 2019

**PAG**

9:30 a.m. to 11:30 a.m.

A brief presentation on the study re-evaluation will be provided, followed by a group discussion.

**EAG**

1:30 p.m. to 3:30 p.m.

A brief presentation on the study re-evaluation will be provided, followed by a group discussion.

**PLACE:** Central Florida Expressway Authority  
CFX Boardroom  
4974 ORL Tower Road  
Orlando, Florida 32807

**GENERAL SUBJECT MATTER TO BE CONSIDERED:**

CFX Project No.: 599-223

Project Description: CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

The Central Florida Expressway Authority (CFX) is conducting a Project Development and Environment (PD&E) Study Re-evaluation for the proposed Osceola Parkway Extension. The study will determine if a new expressway connection between State Road 417 near Boggy Creek Road and the proposed Sunbridge Parkway is viable and fundable in accordance with CFX policies and procedures.

The overall goals of the proposed Osceola Parkway Extension are to provide improved connections between area roads; accommodate anticipated transportation demand; provide consistency with local and regional plans; support economic viability and job creation; support intermodal opportunities; and enhance evacuation and emergency services.

As special advisory resources to CFX and the consultant team, the PAG and EAG provide input regarding environmental impacts, local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

A study information sheet will be distributed at the meeting.

When the PD&E Study Re-evaluation concludes, it will result in a recommendation to the CFX Governing Board of the preferred alternative. If the project is approved by the CFX Governing Board, it would move forward for further project development.

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Ms. Mary Brooks, Public Involvement Coordinator at 407-802-3210 or via email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. For additional information concerning these studies, please contact Mary Brooks at the contact information above. You also may log onto the study webpage at <http://bit.ly/OscPkwyExtRe>.

COMMENT FORM

Osceola Parkway Extension

Project Development & Environment (PD&E) Study Re-evaluation

ENVIRONMENTAL ADVISORY GROUP MEETING

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 1:30 p.m. – 3:30 p.m.

DATE: 11-18-19

See letter dated 11-18-19 + prior letters

from League Women Voters Florida dated

7-9-18 and 2-15-18. Also my public

comments will be given during Q+A session.

Thank you.

(Please continue comments on the back of this page if more space is needed.)

Name: DR. GLORIA PICKAR, CO PRESIDENT, LEAGUE

Address: OF WOMEN VOTERS OF ORANGE COUNTY

PO. BOX 1901, WINTER PARK, FL 32790

Email: gloria.pickar@gmail.com

Phone: (407) 505-1664; mobile (21) 287-7483

We welcome your comments. You may mail your comments to Mary Brooks, Public Information Coordinator, Central Florida Expressway Authority, 4974 ORL Tower Rd, Orlando, FL 32807. You can also email your comments to [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or call 407-802-3210.

Thank you!



November 18, 2019

Osceola Parkway Extension Environmental Advisory Group

Subject: Split Oak Forest Wildlife and Environmental Area (Split Oak)

On behalf of the League of Women Voters of Orange and Seminole Counties, we continue to support routing the proposed Osceola Parkway Extension around Split Oak to protect Florida Forever conservation lands. The current proposal for a road through Split Oak violates the clear language of our Constitution and ignores the mandate of our citizens who voted to amend our Constitution to protect our Florida Forever conservation lands.

This letter reiterates our continued opposition to proposals that include appropriating Split Oak conservation lands and summarizes our reasons which are explained in a February 15, 2018 letter to the Central Florida Expressway Authority and a second letter dated July 9, 2018 to the Boards of Commissioners of Orange and Osceola Counties, the Florida Communities Trust, Rita Ventry and the Central Florida Expressway Authority. Those letters are attached.

Our constitution explicitly protects conservation lands in Article X, Section 18. The voters overwhelmingly approved this provision in 1998. This constitutional provision prohibits getting rid of Florida conservation lands unless they no longer have conservation value – that is the only basis for changing the use of land that has been acquired for conservation purposes in Florida. This provision was approved by the voters because everyone at the time recognized that pressures for development threatened our unique Florida Forever lands, because short-term, often economic, objectives overlook long term impacts. Protection of our Florida Forever lands requires a long-term perspective.

This current attempt to circumvent the will of the voters and violate our Constitution is not the first attack on conservation lands. The State tried to sell off many of these lands in 2013 by declaring them “surplus.” These lands are also a target for infrastructure development because they are already owned by governmental entities, and therefore are seen by some as a less expensive way to build something now in spite of the fact that the governmental entities involved promised to protect this land when they asked for public funds to create conservation lands. The League has consistently opposed these efforts and opposes any proposal through Split Oak for the same reasons.

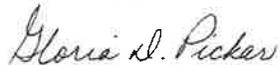
Split Oak was created in 1992 with the intent and understanding that it would be used for conservation purposes indefinitely, with both Orange and Osceola counties declaring that designating this land was consistent with their growth management plans. All of Split Oak is currently being used for conservation. The Fish and Wildlife Conservation Commission has

confirmed this in its most recent 5-year study. In addition, much of Split Oak is being used as mitigation credits for environmental impacts created elsewhere.

Proposals for exchanges of land – giving away some current conservation land in exchange for other land to be designated for conservation – are not permitted by our Constitution. Our Constitution says the only way to dispose of conservation land is when it no longer has conservation value. While some people may think there should be some exceptions to the prohibition against getting rid of some conservation land, that is not what is currently the law of Florida. In fact, the constitutional amendment was specifically proposed *because* of the pressure to change the use of these lands – to protect past achievements from unraveling and to assure the public that these lands will not be sacrificed in the future. Exchanges only create uncertainty for all conservation lands. It is important for protection of sensitive ecosystems and threatened and endangered species to have them remain the same place.

The current proposals for the Osceola Parkway Extension include appropriation of part of Split Oak for a major highway in exchange for some other land which will be designated as conservation land. The conservation value provided by Split Oak cannot be measured by acres. Conservation includes stability. Orange and Osceola Counties promised to preserve Split Oak, and the Constitution of Florida requires them to honor that promise.

Sincerely yours,



Dr. Gloria D. Pickar and Sandi Vidal, Co-Presidents, League of Women Voters of Orange County  
Sharon Lynn, President, League of Women Voters of Seminole County



## LEAGUE OF WOMEN VOTERS® OF FLORIDA

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PRESIDENT  
Pamela Goodman

February 21, 2018

FIRST VICE PRESIDENT  
Patricia Brigham

Central Florida Expressway Authority  
The Honorable Fred Hawkins, Jr., Chairman, Osceola County Representative

Dear Mr. Hawkins,

SECOND VICE PRESIDENT  
Cecile M. SCOON

On behalf of the League of Women Voters of Orange County, Seminole County, and the State of Florida, we urge you to stand up for protecting our natural lands by routing the proposed Osceola Parkway Eastern Extension around the Split Oak Forest Wildlife and Environmental Area (SOFWEA).

TREASURER  
Theresa Francis-Thomas

The League of Women Voters is a nonpartisan organization. We study natural resources, as well as other socioeconomic, social welfare, and political issues, and take positions and actions after careful deliberation.

SECRETARY  
Patricia Drago

After lengthy study and consideration of this issue, we adopted the position that we oppose any road through Split Oak Forest Wildlife and Environmental Area.

BOARD OF DIRECTORS  
Shawn Bartelt  
Lisa Hall  
Julie Kessel, M.D.  
Maggie Lawrence  
Michele Levy  
The Hon. Mark Pafford  
Marty Sullivan

The Central Florida Expressway Authority (CFX) has incorporated the views of citizens through public input forums. CFX has paid particular attention to the views of the environmental community. We commend your openness in this regard.

Orange and Osceola Counties purchased Split Oak more than 20 years ago as a mitigation bank to offset wetland and gopher tortoise impacts. Since then, the Florida Fish and Wildlife Conservation Commission has managed the area by conducting prescribed burns, chemically removing invasive species and bringing in dozens of relocated gopher tortoises.

EXECUTIVE DIRECTOR  
Penny Walker Bos  
2507 Callaway Road  
Suite 102A  
Tallahassee, FL  
32303  
(850)224-2545

Ros Schultz, first Osceola County Land Manager, reports that SOFWEA began in the early 1990s during a lunch under the actual Split Oak when he, Maury Carter the land owner, and others looked around them and agreed the land should be saved. Rod teamed with Orange County and won a \$5.5 million Preservation 2000 (Florida Forever predecessor) grant to buy SOFWEA. To protect the land from encroachment, by 1994 they had tied the land up in multiple layers of easements with multiple participants, including Florida Communities Trust, Florida Fish and Wildlife Commission, and both counties. Subsequent use of SOFWEA for mitigation added many more participants.

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SOFWEA is land owned by the Florida public under the constitutionally based Florida Forever program to acquire land for conservation. It also includes land used as mitigation for other development projects. Currently under consideration is a roadway land swap for a portion of SOFWEA in exchange for some of developers' land elsewhere. CFX is convening discussions about this potential swap between developers and representative of environmental advocates. Legality of such a swap has been questioned because of the deed covenants and Florida constitutional restrictions on disposal of public conservation lands.

The League of Women Voters of Orange County, Seminole County, and League of Women Voters of Florida oppose any road through Split Oak Forest Wildlife and Environmental Area

Sincerely,

Pamela Goodman  
President, League of Women Voters of Florida

Leesa Bainbridge  
Co-president, League of Women Voters of Orange

Carol Davis  
Co-president, League of Women Voters of Orange

Zelda Ladan  
President, League of Women Voters of Seminole County

Cc:

Laura Kelley, Executive Director, Central Florida Expressway Authority  
Jay Madara, Vice Chairman  
The Honorable Brenda Carey, Treasurer, Seminole County Representative  
The Honorable Jim Barfield, Brevard County Representative  
The Honorable Buddy Dyer, Mayor of Orlando  
Andria Herr, Governor's Appointee  
The Honorable Teresa Jacobs, Orange County Mayor  
The Honorable Sean Parks, Lake County Representative  
S. Michael Scheeringa, Governor's Appointee  
The Honorable Jennifer Thompson, Orange County Representative



# LEAGUE OF WOMEN VOTERS® OF FLORIDA

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July 9, 2018

PRESIDENT

Patricia Brigham

Re: Split Oak Forest Wildlife and Environmental Area and proposed Osceola Parkway Extension

First VICE PRESIDENT

Cecile M. Scoon, Esq.

Dear Ladies and Gentlemen:

SECOND VICE PRESIDENT

Shawn Bartelt

On behalf of the League of Women Voters of Orange County, Seminole County, and the State of Florida, we are reaffirming our opposition to the proposed Osceola Parkway Extension through Split Oak Forest Wildlife and Environmental Area (SOFWEA).

TREASURER

Theresa Francis-Thomas

The League of Women Voters is a nonpartisan organization. We study issues regarding natural resources and other socioeconomic, social welfare, and political issues and take positions and actions after careful deliberation. We submit this letter as part of our commitment to protecting our State's signature Florida Forever conservation program.

BOARD OF DIRECTORS

Joanne Aye

Lisa Hall

Maggie Lawrence

Michele Levy

Charlotte Nycklemoe

The Hon. Mark Pafford

Marty Sullivan

Orange and Osceola Counties conceived SOFWEA in 1991 as an innovative joint venture to preserve critical wildlife habitats and wetlands in the increasingly urban environment of the two Counties. The proposal was based on placing a significant area of contiguous uplands and wetlands in a rural area in a designated conservation area and mitigation bank, as protected habitat for wildlife. The counties received Preservation 2000 funds based on their commitment to this conservation project. In the application for the funds from the Florida Communities Trust (FCT), the Counties explained that the creation of this protection area was consistent with their current and future development plans. The counties also explained that this area was adjacent to existing and planned conservation lands.

On February 21, 2018, we sent a letter to Mr. Hawkins in his capacity as the Chairman of the Central Florida Expressway Authority expressing our opposition to a right-of-way through SOFWEA for the Osceola Parkway Extension. A copy of this previous letter is attached.

Since that time, the League obtained a copy of a May 2, 2018 letter written by Mr. Hawkins, in his capacity as Chair of the Osceola Board of County Commissioners, to Mr. Jim Zboril, President of Tavistock Development Company. This letter responded to Mr. Zboril's April 13, 2018 letter setting forth certain conditions that include having Osceola County and its Board of Commissioners "[l]ead a public process (both local and state) to get the associated land in the Split Oak Forest released for right-of-way [for the Parkway extension]." Mr. Hawkins stated that "[i]t is the consensus of the Osceola County Commission that we support and will act on the conditions outlined in your letter." Mr. Hawkins also stated in his letter that he had scheduled a meeting with the FCT on May 15, 2018 to discuss this issue. These letters are also attached.

The League contends that this proposal should not be pursued because it violates the Florida Constitution's protection for conservation lands. Article X, Section 18 states that conservation lands cannot be transferred unless there is a determination that the land no longer serves a conservation purpose:

The fee interest in real property held by an entity of the state and designated for natural resources conservation purposes as provided by general law *shall be* managed for the benefit of the citizens of this state and may be disposed of *only if* the members of the governing board of the entity holding title determine the property is no longer needed for conservation purposes and only upon a vote of two-thirds of the governing board. (emphasis added)

Disposal of land includes transfer of control and therefore this provision applies to the proposed grant of a right-of-way for the Parkway extension to CFX.

In 1998, Florida voters overwhelmingly approved this amendment to the Florida Constitution to provide long-term protection for conservation lands like SOFWEA. Both gubernatorial candidates at the time, Jeb Bush and Buddy MacKay, and over 100 industry leaders, in addition to conservationists, supported the proposed constitutional amendment. This amendment was proposed to make it difficult to sell off conservation lands in order to "protect past achievements from unraveling."<sup>1</sup>

Because SOFWEA retains conservation value, it is not possible to make the determination required by the constitution for the transfer of conservation lands. When Orange and Osceola Counties jointly applied for state conservation funds to acquire SOFWEA,<sup>2</sup> they described the SOFWEA as a "long-term, permanent protection of entire ecosystems" and "an innovative mechanism for natural resources protection." The program's objective was to provide a better alternative for "continued long-term protection of wetlands and wildlife" by designating a large tract of land in a rural area for conservation purposes rather than create "small islands of habitat" that end up being incapable of supporting certain wildlife populations. SOFWEA was designed to "maximize the habitat value of the site for the benefit of species such as the gopher tortoise, Florida mouse, gopher frog, Sherman's fox squirrel, and the red-cockaded woodpecker" and to have all management activities "evaluated in terms of the anticipated impact of the proposed action on listed wildlife within the park."

A major highway through SOFWEA clearly destroys the important function that this forest and wildlife and environmental area was designed to, and does, provide. The conservation manager of the SOFWEA, the Fish and Wildlife Conservation Commission (FWC), performed an extensive review of the SOFWEA in 2016 and concluded:

The evaluation of SOFWEA by FWC has determined that *all portions of the area are being managed and operated for the original purposes of acquisition, and remain integral to the continued conservation of important fish and wildlife resources, and continue to provide quality*

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<sup>1</sup> Wm. Clay Henderson and Deborah Ben-David, Protecting Natural Resources, 72 Florida Bar Journal 21, 24 (Oct. 1998).

<sup>2</sup> Florida Communities Trust, Preservation 2000 Program, Application Form submitted by Orange and Osceola Counties on December 31, 1991.

July 9, 2018

Page 3

fish and wildlife resource based public outdoor recreational opportunities. Therefore, *no portion* of the SOFWEA is recommended for potential surplus review.<sup>3</sup> (emphasis added)

The letters between Mr. Hawkins and Tavistock mentioned above describe efforts to arrange for a deal to allow the proposed Parkway extension to be built in the Osceola portion of SOFWEA in exchange for some concessions from Tavistock, including the designation of other property for conservation. The trade-offs being discussed are not permitted by the explicit language of the 1998 Constitutional provision. Article X, section 18 clearly states that the only time conservation lands may be disposed of is when they no longer serve a conservation purpose. The underlying bases for this Constitutional provision – to prevent conservation achievements from unraveling and to preserve conservation lands from the anticipated pressures of development – explains the reasons for not allowing exchanges.

Considering the relevant provisions of our Constitution and these facts, the League of Women Voters of Orange County, Seminole County, and the state of Florida urge you to cease pursuing alternatives for the proposed Osceola Parkway Extension that damage SOFWEA and instead recognize it for the innovative and valuable role it plays in the Florida Forever program. There are alternatives that do not destroy constitutionally protected land and habitats and the League encourages you to pursue one of these options instead.

Sincerely,

Patricia Brigham  
President, League of Women Voters of Florida

Leesa Bainbridge  
Co-president, League of Women Voters of Orange County

Gloria Pickar  
Co-president, League of Women Voters of Orange County

Sharon Lynn  
President, League of Women Voters of Seminole County

CC: **Board of County Commissioners, Orange County**

The Honorable Teresa Jacobs, Mayor  
201 Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[Mayor@ocfl.net](mailto:Mayor@ocfl.net)

---

<sup>3</sup> Florida Fish and Wildlife Conservation Commission, A Management Plan for Split Oak Forest Wildlife and Environmental Area 2017 – 2027 (2016), <http://myfwc.com/media/4155127/SOFWEAMP2016-2026.pdf>. There are similar statements from both Orange and Osceola county authorities affirming the conservation purposes provided by SOFWEA.

July 9, 2018

Page 4

Commissioner Betsy VanderLey  
201 S. Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[District1@ocfl.net](mailto:District1@ocfl.net)

Commissioner Victoria P. Siplin  
201 S. Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[District6@ocfl.net](mailto:District6@ocfl.net)

Commissioner Emily Bonilla  
P.O. Box 1393  
Orlando, FL 32802-1393  
[District5@ocfl.net](mailto:District5@ocfl.net)

Commissioner Jennifer Thompson  
Board of County Commissioners  
201 S. Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[Jennifer.Thompson@ocfl.net](mailto:Jennifer.Thompson@ocfl.net)

Commissioner Pete Clarke  
Board of County Commissioners  
201 S. Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[District3@ocfl.net](mailto:District3@ocfl.net)

Commissioner Rod A. Love  
201 S. Rosalind Ave., 5th Floor  
Orlando, FL 32801  
[District2@ocfl.net](mailto:District2@ocfl.net)

**Board of County Commissioners, Osceola County**

Commissioner Fred Hawkins, Jr., Chairman  
1 Courthouse Square,  
Suite 4700  
Kissimmee, FL 34741  
[Fred.HawkinsJr@osceola.org](mailto:Fred.HawkinsJr@osceola.org)

Commissioner Peggy Choudhry  
1 Courthouse Square,  
Suite 4700  
Kissimmee, FL 34741  
[Peggy.Choudhry@osceola.org](mailto:Peggy.Choudhry@osceola.org)

July 9, 2018

Page 5

Commissioner Brandon Arrington  
1 Courthouse Square,  
Suite 4700  
Kissimmee, FL 34741  
[Brandon.Arrington@osceola.org](mailto:Brandon.Arrington@osceola.org)

Commissioner Vivian Janer  
1 Courthouse Square,  
Suite 4700  
Kissimmee, FL 34741  
[Viviana.Janer@osceola.org](mailto:Viviana.Janer@osceola.org)

Commissioner Cheryl Grieb  
1 Courthouse Square,  
Suite 4700  
Kissimmee, FL 34741  
[Cheryl.Grieb@osceola.org](mailto:Cheryl.Grieb@osceola.org)

**Florida Communities Trust**  
[FloridaCommunitiesTrust@floridadep.gov](mailto:FloridaCommunitiesTrust@floridadep.gov)

**Rita Ventry, Planner for Orange and Osceola Counties**  
[Rita.Ventry@dep.state.fl.us](mailto:Rita.Ventry@dep.state.fl.us)

**Central Florida Expressway Authority**  
Ms. Laura Kelly  
4974 ORL Tower Road  
Orlando, FL 32807  
[info@CFXway.com](mailto:info@CFXway.com)

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## **FWC Statement to the Osceola Parkway Extension Environmental Advisory Group**

**November 18, 2019**

Perpetual conservation easements are an important tool for conservation, and release of a perpetual easement requires a thorough evaluation of the mitigation package being proposed in exchange.

Any alternative alignment that does not completely avoid Split Oak Forest Wildlife and Environmental Area requires FWC to consider modifying the conservation easement we hold over Split Oak, and we will need to consider the extent of state resources that have been spent managing Split Oak to date.

While the Split Oak Avoidance Alternative remains our preferred alternative for conservation, we recognize the significant implications this represents for the communities affected by this alignment.

The Split Oak Minimization Alternative offers an exchange of a 160-acre loss of Split Oak for an approximately 1,550-acre addition to regional conservation lands. A small portion of the addition is of similar habitat type to Split Oak; while much of the rest consists of wetlands.

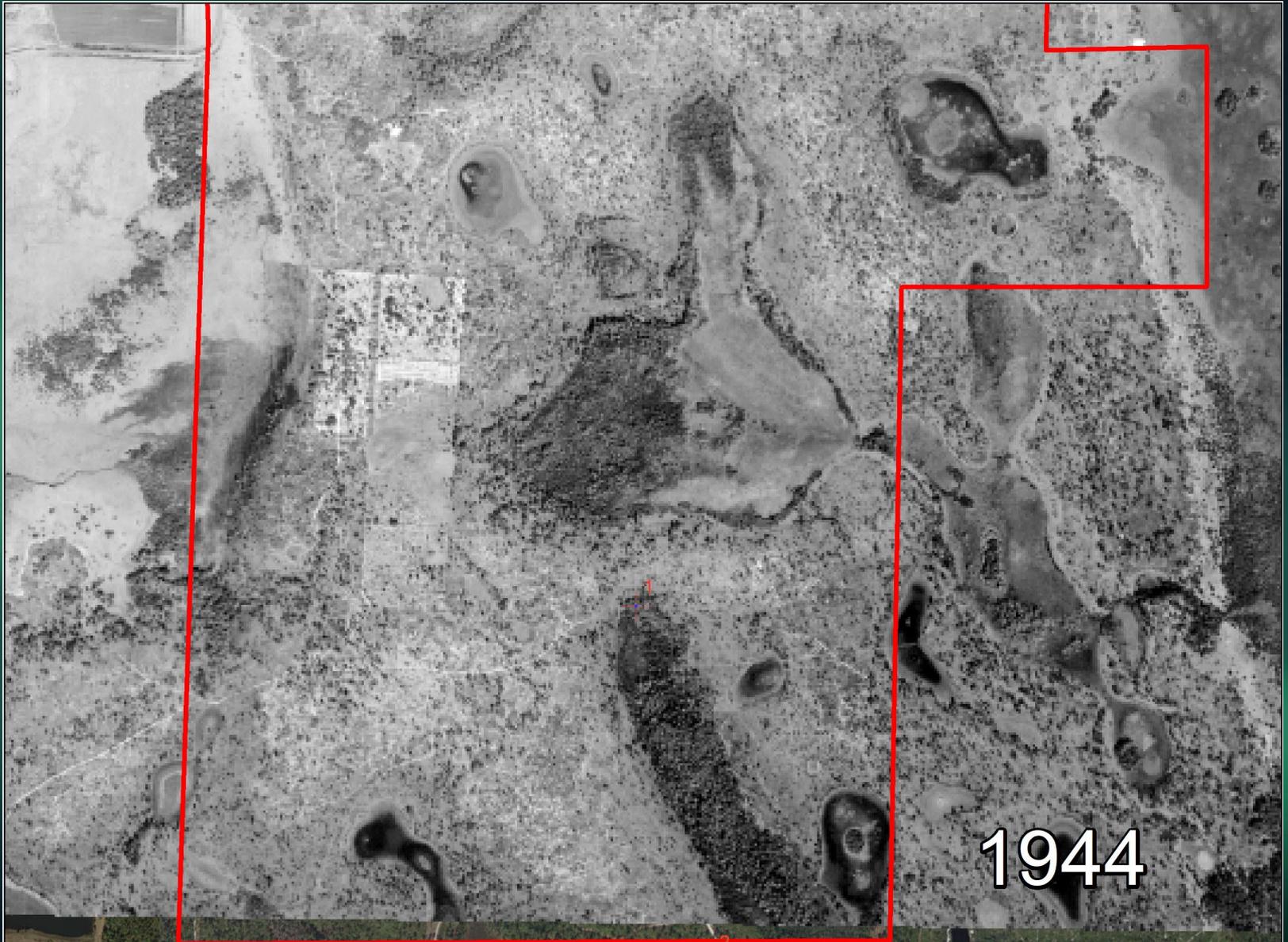
The proposed easement exchange provides nearly a 10:1 mitigation ratio for release of the portion of the conservation easement impacted by the extension project. The ratio of uplands gained to uplands released from the easement is approximately 4:1; however the upland acres within the proposed addition are in need of restoration and management.

Modifying perpetual conservation easements to reduce the encumbered acreage is not a good precedent to set for conservation and mitigation programs; however, with the substantial offset ratio being proposed, we agree it is beneficial to continue discussing the mitigation, permitting, restoration, and management options associated with the Split Oak Minimization Alternative.

# Split Oak Preserve Long Term Perspective



# Split Oak Preserve in 1944



1944

# Split Oak Preserve in 1959

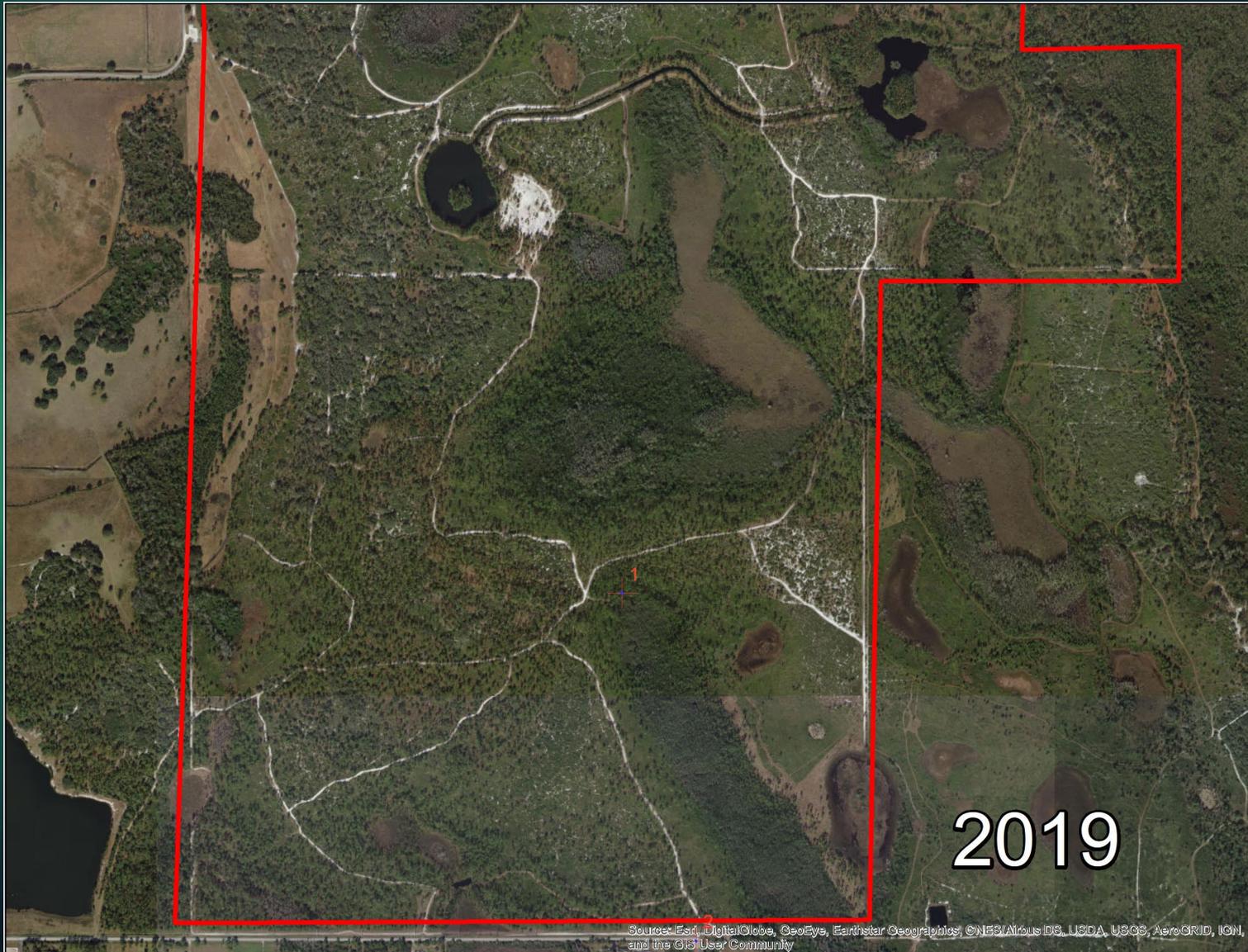


# Split Oak Preserve in 1980



1980

# Split Oak Preserve in 2019



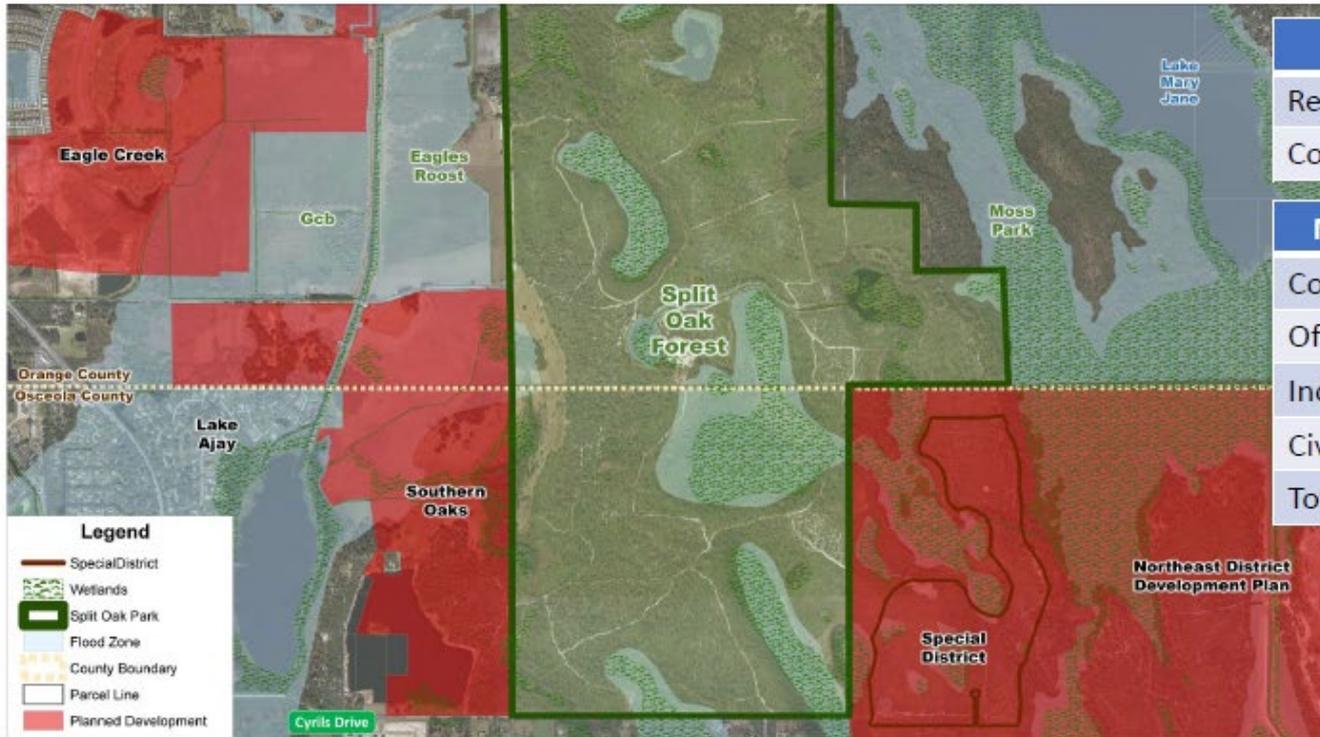
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Split Oak walled in by future development...

## Osceola Parkway Extension

### Planned Development Surrounding Split Oak Forest

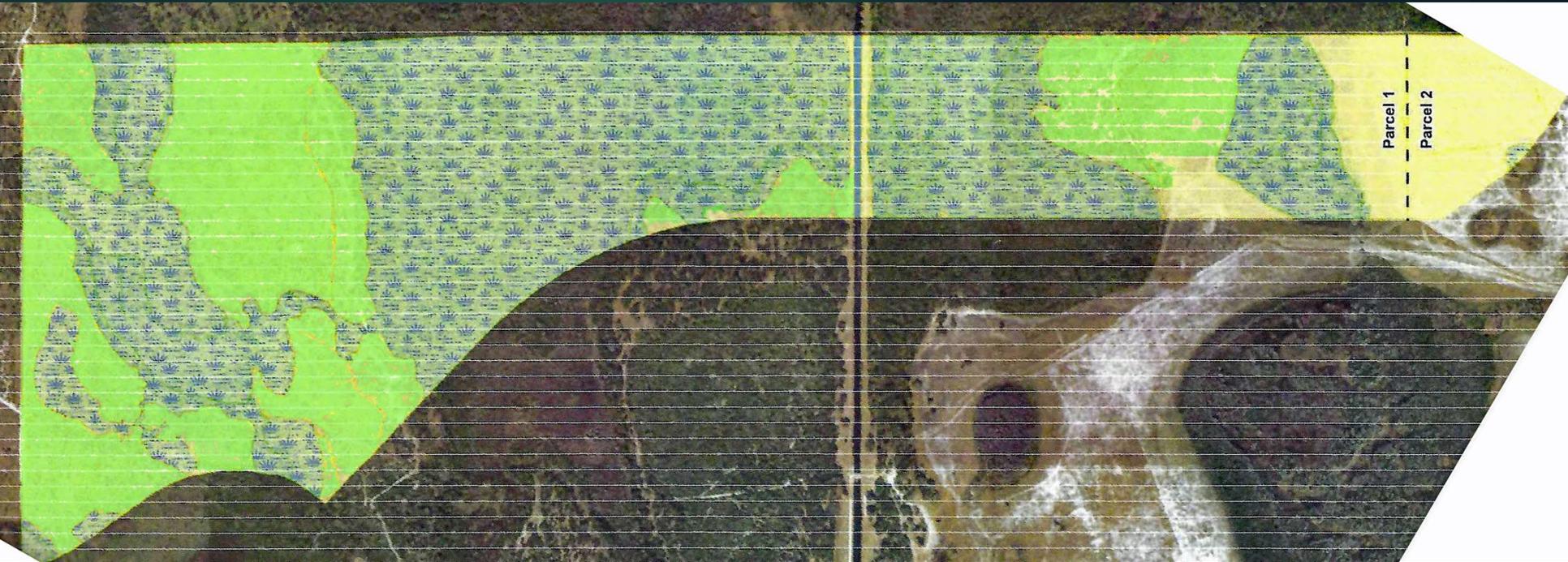
4



Southern Oaks	
Residential Units	882
Commercial (sf)	200,800

Northwest Special District	
Commercial (sf)	80,000
Office (sf)	1,700,000
Industrial (sf)	1,000,000
Civic (sf)	120,000
Total (sf)	2,900,000

# Osceola Co. good quality pine/scrub within 1,550 acres



Good quality uplands/pine/scrub in light green  
Lands in yellow in need of active restoration.

# Orange County longleaf pine needing management



Pineland  
area in light  
green needs  
immediate  
management  
Lands in  
yellow need  
active  
restoration.

# Scrub within 1,550 acres to be dedicated



# Pineland Habitat in 1,550 acre dedication



# Pine and scrubby pine on 1,550 acs.



# Scrub and pine interface on 1,550 ac



# Typical good habitat on 1,550 acres



# Typical relatively undisturbed habitat on 1,550 acres



**Foreground disturbed area, background undisturbed cypress wetland in 1,550 ac.**



1,550 acres of new conservation land AND the existing conservation tracts MUST have influx of funding for RESTORATION and MANAGEMENT.

- Exact amount determined by FWC, FCT, DSL and Osceola County
- Likely in range of \$2 – 3 million for restoration
- Management funding 10-15 years at least \$200,000 per year

**COMMENT FORM**

Osceola Parkway Extension

Project Development & Environment (PD&E) Study Re-evaluation

**ENVIRONMENTAL ADVISORY GROUP MEETING**

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 1:30 p.m. – 3:30 p.m.

DATE: 11/18/19

In Perpetuity !!!

Orange & Osceola Counties should be fighting this instead as long as they have the 2/3<sup>rd</sup> vote they can declare it is no longer conservation property

Where Does It Stop!

(Please continue comments on the back of this page if more space is needed.)

Name: Harry Gregg

Address: 1151 Perrugia Lane  
St. Cloud, FL 34771

Email: hgregg@bellsouth.net

Phone: 407-761-6417

We welcome your comments. You may mail your comments to Mary Brooks, Public Information Coordinator, Central Florida Expressway Authority, 4974 ORL Tower Rd, Orlando, FL 32807. You can also email your comments to [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or call 407-802-3210.

Thank you!

**COMMENT FORM**

Osceola Parkway Extension

Project Development & Environment (PD&E) Study Re-evaluation

**ENVIRONMENTAL ADVISORY GROUP MEETING**

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 1:30 p.m. – 3:30 p.m.

DATE: 11/18/19

I have not heard anyone address the ecosystem services provided by Split Oak and those impacted by the Split Oak Minimization route. I would like the criteria used to determine the "high quality" designation for the compensation land explained in full. Population growth will continue unabated but it is our responsibility to preserve what little remains of natural Florida and avoid impacting wildlife habitat when the opportunity is presented.  
Don't Split Split Oak Forest.

(Please continue comments on the back of this page if more space is needed.)

Name: Ariel Hartney

Address: 199 E. Cedarwood Cir.

Kissimmee FL 34743

Email: ahartney2008@gmail.com

Phone: 407 962 5469

We welcome your comments. You may mail your comments to Mary Brooks, Public Information Coordinator, Central Florida Expressway Authority, 4974 ORL Tower Rd, Orlando, FL 32807. You can also email your comments to [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or call 407-802-3210.

Thank you!

COMMENT FORM

Osceola Parkway Extension

Project Development & Environment (PD&E) Study Re-evaluation

PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 9:30 a.m. – 11:30 a.m.

DATE: 11/18/19

Unless you can build this road without disturbing a square centimeter of the Split Oak Forest Mitigation Area, it is not acceptable or defensible to proceed with this project. It is indefensible to sacrifice a public conservation project to benefit a private, for-profit interest. That said, the Split Oak Avoidance alignment is the only defensible one. "Minimization" still disturbs a significant portion of the forest. The damage to the forest will be considerable and irreversible. Referring to it as "minimization" is disingenuous, and in turn attempts to minimize and dismiss the the very significant impact of this alignment.

(Please continue comments on the back of this page if more space is needed.)

Name:

Pletcher Robinson

Address:

520 Ramona Lane

Orlando, FL 32805

Email:

pallas77gr@gmail.com

Phone:

520-576-6706

We welcome your comments. You may mail your comments to Mary Brooks, Public Information Coordinator, Central Florida Expressway Authority, 4974 ORL Tower Rd, Orlando, FL 32807. You can also email your comments to [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or call 407-802-3210.

Thank you!

As to the neighborhoods impacted, I am aware that these are privileged neighborhoods that ~~are~~ the project seeks to spare. Older, established, but less privileged neighborhoods have received no such consideration, to my knowledge, understand that privileged neighborhoods are still private interests, and that human inhabitants ~~can~~ relocate to other localities that still provide an appropriate human habitat. The plant and animal species that depend upon the specific habitat of Split Oak Forest are not able to do so. They have already had a considerable part of their habitat destroyed, and you are proposing to destroy more. The proposed land swap does not provide ~~an~~ actual mitigation for this additional habitat destruction, as it is not of the same quality or character as the Split Oak Forest Mitigation Area.

Finally, if the entities involved are willing to donate 1,500 acres to expand the conservation area as a carrot, and withhold it as a stick, that smacks rather too much of duress. Rather than extorting compliance by dangling conservation land in front of the environmental community, Twistock should show good faith by simply donating those lands anyway.

Also: if prescribed burns are a requirement in SOF, then development that can be threatened ~~to~~ by those burns can't be approved - not the other way around. Existing conservation takes precedence by law.

## STUDY HISTORY

The Osceola Parkway Extension has been identified as a need in several local, long-range plans and master plans. The former Osceola County Expressway Authority (OCX) completed a Project Development and Environment (PD&E) Study in May 2017 for the Osceola Parkway Extension and presented a recommended alternative. (*Figure 1 on back*)

The Central Florida Expressway Authority's (CFX) enabling legislation (Senate Bill 230, Ch. 2014-171) incorporated the parkway extension and other portions of the OCX 2040 Master Plan into the CFX 2040 Master Plan. In 2018, CFX completed a Concept, Feasibility, and Mobility Study for the Osceola Parkway Extension after evaluating a number of alternatives and concluded the project is viable under CFX criteria.

## STUDY UPDATE

CFX has been re-evaluating the OCX PD&E Study recommended alternative as well as considering other alternatives. The input provided through public outreach, including stakeholder meetings, site tours and advisory committee meetings held during CFX's Concept, Feasibility, and Mobility Study, has been a major component of CFX's PD&E Study Re-evaluation. In addition, the study team has continued to conduct stakeholder meetings to gather further feedback in preparation for a recommended Preferred Alternative.

CFX conducted an extensive analysis of the social, environmental, cultural, and physical impacts of potential alternatives. Of the four evaluated alternatives, two on the west side and two on the east side of the corridor, the recommended preferred alternative (*Figure 2 on back*) results in the least social impacts.



## PROJECT GOALS

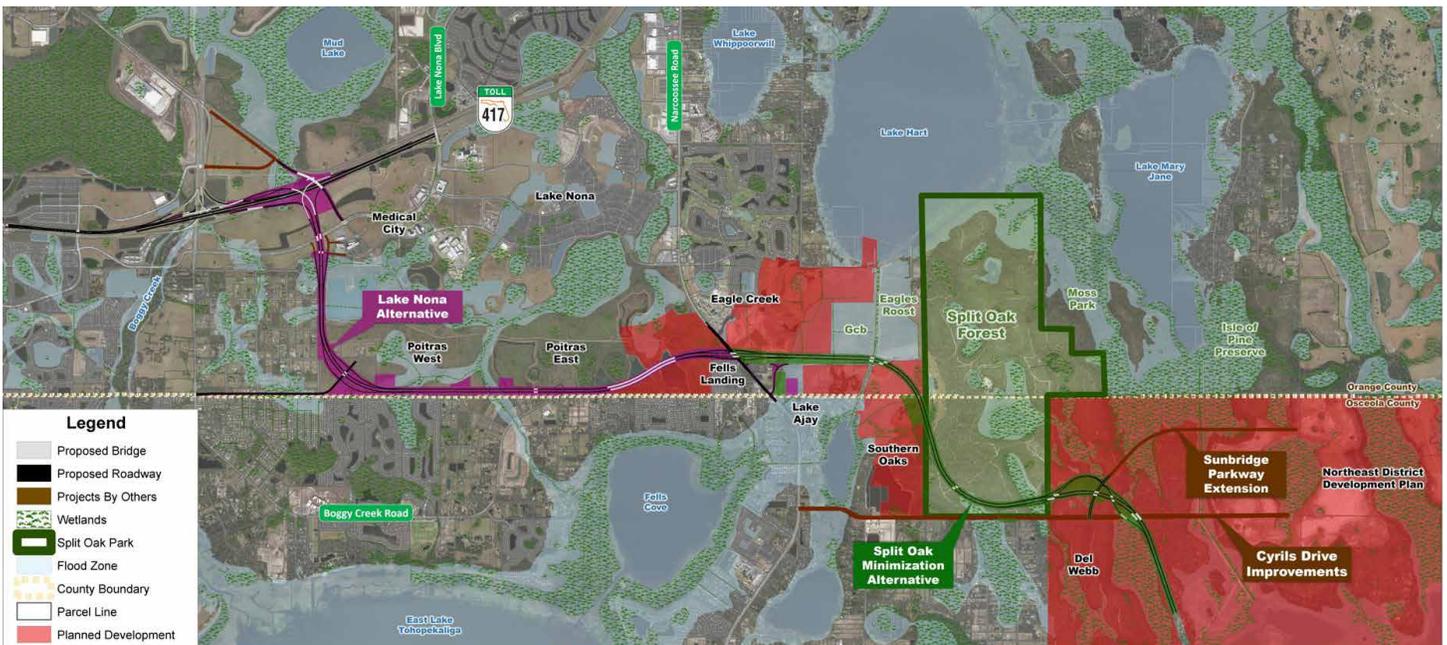
The goals of the proposed 9-mile, limited-access facility include:

- providing for additional east-west routes within the project area,
- enhancing mobility of the area's growing population and economy,
- relieving congestion on local roads,
- providing for the incorporation of transit options and;
- promoting regional connectivity.

**FIGURE 1: OSCEOLA COUNTY EXPRESSWAY AUTHORITY  
APPROVED ALTERNATIVE — MAY 2017**



**FIGURE 2: PD&E STUDY RE-EVALUATION PREFERRED  
ALTERNATIVE RECOMMENDATION**



**TO FIND OUT MORE ABOUT  
THE STUDY, CONTACT:**

**CENTRAL FLORIDA  
EXPRESSWAY AUTHORITY**

Mary Brooks, Public Involvement Coordinator  
Phone: (407) 802-3210  
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)

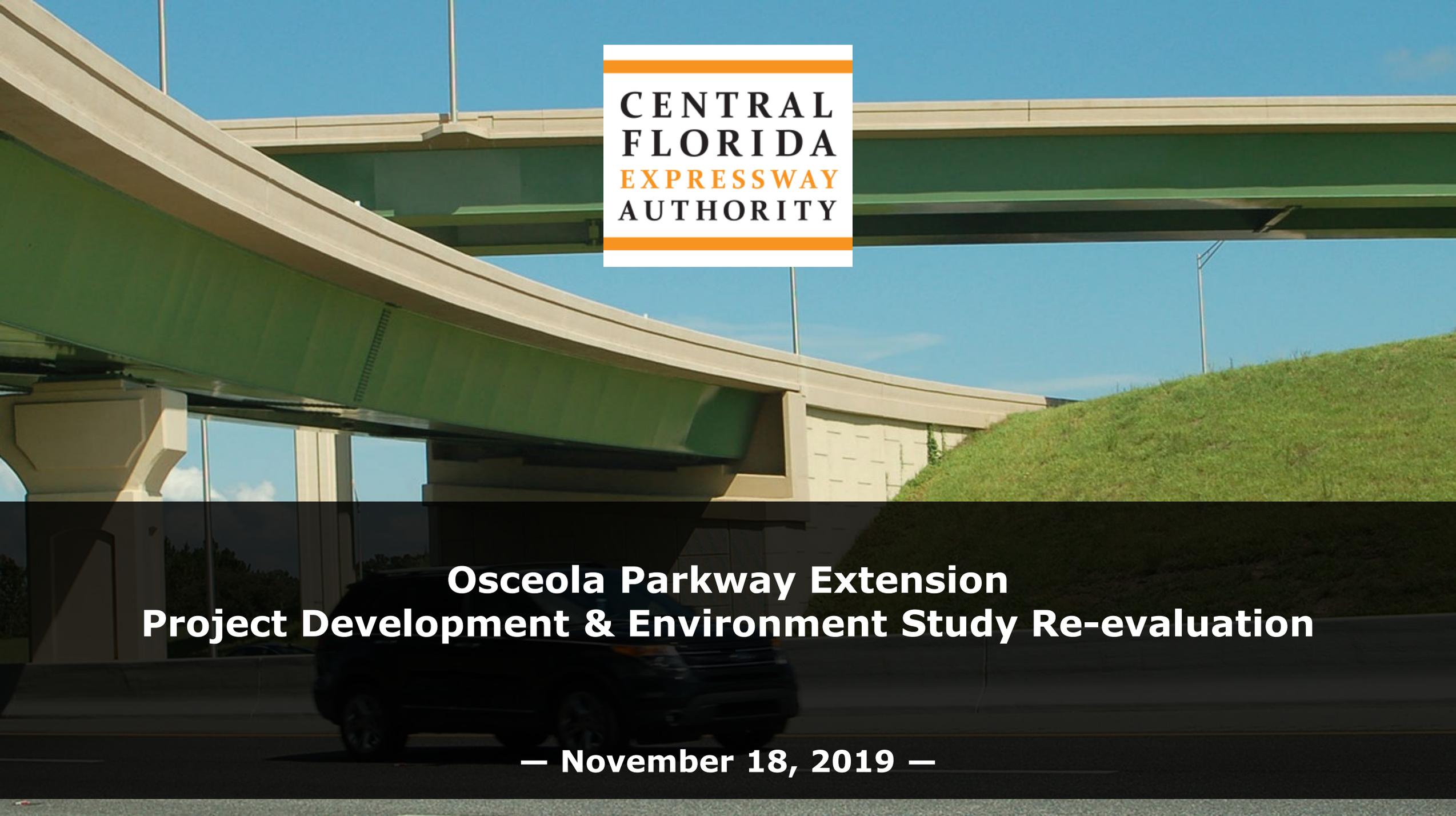
4974 ORL Tower Road, Orlando, FL 32807  
Phone: (407) 690-5000  
Fax: (407) 690-5011  
Email: [Info@CFXway.com](mailto:Info@CFXway.com)

You may also visit the study's  
webpage at:  
<http://bit.ly/OscPkwyExtRe>

 @OsceolaPkwyExtPDE

The logo for the Central Florida Expressway Authority is centered in the upper portion of the image. It consists of a white rectangular box with two horizontal orange bars, one above and one below the text. The text is arranged in four lines: 'CENTRAL' and 'FLORIDA' in black serif font, 'EXPRESSWAY' in orange sans-serif font, and 'AUTHORITY' in black serif font.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

The background of the slide is a photograph of a multi-level highway interchange. The concrete structures are light-colored, and the sky is a clear, bright blue. A grassy embankment is visible on the right side. A dark-colored SUV is driving on the lower level of the highway, partially obscured by the text overlay.

**Osceola Parkway Extension  
Project Development & Environment Study Re-evaluation**

**— November 18, 2019 —**

# Osceola Parkway Extension

## Title VI Compliance

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

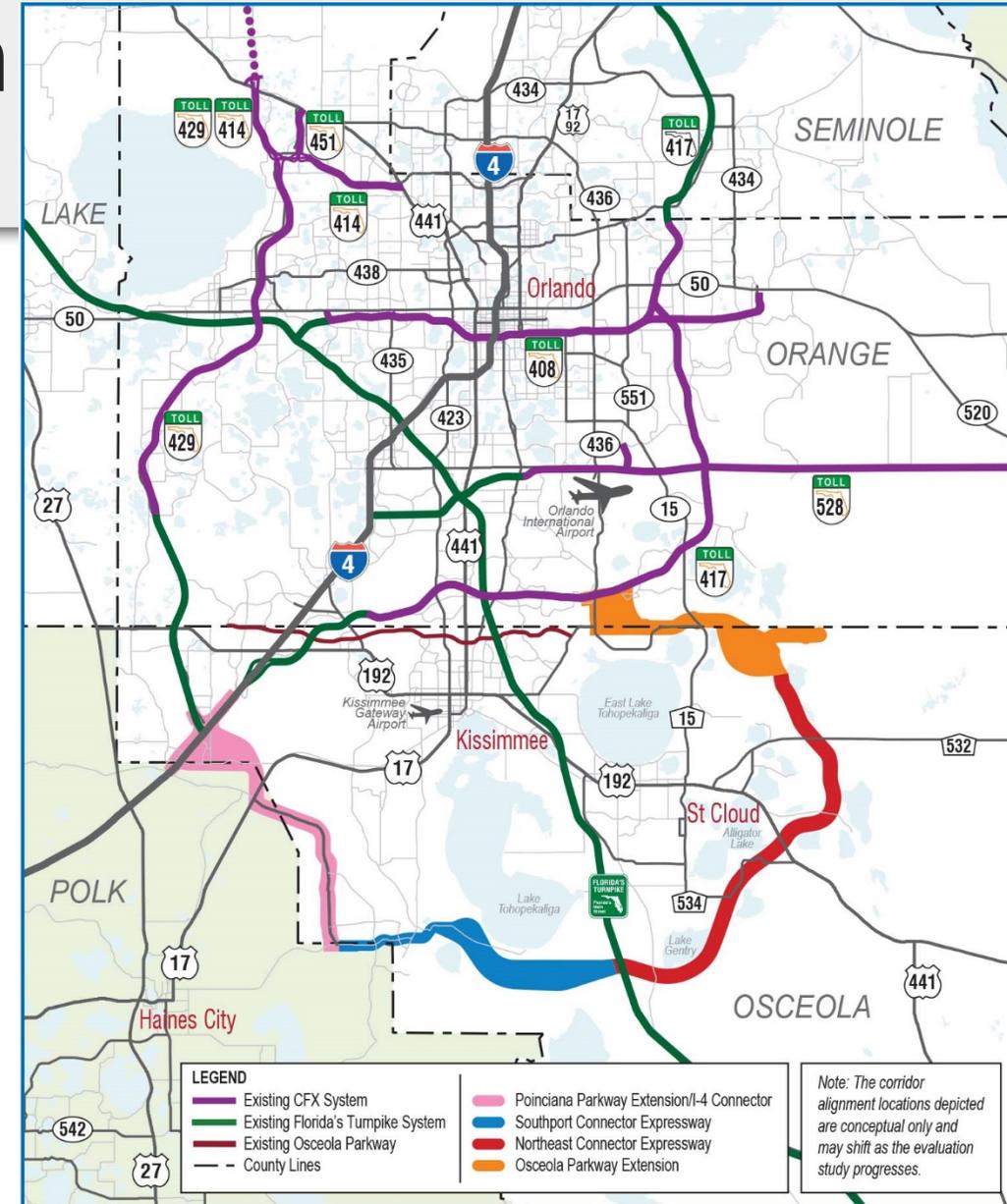
Kathy Putnam  
Public Involvement Coordinator  
4974 ORL Tower Road  
Orlando, FL 32807  
407-802-3210

[Projectstudies@CFXway.com](mailto:Projectstudies@CFXway.com)

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

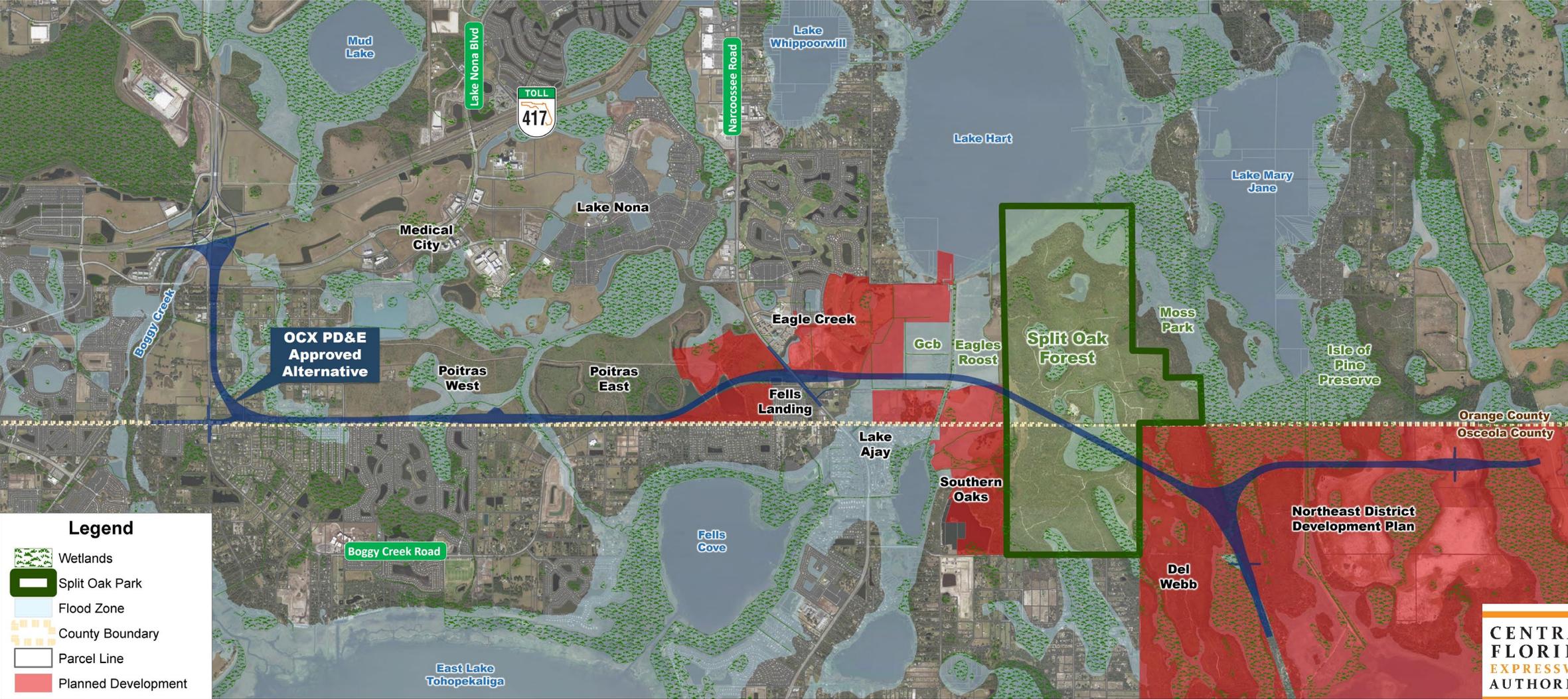
# Osceola Parkway Extension Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- **2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).**



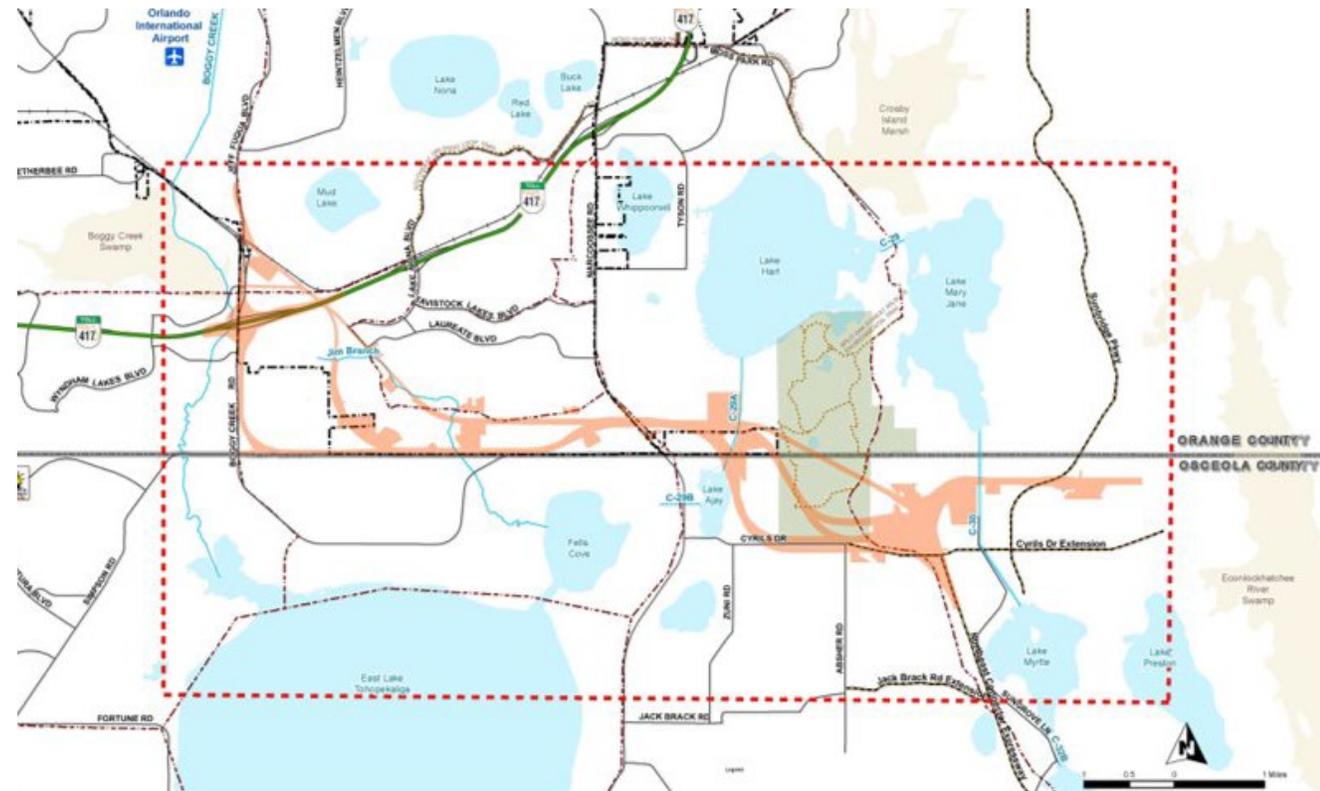
# Osceola Parkway Extension

## Background – OCX Approved Alternative



# Osceola Parkway Extension Background

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- **March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension**



# Osceola Parkway Extension

## Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
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- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- 2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).
- March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension
- **July 2018 – CFX began PD&E Study Re-evaluation**

# Osceola Parkway Extension

## Study Methodology – PD&E Re-evaluation

- Compare the OCX approved alternative against others
- Analyze physical, natural, cultural and social impacts
- Conduct public outreach
- Produce a Project Environmental Impact Re-evaluation Report
  - Identify a preferred alternative
- Present the findings to the CFX Board



# Osceola Parkway Extension

## Key Study Activities

- Environmental Data Collection & Analysis
- Large Landholder & Other Key Stakeholder Meetings
- Refining Feasibility Study Alternatives
- Developing Additional Alternatives
- Updating environmental, engineering and social data
- Public Involvement



# Osceola Parkway Extension

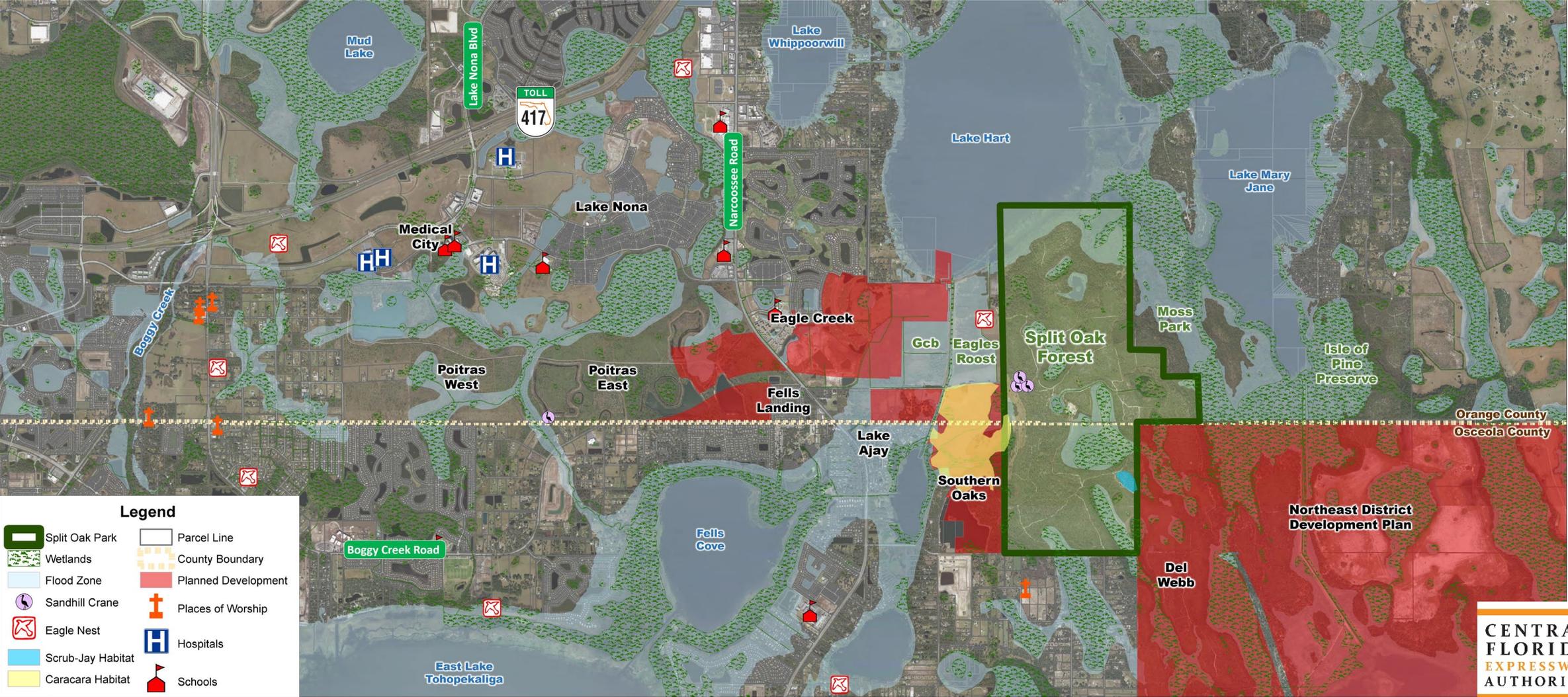
## Public Involvement

- Officials' Briefings & Stakeholder Meetings
- Osceola Co. Commissioner Transportation Update - Dec. 4, 2018
- Board Presentations
  - Osceola Co. Expressway Authority – Oct. 9, 2018
  - CFX Governing Board – Dec. 12, 2018
- Environmental & Project Advisory Groups – TBD
- Public Meeting – TBD
- CFX Study Webpage & Study Facebook Page



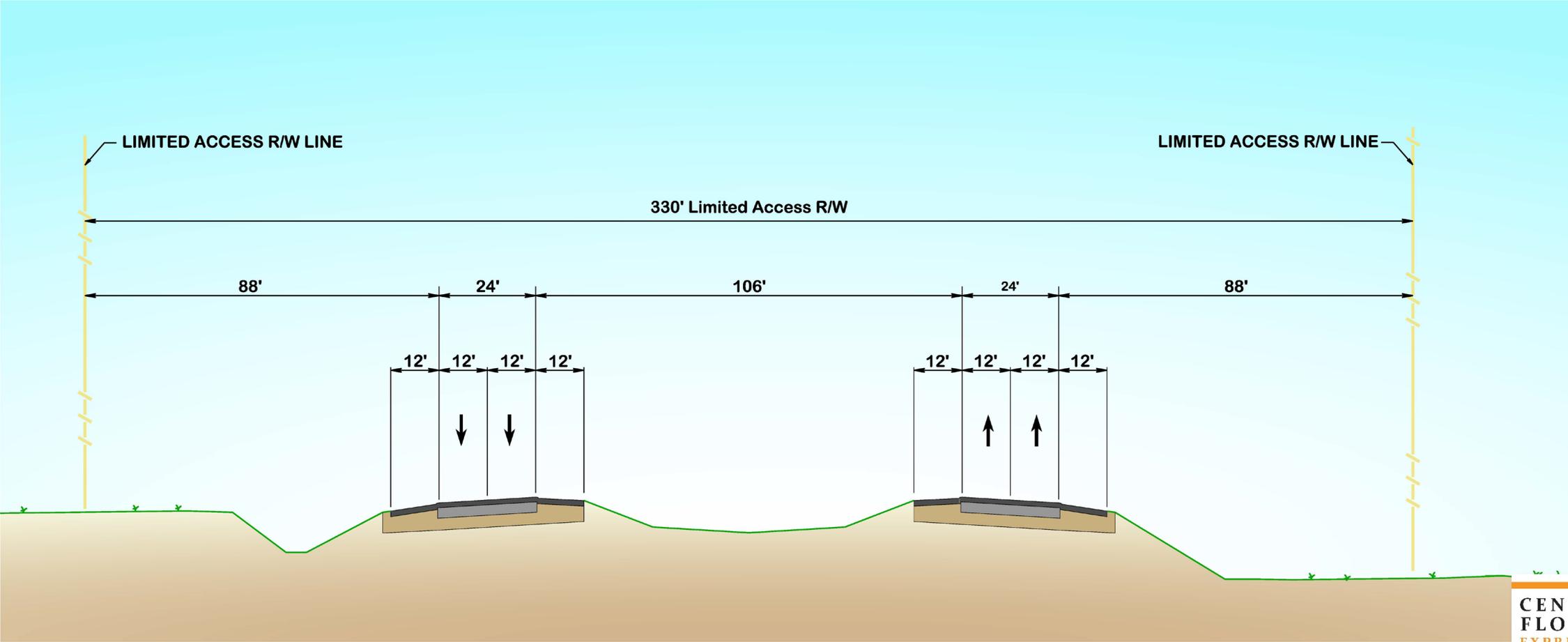
# Osceola Parkway Extension

## Major Constraints: Social and Environmental

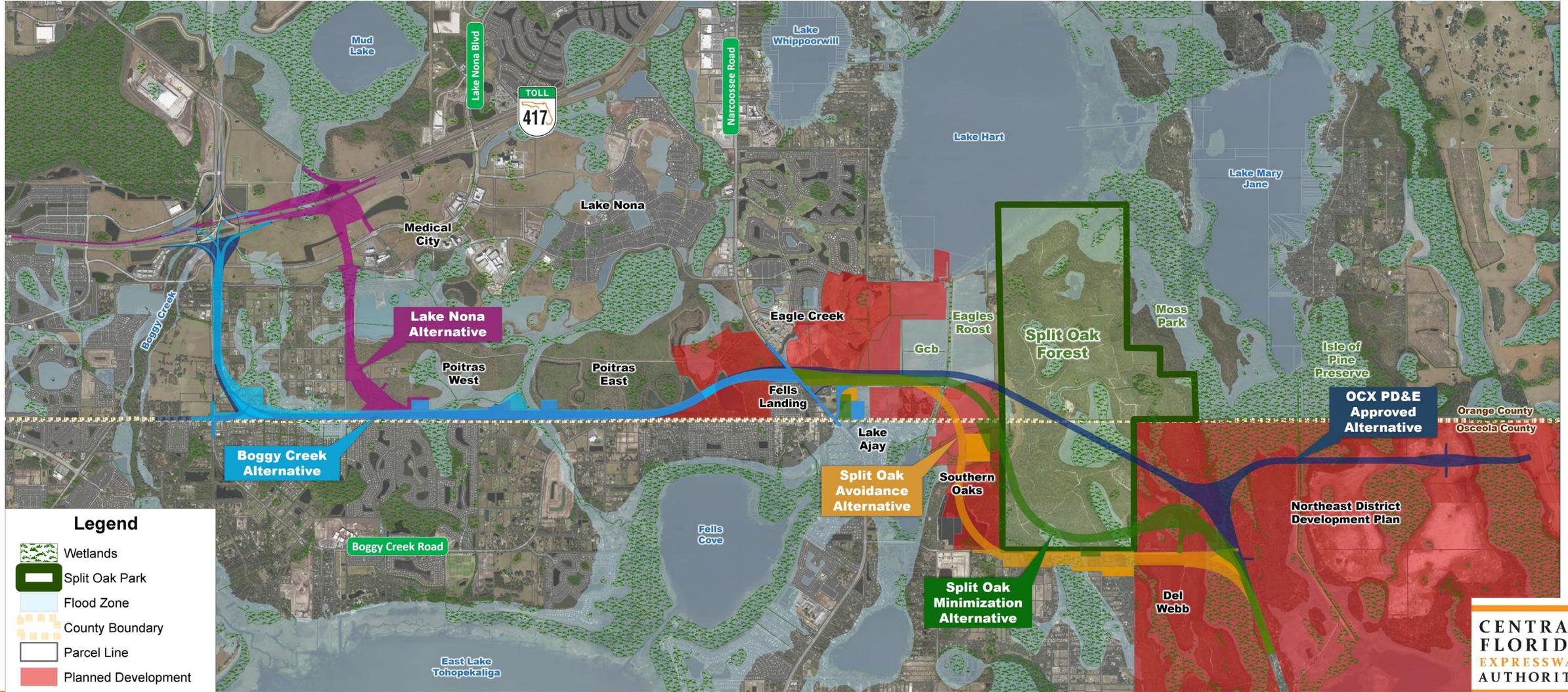


# Osceola Parkway Extension

## Typical Section

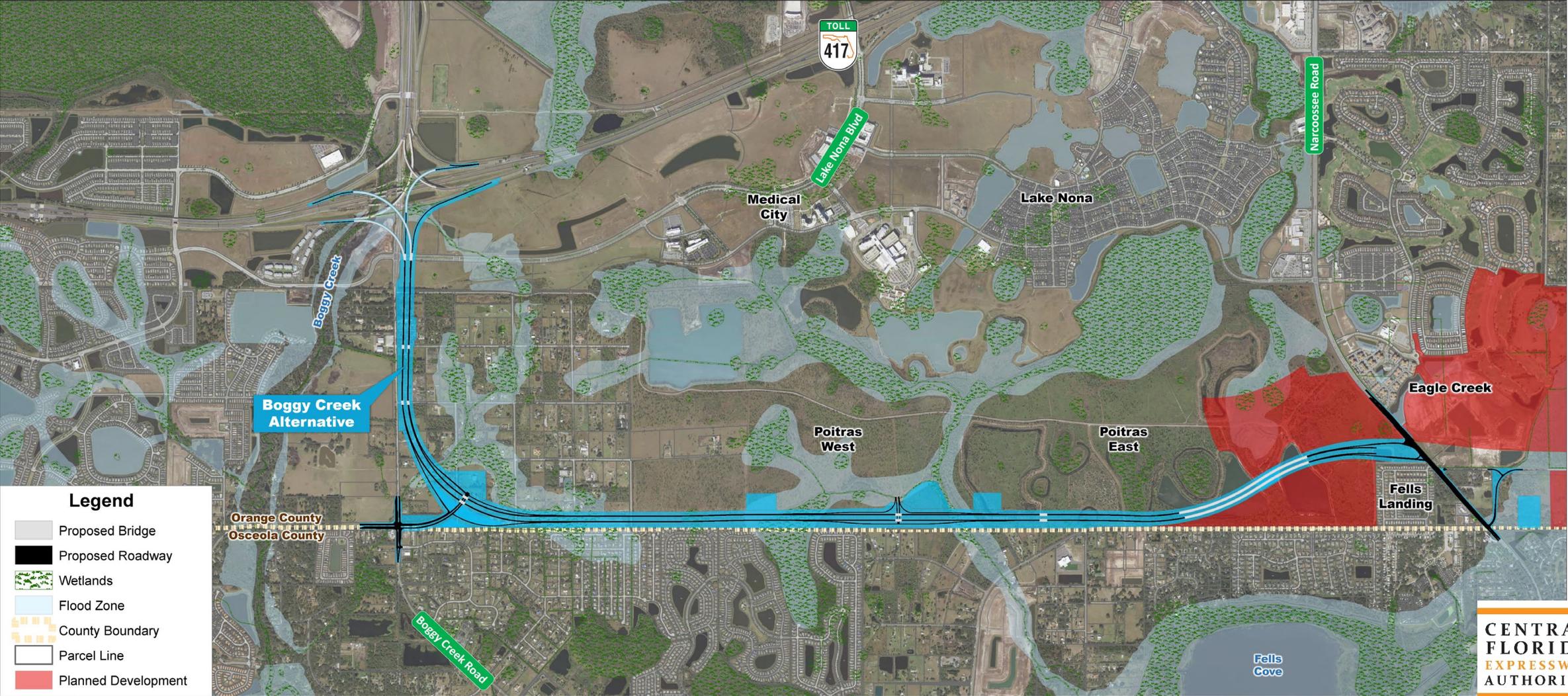


# Osceola Parkway Extension Alternatives Considered



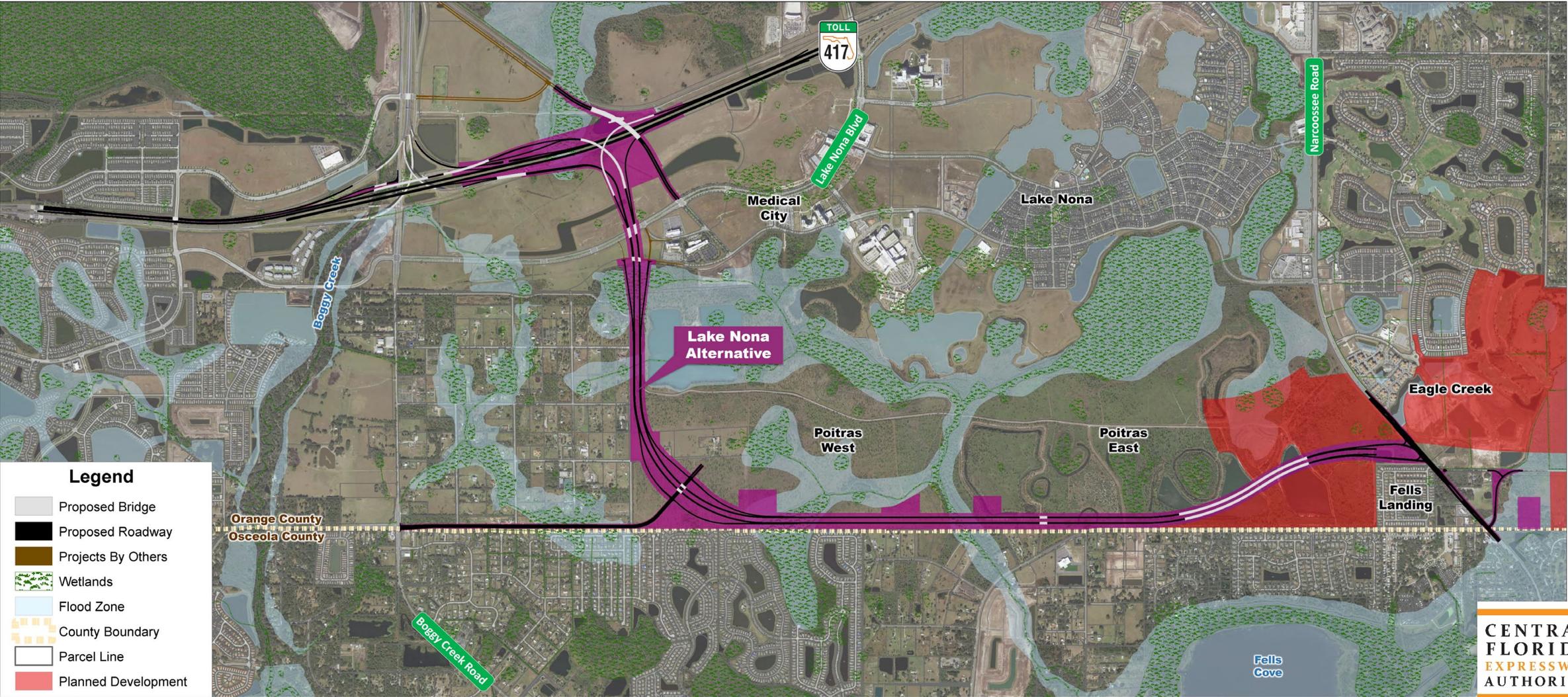
# Osceola Parkway Extension

## West Segment – Boggy Creek Alternative



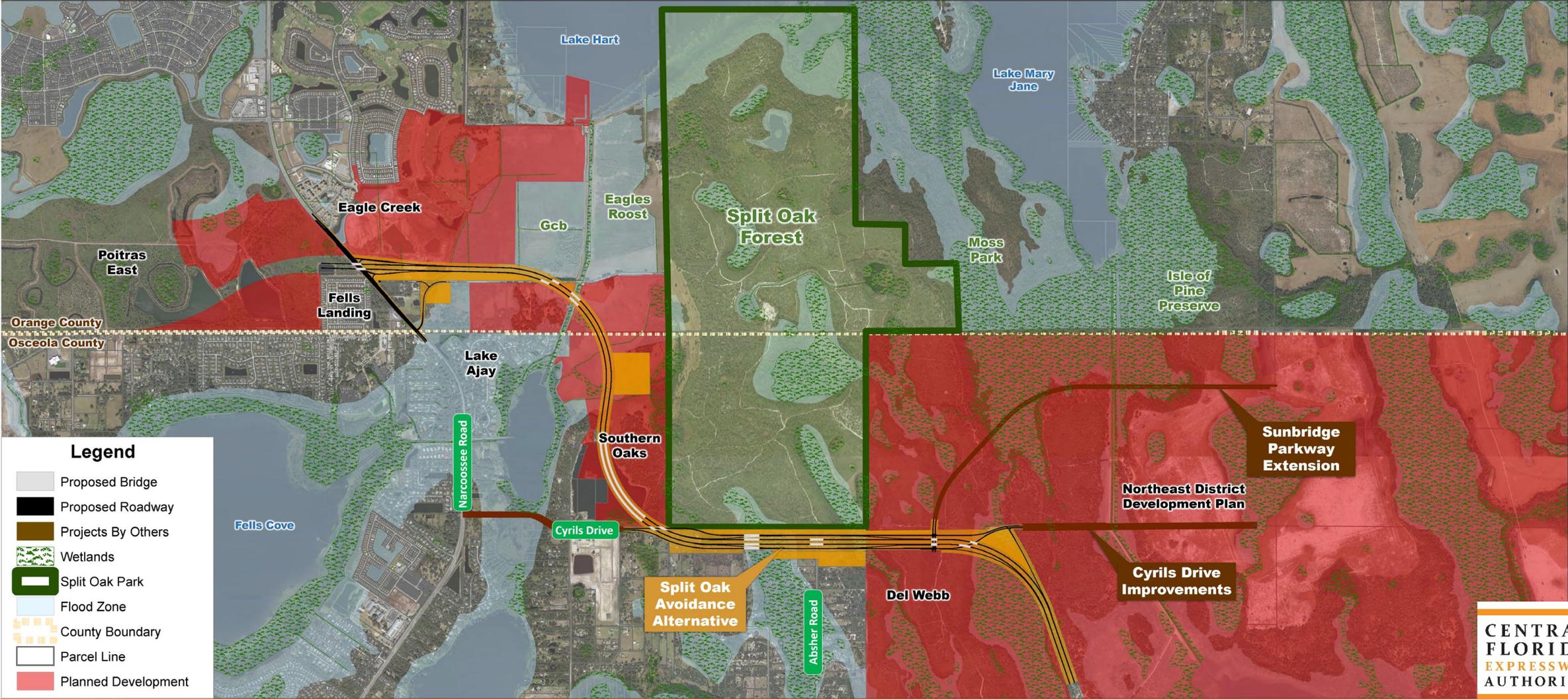
# Osceola Parkway Extension

## West Segment – Lake Nona Alternative



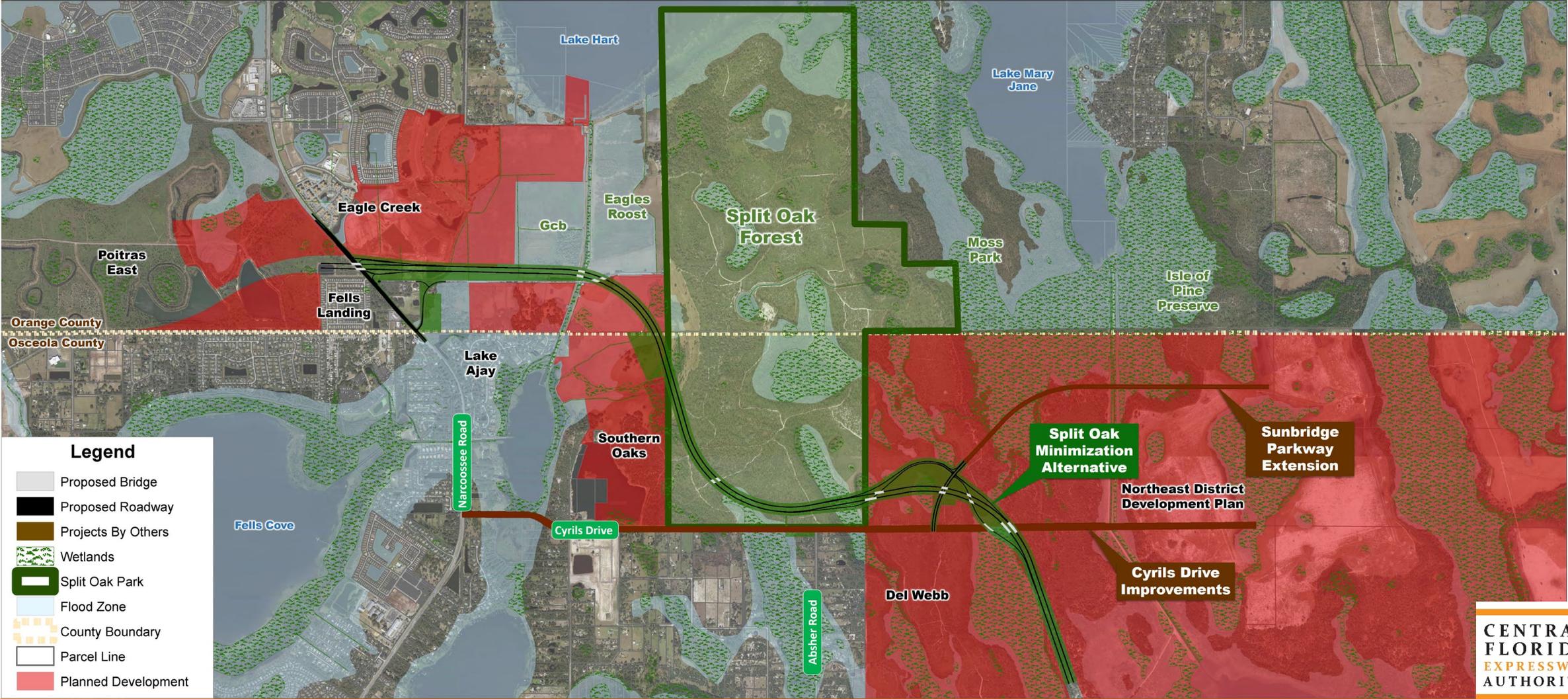
# Osceola Parkway Extension

## East Segment – Split Oak Avoidance Alternative



# Osceola Parkway Extension

## East Segment – Split Oak Minimization Alternative

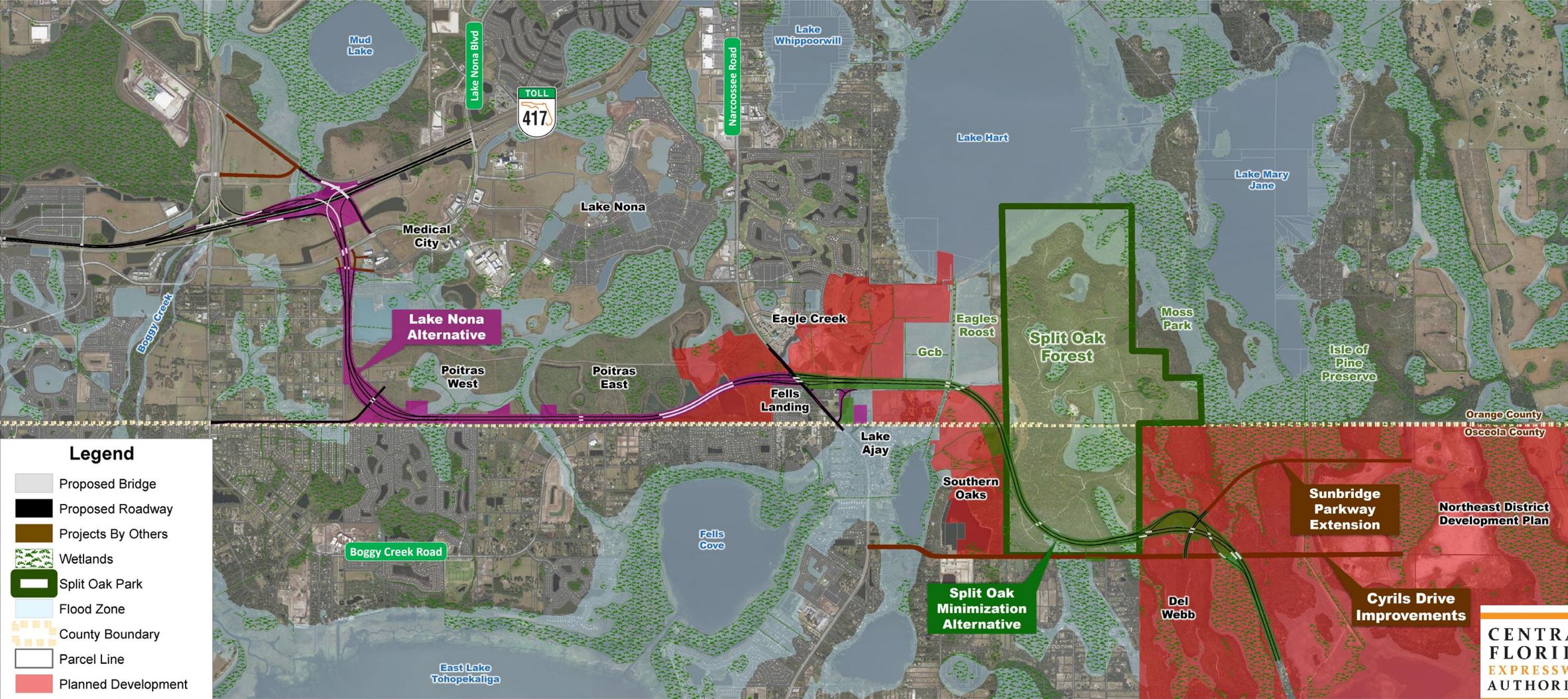


# Osceola Parkway Extension

## Evaluation Matrix

- Physical
  - Utility Impacts and Contamination
- Cultural
  - Historic and Archaeological Resources
- Natural Environment
  - Wetlands, Floodplains, Habitat, Species, Mitigation Properties, Conservation Easements
- Social
  - Right-of-way Impacts, Displacements, Community Impacts, Planned Developments
- Estimated Costs
  - Construction, Right-of-Way, Mitigation, and Engineering / Legal

# Osceola Parkway Extension Preferred Alternative



# Osceola Parkway Extension

## What's Next?

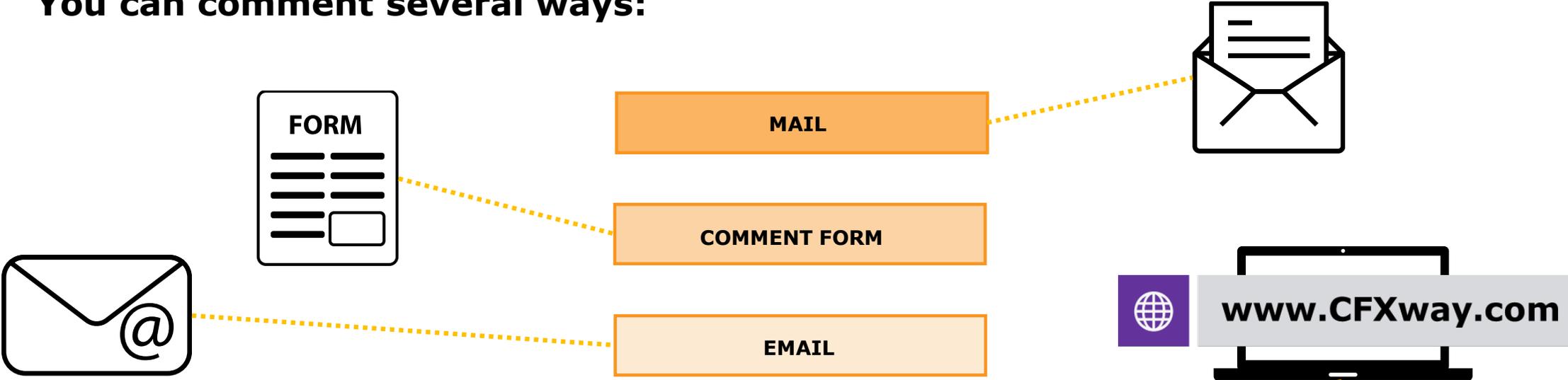
- Public Meeting – Tomorrow, November 19<sup>th</sup>
- Board Meeting – Present Final Recommendations to CFX Board



# Osceola Parkway Extension

## Public Comment

You can comment several ways:



**Kathy Putnam**  
Public Involvement Coordinator  
Phone: 407-802-3210  
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)  
[www.CFXway.com](http://www.CFXway.com)

**WEBSITE**

Comments received tonight or postmarked by  
**November 30, 2019**  
will become part of the public workshop summary.

 [www.CFXway.com](http://www.CFXway.com)

 Find us on  
**Facebook**

**@OsceolaPkwyExtPDE**

The image shows a multi-level highway interchange with concrete overpasses and support pillars. A dark SUV is driving on the ground level road. A grassy embankment is visible on the right side. The sky is clear and blue. The logo is centered in the upper half of the image, featuring a white square with orange horizontal bars above and below the text.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

# Approach to Florida Communities Trust

## **62-818.015 Consideration of Recipient's Request for Linear Facilities.**

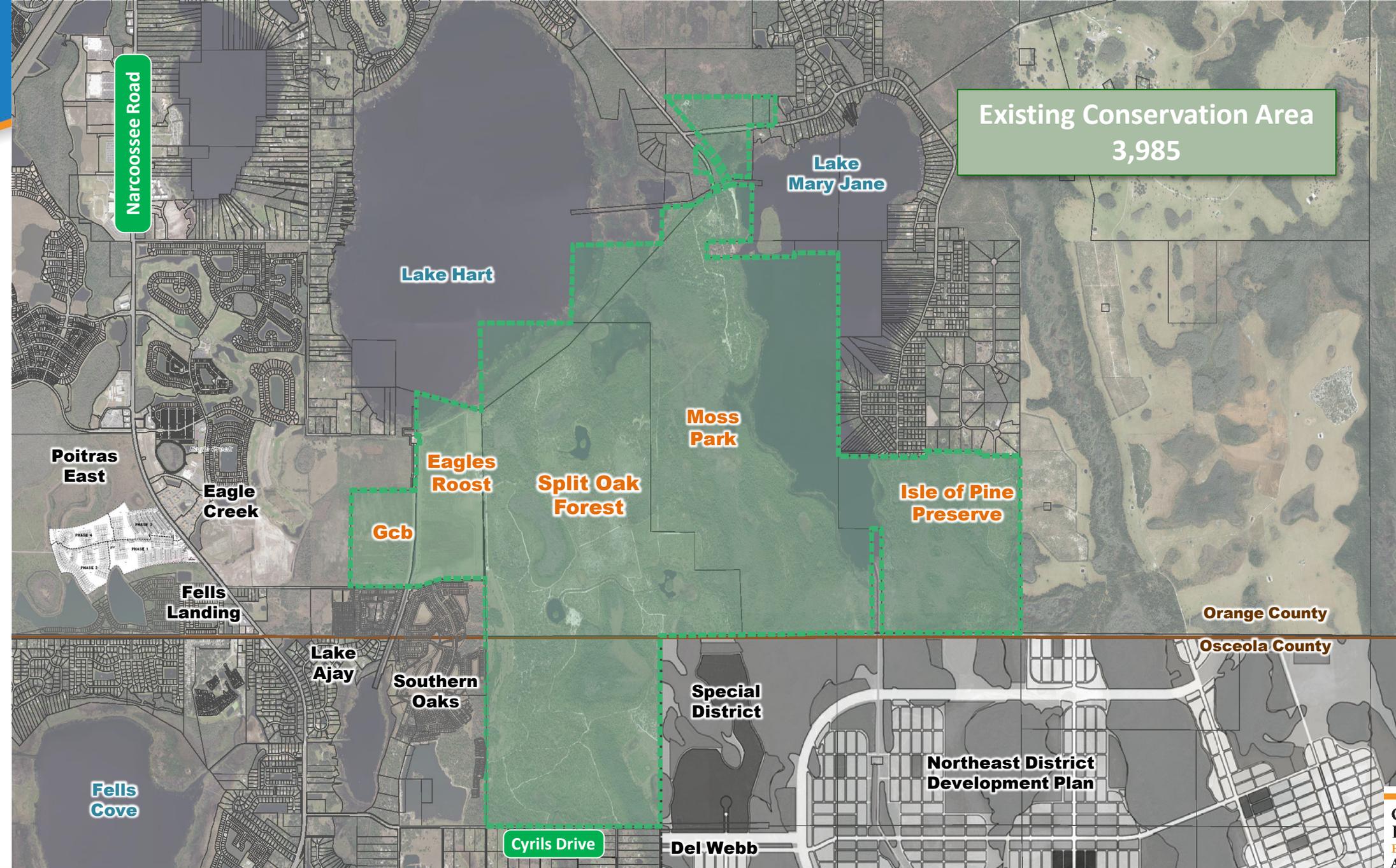
The Declaration of Restrictive Covenants for Trust Project Sites limits the use of the property to conservation, outdoor recreation, and other related activities. However, the Trust periodically receives requests for Management Plan modifications to allow linear facilities and related appurtenances on the Trust Project Site. When evaluating these requests, the following process must be followed.

- (1) First, there has to be a determination:
  - (a) That there is no reasonable alternative to the proposed modification land use on the Trust Project Site; and,
  - (b) That the land use is designed to have a minimal impact to the site; and,
  - (c) A copy of an alternative analysis assessment of other off-site alternatives or options considered by the Recipient.
- (2) If the Trust determines that no practical off-site alternatives exist, then the following information is required:
  - (a) A written statement that the Local Government has reviewed and approved the proposed use;
  - (b) A description and dimensions of the linear facility, and of the area that will be affected during construction;
  - (c) Information on the natural communities and cultural features found on, and immediately surrounding the site of the proposed facility;
  - (d) A statement explaining how the proposed facility will be compatible with planned recreational uses of the Trust Project Site, as committed to in the approved Management Plan;
  - (e) Discussion of the proposed mitigation for impacts to the Trust Project Site; and,
  - (f) A modified master site plan drawing identifying the locations of existing vegetation and all proposed structures, facilities and restoration areas that will be affected by the facility.

After receiving all of the above information, staff will evaluate and review the request for consistency according to the above listed requirements. If the proposal meets the above requirements and has minimum impact to the Project Site, staff may approve the request. If public objections are received, if it is a large project, or if the project could be viewed as controversial the proposal will be presented to the Trust Governing Board for consideration.

- (3) If the request is approved, the Recipient must:
  - (a) Provide an appraisal of the land use area or other valuation method as approved by Trust staff;
  - (b) Provide a legal description from a licensed surveyor;
  - (c) Sign an amendment to the Declaration of Restrictive Covenants that provides for the changed use of the Project Site; and,
  - (d) Record the amended Declaration of Restrictive Covenants in the Public Records of the County where the property is located.

The Recipient will be required to pay for the land use area. The payment shall be allocated to the Recipient and the Trust based on the percentage of the original grant (i.e., 50% Recipient participation and 50% Trust participation).



Existing Conservation Area  
3,985

Narcoossee Road

Lake Mary Jane

Lake Hart

Moss Park

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Isle of Pine Preserve

Gcb

Fells Landing

Orange County

Lake Ajay

Southern Oaks

Osceola County

Special District

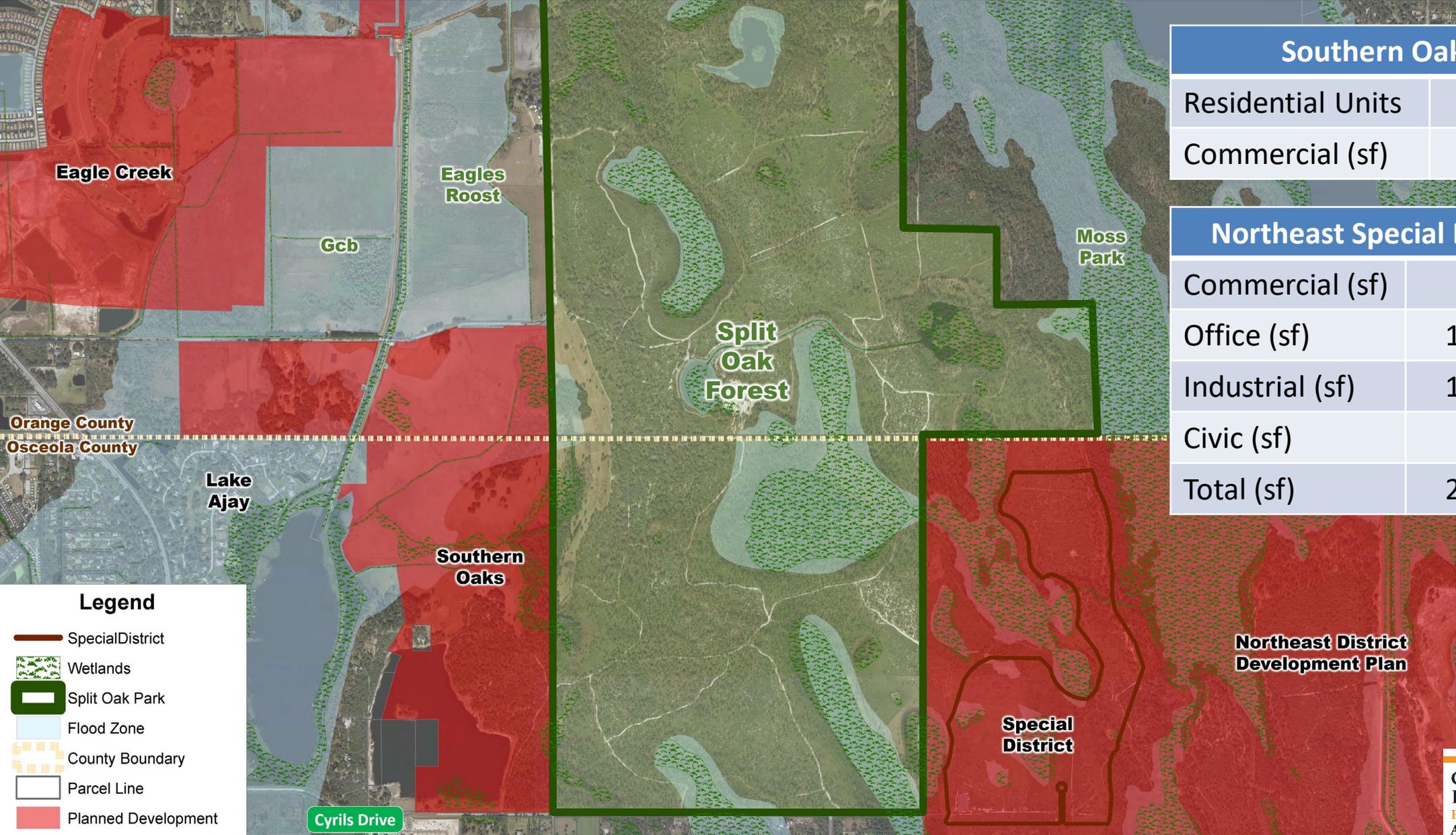
Fells Cove

Northeast District Development Plan

Cyrils Drive

Del Webb

# Planned Development Surrounding Split Oak Forest

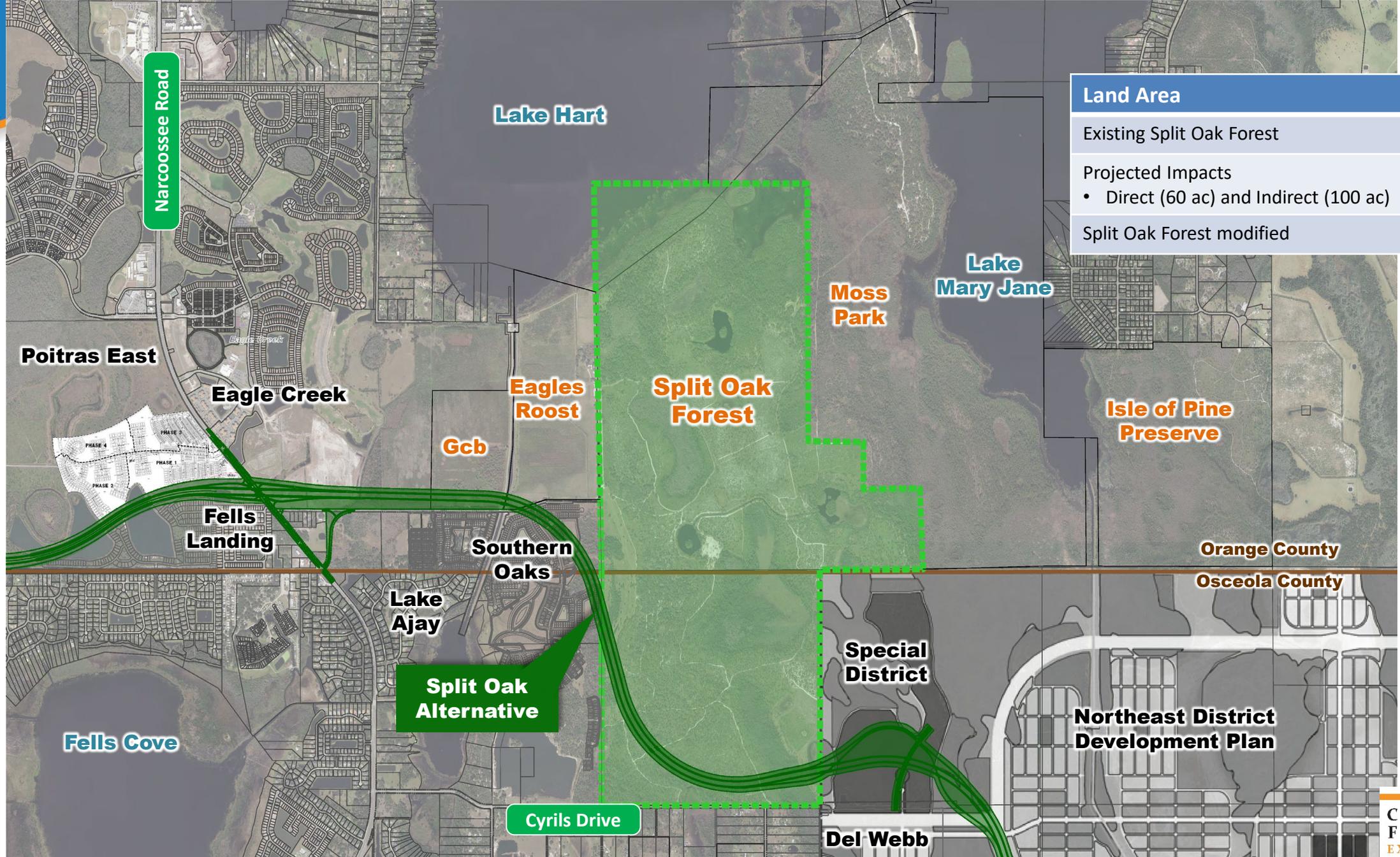


Southern Oaks	
Residential Units	882
Commercial (sf)	200,800

Northeast Special District	
Commercial (sf)	80,000
Office (sf)	1,700,000
Industrial (sf)	1,000,000
Civic (sf)	120,000
<b>Total (sf)</b>	<b>2,900,000</b>

- Legend**
- Special District
  - Wetlands
  - Split Oak Park
  - Flood Zone
  - County Boundary
  - Parcel Line
  - Planned Development





Land Area	Acres
Existing Split Oak Forest	1,689
Projected Impacts	
• Direct (60 ac) and Indirect (100 ac)	160
Split Oak Forest modified	1,529

**Split Oak Alternative**

# Osceola County +/- 582 Acres

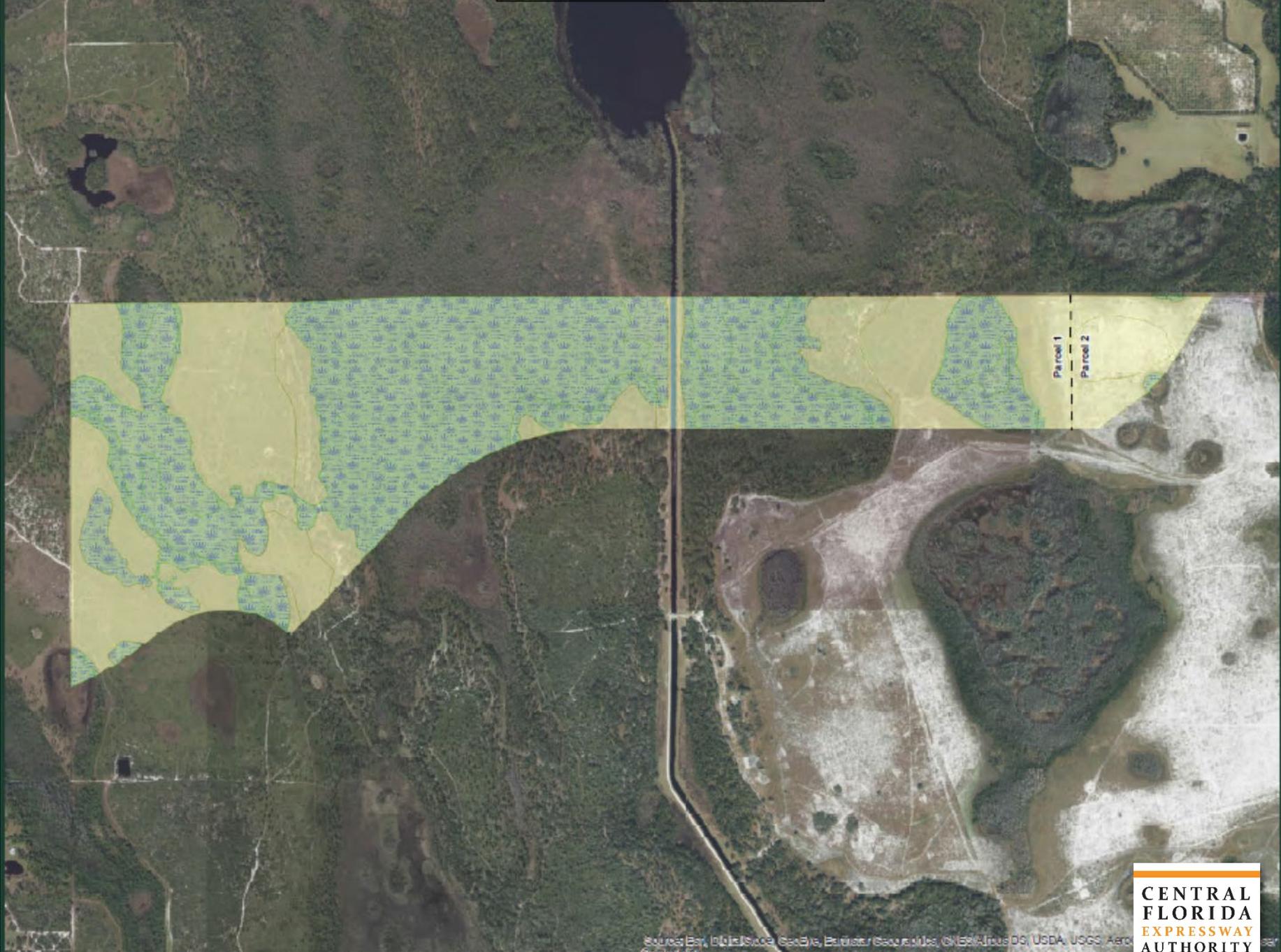
### Legend

#### Parcel 1 (Osceola County)

- Uplands (219.02 ac)
- Wetlands (326.47 ac)
- Surface Waters (1.83 ac)

#### Parcel 2 (Osceola County)

- Uplands (34.02 ac)
- Wetlands (0.81 ac)



Source: Esri, DigitalGlobe, GeoEye, Earthstar/GeoEye, CNES/Airbus DS, USDA, USGS, Aero

# Orange County +/- 968 Acres

## Legend

 Roberts Island Slough

 CS-1

 CS-2

### Roberts Island Slough (Orange County)

 Uplands (42.18 ac)

 Wetlands (507.69 ac)

### CS-1 (Orange County)

 Uplands (101.65 ac)

 Wetlands (1.13 ac)

### CS-2 (Orange County)

 Uplands (239.97 ac)

 Wetlands (64.63 ac)

 Surface Waters (6.23 ac)



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airphoto DS, USDA, Landsat, AeroGRID, IGN, and the GIS User Community

Narcoossee Road

Existing Conservation Area  
3,985

Lake Mary Jane

Lake Hart

Orange County  
Dedicated  
Conservation Land  
+/- 968 AC

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Moss Park

Isle of Pine Preserve

Gcb

Orange County

Fells Landing

Lake Ajay

Osceola County

Split Oak Alternative

Osceola County  
Dedicated  
Conservation Land  
+/- 582 AC

Northeast District  
Development Plan

Southern Oaks

Fells Cove

Cyrils Drive

Narcoossee Road

Resulting Conservation Area  
5,375

Lake Mary Jane

Lake Hart

Postras East

Eagle Creek

Eagles Roost

Split Oak Forest

Moss Park

Isle of Pine Preserve

Gcb

Orange County

Osceola County

Fells Landing

Lake Ajay

Split Oak Alternative

Southern Oaks

Northeast District Development Plan

Fells Cove

Cyrils Drive

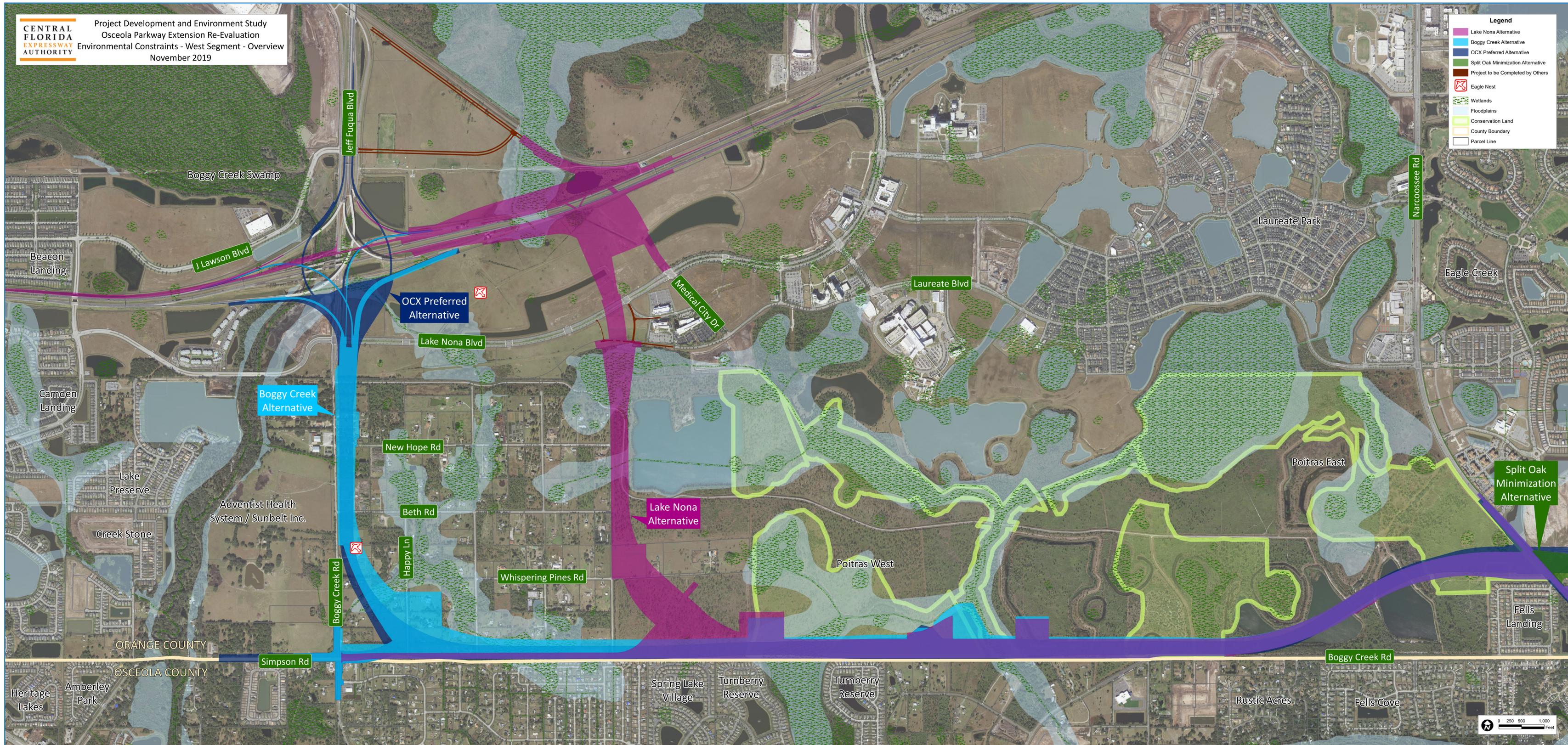
Del Webb



Legend			
<span style="color: purple;">—</span>	Lake Nona Alternative		Gopher Tortoise
<span style="color: green;">—</span>	Split Oak Minimization Alternative		Sandhill Crane
	Proposed Bridge		Eagle Nest
	Proposed Roadway		Scrub-Jay Habitat
	Proposed Ponds		Wetlands
	Project to be Completed by Others		Floodplains
	Split Oak Park		Conservation Land
	Trails		Planned Development
			County Boundary
			Parcel Line
			Places of Worship
			Hospitals
			Schools

**Legend**

- Lake Nona Alternative
- Boggy Creek Alternative
- OCX Preferred Alternative
- Split Oak Minimization Alternative
- Project to be Completed by Others
- Eagle Nest
- Wetlands
- Floodplains
- Conservation Land
- County Boundary
- Parcel Line



OCX Preferred Alternative

Boggy Creek Alternative

Lake Nona Alternative

Split Oak Minimization Alternative

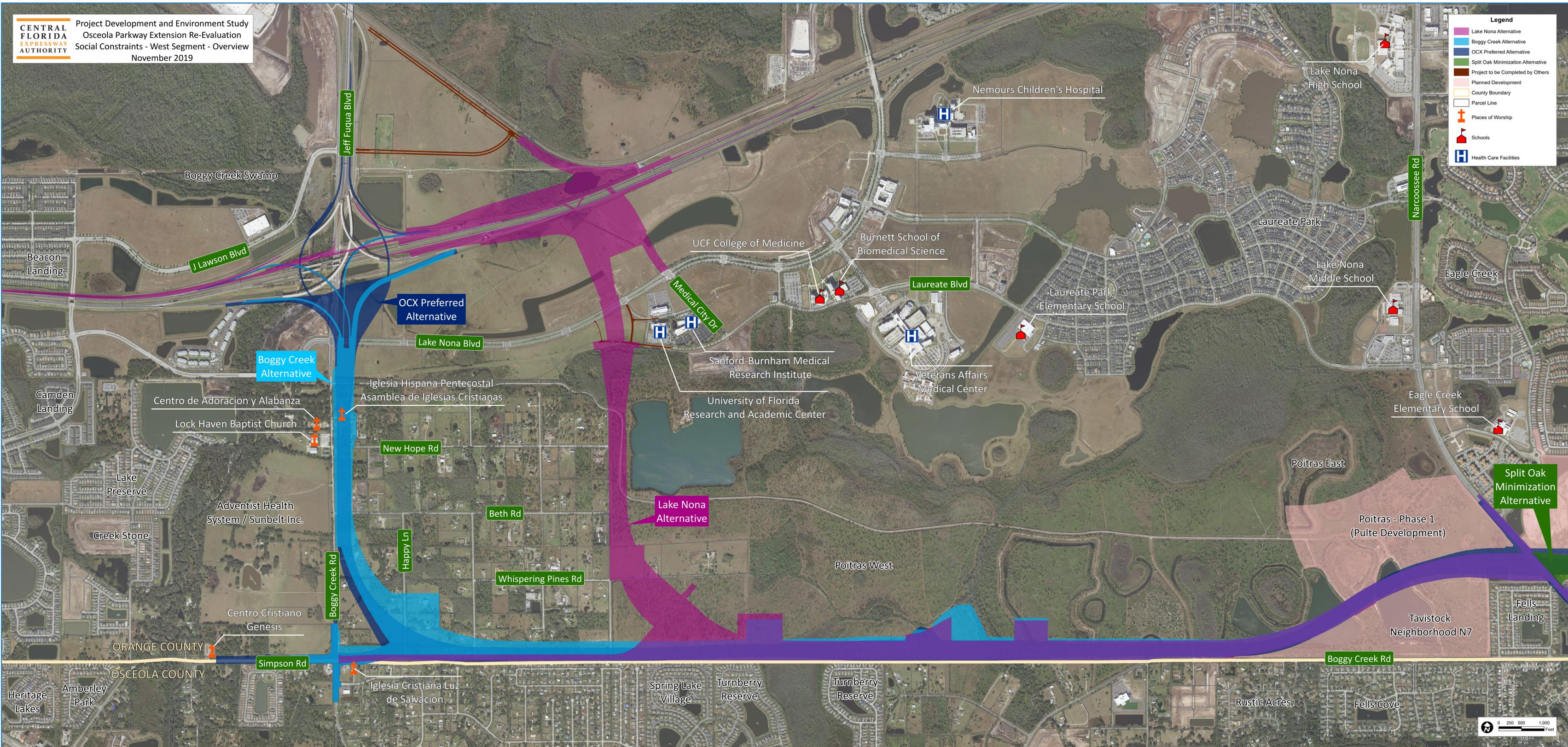
ORANGE COUNTY

OSCEOLA COUNTY



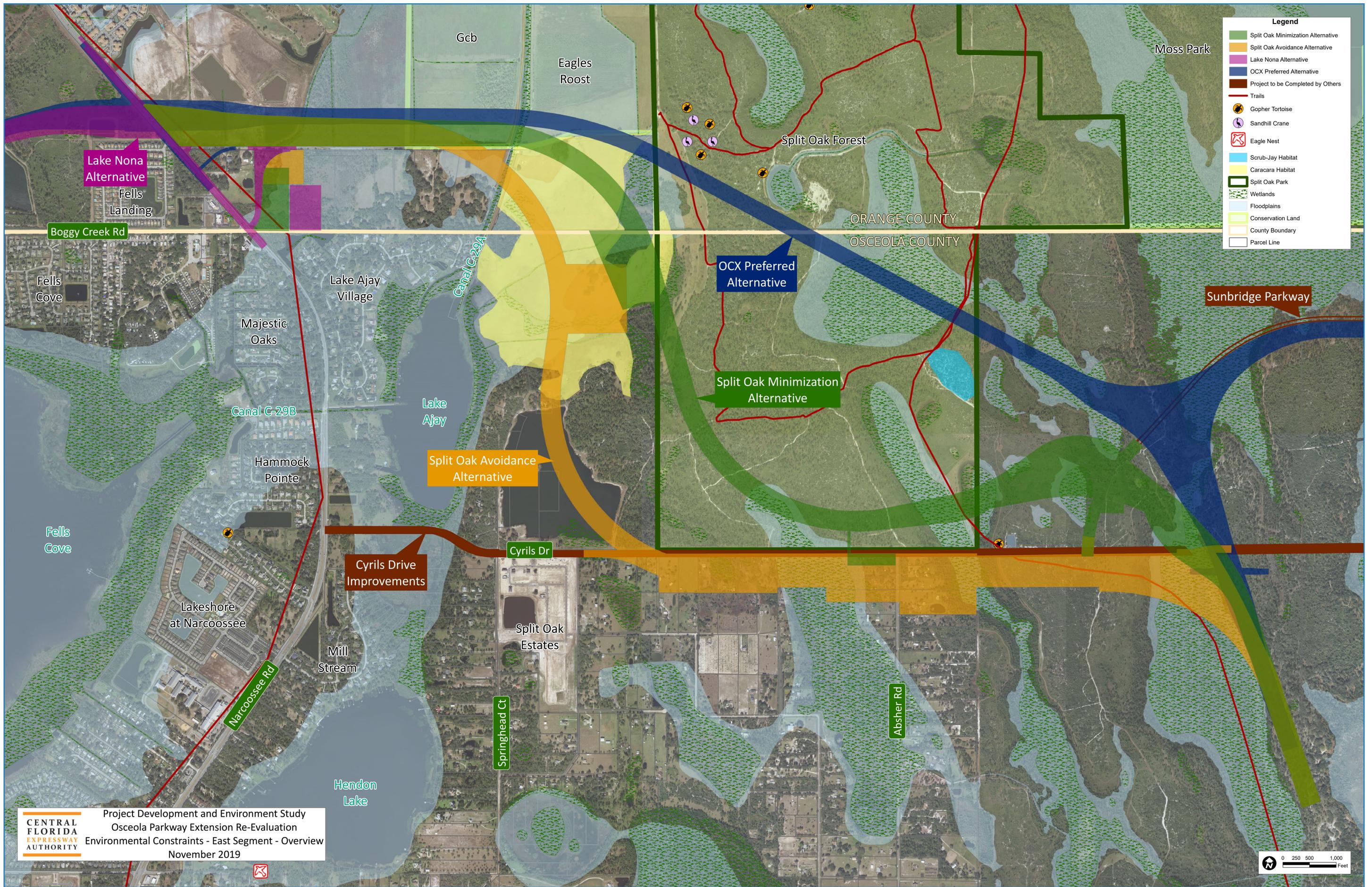
**Legend**

- Lake Nona Alternative
- Boggy Creek Alternative
- OCX Preferred Alternative
- Split Oak Minimization Alternative
- Project to be Completed by Others
- Planned Development
- County Boundary
- Parcel Line
- Places of Worship
- Schools
- Health Care Facilities



ORANGE COUNTY  
OSCEOLA COUNTY

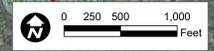


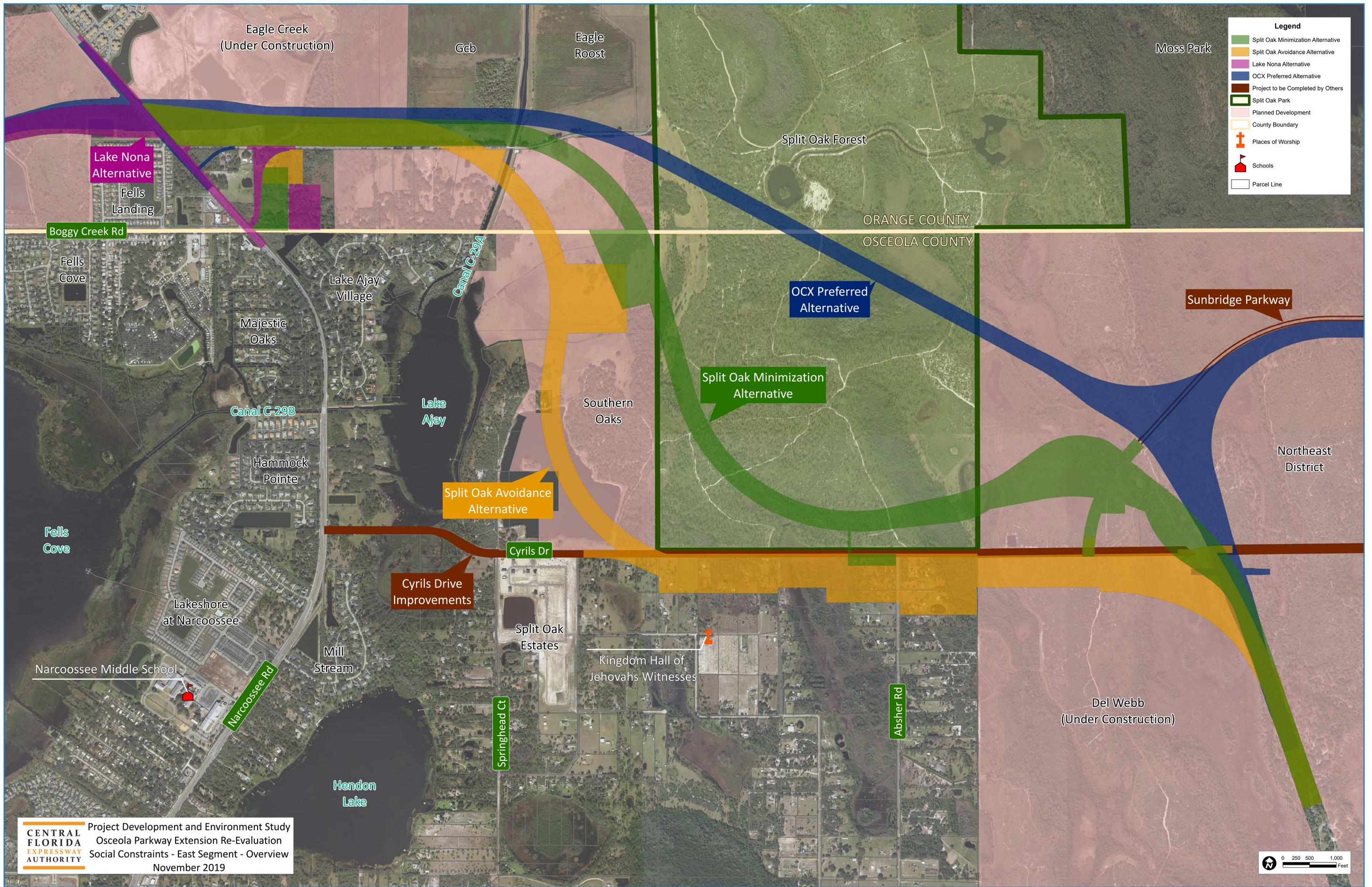


- Legend**
- █ Split Oak Minimization Alternative
  - █ Split Oak Avoidance Alternative
  - █ Lake Nona Alternative
  - █ OCX Preferred Alternative
  - █ Project to be Completed by Others
  - Trails
  - Gopher Tortoise
  - Sandhill Crane
  - Eagle Nest
  - █ Scrub-Jay Habitat
  - █ Caracara Habitat
  - █ Split Oak Park
  - Wetlands
  - █ Floodplains
  - █ Conservation Land
  - County Boundary
  - Parcel Line

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**

Project Development and Environment Study  
 Osceola Parkway Extension Re-Evaluation  
 Environmental Constraints - East Segment - Overview  
 November 2019

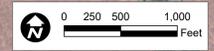




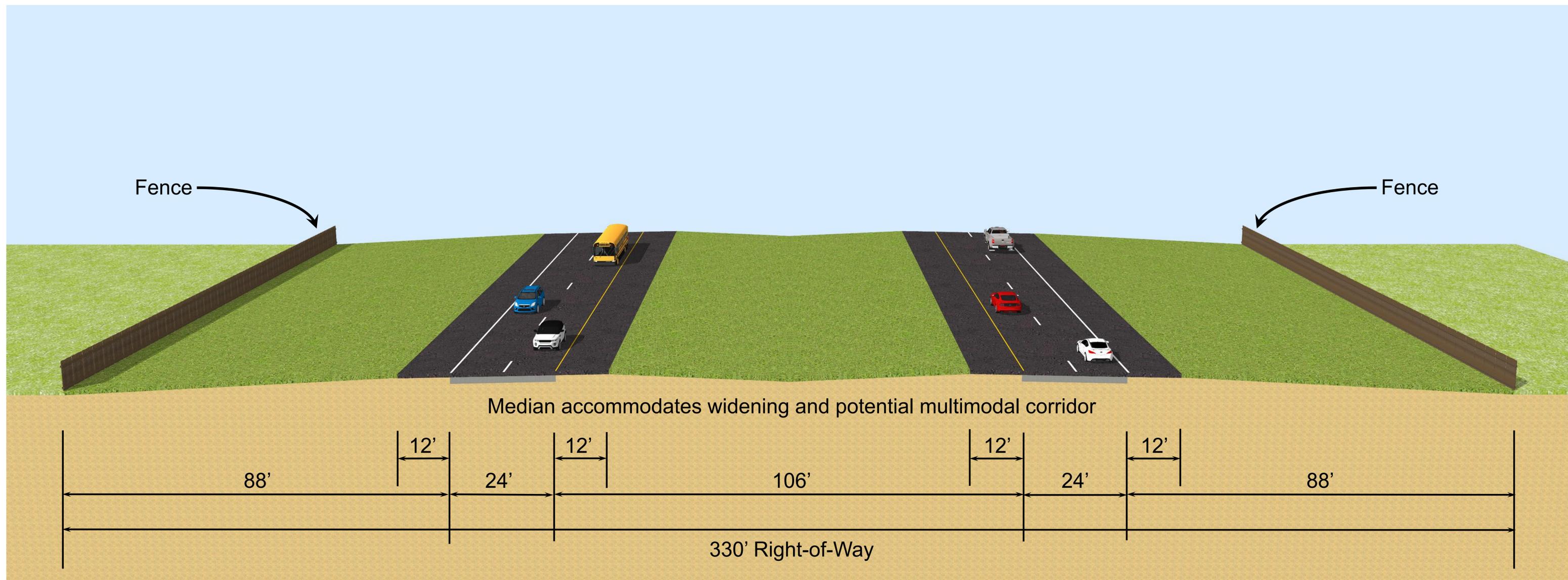
**Legend**

- Split Oak Minimization Alternative
- Split Oak Avoidance Alternative
- Lake Nona Alternative
- OCX Preferred Alternative
- Project to be Completed by Others
- Split Oak Park
- Planned Development
- County Boundary
- Places of Worship
- Schools
- Parcel Line

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**  
 Project Development and Environment Study  
 Osceola Parkway Extension Re-Evaluation  
 Social Constraints - East Segment - Overview  
 November 2019



# Proposed Typical Section



# Working Group Requests & Considerations for Commitments

- Relocate water treatment plant.
- Move alignment farther south and west to:
  - + Lessen loss of good habitat
  - + Distance it from scrub jay area
  - + Protect ability to manage land by prescribed burns
- Ensure access to the Florida National Scenic Trail through the corridor and Moss Park.
- Have reputable land trust or government agencies hold conservation property and restrict its future use through recorded conservation easements.
- Prevent third-party conservation offer from diminishing Tavistock's and Deseret Ranches' mitigation requirements.
- Provide matching acreage for the mitigation credits that were sold for gopher tortoise habitat.
- Ensure dedicated land is of high quality to replace SOFWEA land impacted by roadway.
- Incorporate the 102-acre pine area off Lake Mary Jane Road into the conservation picture.
- Ensure the floodplain compensation area does not affect quality lands and does not destroy habitat.
- Break down uplands and wetlands in both impact area and remainder for each alternative.
- Assure linkage of Split Oak, Moss Park, Isle of Pines Preserve and the newly dedicated lands to regional wildlife corridors.
- Provide adequate funding for restoration and management dedicated land to ensure that impacted portions are returned and maintained as high quality habitat.

## **5.2 PROJECT ADVISORY GROUP DOCUMENTS**



# Project Development & Environment Study Re-evaluation

## OSCEOLA PARKWAY EXTENSION

### PROJECT ADVISORY GROUP (PAG) MEETING - SUMMARY

**DATE / TIME:** Monday, November 18, 2019, 9:30 a.m. - 11:30 a.m.

**LOCATION:** Central Florida Expressway Authority (CFX) Board Room, 4974 ORL Tower Road, Orlando

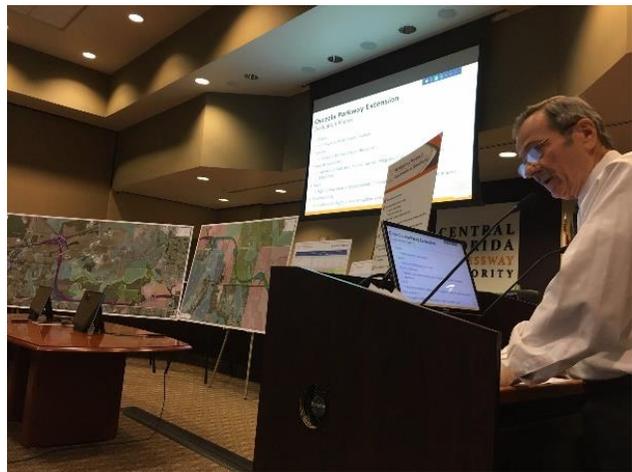
**ATTENDEES:** There were 44 attendees including 11 PAG members, 21 staff members and 12 other attendees in the audience. See sign-in sheets attached.

#### I. Notifications

Invitation letters were emailed to 45 members of the PAG on October 29, 2019 and a reminder was emailed on November 12, 2019. A GoToMeeting invitation was sent to members who indicated a desire to join remotely. There were no participants in the GoToMeeting.

#### II. Welcome

Kathy Putnam of Quest Corporation of America, the Public Involvement Coordinator for CFX, called the meeting to order and welcomed everyone. She explained that while the meeting was open to the public, the purpose of the meeting was to present the study re-evaluation to the PAG members and receive their input. She advised that only the PAG members at the table would participate in the meeting's discussion, but there was plenty of opportunity for people in the audience to leave their written comments. PAG members and presenters then introduced themselves. Kathy then checked if anyone had joined by GoToMeeting; they had not. Kathy said that today's presentation was divided into two portions and she urged PAG members to hold their comments and questions until after both portions were presented.



### **III. Study Presentation**

Kathy Putnam opened the presentation with the Title VI information and called up Dan Kristoff of RS&H, the study consultant.

- **Background**

The Osceola Parkway Extension has been under consideration for over 15 years, beginning with the adoption of comprehensive plans by Osceola County. This was followed by Regional Transportation Plans by the Osceola County Expressway Authority (OCX) and the Central Florida Expressway Authority (CFX), both of which included the Osceola Parkway Extension.

In 2017 OCX completed a Project Environmental Impact Evaluation Study. The study results culminated with OCX adopting a Preferred Alternative. Beginning at the western terminus the interchange at Boggy Creek Road is modified to accommodate direct connection ramps to SR 417 and Jeff Fuqua Blvd. Approaching the Osceola County Boundary, the alignment curves to the east. An interchange provides a connection to Boggy Creek Road, opposite Simpson Road. The alignment extends eastward, parallel to the Orange/Osceola County boundary and remains in Orange County. Approaching Narcoossee Road the alignment avoids the Fells Landing community. An interchange occurs at Narcoossee Road. The alignment continues east and north of Clapp Simms Duda Road. Approaching the canal and Eagles Roost, the alignment curves to the southeast passing through Split Oak Forest. Just east of Split Oak an interchange provides connections to Sunbridge Parkway to the east and south toward Nova Road.

In March of 2018, the Central Florida Expressway Authority completed a Concept, Feasibility, and Mobility (CF&M) Study for the Osceola Parkway Extension. Other alignments were studied.

Numerous meetings were held with stakeholders, state and local agencies, and the general public. In July of last year, we began the Project Development & Environment (PD&E) Study Re-evaluation. So, what is a Study Re-evaluation?

- **Project Development Process**

The CF&M study phase was completed in the spring of 2018, and the project is currently in the PD&E phase. If the CFX Governing Board moves the project forward, it would first go into design and then, later, construction.

- **Study Methodology**

The study is following the Florida Department of Transportation (FDOT) PD&E Manual. The study process compares the approved OCX adopted alternative to others that have merit. Further analysis of significant issues occur. Public outreach is part of the process. The documentation will be a Project Environmental Impact Re-evaluation Report. The report will

identify a Preferred Alternative. The report findings will be presented to the CFX Board.

- **Stakeholder Outreach**

With the presence of the Split Oak Forest and other area preserves, environmental investigations and coordination are an important part of the study activities. A field visit to Split Oak Forest was conducted last summer with county staff and environmental advocates. Due to the extensive growth planned and approved in this area, there have been exhaustive meetings and other communications with large landholders and community groups. All feedback is being factored into refinements of previous alternatives, as well as the development of new ones. The primary alternatives under consideration are on display today.

- **Public Involvement**

Public involvement has focused so far on a number of key stakeholder meetings and coordination meetings with local government representatives. Today is an opportunity for a continued exchange of information as we move forward with the study process.

- **Major Constraints – Social & Environmental**



There are some significant environmental and social constraints. In the west, from Boggy Creek Road to Narcoossee Road, the land use is predominately residential, both existing and planned. The Boggy Creek floodplain is the most significant natural feature, and several wetland systems surround the neighborhoods. In the east, from Narcoossee Road to the east terminus, natural environmental areas are more prevalent with Moss Park, Eagles Roost, Isle of Pine and Split

Oak Forest. However, in addition to the existing residential communities, ongoing and planned unit developments such as Eagle Creek, Southern Oaks, and Del Webb also present challenges.

- **Typical Section**

The current standard typical section that CFX has adopted for new location expressways was presented. The typical section utilized for analysis requires 330 feet of right of way. Initial construction would be a minimum of two lanes in each direction. A wide median can accommodate additional lanes in the future and provides an envelope for mass transit. The 88-foot border width provides room for errant vehicles to recover, lateral ditches for the collection of stormwater, and enough distance for landscaping and harmonizing with adjacent property.

- **Alternatives Considered**

The three re-evaluation alternatives under consideration are all depicted herein. The dark blue alignment is the previously approved OCX Alternative. West of Narcoossee Road, the light blue and purple are the new alternatives. East of Narcoossee Road the green and orange are the new alternatives.

- **West Segment/Boggy Creek Alternative**

The Boggy Creek Alternative alignment is very similar to the OCX adopted alignment, but there are differences: The direct ramp connections from the OPE to Jeff Fuqua Boulevard (and access to Orlando International Airport) have been removed due to future operational concerns and conflicts with the existing bridges and the alignment next to Boggy Creek Road is shifted west to minimize impacts to the neighborhood. The interchange to access Boggy Creek Road remains and the east/west alignment is virtually the same as the one that was adopted by OCX. The interchange at Narcoossee is different, but Fells Landing and the two new residential developments are avoided. Due to the interchange operations, Clapp Simms Duda Road's connection to Narcoossee Road will be relocated to align opposite Boggy Creek Road.

- **West Segment/Lake Nona Alternative**

The Lake Nona Alternative connects to SR 417 some 3000 feet east of Boggy Creek Road. This location allows for direct connect high speed ramps to both SR 417 and Orlando International Airport via Jeff Fuqua Boulevard. The alternative includes a half diamond interchange at Laurate Boulevard. An access road will connect the properties north and south of SR 417. The alignment to the south avoids the existing residential neighborhood and turns east just prior to the county boundary line. An interchange will connect to Boggy Creek Road and will align opposite Simpson Road. The alignment continues east and similar to the Boggy Creek alignment, avoids existing and planned development. There is an interchange at Narcoossee Road that is the same as the one in the Boggy Creek Alternative. The Clapp Simms Duda Road relocation must also occur.

- **East Segment/Split Oak Avoidance Alternative**

At Narcoossee road the alignment remains north of Clapp Sims Duda Road. The Clapp Sims Duda Road connection to Narcoossee Road is closed and Clapp Sims Duda is relocated to connect opposite Boggy Creek Road. The expressway continues eastward, remaining north of Clapp Sims Duda Road until just west of the canal, where it turns south. There are bridges over Clapp Sims Duda and the canal. The expressway continues south through the Southern Oaks development, then curves east and just avoids Split Oak Forest, where it bridges over Cyrils Drive. The eastbound and westbound lanes on Cyrils Drive are split apart to create space for the expressway to drop between them. Ramps to and from the expressway and Cyrils Drive provide local access to Absher Drive. Bridges just east of Split Oak allow access to the proposed local road system, at which point the expressway curves to the southeast toward Nova Road.

- **East Segment/Split Oak Minimization Alternative**

From Narcoossee Road to just west of the canal, the alignment is similar to the avoidance alignment. However, the curve to the southeast begins much closer to the canal and the alignment is shifted farther from Lake Ajay. The alignment enters Split Oak Forest just south of Orange County and continues southeast for a short distance, then curves to the east. A bridge maintains connectivity for the trail and an interchange just east of Split Oak Forest provides connections to the current and proposed county roadways. Similar to the prior east alternative the alignment extends to the southeast for a possible future link to Nova Road.

- **Comparative Matrix of Key Elements**

The two new alternatives are being compared to each other, as well as against the original OCX approved alignment. A summary matrix evaluation has been developed for both the west and east segments of the project. It is one of the display exhibits and handouts to the committee members for your perusal. Specific physical, cultural, natural environmental, social and economic factors have been evaluated for each of the new alternatives.



- **Preferred Alternative**

Based upon the analysis of the social, cultural, physical, natural environmental and economic considerations the currently preferred alternative is a combination of the Lake Nona Alternative for the west segment and the Split Oak Minimization Alternative for the east segment.

#### **IV. Next Steps**

Kathy Putnam explained that the Public Workshop would occur on November 19, followed by a decision by the CFX Governing Board on how to proceed. She indicated the comment period for the study re-evaluation would be open until November 30, 2019 and she explained the multiple avenues to comment through the study’s email address, website, Facebook or direct mail.

#### **V. Conservation Lands**

Nicole Gough with Dewberry, the General Engineering Consultant for CFX, presented the second portion discussing the potential dedication of conservation lands adjacent to Split Oak Forest. She explained that several members of this committee have provided input into this process

throughout this PD&E study re-evaluation and the previous Concept, Feasibility, and Mobility, or CF&M, study.

Nicole said since the last PAG meeting for this corridor, there has been a lot of activity and focused meetings to work on furthering the many recommendations from the previous CF&M studies. CFX has been working through a "to-do list" of how to best minimize potential social and environmental impacts of any alignment that was necessary to pass through Split Oak Forest.

As the PD&E re-evaluation determined an alignment passing through Split Oak Forest was still viable and a necessary option for evaluation, discussions from these focused meetings, with input from the PAG and EAG members, presented an opportunity to dedicate conservation lands that can provide an ecologic corridor and buffer existing Conservation Lands from the rapid development in this region.

Nicole explained that Split Oak Forest, under Florida Communities Trust (FCT), was established as a Trust Project Site. As outlined in the Department of Environmental Protection – Florida Forever Program, Grant Application Procedures legislation, the Declaration of Restrictive Covenants for Trust Project Sites limits the use of the property to conservation, outdoor recreation, and other activities. However, FCT understood that Trust Project Sites may at times, due to unique circumstances, require Management Plan amendments to allow for linear facilities within its borders. As such, CFX, in coordination with the landowners Orange and Osceola counties, will request of FCT a linear facility easement for the expressway through Split Oak Forest. The complete methodology to approach FCT to request an easement for the roadway is outlined within Rule 62-818.015 F.A.C.

Currently, Split Oak Forest in Osceola County forms the southernmost piece of a larger tract of Conservation Lands that also include Isle of Pine Preserve, Moss Park, Eagles Roost, GCB, and Split Oak Forest in Orange County.

Focusing more on the Split Oak Forest area- Planned uses for the property immediately adjacent to the west include higher density residential, and adjacent to the east over 2 million square feet of industrial and mixed-use development.

The Conservation Lands of Split Oak Forest combined for Osceola and Orange counties are currently 1,689 acres. The Preferred Alternative shown would directly impact 60 acres of uplands and wetlands for the right of way and CFX considers the remainder of 100 acres to the southwest of the corridor as secondarily impacted. Therefore, CFX considers the total projected impacts to Split Oak Forest as 160 acres.

The Dedication Lands located in Osceola County are a matrix of wetlands and uplands directly buffering the Split Oak Forest parcel.

Dedicated Conservation Lands in Orange County help connect the existing Isle of Pine Preserve to Moss Park and encompass a large portion of Robert's Island Slough. It can be stated that some

of the proposed Dedication Lands in both Osceola and Orange counties are of the same character as Split Oak Forest, and contain areas considered High Conservation Priority for Biodiversity. Over the course of time, the restoration of these lands will continue to provide a much larger contiguous conservation area than exists today.

A map depicting the ecological context of the existing Conservation Lands in relation to the Dedicated Conservation Lands was presented. The existing Conserved Land assemblage is 3,985 acres.

The total Conservation Land assemblage would be 5,375 acres. In being aware of the nature of the contiguous land assemblage, this total doesn't include the 100 acres of Split Oak Forest that remain southwest of the proposed alignment. While these 100 acres will be generally separated from the assemblage, opportunities exist for improvements to trailhead facilities and trail and wildlife connections will be provided underneath the alignment.

The property owners have provided a signed contractual agreement for consideration of the Land Dedication presented here.

At this time, I'll open up to questions from the Advisory Group members relative to the PD&E re-evaluation or to further clarify the Next Steps to approach Florida Communities Trust.

## **VI. Open Discussion**

### **Theo Webster, League of Women Voters of Orange County**

Why did you select the minimization as opposed to the avoidance alternative, which is totally outside of Split Oak?

### **Dan Kristoff, RS&H**

The avoidance alternative is very disruptive to the neighborhood to the south of Split Oak Forest, and that neighborhood is an old established neighborhood. The relocation of those residents would be extremely difficult, and the impact to currently constructed developments to the east of that neighborhood and to the west of Split Oak Forest. And there is a significant economic difference between the alternatives of approximately \$100M. The Split Oak Minimization Alternative is less expensive. It comes down to the social relocation and impacts to the neighborhoods as well as economic.

### **Theo Webster, League of Women Voters of Orange County**

On your considerations for commitments, the one box that's not checked is "provide adequate funding for restoration and management dedicated..." Can you address that?

### **Glenn Pressimone, Central Florida Expressway Authority**

Through the groups, that's one where we want to have a healthy conversation with the EAG. We want to get some feedback and to get an idea of what that commitment represents. There was nothing to talk about until we could get to the point where we are now.

**Tawny Olore, Osceola County**

Are the signed agreements with the landowners something you can share with us?

**Nicole Gough, Dewberry**

Yes, that can be made available.

**Beverly Hughes, Osceola County Schools**

You said you had an agreement with landowners, does that prohibit development (on that land) at this point until the rest of this is approved?

**Nicole Gough, Dewberry**

My understanding is that the conservation lands would be dedicated for conservation.

**Clint Beaty, Tavistock Development**

To finish the thought related to the conservation lands question, that 1,550 acres is being held from development during the process of this entire roadway study and ultimate decision on its construction. In addition to that, those lands are being dedicated with full mitigation rights associated with those lands to whomever the ultimate owner of those lands are.



**Tawny Olore, Osceola County**

Does that mean the mitigation is up to the future landowners or is that part of the CFX project?

**Clint Beaty , Tavistock Development**

The mitigation value associated with those lands and the rights to monetize them, will go with the land.

**Nicole Gough, Dewberry**

Just to be clear, for the purposes of the PD&E Re-evaluation, the mitigation for the alignments for the CFX project, is per criteria. It has nothing to do with these lands. These lands are not part of the mitigation plans for the project.

**Nicole Gough, Dewberry**

Is there anyone on the phone?

**Kathy Putnam, Quest Corporation of America (on behalf of CFX)**

No.

**JD Humpherys, Suburban Land Reserve**

You mentioned the Florida Communities Trust process, what do you anticipate that to look like?

**Richard S. Brightman, Hopping, Green & Sams (Attorney Advisor to CFX)**

Florida Communities Trust is a board comprised of five individuals. Actually, one has a vacancy right now, but they sit and meet quarterly in Tallahassee. After this whole project is approved through CFX, there will have to be an application filed to them for designation of these lands as use for a linear facility. Their staff will analyze that application and there will be a public hearing in Tallahassee by the community trust board, at which they will vote whether to authorize it. If you want more details, I would be happy to try to fill them in.

**Kathy Putnam, Quest Corporation of America (on behalf of CFX)**

So, from our advisory group members, any other comments? Any other questions? There was a lot of information provided today.

**VII. Close**

Kathy Putnam said the public meeting is tomorrow night, and the Environmental Advisory Group meeting this afternoon. If you think of anything, if there is something that you would like to comment on, we have multiple ways to get your comments in. The comment period for the study re-evaluation ends November 30. So, we urge you to get into us any comment, any input by November 30. The easiest way is through email: [projectstudies@cfxway.com](mailto:projectstudies@cfxway.com).

If there is nothing else, we can stand adjourned for the Project Advisory Group Meeting of the Central Florida Expressway Authority's Osceola Parkway Extension Project Development & Environment Study Re-evaluation. Thank you for coming out today and thank you for your participation.

**END OF SUMMARY**

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator with Quest Corporation of America. It is not meant to be verbatim but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Kathy Putnam by email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com) or by telephone 407-802-3210 within five days of receipt of this summary.

**SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

PROJECT ADVISORY GROUP MEETING

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 9:30 a.m. - 11:30 a.m.

Name	Organization	Address	City/State/Zip	Email Address	Initials
Billy Hattaway	City of Orlando	PO Box 4990	Orlando, FL 32802	billy.hattaway@cityoforlando.net	
W. Don Whyte	Deseret Ranches	13754 Deseret Lane	St. Cloud, FL 34773	dwhyte@deseretranches.com	
Casey Lyon	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	casey.lyon@dot.state.fl.us	
Cathy Owen	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	catherine.owen@dot.state.fl.us	
Mike Shannon	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	michael.shannon@dot.state.fl.us	
Brian Stanger	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	brian.stanger@dot.state.fl.us	
Alison Stettner	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	alison.stettner@dot.state.fl.us	
Karen Snyder	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	karen.snyder@dot.state.fl.us	

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Bill Walsh	FDOT-District 5	719 South Woodland Boulevard	DeLand, FL 32720	william.walsh@dot.state.fl.us	
Irene Cabral	FDOT- Emergency Management Office	605 Suwannee Street	Tallahassee, FL 32399	irene.cabral@dot.state.fl.us	
Katasha Cornwell	FDOT - Office of Environmental Management	605 Suwannee Street	Tallahassee, FL 32399	katasha.cornwell@dot.state.fl.us	
Bart Vernace	Federal Aviation Administration (FAA)	8427 South Park Circle, Suite 524	Orlando, FL 32819	Bart.Vernace@faa.gov	
Nahir DeTizio	Federal Highway Administration (FHWA)	400 West Washington Street, Suite 4200	Orlando, FL 32801	nahir.detizio@dot.gov	
Joseph Sullivan	Federal Highway Administration (FHWA)	400 West Washington Street, Suite 4200	Orlando, FL 32801	Joseph.Sullivan@dot.gov	
Corey Lentz	FL Dept of State - Div of Historical Resources	500 South Bronough Street	Tallahassee, FL 32399	corey.lentz@dos.myflorida.com	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Timothy Parsons	FL Dept of State - Div of Historical Resources	500 South Bronough Street	Tallahassee, FL 32399	timothy.parsons@dos.myflorida.com	
Henry Pinzon	Florida's Turnpike Enterprise	PO Box 613069	Ocoee, FL 34761	henry.pinzon@dot.state.fl.us	
Phil Brown	Greater Orlando Aviation Authority (GOAA)	One Jeff Fuqua Boulevard	Orlando, FL 32827	pbrown@goaa.org	
Christina Morris	Greater Osceola Partnership for Economic Prosperity	3 Courthouse Square, Second Floor	Kissimmee, FL 34741	christina.morris@osceola.org	
Mike Fischetti	Lake Ajay Village				
Jim Phillips	Lake Ajay Village	3183 Whisper Wind Drive	St. Cloud, FL 34771	jak-phillips@msn.com	
Angela Phillips	Lake Ajay Village	3183 Whisper Wind Drive	St. Cloud, FL 34771	phoebe2916@gmail.com	

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Dierdre MacNab	League of Women Voters of Orange County			didimacnab@earthlink.net	
Theo Webster	League of Women Voters of Orange County			twebster49@gmail.com	
Dr. Richard Levey	Levey Consulting, LLC	PO BOX 560156	Orlando, FL 32856	rlevey@leveyconsulting.com	
Jim Harrison	LYNX	455 North Garland Avenue	Orlando, FL 32801	jharrison@golynx.com	
Tiffany Holmer-Hawkins	LYNX	455 North Garland Avenue	Orlando, FL 32801	tholmer@golynx.com	
Gary Huttman	MetroPlan Orlando	250 South Orange Ave, Suite 200	Orlando, FL 32801	ghuttman@metroplanorlando.com	
Nick Lepp	MetroPlan Orlando	250 South Orange Ave, Suite 200	Orlando, FL 32801	nlepp@metroplanorlando.com	

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Mayra Labrador	Orange County BoCC District 4 Commission Office			district4@ocfl.net	
Eric Ushkowitz	Orange County Economic Development	201 South Rosalind Avenue, 5 <sup>th</sup> Floor	Orlando, FL 32801	Eric.Ushkowitz@ocfl.net	
Tim Boldig	Orange County - Environmental Protection	3165 McCrory Place, Suite 200	Orlando, FL 32803	tim.boldig@ocfl.net	
Robert Goff	Orange County - Parks and Recreation	4801 West Colonial Drive	Orlando, FL 32808	robert.goff@ocfl.net	
Gail Piazza	Orange County - Parks and Recreation	4801 West Colonial Drive	Orlando, FL 32808	gail.piazza@ocfl.net	
Faye Bartell	Orange County Schools - Transportation	6721 Hanging Moss Road	Orlando, FL 32807	faye.bartell@ocps.net	
Renzo Nastasi	Orange County - Transportation Planning	201 South Rosalind Avenue, #2	Orlando, FL 32801	renzo.nastasi@ocfl.net	<i>Renzo Nastasi</i>

**SIGN-IN SHEET**

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Name	Organization	Address	City/State/Zip	Email Address	Initials
Brian Sanders	Orange County - Transportation Planning	201 South Rosalind Avenue, #2	Orlando, FL 32801	brian.sanders@ocfl.net	
Cori Carpenter	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	cwel@osceola.org	
Josh DeVries	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	joshua.devries@osceola.org	
Kerry Godwin	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	kgod@osceola.org	
Tawny Olore	Osceola County	1 Courthouse Square	Kissimmee, FL 34741	Tawny.Olore@osceola.org	
Susan Caswell	Osceola County - Community Resources	1 Courthouse Square, Suite 1100	Kissimmee, FL 34741	susan.caswell@osceola.org	TCW
Beverly Hughes	Osceola County Schools - Transportation	401 Simpson Road	Kissimmee, FL 34744	beverly.hughes@osceolaschools.net	BH
Shawn Tucker	Osceola County Schools - Transportation	401 Simpson Road	Kissimmee, FL 34744	Shawn.Tucker@osceolaschools.net	

**SIGN-IN SHEET**

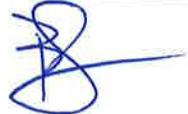
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JD Humpherys	Suburban Land Reserve			jdh@slreserve.com	
Mark McDonald	Southern Oaks – Lennar Homes	6750 Forum Drive, #310	Orlando, FL 32821	mark.mcdonald@lennar.com	
Brock Nicholas	Southern Oaks – Lennar Homes	6750 Forum Drive, #310	Orlando, FL 32821	Brock.nicholas@lennar.com	
Clint Beaty	Tavistock Development	6900 Tavistock Lakes Boulevard, #200	Orlando, FL 32827	cbeaty@tavistock.com	
Darren Vierday	US Rep. Darren Soto (FL 9th District)	804 Bryan Street	Kissimmee, FL 34741	Darren.Vierday@mail.house.gov	

**PUBLIC SIGN-IN SHEET**

CFX Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

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Name	Organization	Address	City/State/Zip	Email Address	Initials
<del>Betsy</del>					
Richard Brightman	H6S	300 S Mendenhall St Ste 300	Tallahassee 32301	richardb@h6s.com	RSB
Kim Buchheit	self	6500 SWAIN RD. SORRENTO, FL 32776		kimberlybuchheit@gmail.com	KAB
Gretchen Robinson	FOSOF	520 Ramona Lane Orlando 32805	Orlando 32805	gallas77gr@gmail.com	GR
Theo Webster	WWVOC	759 Alton Ave.	Orlando 32804	twebster49@gmail.com	TW
Laura Kinsler	Growth Spotter	Orlando Sentinel		LKinsler@growthspotter.com	LK
Nicole Wilson	FOSO	1807 Glenbay Ct	Wintermere, FL 34786	nwilson5@gmail.com	NW
Ariel Hartney	FOSO	199 E Cedarwood Cir	Kissimmee FL 34743	ahartney2008@gmail.com	AH
Jerry Hume / Andrew Ferguson	News 13	20 N. Orange	Orlando, FL	jerry.hume@charter.com	JH



**STAFF SIGN-IN SHEET**

Osceola Parkway Extension Project Development & Environment (PD&E) Study Re-evaluation

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Name	Organization	Email Address	Initials
Laura Kelley	Central Florida Expressway Authority	Laura.Kelley@CFXWay.com	
Michelle Maikisch	Central Florida Expressway Authority	Michelle.Maikisch@CFXWay.com	✓
Glenn Pressimone	Central Florida Expressway Authority	Glenn.Pressimone@CFXWay.com	GP
Will Hawthorne	Central Florida Expressway Authority	Will.Hawthorne@CFXWay.com	WH ✓
Angela Melton	Central Florida Expressway Authority	Angela.Melton@CFXWay.com	
Brian Hutchings	Central Florida Expressway Authority	Brian.Hutchings@CFXWay.com	BH
Emily Brown	Central Florida Expressway Authority	Emily.Brown@CFXWay.com	EB
Chris Caprio	ARC Document Solutions	Christopher.Caprio@e-arc.com	
Carleen Flynn	CDM Smith	flynnmc@cdmsmith.com	
Hugh Miller	CDM Smith	millerhw@cdmsmith.com	
Merissa Battle	Dewberry	MBattle@dewberry.com	MB
Nicole Gough	Dewberry	NGough@dewberry.com	NG
Jonathan Williamson	Dewberry	JWilliamson@dewberry.com	JW
Jeff Jones	Inwood Inc.	Jjones@inwoodinc.com	

**STAFF SIGN-IN SHEET**

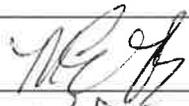
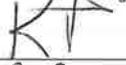
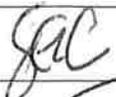
Osceola Parkway Extension Project Development & Environment (PD&E) Study Re-evaluation

**PROJECT ADVISORY GROUP MEETING**

CFX Project No.: 599-223

CFX Board Meeting Room, 4974 ORL Tower Road, Orlando, FL 32807

Monday, November 18, 2019, 9:30 a.m. – 11:30 a.m.

Name	Organization	Email Address	Initials
Dan Kristoff	RS&H	Daniel.Kristoff@rsandh.com	
Kelsey Lucas	RS&H	Kelsey.Lucas@rsandh.com	
Myra Monreal	RS&H	Myra.Monreal@gmail.com	
John Rice	RS&H	John.Rice@rsandh.com	
Mary Brooks	Quest Corporation of America	Mary.Brooks@qcausa.com	
Kathy Putnam	Quest Corporation of America	Kathy.Putnam@qcausa.com	
Elaine Rodríguez	Quest Corporation of America	Elaine.Rodriguez@qcausa.com	
Kevin Camara	Quest Corporation of America	Kevin.Camara@qcausa.com	
Nick Nulli	Quest Corporation of America	Nick.Nulli@qcausa.com	
Laurie Windham	Quest Corporation of America	Laurie.Windham@qcausa.com	
Lisa Marks	Quest Corporation of America	Lisa.Marks@qcausa.com	
Susan Clary	Quest Corporation of America	Susan.Clary@qcausa.com	
CHRIS DAILEY	RS&H	CHRIS.DAILEY@RSANDH.COM	
Wesley Romero	CFX	Wesley.Romero@CFXWAY.COM	



# Save the Date

## OSCEOLA PARKWAY EXTENSION

Project Development  
Environment Study Re-evaluation

Project Advisory Group (PAG) Meeting

**Monday, November 18, 2019**  
**9:30 a.m. – 11:30 a.m.**

**CFX Board Meeting Room**  
*4974 ORL Tower Rd., Orlando, FL 32807*

**Details to follow.**

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

October 31, 2019

Subject: **Project Advisory Group Meeting – November 18, 2019**  
CFX Project Development and Environment (PD&E) Study Re-evaluation  
Osceola Parkway Extension  
CFX Project No.: 599-223

Dear Study Stakeholder:

The [Central Florida Expressway Authority](#) (CFX) would like to invite you or your designee to the Project Advisory Group (PAG) meeting for the [Osceola Parkway Extension PD&E Study Re-evaluation](#). The purpose of the study re-evaluation is to determine if a new expressway connection between [State Road 417](#) near Boggy Creek Road in Orange County and the proposed Sunbridge Parkway in Osceola County is viable and fundable in accordance with CFX policies and procedures.

The meeting will be held on Monday, November 18, 2019 from 9:30 a.m. to 11:30 a.m. at the CFX Headquarters located at 4974 ORL Tower Road, Orlando, 32807. A brief presentation will be provided, followed by group discussion.

Please note that only one person per PAG member organization is invited to sit at the meeting table and engage in the group discussion. Others are invited to sit in the audience area and leave written comments.

During this meeting, the CFX study team is expected to present the preferred alternative and receive comment from PAG members. All factors related to the conceptual design and location of the facility, including transportation needs, financial feasibility, social impacts, economic factors, environmental impacts, engineering analysis, and right-of-way requirements, continue to be considered.

When the PD&E Study Re-evaluation concludes, it will result in a recommendation to the CFX Governing Board of the preferred alternative. If the project is approved by the CFX Governing Board, it would move forward for further project development.

The overall goals of the proposed Osceola Parkway Extension are to provide improved connections between area roads; accommodate anticipated transportation demand; provide consistency with local and regional plans; support economic viability and job creation; support intermodal opportunities; and enhance evacuation and emergency services.

Your participation in the PAG is encouraged. As a special advisory resource to CFX and the consultant team, the PAG provides input regarding local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

For more information, visit the study's website at <http://bit.ly/OscPkwExtRe>. Please respond to Mary Brooks, Public Involvement Coordinator, by Tuesday, November 12, if you are able to attend the PAG

meeting or if you would prefer to designate a representative. Ms. Brooks can be reached by phone at 407-802-3210 or by email at [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Pressimone". The signature is fluid and cursive, with a large initial "G" and a long, sweeping underline.

Glenn Pressimone, PE  
Chief of Infrastructure  
Central Florida Expressway Authority

Attachment: Meeting Location Map



MEETING LOCATION  
CFX Headquarters  
4974 ORL Tower Road,  
Orlando, FL 32807

4974 ORL Tower Rd,  
Orlando, FL 32807



Project Advisory Group	First Name	Last Name	E-mail	Mailing Name 1	Mailing Name 2	Address 1	Address 2	City	State	ZIP
MetroPlan Orlando				MetroPlan Orlando		250 S Orange Ave	Suite 200	Orlando	FL	32801
	<b>Executive Director</b> Gary	Huttman	<a href="mailto:ghuttmann@metroplanorlando.com">ghuttmann@metroplanorlando.com</a>							
	<b>Director of Transportation Planning</b> Nick	Lepp	<a href="mailto:nlepp@metroplanorlando.com">nlepp@metroplanorlando.com</a>							
Orange County BoCC District 4 Commission Office										
Aide	Mayra	Labrador	<a href="mailto:district4@ocfl.net">district4@ocfl.net</a>							
Orange County - Transportation Planning				Orange County Planning Division		201 S Rosalind Ave	#2	Orlando	FL	32801
	<b>Transportation Planning Manager</b> Renzo	Nastasi	<a href="mailto:renzo.nastasi@ocfl.net">renzo.nastasi@ocfl.net</a>							
	<b>Chief Planner, Transportation Planning</b> Brian	Sanders	<a href="mailto:brian.sanders@ocfl.net">brian.sanders@ocfl.net</a>							
Orange County Economic Development				Orange County Office of Economic Development		201 S Rosalind Ave	5th Floor	Orlando	FL	32801
	<b>Economic Development Administrator</b> Eric	Ushkowitz	<a href="mailto:Eric.Ushkowitz@ocfl.net">Eric.Ushkowitz@ocfl.net</a>							
Orange County - Environmental Protection				Orange County - Environmental Protection		3165 McCrory Pl	Suite 200	Orlando	FL	32803
	<b>Deputy Director, CEDS</b> Tim	Boldig	<a href="mailto:tim.boldig@ocfl.net">tim.boldig@ocfl.net</a>							
Orange County - Parks and Recreation				Orange County Parks and Recreation		4801 W Colonial Dr		Orlando	FL	32808
	<b>Project Manager</b> Robert	Goff	<a href="mailto:robert.goff@ocfl.net">robert.goff@ocfl.net</a>							
	<b>Program Manager</b> Gail	Piazza	<a href="mailto:gail.piazza@ocfl.net">gail.piazza@ocfl.net</a>							
Orange County Schools - Transportation				Orange County Public Schools	Transportation Services Administrator	6721 Hanging Moss Rd		Orlando	FL	32807
	<b>Senior Administrator</b> Faye	Bartell	<a href="mailto:faye.bartell@ocps.net">faye.bartell@ocps.net</a>							
OIA / GOAA				Greater Orlando Aviation Authority	Orlando International Airport Executive Director	One Jeff Fuqua Blvd		Orlando	FL	32827-4392
	<b>Executive Director</b> Phil	Brown	<a href="mailto:pbrown@goaa.org">pbrown@goaa.org</a>							
Orlando - City				City of Orlando		PO Box 4990		Orlando	FL	32802-4990
	<b>Transportation Director</b> Billy	Hattaway	<a href="mailto:billy.hattaway@cityoforlando.net">billy.hattaway@cityoforlando.net</a>							
Osceola County				Osceola County		1 Courthouse Square		Kissimmee	FL	34741
	<b>Executive Director of Transportation and Transit Program Manager</b> Cori	Olore	<a href="mailto:Tawny.Olore@osceola.org">Tawny.Olore@osceola.org</a>							
	<b>Transportation Planning Director</b> Josh	Carpenter	<a href="mailto:cw@osceola.org">cw@osceola.org</a>							
	<b>Director of Planning and Design</b> Kerry	DeVries	<a href="mailto:joshua.devries@osceola.org">joshua.devries@osceola.org</a>							
		Godwin	<a href="mailto:kgod@osceola.org">kgod@osceola.org</a>							
Greater Osceola Partnership for Economic Prosperity				Greater Osceola Partnership for Economic Prosperity		3 Courthouse Square	Second Floor	Kissimmee	FL	34741
	<b>CRA Director</b> Christina	Morris	<a href="mailto:christina.morris@osceola.org">christina.morris@osceola.org</a>							
Osceola County - Community Resources				Osceola County - Community Resources		1 Courthouse Square	Suite 1100	Kissimmee	FL	34741
	<b>Assistant Community Development Administrator</b> Susan	Caswell	<a href="mailto:susan.caswell@osceola.org">susan.caswell@osceola.org</a>							
Osceola County Schools - Transportation				School District of Osceola County	Transportation Department	401 Simpson Rd		Kissimmee	FL	34744
	<b>Director of Transportation Supervisor of Safety</b> Shawn	Tucker	<a href="mailto:Shawn.Tucker@osceolaschools.net">Shawn.Tucker@osceolaschools.net</a>							
		Hughes	<a href="mailto:beverly.hughes@osceolaschools.net">beverly.hughes@osceolaschools.net</a>							
Suburban Land Reserve										
	JD	Humpherys	<a href="mailto:jdh@slreserve.com">jdh@slreserve.com</a>							
Southern Oaks				Lennar Homes		6750 Forum Drive #310		Orlando	FL	32821
	Mark	McDonald	<a href="mailto:mark.mcdonald@lennar.com">mark.mcdonald@lennar.com</a>							
Tavistock				Tavistock Development		6900 Tavistock Lakes Blvd	#200	Orlando	FL	32827
	<b>Vice President</b> Clint	Beaty	<a href="mailto:cbeaty@tavistock.com">cbeaty@tavistock.com</a>							

# CENTRAL FLORIDA EXPRESSWAY AUTHORITY

## MEETING NOTICE

Central Florida Expressway Authority

### PROJECT ADVISORY GROUP MEETING Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation

**DATE:** November 18, 2019

**TIME:** 9:30 a.m. – 11:30 a.m.

**LOCATION:** Central Florida Expressway Authority  
4974 ORL Tower Road  
Orlando, FL 32807  
CFX Board Meeting Room

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This is the meeting of the Project Advisory Group (PAG) for the Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation.

As a special advisory resource to the Central Florida Expressway Authority (CFX) and the consultant team, the PAG provides input regarding local needs, concerns and potential physical, natural, social and cultural impacts that are crucial in the evaluation of corridor and alternative alignments.

For more information, visit the study's website at <http://bit.ly/OscPkwyExtRe>.

Section 286.0105, Florida Statutes states that if a person decides to appeal any decision made by a board, agency, or commission with respect to any matter considered at a meeting or hearing, he will need a record of the proceedings, and that, for such purpose, he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons who require translation services, which are provided at no cost, should contact CFX at (407) 690-5000 x5317 or by email at [Iranetta.dennis@CFXway.com](mailto:Iranetta.dennis@CFXway.com) at least three (3) business days prior to the event.

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, then not later than two (2) business days prior to the proceeding, he or she should contact the Central Florida Expressway Authority at (407) 690-5000.

*Posted 10/31/19 at CFX Administration Building*

## STUDY HISTORY

The Osceola Parkway Extension has been identified as a need in several local, long-range plans and master plans. The former Osceola County Expressway Authority (OCX) completed a Project Development and Environment (PD&E) Study in May 2017 for the Osceola Parkway Extension and presented a recommended alternative. (*Figure 1 on back*)

The Central Florida Expressway Authority's (CFX) enabling legislation (Senate Bill 230, Ch. 2014-171) incorporated the parkway extension and other portions of the OCX 2040 Master Plan into the CFX 2040 Master Plan. In 2018, CFX completed a Concept, Feasibility, and Mobility Study for the Osceola Parkway Extension after evaluating a number of alternatives and concluded the project is viable under CFX criteria.

## STUDY UPDATE

CFX has been re-evaluating the OCX PD&E Study recommended alternative as well as considering other alternatives. The input provided through public outreach, including stakeholder meetings, site tours and advisory committee meetings held during CFX's Concept, Feasibility, and Mobility Study, has been a major component of CFX's PD&E Study Re-evaluation. In addition, the study team has continued to conduct stakeholder meetings to gather further feedback in preparation for a recommended Preferred Alternative.

CFX conducted an extensive analysis of the social, environmental, cultural, and physical impacts of potential alternatives. Of the four evaluated alternatives, two on the west side and two on the east side of the corridor, the recommended preferred alternative (*Figure 2 on back*) results in the least social impacts.



## PROJECT GOALS

The goals of the proposed 9-mile, limited-access facility include:

- providing for additional east-west routes within the project area,
- enhancing mobility of the area's growing population and economy,
- relieving congestion on local roads,
- providing for the incorporation of transit options and;
- promoting regional connectivity.

**FIGURE 1: OSCEOLA COUNTY EXPRESSWAY AUTHORITY  
APPROVED ALTERNATIVE — MAY 2017**



**FIGURE 2: PD&E STUDY RE-EVALUATION PREFERRED  
ALTERNATIVE RECOMMENDATION**



**TO FIND OUT MORE ABOUT  
THE STUDY, CONTACT:**

**CENTRAL FLORIDA  
EXPRESSWAY AUTHORITY**

Mary Brooks, Public Involvement Coordinator  
Phone: (407) 802-3210  
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)

4974 ORL Tower Road, Orlando, FL 32807  
Phone: (407) 690-5000  
Fax: (407) 690-5011  
Email: [Info@CFXway.com](mailto:Info@CFXway.com)

You may also visit the study's  
webpage at:  
<http://bit.ly/OscPkwyExtRe>

 @OsceolaPkwyExtPDE

The logo for the Central Florida Expressway Authority is centered in the upper portion of the image. It consists of a white rectangular box with two horizontal orange bars, one above and one below the text. The text is arranged in four lines: 'CENTRAL' and 'FLORIDA' in black serif font, 'EXPRESSWAY' in orange sans-serif font, and 'AUTHORITY' in black serif font.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

The title for the project is displayed in white, bold, sans-serif font against a dark, semi-transparent horizontal bar that spans the width of the image. The text is centered and reads: 'Osceola Parkway Extension Project Development & Environment Study Re-evaluation'.

**Osceola Parkway Extension  
Project Development & Environment Study Re-evaluation**

The date of the study re-evaluation is centered at the bottom of the image in white, bold, sans-serif font. It is flanked by short horizontal lines on both sides.

**— November 18, 2019 —**

# Osceola Parkway Extension

## Title VI Compliance

This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

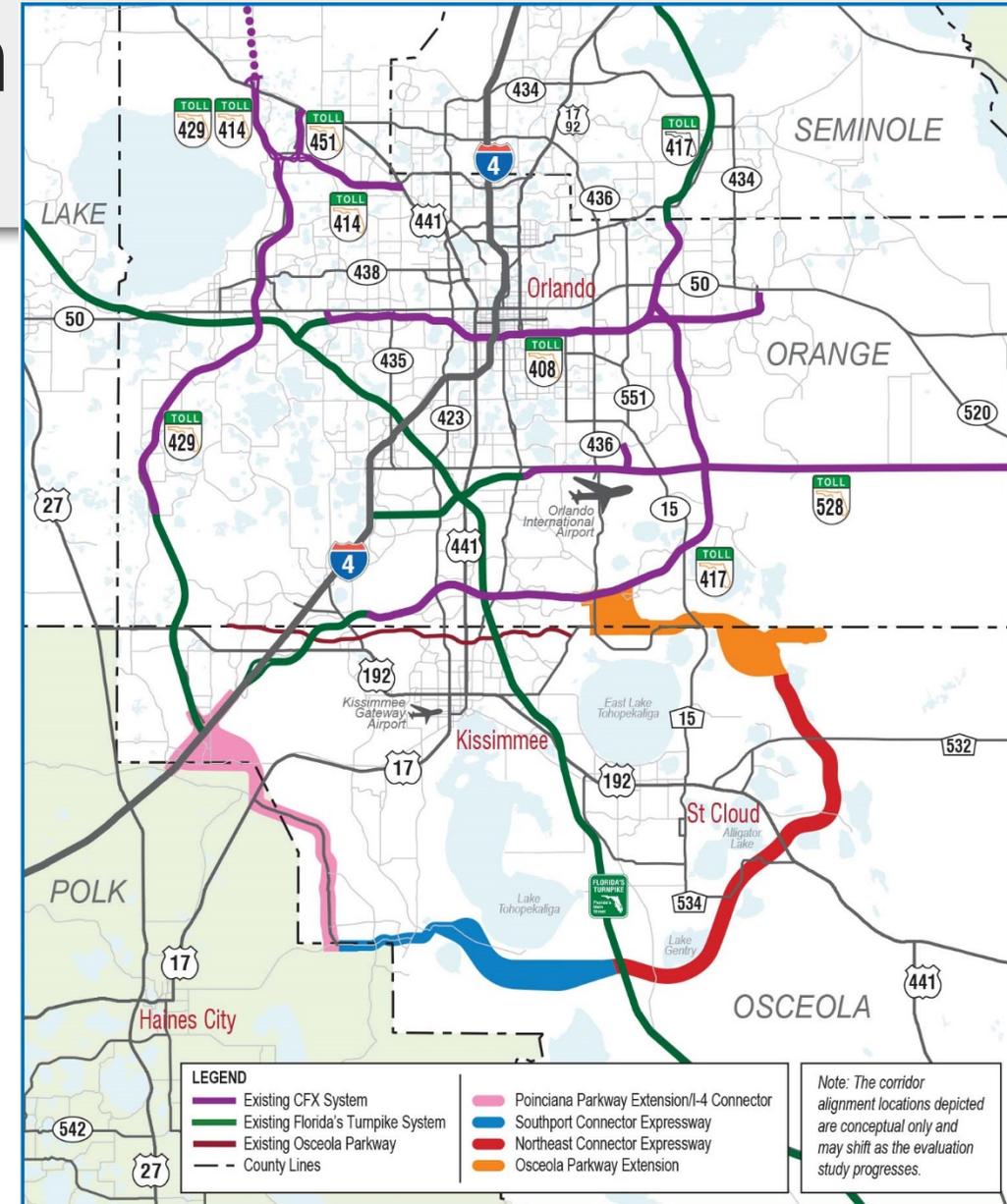
Kathy Putnam  
Public Involvement Coordinator  
4974 ORL Tower Road  
Orlando, FL 32807  
407-802-3210

[Projectstudies@CFXway.com](mailto:Projectstudies@CFXway.com)

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

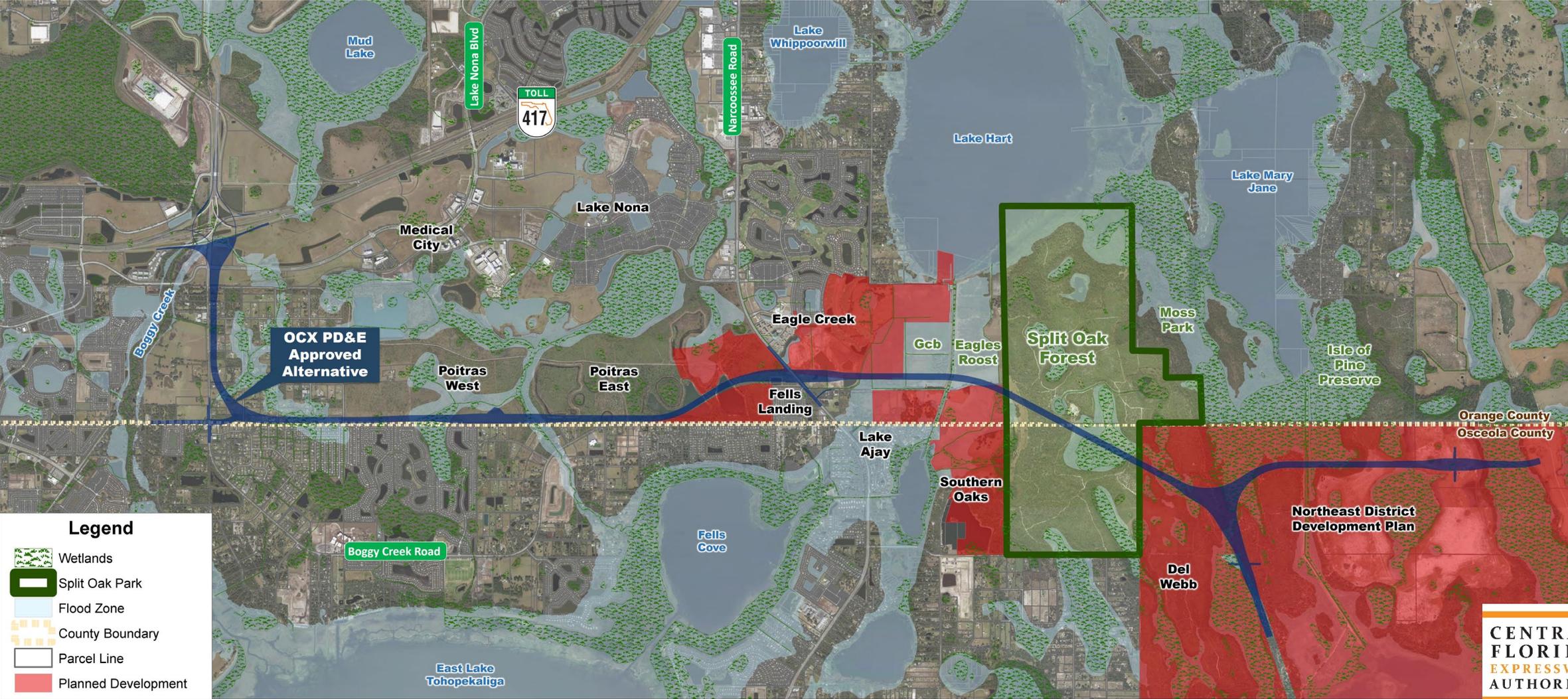
# Osceola Parkway Extension Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- **2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).**



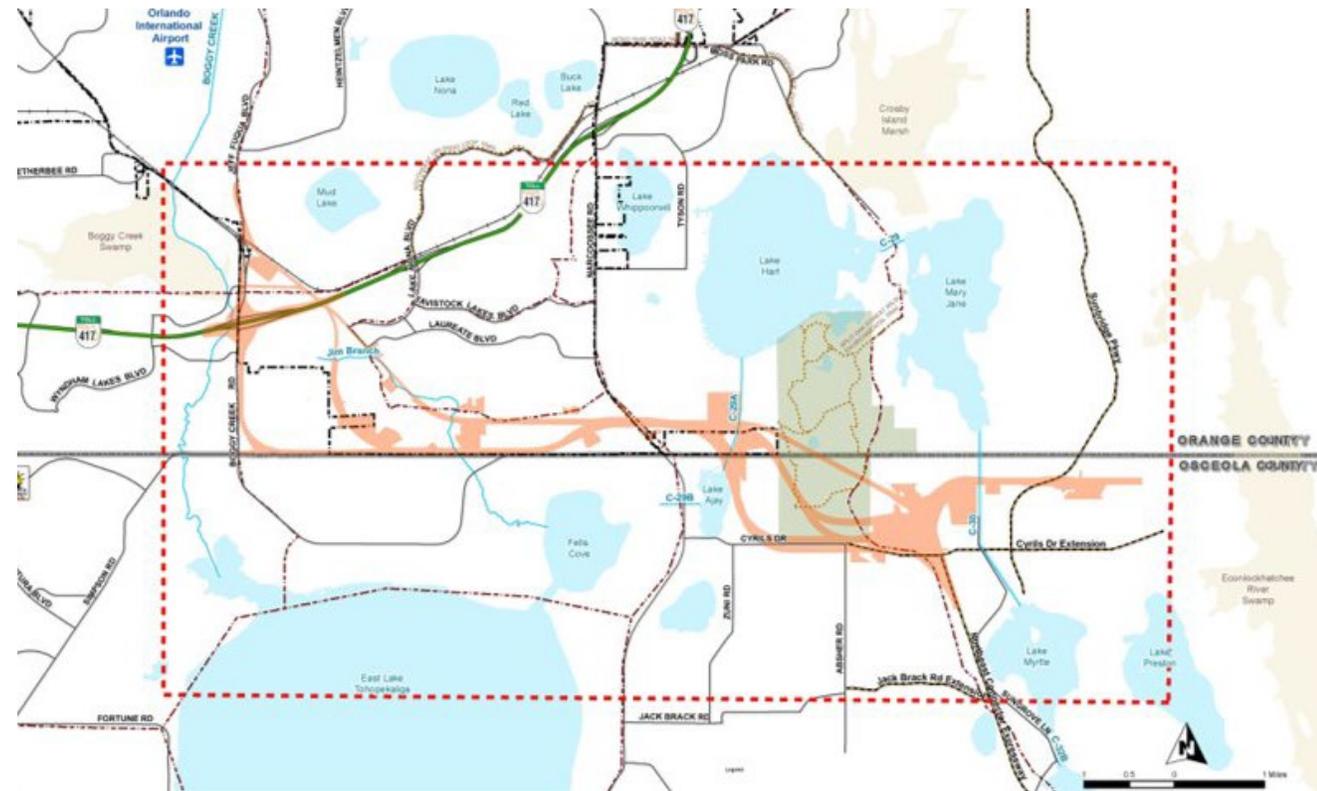
# Osceola Parkway Extension

## Background – OCX Approved Alternative



# Osceola Parkway Extension Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- 2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).
- **March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension**



# Osceola Parkway Extension

## Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- 2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).
- March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension
- **July 2018 – CFX began PD&E Study Re-evaluation**

# Osceola Parkway Extension

## Study Methodology – PD&E Re-evaluation

- Compare the OCX approved alternative against others
- Analyze physical, natural, cultural and social impacts
- Conduct public outreach
- Produce a Project Environmental Impact Re-evaluation Report
  - Identify a preferred alternative
- Present the findings to the CFX Board



# Osceola Parkway Extension

## Key Study Activities

- Environmental Data Collection & Analysis
- Large Landholder & Other Key Stakeholder Meetings
- Refining Feasibility Study Alternatives
- Developing Additional Alternatives
- Updating environmental, engineering and social data
- Public Involvement



# Osceola Parkway Extension

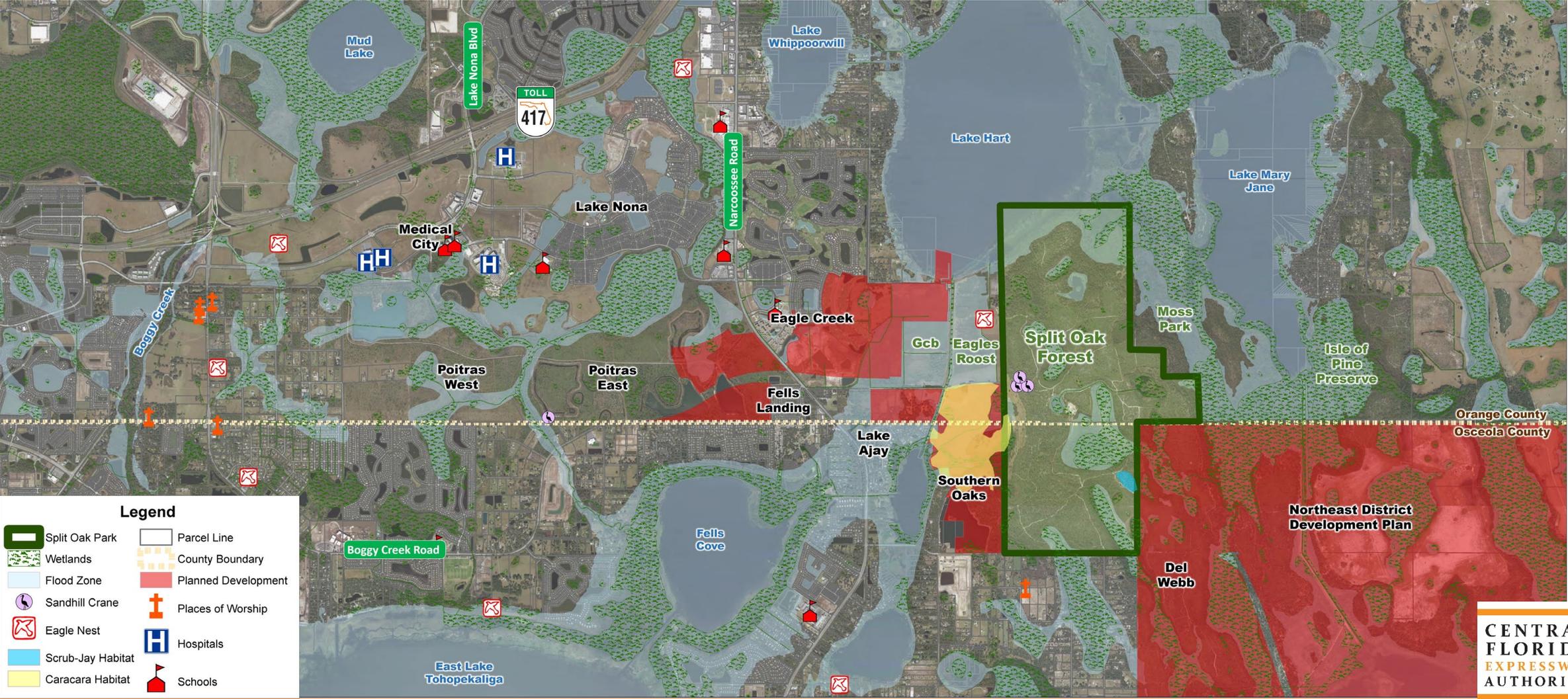
## Public Involvement

- Officials' Briefings & Stakeholder Meetings
- Osceola Co. Commissioner Transportation Update - Dec. 4, 2018
- Board Presentations
  - Osceola Co. Expressway Authority – Oct. 9, 2018
  - CFX Governing Board – Dec. 12, 2018
- Environmental & Project Advisory Groups – TBD
- Public Meeting – TBD
- CFX Study Webpage & Study Facebook Page



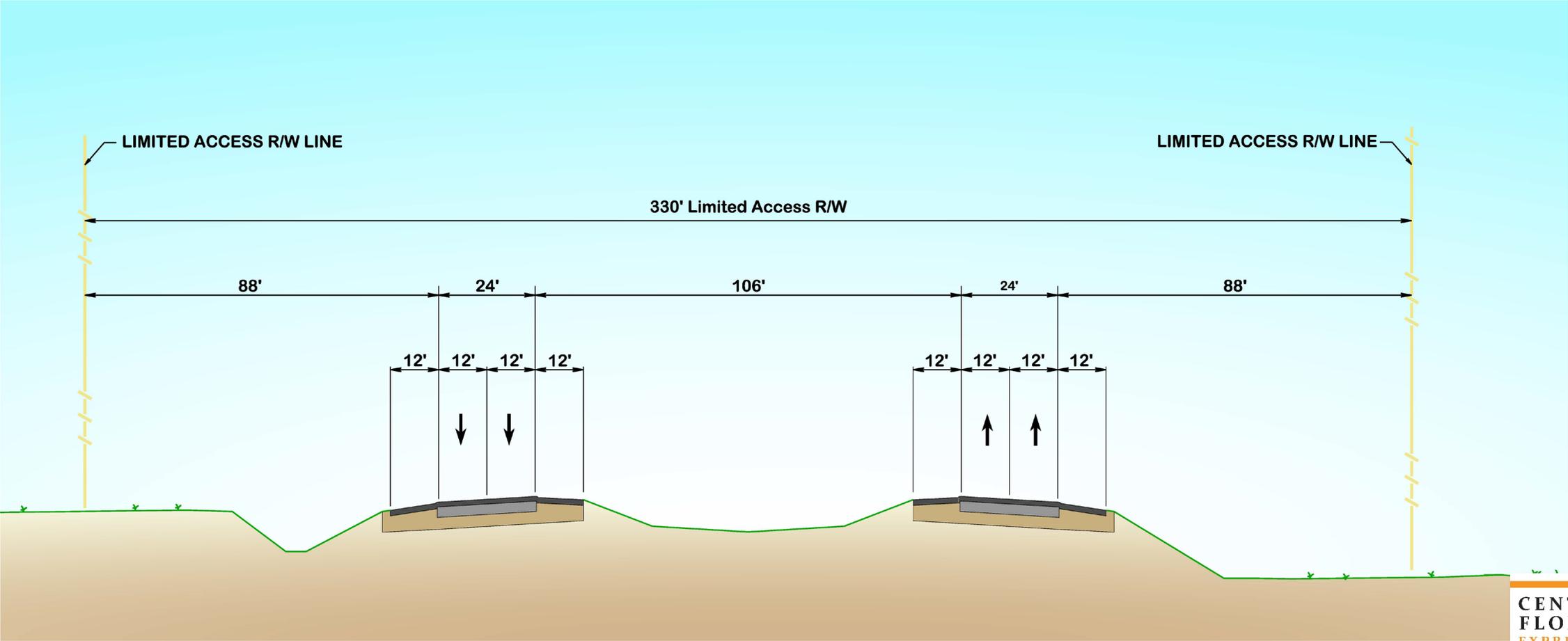
# Osceola Parkway Extension

## Major Constraints: Social and Environmental

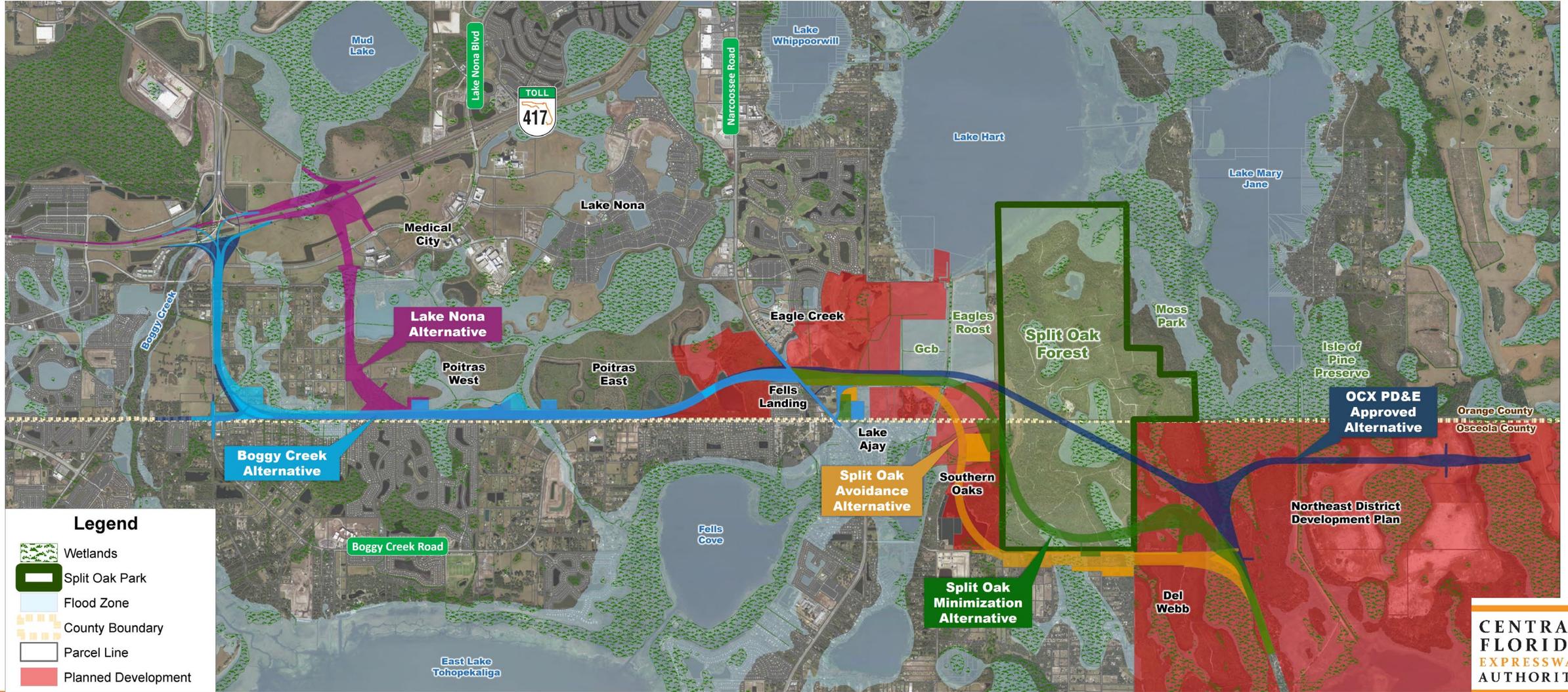


# Osceola Parkway Extension

## Typical Section

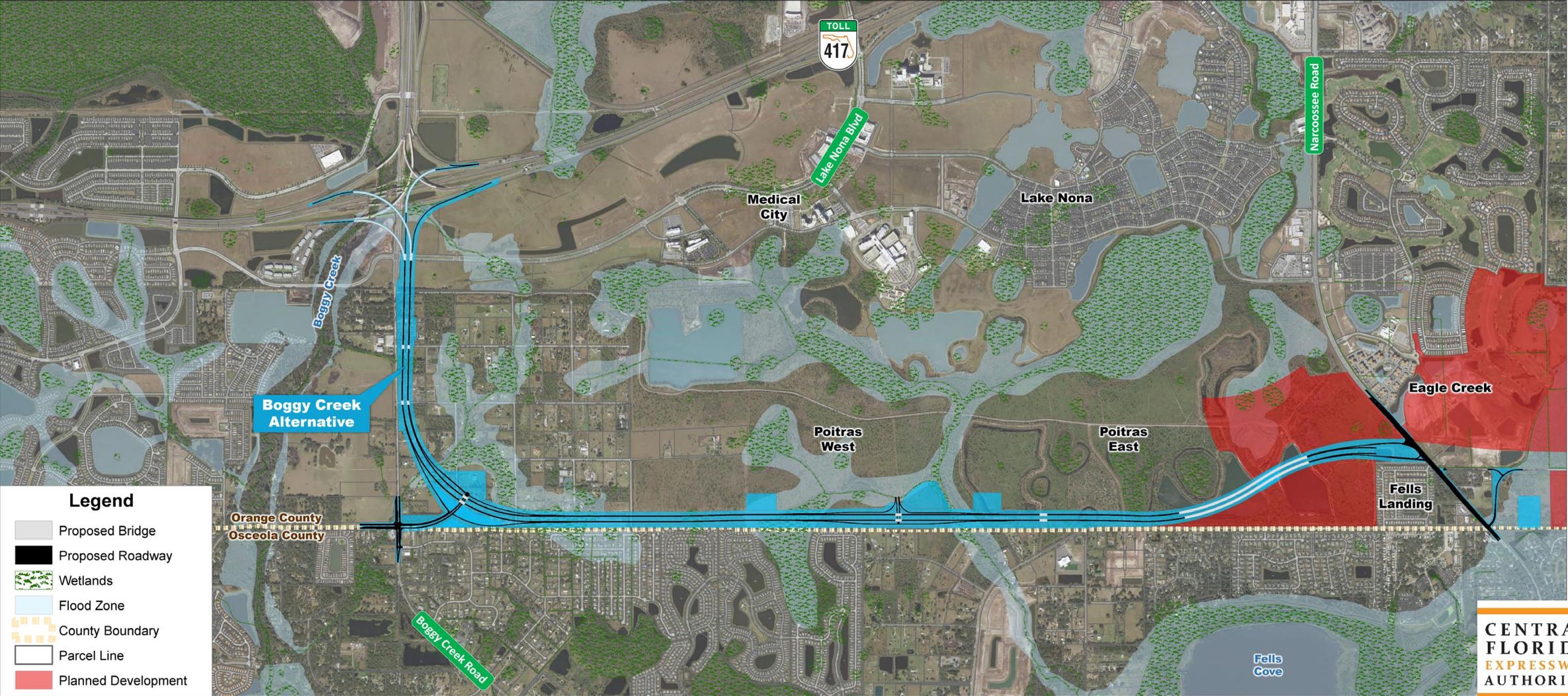


# Osceola Parkway Extension Alternatives Considered



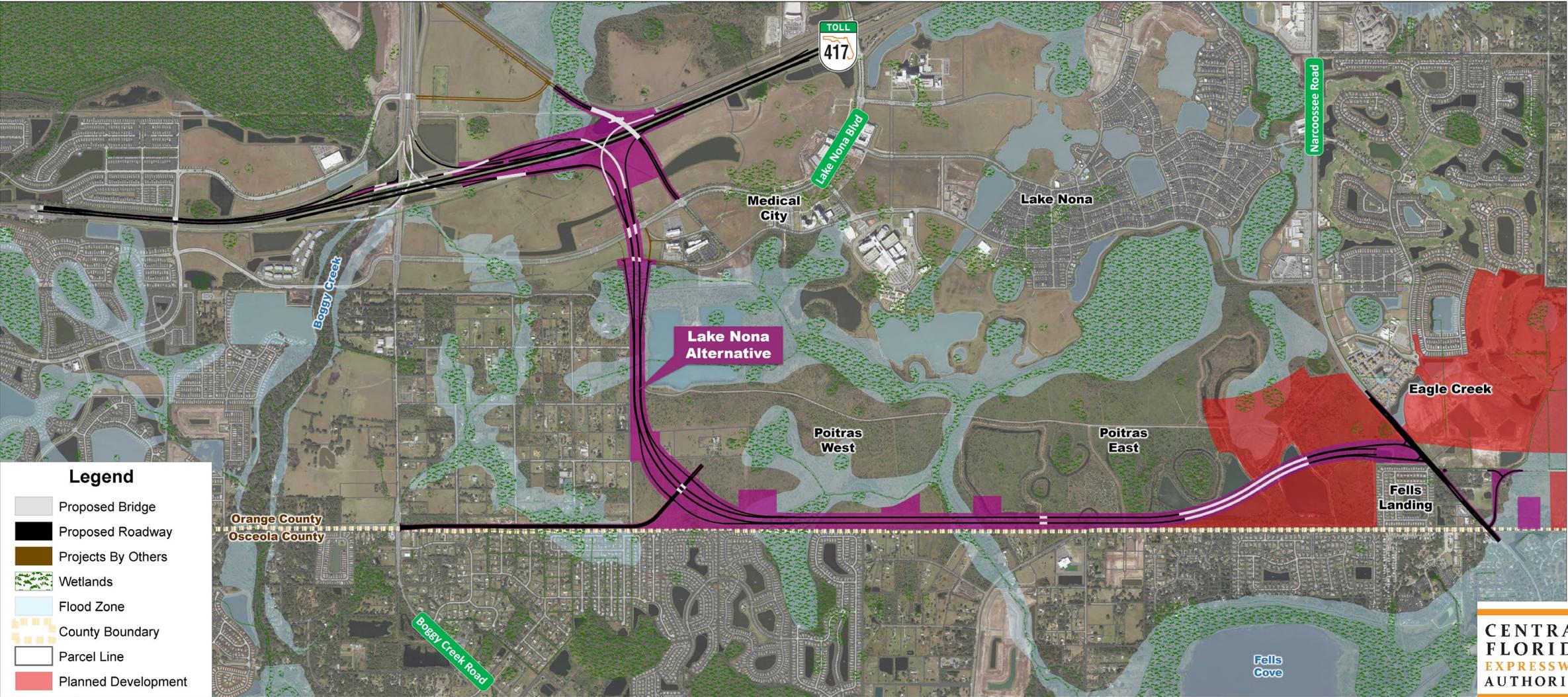
# Osceola Parkway Extension

## West Segment – Boggy Creek Alternative



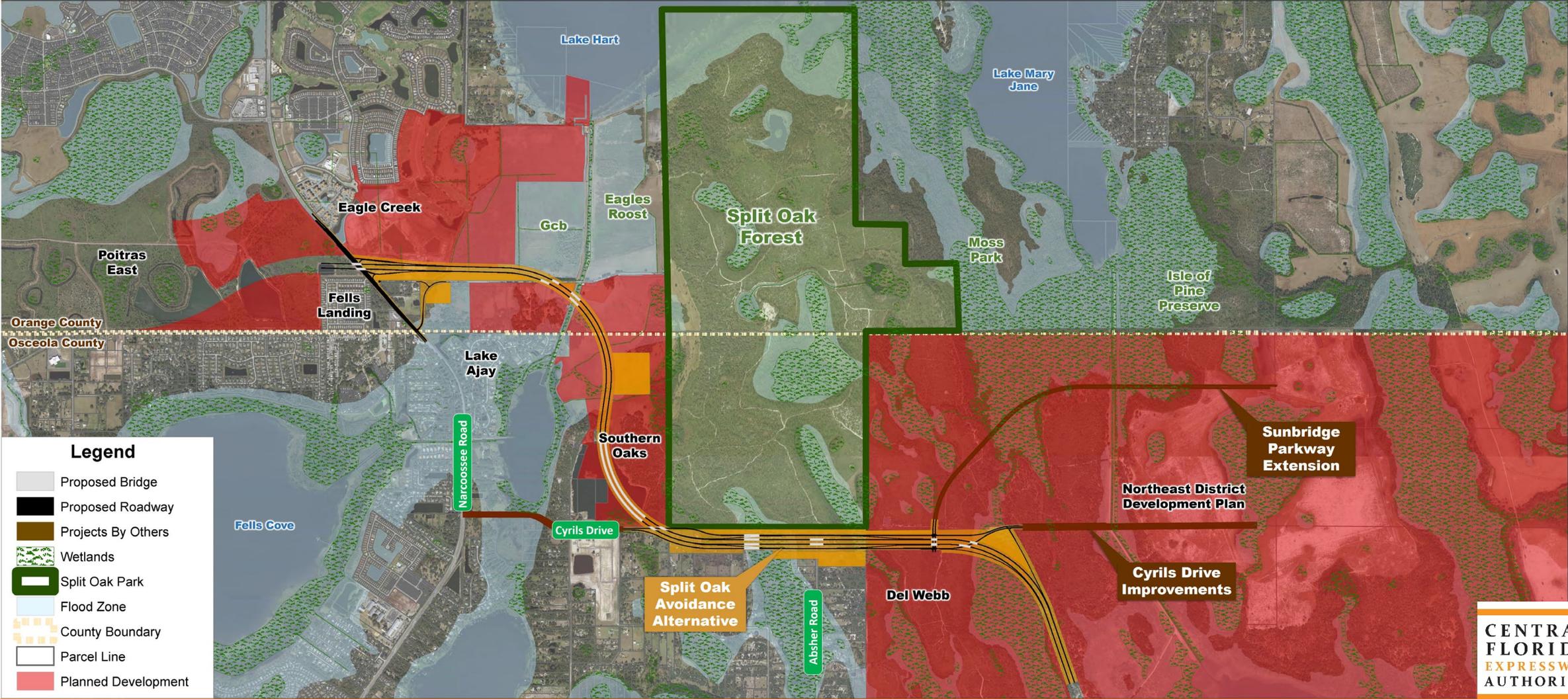
# Osceola Parkway Extension

## West Segment – Lake Nona Alternative



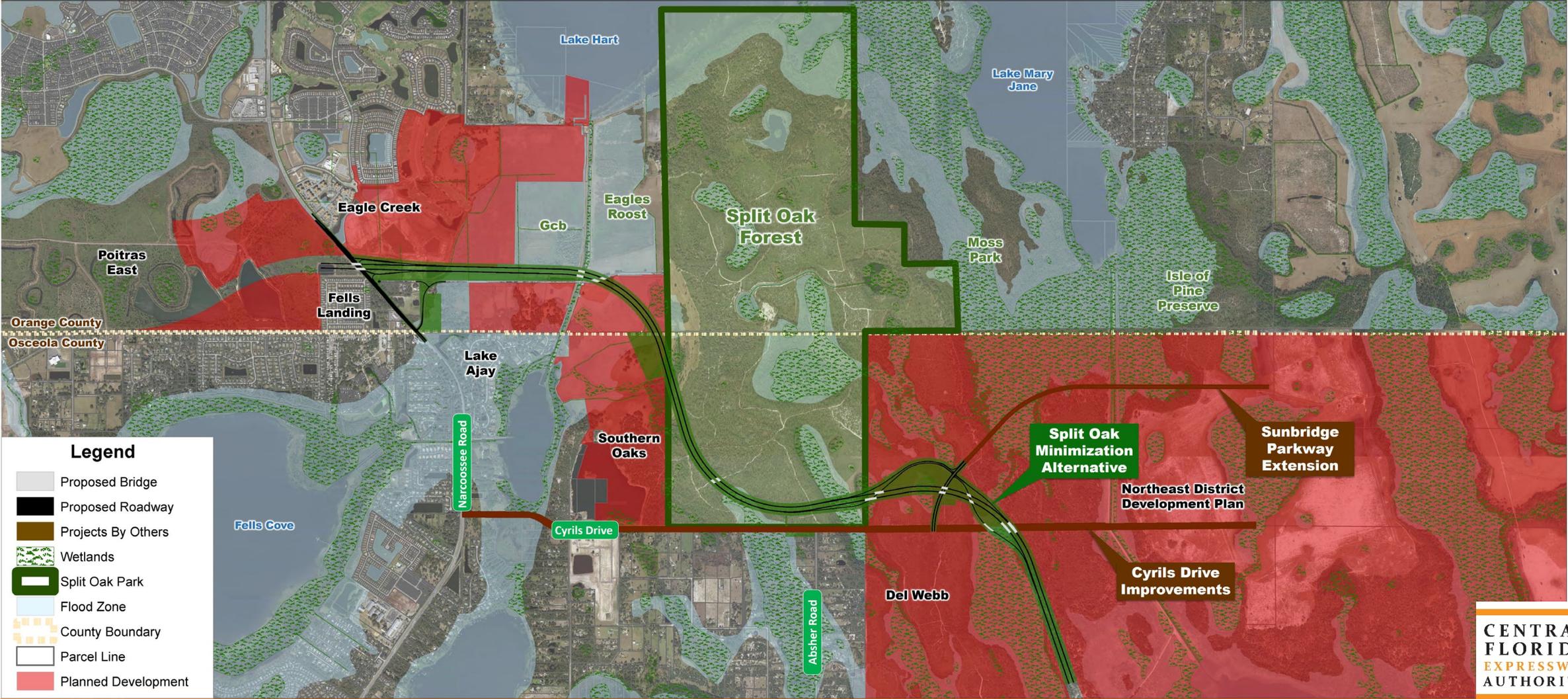
# Osceola Parkway Extension

## East Segment – Split Oak Avoidance Alternative



# Osceola Parkway Extension

## East Segment – Split Oak Minimization Alternative

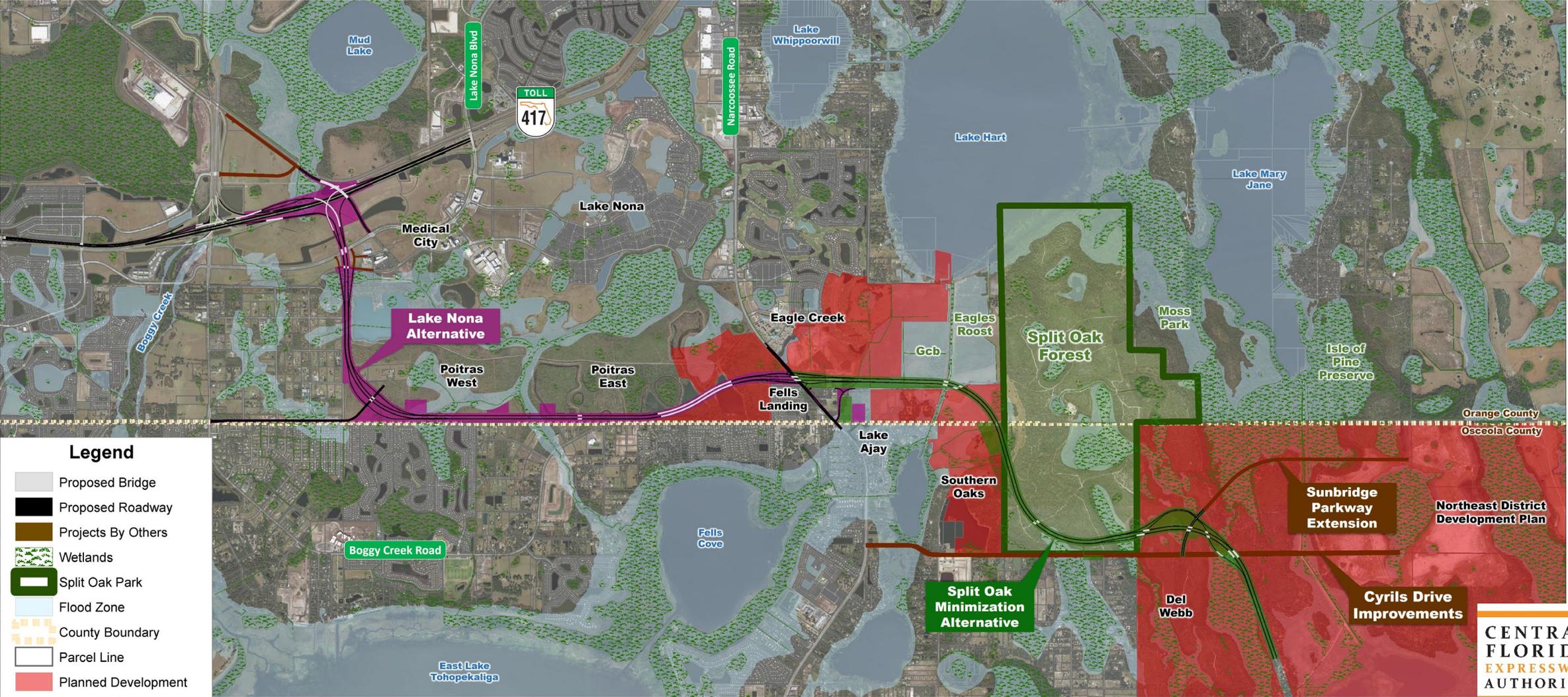


# Osceola Parkway Extension

## Evaluation Matrix

- Physical
  - Utility Impacts and Contamination
- Cultural
  - Historic and Archaeological Resources
- Natural Environment
  - Wetlands, Floodplains, Habitat, Species, Mitigation Properties, Conservation Easements
- Social
  - Right-of-way Impacts, Displacements, Community Impacts, Planned Developments
- Estimated Costs
  - Construction, Right-of-Way, Mitigation, and Engineering / Legal

# Osceola Parkway Extension Preferred Alternative



**Legend**

- Proposed Bridge
- Proposed Roadway
- Projects By Others
- Wetlands
- Split Oak Park
- Flood Zone
- County Boundary
- Parcel Line
- Planned Development

# Osceola Parkway Extension

## What's Next?

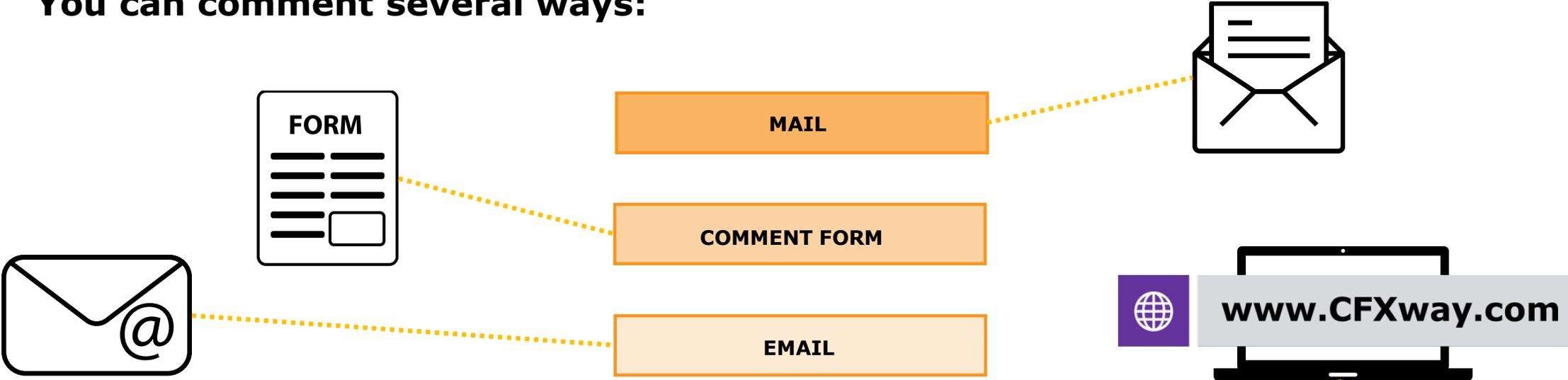
- Public Meeting – Tomorrow, November 19<sup>th</sup>
- Board Meeting – Present Final Recommendations to CFX Board



# Osceola Parkway Extension

## Public Comment

You can comment several ways:



**Kathy Putnam**  
Public Involvement Coordinator  
Phone: 407-802-3210  
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)  
[www.CFXway.com](http://www.CFXway.com)

**WEBSITE**

Comments received tonight or postmarked by  
**November 30, 2019**  
will become part of the public workshop summary.

 [www.CFXway.com](http://www.CFXway.com)

 Find us on  
**Facebook**  
**@OsceolaPkwyExtPDE**

The image shows a multi-level highway interchange with concrete overpasses and support pillars. A dark SUV is driving on the ground level road. A grassy embankment is visible on the right side. The sky is clear and blue. The logo is centered in the upper half of the image, featuring a white square with orange horizontal bars above and below the text.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

# Approach to Florida Communities Trust

## **62-818.015 Consideration of Recipient's Request for Linear Facilities.**

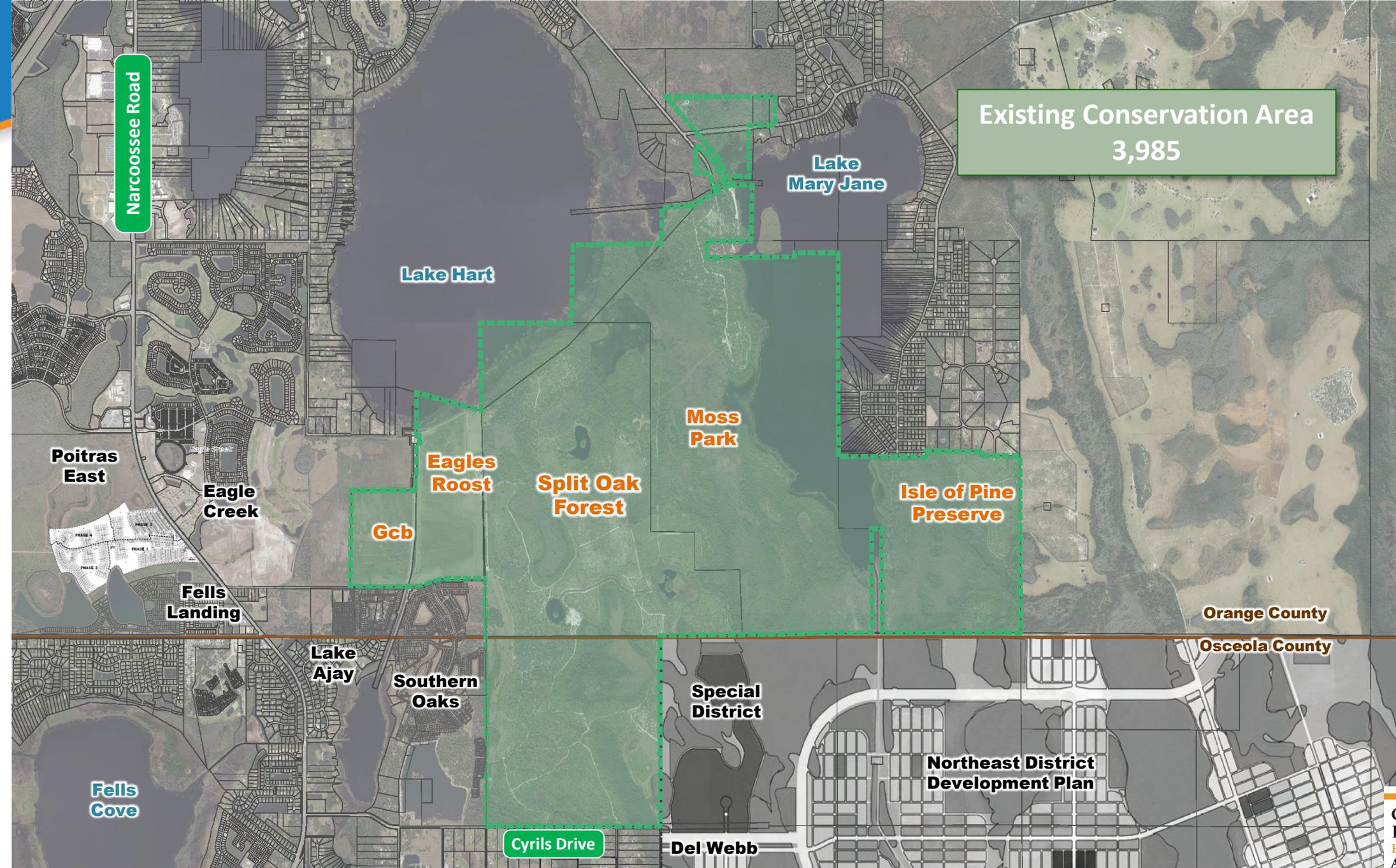
The Declaration of Restrictive Covenants for Trust Project Sites limits the use of the property to conservation, outdoor recreation, and other related activities. However, the Trust periodically receives requests for Management Plan modifications to allow linear facilities and related appurtenances on the Trust Project Site. When evaluating these requests, the following process must be followed.

- (1) First, there has to be a determination:
  - (a) That there is no reasonable alternative to the proposed modification land use on the Trust Project Site; and,
  - (b) That the land use is designed to have a minimal impact to the site; and,
  - (c) A copy of an alternative analysis assessment of other off-site alternatives or options considered by the Recipient.
- (2) If the Trust determines that no practical off-site alternatives exist, then the following information is required:
  - (a) A written statement that the Local Government has reviewed and approved the proposed use;
  - (b) A description and dimensions of the linear facility, and of the area that will be affected during construction;
  - (c) Information on the natural communities and cultural features found on, and immediately surrounding the site of the proposed facility;
  - (d) A statement explaining how the proposed facility will be compatible with planned recreational uses of the Trust Project Site, as committed to in the approved Management Plan;
  - (e) Discussion of the proposed mitigation for impacts to the Trust Project Site; and,
  - (f) A modified master site plan drawing identifying the locations of existing vegetation and all proposed structures, facilities and restoration areas that will be affected by the facility.

After receiving all of the above information, staff will evaluate and review the request for consistency according to the above listed requirements. If the proposal meets the above requirements and has minimum impact to the Project Site, staff may approve the request. If public objections are received, if it is a large project, or if the project could be viewed as controversial the proposal will be presented to the Trust Governing Board for consideration.

- (3) If the request is approved, the Recipient must:
  - (a) Provide an appraisal of the land use area or other valuation method as approved by Trust staff;
  - (b) Provide a legal description from a licensed surveyor;
  - (c) Sign an amendment to the Declaration of Restrictive Covenants that provides for the changed use of the Project Site; and,
  - (d) Record the amended Declaration of Restrictive Covenants in the Public Records of the County where the property is located.

The Recipient will be required to pay for the land use area. The payment shall be allocated to the Recipient and the Trust based on the percentage of the original grant (i.e., 50% Recipient participation and 50% Trust participation).



Narcoossee Road

Existing Conservation Area  
3,985

Lake Mary Jane

Lake Hart

Moss Park

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Isle of Pine Preserve

Gcb

Fells Landing

Orange County

Lake Ajay

Southern Oaks

Osceola County

Special District

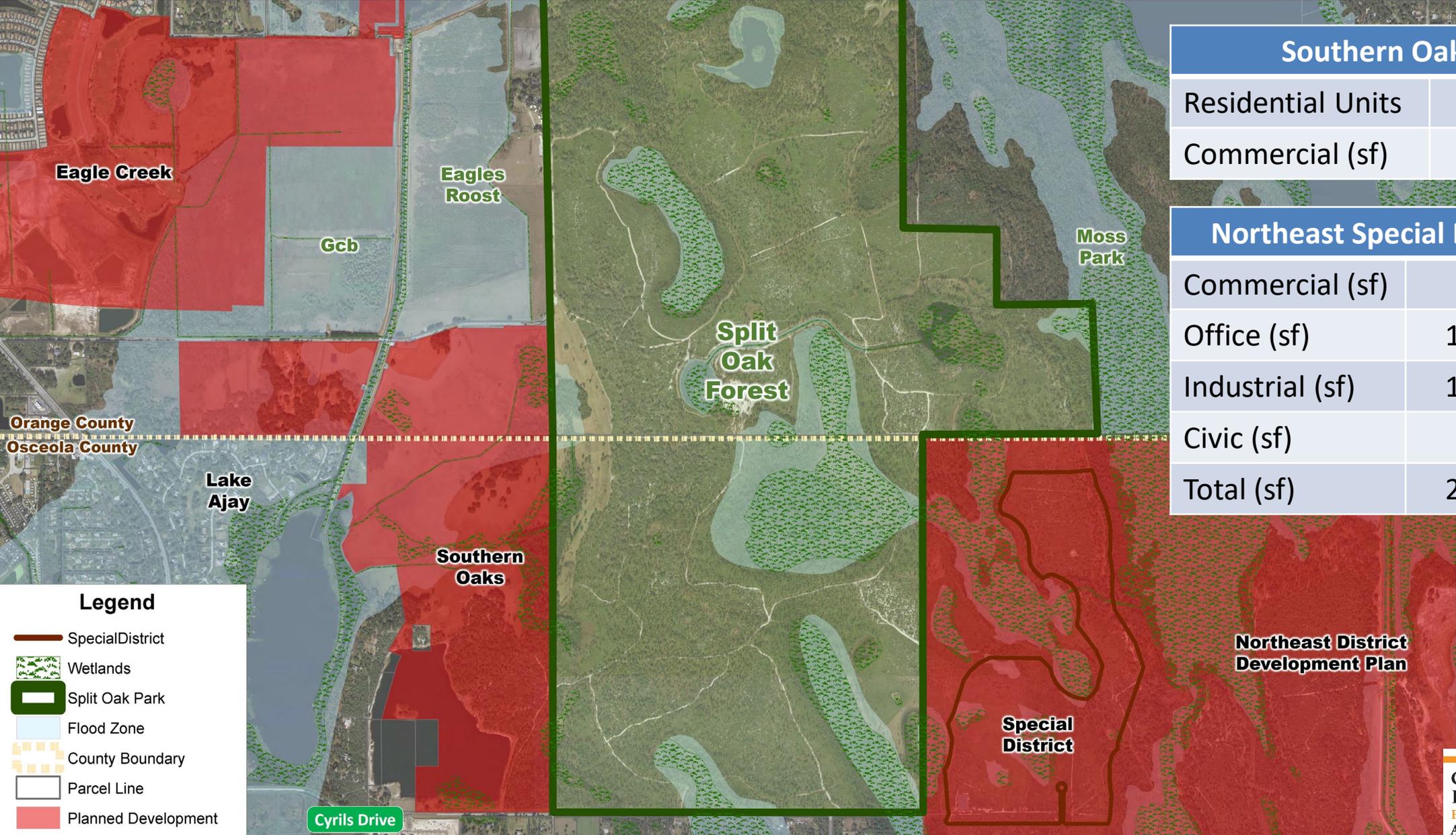
Fells Cove

Northeast District Development Plan

Cyrils Drive

Del Webb

# Planned Development Surrounding Split Oak Forest

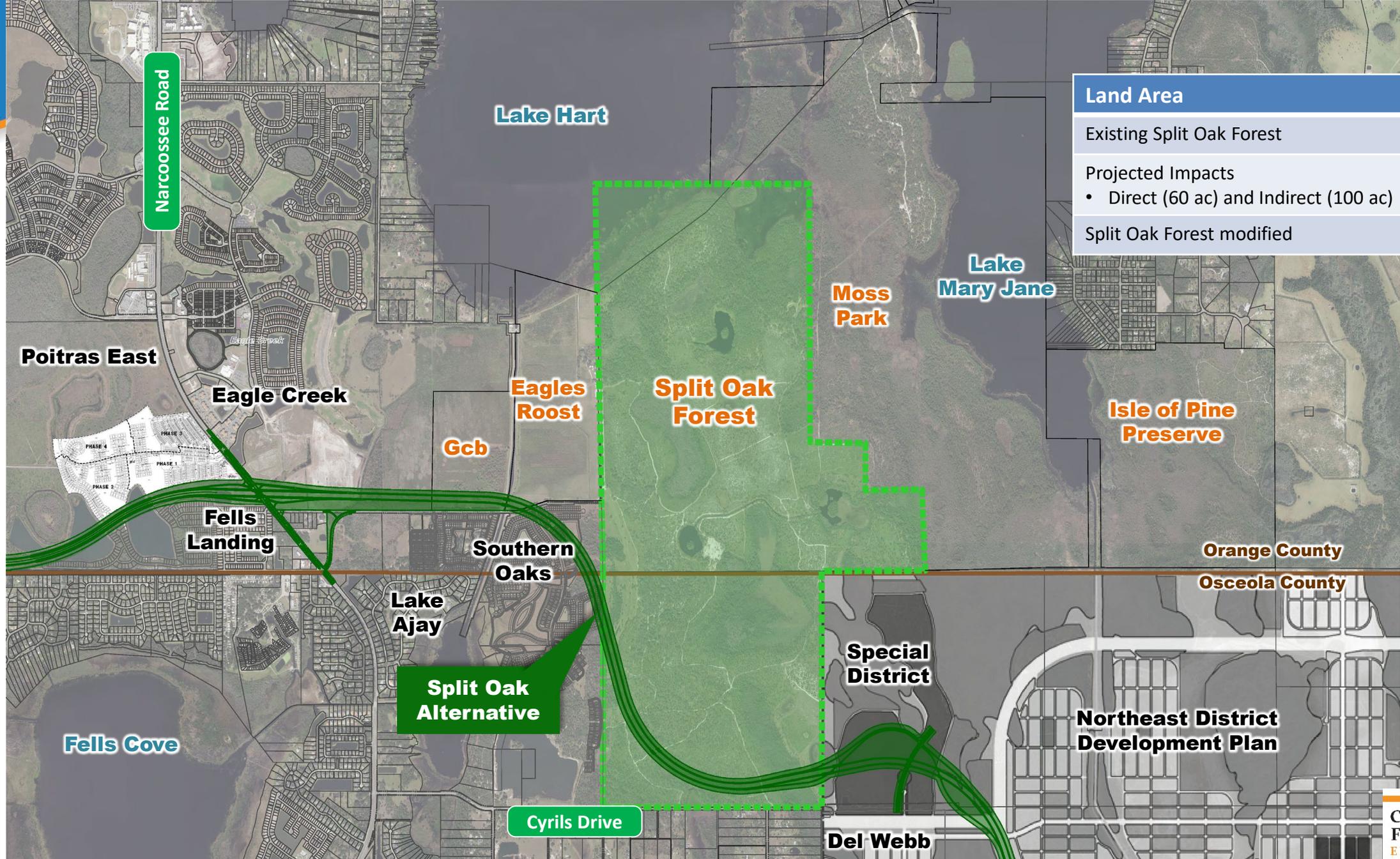


Southern Oaks	
Residential Units	882
Commercial (sf)	200,800

Northeast Special District	
Commercial (sf)	80,000
Office (sf)	1,700,000
Industrial (sf)	1,000,000
Civic (sf)	120,000
<b>Total (sf)</b>	<b>2,900,000</b>

- Legend**
- Special District
  - Wetlands
  - Split Oak Park
  - Flood Zone
  - County Boundary
  - Parcel Line
  - Planned Development





Land Area	Acres
Existing Split Oak Forest	1,689
Projected Impacts	
• Direct (60 ac) and Indirect (100 ac)	160
Split Oak Forest modified	1,529

# Osceola County +/- 582 Acres

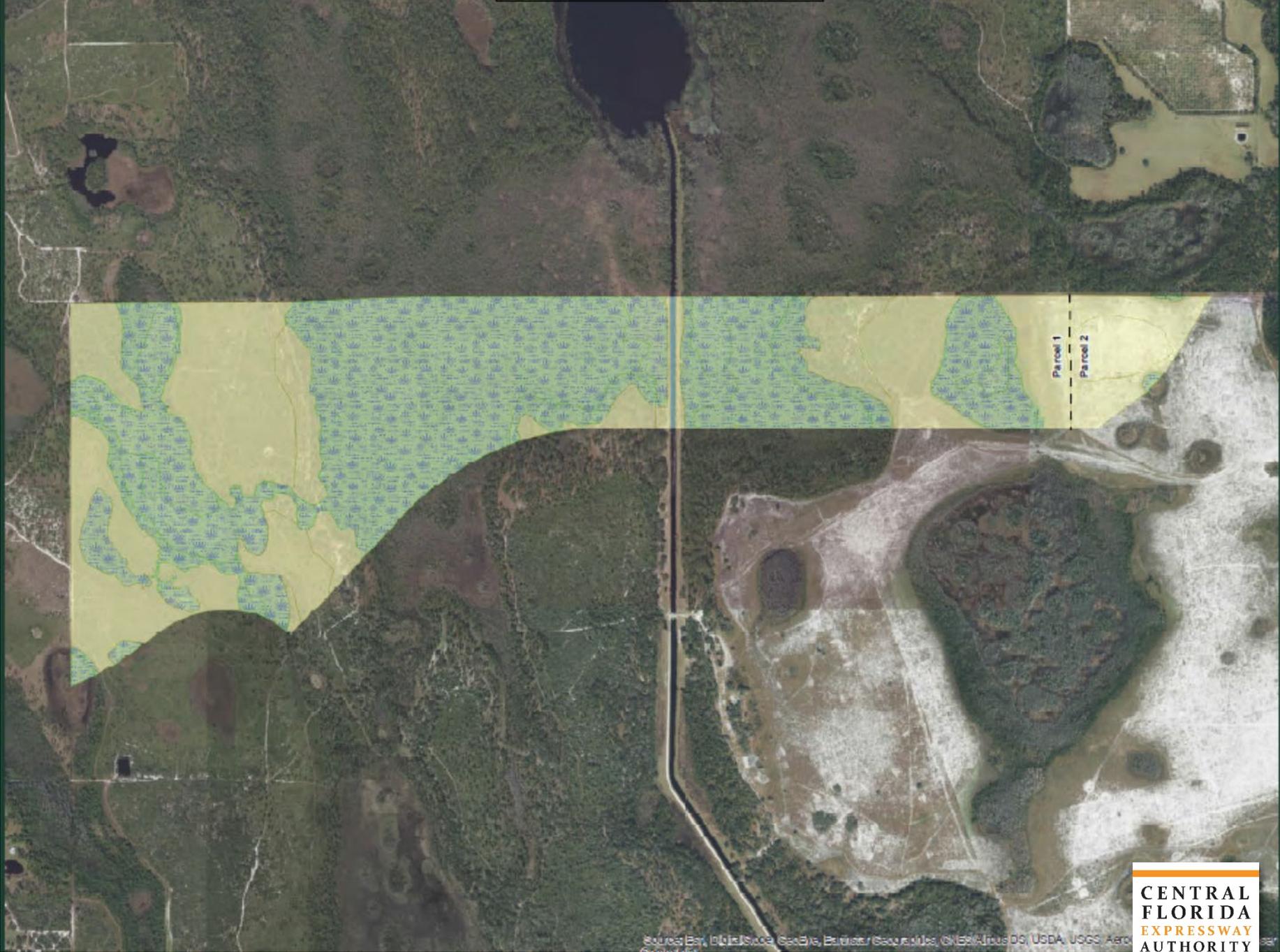
### Legend

#### Parcel 1 (Osceola County)

- Uplands (219.02 ac)
- Wetlands (326.47 ac)
- Surface Waters (1.83 ac)

#### Parcel 2 (Osceola County)

- Uplands (34.02 ac)
- Wetlands (0.81 ac)



Source: Esri, DigitalGlobe, GeoEye, Earthstar/GeoEye, CNES/Airbus DS, USDA, USGS, Aero

# Orange County +/- 968 Acres

## Legend

 Roberts Island Slough

 CS-1

 CS-2

### Roberts Island Slough (Orange County)

 Uplands (42.18 ac)

 Wetlands (507.69 ac)

### CS-1 (Orange County)

 Uplands (101.65 ac)

 Wetlands (1.13 ac)

### CS-2 (Orange County)

 Uplands (239.97 ac)

 Wetlands (64.63 ac)

 Surface Waters (6.23 ac)



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airphoto DS, USDA, Landsat, AeroGRID, IGN, and the GIS User Community

Narcoossee Road

Existing Conservation Area  
3,985

Lake Mary Jane

Lake Hart

Orange County  
Dedicated  
Conservation Land  
+/- 968 AC

Postras East

Eagle Creek

Eagles Roost

Split Oak Forest

Isle of Pine Preserve

Gcb

Moss Park

Orange County

Fells Landing

Lake Ajay

Osceola County

Split Oak  
Alternative

Osceola County  
Dedicated  
Conservation Land  
+/- 582 AC

Northeast District  
Development Plan

Southern Oaks

Fells Cove

Cyrils Drive

Narcoossee Road

Resulting Conservation Area  
5,375

Lake Mary Jane

Lake Hart

Postras East

Eagle Creek

Eagles Roost

Split Oak Forest

Moss Park

Isle of Pine Preserve

Gcb

Orange County

Fells Landing

Lake Ajay

Osceola County

Split Oak Alternative

Southern Oaks

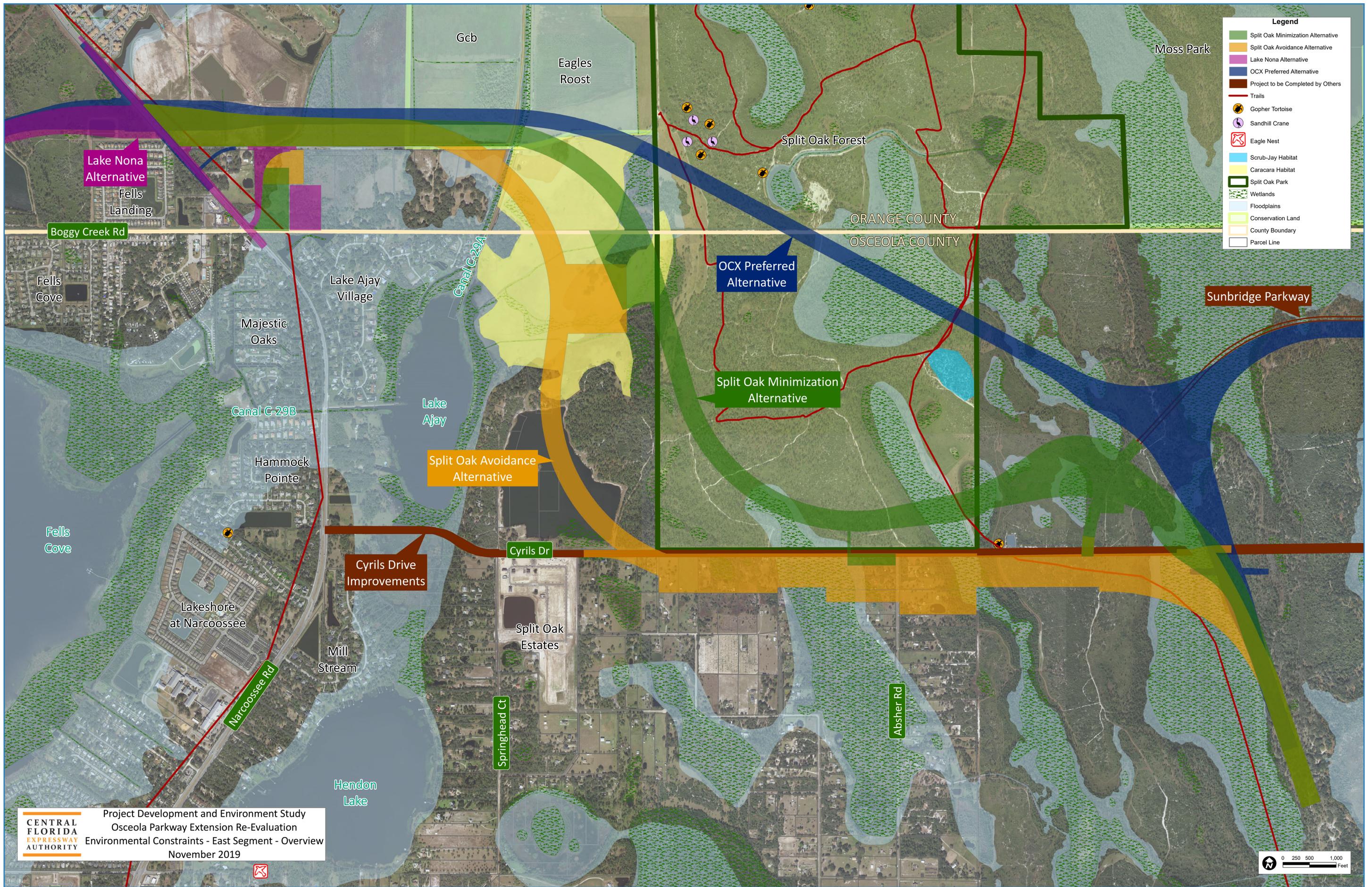
Northeast District Development Plan

Fells Cove

Cyrils Drive

Del Webb

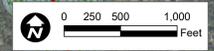
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

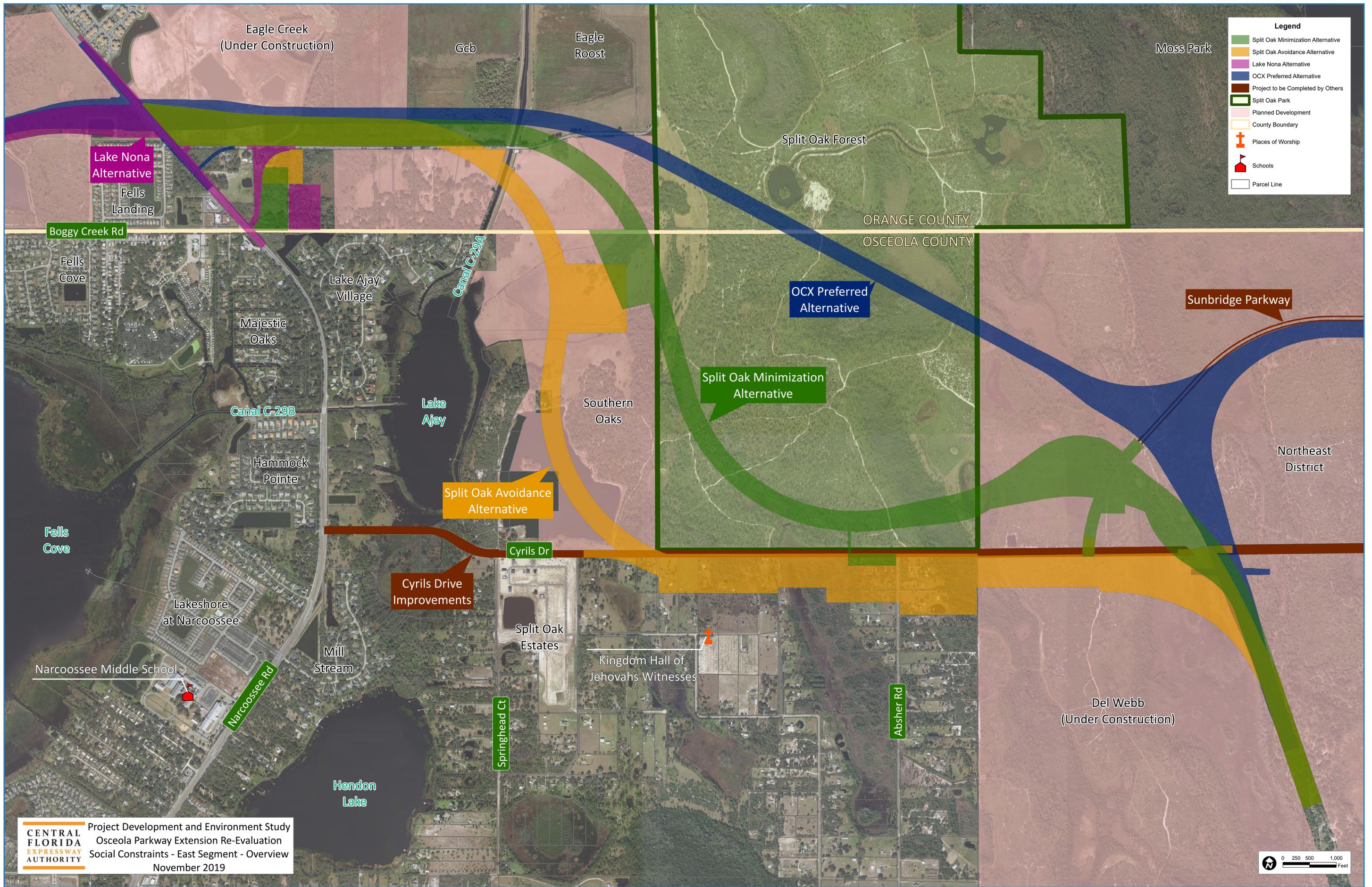


- Legend**
- █ Split Oak Minimization Alternative
  - █ Split Oak Avoidance Alternative
  - █ Lake Nona Alternative
  - █ OCX Preferred Alternative
  - █ Project to be Completed by Others
  - Trails
  - Gopher Tortoise
  - Sandhill Crane
  - ✕ Eagle Nest
  - Scrub-Jay Habitat
  - Caracara Habitat
  - Split Oak Park
  - Wetlands
  - Floodplains
  - Conservation Land
  - County Boundary
  - Parcel Line

**CENTRAL FLORIDA EXPRESSWAY AUTHORITY**

Project Development and Environment Study  
 Osceola Parkway Extension Re-Evaluation  
 Environmental Constraints - East Segment - Overview  
 November 2019



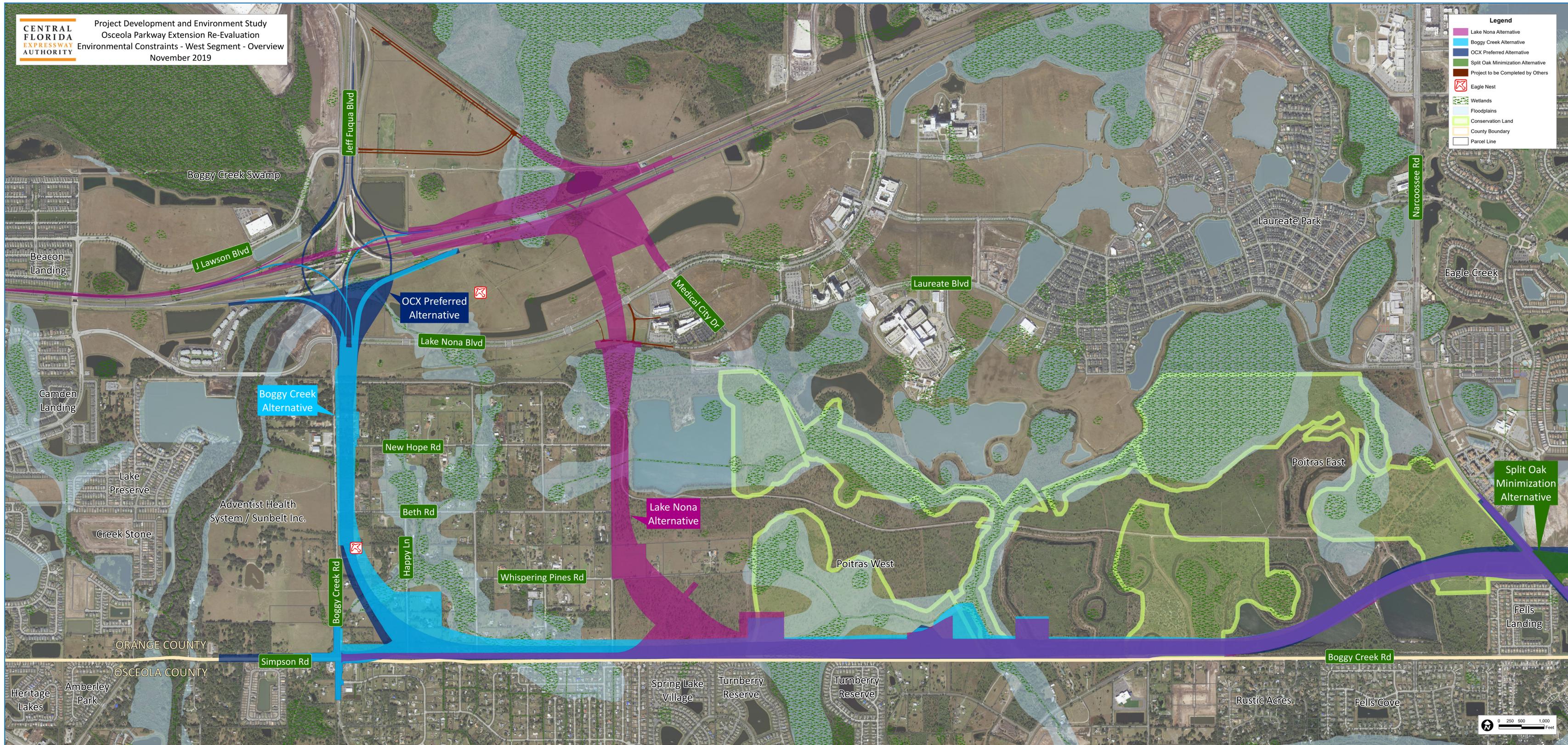


**Legend**

- Split Oak Minimization Alternative
- Split Oak Avoidance Alternative
- Lake Nona Alternative
- OCX Preferred Alternative
- Project to be Completed by Others
- Split Oak Park
- Planned Development
- County Boundary
- Places of Worship
- Schools
- Parcel Line

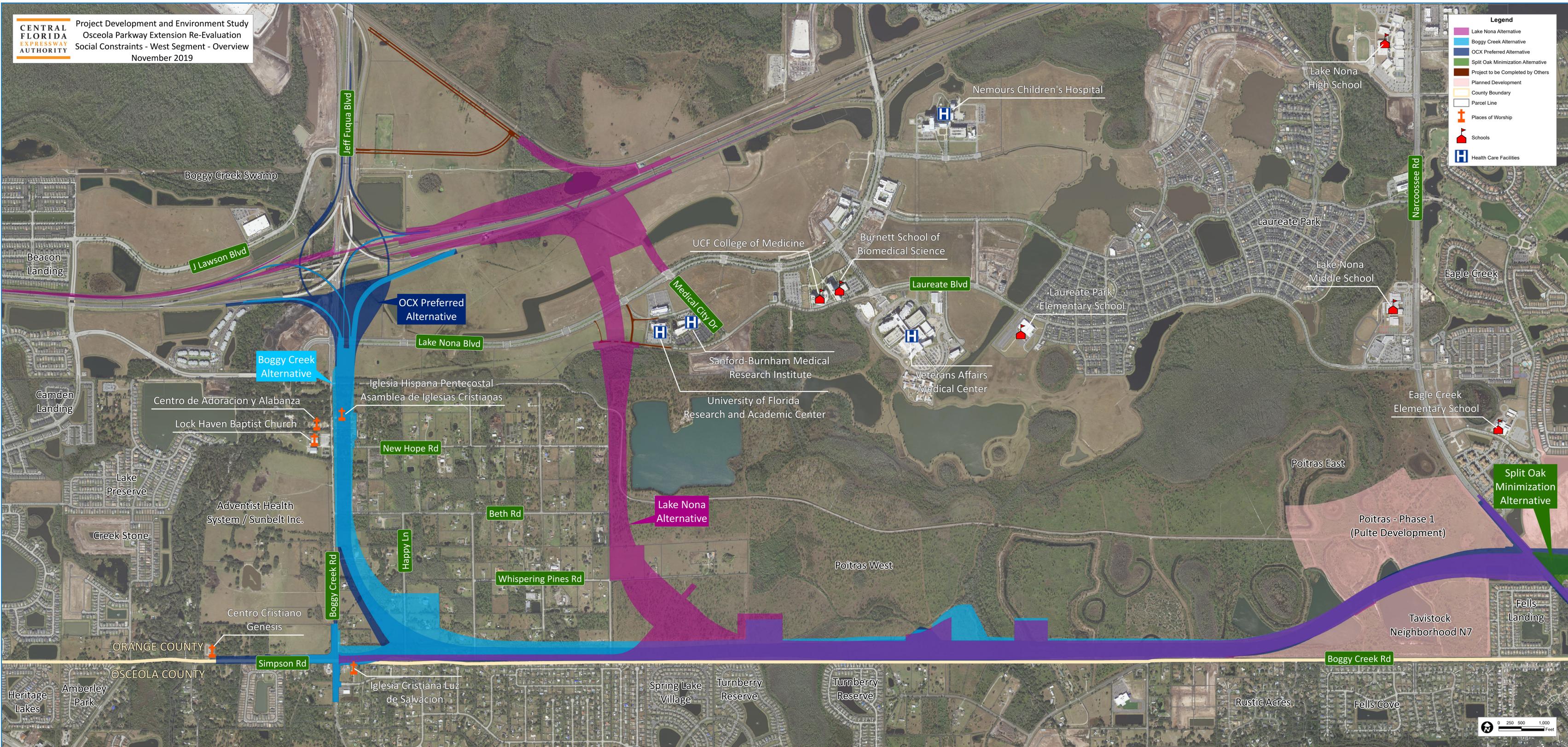
**Legend**

- Lake Nona Alternative
- Boggy Creek Alternative
- OCX Preferred Alternative
- Split Oak Minimization Alternative
- Project to be Completed by Others
- Eagle Nest
- Wetlands
- Floodplains
- Conservation Land
- County Boundary
- Parcel Line



**Legend**

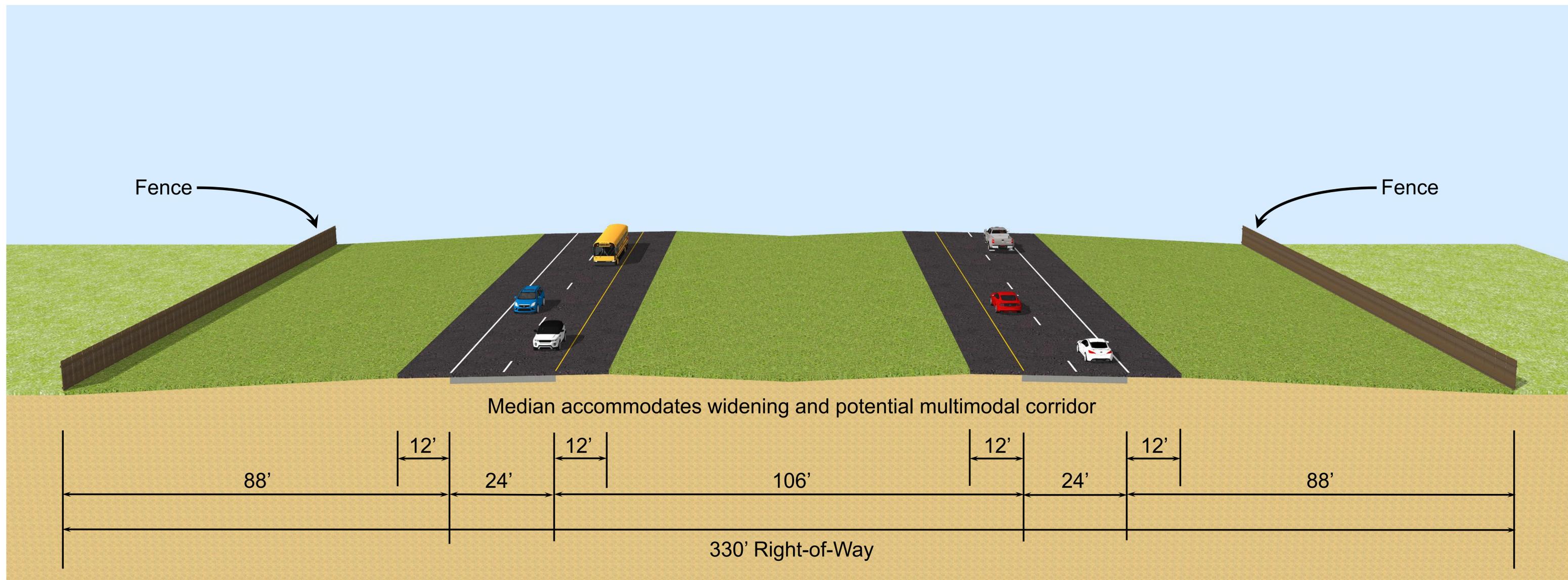
- Lake Nona Alternative
- Boggy Creek Alternative
- OCX Preferred Alternative
- Split Oak Minimization Alternative
- Project to be Completed by Others
- Planned Development
- County Boundary
- Parcel Line
- Places of Worship
- Schools
- Health Care Facilities





Legend			
<span style="color: purple;">—</span>	Lake Nona Alternative		Gopher Tortoise
<span style="color: green;">—</span>	Split Oak Minimization Alternative		Sandhill Crane
	Proposed Bridge		Eagle Nest
	Proposed Roadway		Scrub-Jay Habitat
	Proposed Ponds		Wetlands
	Project to be Completed by Others		Floodplains
	Split Oak Park		Conservation Land
	Trails		Planned Development
	County Boundary		Parcel Line
	Places of Worship		Hospitals
	Schools		

# Proposed Typical Section



# Working Group Requests & Considerations for Commitments

- Relocate water treatment plant.
- Move alignment farther south and west to:
  - + Lessen loss of good habitat
  - + Distance it from scrub jay area
  - + Protect ability to manage land by prescribed burns
- Ensure access to the Florida National Scenic Trail through the corridor and Moss Park.
- Have reputable land trust or government agencies hold conservation property and restrict its future use through recorded conservation easements.
- Prevent third-party conservation offer from diminishing Tavistock's and Deseret Ranches' mitigation requirements.
- Provide matching acreage for the mitigation credits that were sold for gopher tortoise habitat.
- Ensure dedicated land is of high quality to replace SOFWEA land impacted by roadway.
- Incorporate the 102-acre pine area off Lake Mary Jane Road into the conservation picture.
- Ensure the floodplain compensation area does not affect quality lands and does not destroy habitat.
- Break down uplands and wetlands in both impact area and remainder for each alternative.
- Assure linkage of Split Oak, Moss Park, Isle of Pines Preserve and the newly dedicated lands to regional wildlife corridors.
- Provide adequate funding for restoration and management dedicated land to ensure that impacted portions are returned and maintained as high quality habitat.

## **5.3 LOCAL GOVERNMENT OFFICIALS DOCUMENTS**



## Project Development & Environment Study Re-evaluation

### OSCEOLA PARKWAY EXTENSION

#### STAKEHOLDER MEETING SUMMARY:

**PROJECT NAME:** Osceola Parkway Extension PD&E Study Re-evaluation  
**PROJECT NUMBER:** 599-223A  
**DATE:** October 24, 2019  
**TIME:** 11 a.m. – 1 p.m.  
**LOCATION:** Central Florida Expressway Authority, 4974 ORL Tower Rd., Orlando

#### ATTENDEES:

Laura Kelley, CFX	Renzo Nastasi, Orange County	Dan Kristoff, RS&H
Michelle Maikisch, CFX	Beth Jackson, Orange County	Kelsey Lucas, RS&H
Glenn Pressimone CFX	Tawny Olore, Osceola County	Jonathan Williamson, Dewberry
Will Hawthorne, CFX	Bob Mindick, Osceola County	Nicole Gough, Dewberry
Brian Hutchings, CFX		Mary Brooks, Quest
Richard Brightman, Hopping, Green & Sam		

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A meeting was held on October 24, 2019 at the Central Florida Expressway Authority with the above referenced attendees to discuss matters relating to the Osceola Parkway Extension Project Development and Environment (PD&E) Study Re-evaluation.

Following introductions, the consultant project manager, Dan Kristoff of RS&H, provided an overview of the PD&E Study corridor and alternatives. A PowerPoint presentation was shared that included background on the study corridor. It was noted this is not a new PD&E, but an extension or carrying on of a previous study approved by the former Osceola County Expressway Authority (OCX).

Mr. Kristoff reviewed the study methodology, including compliance with the FDOT PD&E Study Manual. The goal is to produce a Project Environmental Impact Report (PEIR) identifying a preferred alternative. It was noted that study activities have included refining some previously studied alternatives, as well as developing new ones.

There was discussion about public involvement activities having centered on extensive stakeholder meetings.

Mr. Kristoff went over the major constraints in the study area and reviewed the typical section and various alignment alternatives. He described in detail the location and attributes of the Boggy Creek and Lake Nona alternatives on the west end of the study area, and the Split Oak Avoidance and Split Oak Minimization alternatives on the east end.

Renzo Nastasi, Orange County Transportation Planning Manager, asked if CFX had determined a preferred alternative, and if so, was it the Lake Nona or Boggy Creek alternative. It was noted that would be discussed later in the presentation.

CFX Chief of Infrastructure Glenn Pressimone noted that should the project move forward to design, there is flexibility in where the interchange south of the ramps to Laureate Road could be located. The location would take into account the local road circulation network in the adjacent future development.

Mr. Kristoff noted that the study has coordinated with various developments along the corridor, including those that have not begun construction. Mr. Nastasi asked if that included Eagle Creek and Fells Landing? Mr. Kristoff noted yes, and that per discussions with Eagle Creek, the developer has refrained from putting vertical construction where we'd like to put the expressway. He added, however, there have been no formal commitments made in this regard, though it looks like they're trying to work with CFX.

Mr. Kristoff stated that regarding Fells Landing, we would maintain a buffer and have room to put in landscaping. If it was found during design that noise barriers were warranted, there would be room for them.

Mr. Kristoff noted there would be a single-point, urban interchange (SPUI) at Narcoossee Road, located between access to Fells Landing and the property to the east and the new access to the neighborhood. He noted this will result in three to four traffic signals close together.

Mr. Nastasi asked if we were providing access on Narcoossee Road. Mr. Kristoff responded yes, it would be a full interchange with access in all directions.

During discussion of the Split Oak Avoidance Alternative east of Narcoossee Road, Tawny Olore, Executive Director of Osceola County Transportation and Transit, asked how far that would be from the Lake Ajay Village community. It was noted the avoidance alternative would be approximately 600-800 feet from the property line (not necessarily the closest resident).

Mr. Kristoff noted they tried to stay as far away from Lake Ajay as possible, and also tried to accommodate the plans for the Southern Oaks development. He noted the control point is the southwest corner of the Split Oak Forest.

Mr. Kristoff noted that south of the forest, the avoidance alternative would split Cyrils Drive, with two westbound lanes closest to Split Oak, the two eastbound lanes farthest away and the expressway in between. Slip ramps would come on and off to provide access to the frontage roads.

There would be an overpass for access at Absher Road to the Del Webb development. That access continues north, ultimately by others to extend to Sunbridge Parkway.

Cyrils Drive would come back together again with all lanes adjacent on the east end. The end of the expressway would be set up to accommodate a future extension south to Nova Road.

Bob Mindick, Director of Osceola County Parks and Public Lands, asked if there would be public access to the Split Oak Forest. Mr. Kristoff noted the bridge will allow access to be maintained; it would connect into the existing clear area.

Mr. Mindick asked if there was an overpass or underpass for the Florida National Scenic Trail. Mr. Kristoff stated that could be accommodated.

Mr. Kristoff then described the Split Oak Minimization Alternative, focusing on the differences on the east end. Mr. Mindick stated the roadway needed to be elevated in the area of the wetlands. Mr. Kristoff noted that could be coordinated if needed.

Ms. Olore asked if the alternative changed the configuration of the Del Webb community. Mr. Kristoff stated the minimization alternative does not affect that development.

Mr. Mindick noted they would have to change how they managed the area south of the alternative within Split Oak; they would no longer be able to manage it as a natural area. He said that would most likely become a park. He asked about compensation for the road and the area below it within the forest. Mr. Pressimone stated that would be discussed later in the presentation.

Mr. Kristoff went over an overview slide with all of the alternatives considered including the OCX approved alignment. He noted the differences between the OCX alternative and the Boggy Creek Alternative, with the Boggy Creek Alternative considered to be a significant improvement over the former one. Mr. Kristoff stated the OCX alternative was not a viable alternative in the Split Oak Forest, and again referenced the two alternatives avoiding and minimizing the forest.

Ms. Kelsey Lucas of RS&H then went over the alternative evaluation matrix, starting with the west segment. She noted the alternatives on the west end had very similar impacts to utilities and contamination sites. Regarding cultural and historic effects, the Boggy Creek Alternative has higher impacts on historic property than the Lake Nona Alternative: 18 conflicts vs. six conflicts.

Regarding the natural environment, the two west alternatives have similar impacts to lakes, floodplains and wetlands. The Lake Nona Alternative has a higher impact on gopher tortoises (123 acres vs. 58 acres). The Boggy Creek Alternative impacts an eagle's nest. The species ratings for the two alternatives are both moderate. Neither alternative would impact conservation or mitigation properties.

Regarding potential social impacts, Ms. Lucas stated the Boggy Creek Alternative has higher impacts to right of way area, residential and non-residential properties. The Boggy Creek Alternative would have 25 displacements, while the Lake Nona Alternative would have six displacements. The socioeconomic impacts to special populations would be moderate for the Boggy Creek Alternative, and low for the Lake Nona Alternative, as most of that land is vacant.

The impacts between the two developments of regional impact (DRI's) are similar, though slightly higher for the Lake Nona Alternative. There is a difference of just under \$100 million more in right of way costs for the Lake Nona Alternative. She noted the Lake Nona Alternative was being recommended as the preferred alternative due to the lower impacts previously mentioned.

Ms. Lucas went over the evaluation matrix for the east segment alternatives. She noted there were similar utility and contamination site impacts between the Split Oak Avoidance and Minimization Alternatives. There were no historic impacts for either alternative.

She stated a significant distinction between the two alternatives is within impacts to the natural environment. Ms. Lucas noted the avoidance alternative has a higher impact to lakes, ponds and wetlands; the minimization alternative has a lesser impact to caracara, but a higher impact to gopher tortoises than the avoidance alternative.

She noted that both alternatives have similar impacts to floodplains. The minimization alternative has a high composite rating for potential species impacts; the avoidance alternative has a moderate impact.

Ms. Beth Jackson of the Orange County Environmental Protection Division noted the Eagles Roost property is impacted by the minimization alternative, not by the avoidance alternative. It was clarified that the minimization alternative only impacts the GCB property.

Ms. Lucas stated as far as social impacts, the avoidance alternative involves 16 potential displacements compared to one parcel for the minimization alternative. The minimization alternative would impact two parks and one trail, which we'll overpass. There would be a moderate impact to community cohesion for the avoidance alternative, and a low impact in that regard for the minimization alternative. The impacts to DRI's would be the same for either alternative (48 acres each). As far as impacts to residential planned developments, the avoidance alternative would impact 175 acres vs. 88 acres for the minimization alternative.

Ms. Lucas noted the cost of the avoidance alternative would be \$100 million higher. She noted for the east segment we are recommending the minimization alternative as the preferred alternative. Mr. Kristoff went over the recommended preferred alternative.

Mr. Nastasi asked what was the opening year for traffic used in the matrix. Ms. Lucas stated they used mostly 2045 traffic numbers. Mr. Pressimone noted the opening year would be dependent on growth; the 2045 number is based on Osceola County and as the Poitras property develops.

Mr. Nastasi noted the difference of more than 10,000 AADT in the traffic volumes between the two west segment alternatives and asked if the Lake Nona Alternative was higher because of the airport connection. Mr. Pressimone stated that was correct.

Ms. Olore asked what the recommendation for the Split Oak Minimization Alternative as the preferred alternative was primarily based on. Mr. Kristoff stated the minimization alternative avoids disruption to the residences right along Cyrils Drive; avoids potential impacts to the Southern Oaks development where construction is expected to begin soon; and gets the expressway farther away from the Lake Ajay Village community. In terms of displacements, the avoidance alternative was higher: 16 parcels compared to one parcel.

Mr. Kristoff added that trying to reduce the avoidance alternative's impacts to the Southern Oaks development led to curvature issues that would have been uncomfortable to the driver.

The avoidance alternative has major impacts south of Split Oak Forest, but provides an opportunity to reduce the number of impacts on the natural area. Major disadvantages to the avoidance alternative

were the impacts to the Del Webb development and the wetland system in this location. Mr. Kristoff noted they were trying to assess upland impacts vs. wetland impacts, noting sometimes “beauty is in the eye of the beholder” in terms of which one is more important. He concluded the minimization alternative provides the most for everybody that needs to have this facility to continue mobility in the area.

Mr. Nastasi noted the impacts to residential planned developments was zero for both of the west segment alternatives. It was noted while the map was shaded pink to show the two Tavistock properties planned, CFX has not received the information requested from the developer regarding their detailed plans. Mr. Pressimone added that the one they sold to Pulte Homes and the one to south are both arranged so they are not being impacted.

In response to other comments, Mr. Pressimone noted there are no planned development impacts for the Lake Nona Alternative that CFX is aware of; the six displacements include an enclave of the Curry family.

Mr. Kristoff stated a significant disadvantage of the Boggy Creek Alternative is there are worship centers there. Mr. Nastasi added, “And you don’t want to mess with a county road.” He requested an electronic copy of the presentation and handouts to brief their commissioners. Ms. Laura Kelley, CFX Executive Director, said CFX is working to schedule briefings for the county commissioners on this also.

In response to a question from Ms. Olore, Ms. Kelley stated the authority also is setting up a briefing with Osceola County Commissioner Brandon Arrington.

Mr. Richard Brightman, of Hopping, Green & Sam, stated that given that the preferred alternative – the minimization alternative – is affecting the Split Oak Forest, he’d been asked to discuss the process for seeking approval from the Florida Communities Trust (FCT):

1. Recommendation would have to go before and be approved by the CFX Governing Board.
2. There would have to be consent from Orange and Osceola counties to approach the FCT. That process would involve the staff of both counties. He stated his understanding is the two counties jointly would be the requestors or applicants requesting approval of a linear facility crossing Split Oak Forest.
3. Mr. Brightman noted the rule presented at today’s meeting set forth the information required in the application, which would include the materials from the PD&E Study.
4. Once the application is filed, the decision moves to Tallahassee to the FCT to approve – or not – the linear facility. This would require meetings with staff and ultimately the FCT Board.
5. He stated the process is bifurcated: They have to make a determination that there’s no reasonable alternative that avoids the Split Oak Forest, and that the land use has been designed to have minimal impact.
6. If FCT determines there’s a reasonable alternative, then that’s the end of the process.
7. If FCT concurs there’s no reasonable alternative, then that would go back to the joint grant holders for the next steps regarding the description of the facilities, the areas affected, how compatible the facility would be with the planned recreational uses of the project site, discussion of the proposed mitigation and modified drawings.
8. If FCT approves the facility, there would have to be a modification of the covenants and drawings that go with it.

Ms. Jackson noted the mitigation for this is money for this particular vehicle. They're going to want to be recompensated for the lands impacted by the linear facility, and that has to be of equal or greater value to what was disturbed.

Mr. Mindick stated Osceola County will want mitigation for what's lost in this process. Ms. Olore asked, "When you say there's no reasonable alternative, you have an avoidance alternative, so part of the application is to prove the avoidance is not reasonable? How are you going to do that? That's the challenge."

Mr. Mindick stated, "You show the \$100 million difference, but you're missing a bunch of pieces in the matrix. What is the mitigated part beyond just the footprint of the road? And that there's now increased maintenance required by the road being in there; how is that going to be compensated on an ongoing basis?"

Mr. Mindick referenced a previous suggestion that a percentage of the annual tolls go toward maintenance. "That's not in the matrix. It's unfair to show the two counties numbers when the maintenance is not included," he added.

Mr. Pressimone and Ms. Kelley noted it still needs to be determined what the costs are of covering maintenance of all of the dedicated land in perpetuity, and who would pay for it.

Ms. Nicole Gough of Dewberry noted this is a conversation beyond the PD&E Study. The recommended alternative first needs to be approved by the CFX Governing Board. She noted for the PD&E Study, the mitigation that is looked at is impacts to wetland and regulatory easements.

Ms. Gough noted the next phase is to look at how the roadway works within planned developments and existing conservation lands. She noted the existing conservation lands in this area are just under 4,000 acres. The severance in Split Oak is about 100 acres south of the expressway right of way, which is 60 acres. She noted there is development going in very fast on the south edge of that.

Mr. Pressimone noted CFX is proposing a bridge wherever it needs to be; right now the proposed alternative depicts an arbitrary length of approximately 100-150 feet. He noted there have been conversations about improving the southern access to Split Oak; what's there now is a culvert and fence for an area that maybe can accommodate two cars.

Mr. Mindick stated the concern is where the 160 acres impacted by the project in Split Oak would be compensated. Mr. Pressimone stated that would be compensated in the PD&E Study through traditional mitigation. He added the matrix shows \$9.5 million for mitigation, the majority of which is attributed to the 60 acres of direct right of way impacts and the 100 acres of severance in Split Oak.

Ms. Jackson asked if the \$9.5 million was to purchase mitigation somewhere else or purchasing other lands. Ms. Gough noted there's a hierarchy we have to go through so it may be kind of a hybrid. She added for direct impacts to wetlands we're required to go to a mitigation bank.

Mr. Pressimone presented information about the proposed dedication land from others, noting about 582 acres would be in Osceola County. He noted the proposed conservation lands have been discussed previously with staff at this meeting and with the Split Oak Forest Working Group. He noted the

property owners relocated a proposed water treatment facility further south in response to working group requests.

Mr. Pressimone noted that since the concept study, we've gone from a system-to-system interchange with expressway connections to the northeast and south to a smaller interchange configuration. After further consideration, the expressway now goes down to the south. That shrank the size of the interchange and increased the size of the proposed conservation land in Osceola County.

Mr. Pressimone noted the proposal reflects the working group's request for some of the most attractive uplands for development – that are also important for species movement and connectivity to Roberts Island Slough – to be included in the package. "That's part of the reason we didn't come back to everyone until we felt confident that this was included," he added.

There was brief conversation about what to call the proposed conservation land. Mr. Mindick stated considering it as an addition to the forest makes sense.

Mr. Pressimone went on to discuss the Orange County portion of the proposed dedicated land. The approximately 968 acres are adjacent to the Lake Mary Jane community; this area is predominately pasture and orange groves.

Ms. Gough noted these are essentially land donations. Mr. Pressimone noted the dedicated land adjoins the Isle of Pine Preserve. He noted the counties would have to determine the ownership of the land. In response to a question from Ms. Jackson, Mr. Pressimone noted the dedicated land would be part of the package that is presented to FCT.

There was discussion about whether the Florida Fish and Wildlife Conservation Commission (FFWCC) would be the most likely candidate for managing the dedicated lands. There was discussion about FFWCC having a somewhat different management philosophy from the counties.

Mr. Mindick stated that from Osceola County's perspective, the dedicated lands are "more than reasonable compensation" for the impacts to Split Oak. He also noted there are benefits from a regional context, making critical connections with other conservation properties.

Mr. Pressimone noted the question of who assumes ownership of the dedicated land will be answered by FCT and the application process. Mr. Mindick stated that it would make sense to continue the arrangement in place for Split Oak, with the two counties and FFWCC doing most of the on-the-ground work. He added the project changes the management of the 100-acre severance, so they have to look at that before making a decision.

Ms. Kelley asked who makes the decision on who manages the land. Ms. Jackson stated neither she nor Mr. Mindick were around when the Split Oak Forest was structured. "The driving force was probably that FFWCC had identified lands under the gopher tortoise mitigation program, which is now defunct," she said. "That was probably the reasoning they ultimately became the managers of the site and why they're named on some of the easements."

In response to a question about the suitable gopher tortoise habitat in the proposed mitigation area, Ms. Gough stated most of the uplands are more than favorable. There is a big matrix of uplands and

wetlands. She noted that was at a greater than 2:1 ratio. Ms. Jackson noted that would be the minimum criteria, 2:1.

Ms. Olore asked who determines what happens to the 100 acres of severance. Mr. Pressimone noted it's still part of Split Oak.

Ms. Jackson stated that Osceola County is the underlying fee simple owner. She stated FCT gave Orange County the money to purchase the land. "They may say they want the 160 acres taken out of the packet, or they may be happy with just the 60. If they decide the whole 160 (acres), I'd think it'd belong to Osceola County," she added.

Mr. Mindick stated FCT has to have buy-in from the counties. He noted a lot of the dedicated land they visited on the Orange County portion was not of high quality; that's where the money will be needed for restoration. "We need to make sure if we're saying this is 2:1, that we confirm that is good quality habitat. Not something if you spend \$2 million you would restore it to decent. They're not going to want to hear that."

Ms. Jackson stated it's about \$30,000 per acre to restore something to more native habitat.

There was discussion about procedural matters including revising the Split Oak management plan and developing a letter of determination by the counties.

There was brief discussion about the various acreage involved in the proposal. The acreage was noted as follows:

- Existing Split Oak Forest: 1,689
- Projected Impacts: 160
- SOFWEA remaining: 1,529

There was discussion that, at one time, there was a suggestion that the developer would get the remainder of the forest for development. It was made clear the severance area remains part of Split Oak in public ownership.

It was noted the resulting conservation area would change to 5,475 acres, including the 100 acres of severance. Mr. Mindick stated the 100 acres is no longer conservation area with the original intent. Ms. Jackson added that CFX may only be seeking to release the conservation easement over the 60 acres for the expressway, but the 100 acres will no longer have the same ecological function because of the inability to burn. She added over time it's going to change into a different type of habitat.

Ms. Kelley noted the next step would be to take the recommendation to the CFX Governing Board in December, if everything stays on schedule. She noted they hope to have the conservation land agreement completed and executed prior to going to board in December.

Mr. Pressimone added that sometime after the CFX Board meeting, the authority would share its findings and what the board adopted with each of the boards of county commissioners. CFX would let the commissioners know the authority would like to move forward and ask if there is support from each county to move into the FCT phase.

Mr. Nastasi noted the constituents and environmental groups in opposition will voice their opinion and are going to want some surety as to how this is going to move forward. “You’re going to ask the board [of county commissioners] to approve the preferred alignment?”

Ms. Kelley said yes, if the CFX board approved the recommendation and the conservation land agreement.

Mr. Pressimone stated CFX didn’t want to have an EAG meeting until we had the conservation land agreement for the dedicated 1,550 acres signed by CFX, Suburban Land Reserve and Tavistock. He added a second agreement sets the terms for a reduced purchase price of the right of way, mainly associated with the west side of the alignment. That accounts for about 80% of the right of way for this project.

Ms. Kelley noted that if the project doesn’t go forward, all the right of way goes away, adding that CFX is counting on the \$70 million from the state. Ms. Olore noted that the \$70 million from the state has to go through the Osceola County Board of County Commissioners.

It was noted an updated version of today’s presentation will be shared with the PD&E Study EAG and PAG.

Mr. Pressimone stated the parties will not close on the dedicated land until they know there is a project and we have been successful with FCT. Included in that process is finding out the appetite of the commissions.

Mr. Nastasi noted Orange County would have to figure out how to add this to their comprehensive plan.

Ms. Kelley stated, “That’s why we worked so hard to ensure this is an obligation to provide the conservation land. I want to make sure this is iron clad.”

It was reiterated that the agreements would be signed by all parties prior to EAG. Mr. Pressimone noted while 100 percent of the EAG may not support the recommendation, CFX has worked hard to accomplish the requests from these environmental group meetings.

Mr. Mindick stated that the alternative going through the forest and the dedicated lands presented here today seem to make the most sense. “At this point we would be supportive to move forward with that, understanding there are a lot of details to work out,” he added.

“The folks opposed to the alternative will continue to be opposed. We’re in a situation not to make everyone happy. The fact that 1,500 acres is part of the compensation means a heck of a lot. You’re looking at now over 5,000 acres of contiguous conservation”, Mr. Mindick said. “From the standpoint of a loss of 160 acres, you’ve added 1,500 acres to the bigger picture.”

Ms. Jackson stated, “Long term, it tries to protect a greater part of the value. But there are problems – the pieces in Orange County have been heavily impacted with uses.”

Ms. Kelly agreed there is a lot of restoration work needed. “I’ve talked to experts and they said Split Oak was in bad shape when it was acquired and it took a lot of time and money to get it up to current conditions,” she added.

There was discussion about how to best present the information to the various constituent groups. There also was discussion about engaging other FFWCC managers that had not been attending the working group meetings.

Mr. Mindick requested that we focus on the bigger connection looking into the future. “We need to make sure we look at regional maps and how this action fits in with everything else going on, not only with the counties, but with the state,” he added.

Mr. Pressimone noted the consultant that has been working on the dedicated property for years has reports that look at soils and other aspects that CFX would try to acquire to help with the discussion.

Mr. Mindick stated, “The first criteria for trust is, is it a reasonable alternative and is it the best? After being in a lot of meetings, I think this is a good process.”

The meeting concluded at approximately 1 p.m.

The logo for the Central Florida Expressway Authority is centered in the upper portion of the image. It consists of a white rectangular box with two horizontal orange bars, one above and one below the text. The text is arranged in four lines: 'CENTRAL' and 'FLORIDA' in black serif font, 'EXPRESSWAY' in orange sans-serif font, and 'AUTHORITY' in black serif font. The background of the entire slide is a photograph of a multi-level highway interchange with concrete overpasses and a grassy embankment under a clear blue sky.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

**Osceola Parkway Extension  
Project Development & Environment Study Re-evaluation**

**— October 24, 2019 —**

# Osceola Parkway Extension

## Title VI Compliance

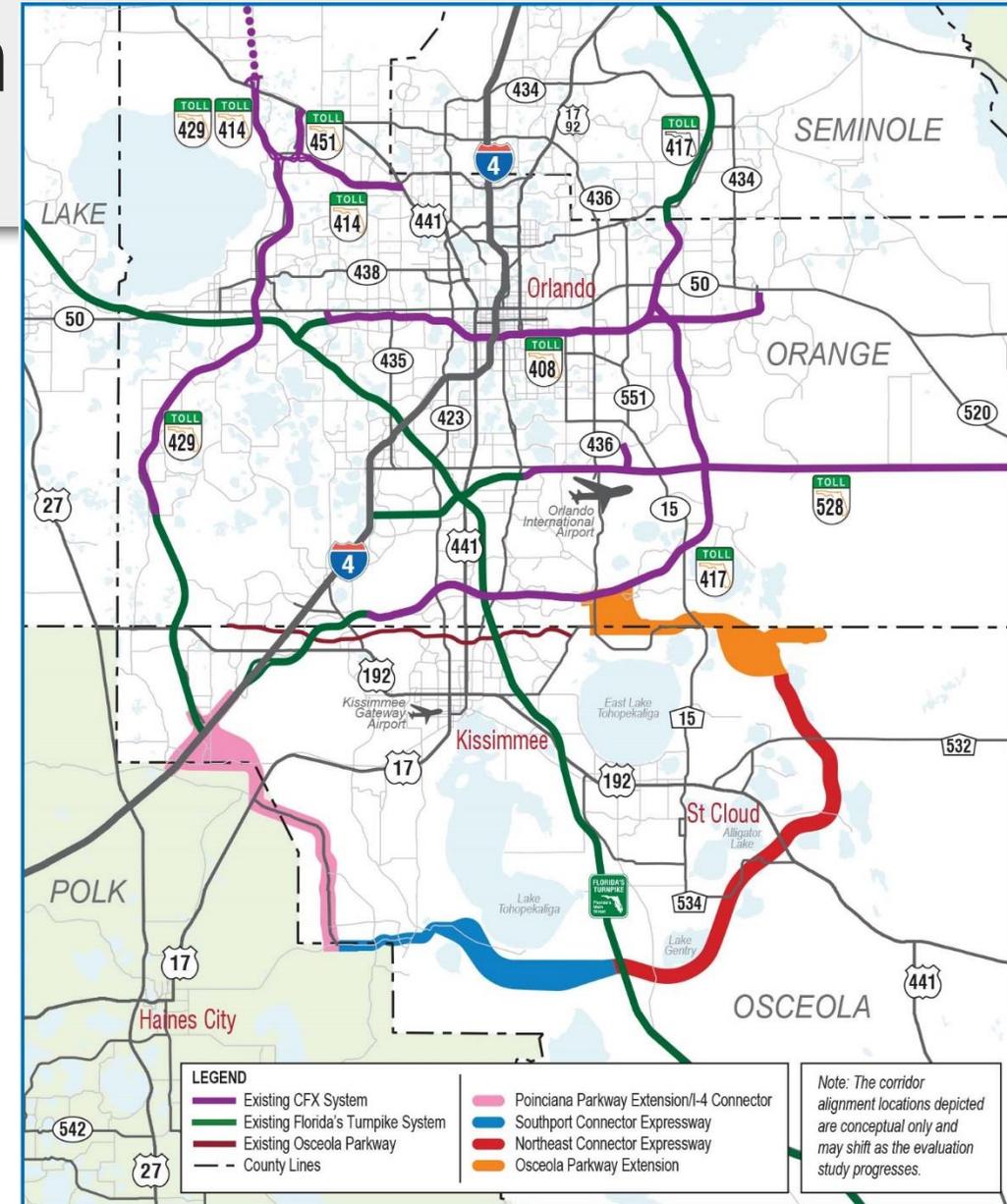
This meeting, project, or study is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance by the Central Florida Expressway Authority (CFX) with Title VI may do so by contacting:

Kathy Putnam  
Public Involvement Coordinator  
4974 ORL Tower Road  
Orlando, FL 32807  
407-802-3210  
[Projectstudies@CFXway.com](mailto:Projectstudies@CFXway.com)

All inquiries or complaints will be handled according to CFX procedure and in a prompt and courteous manner.

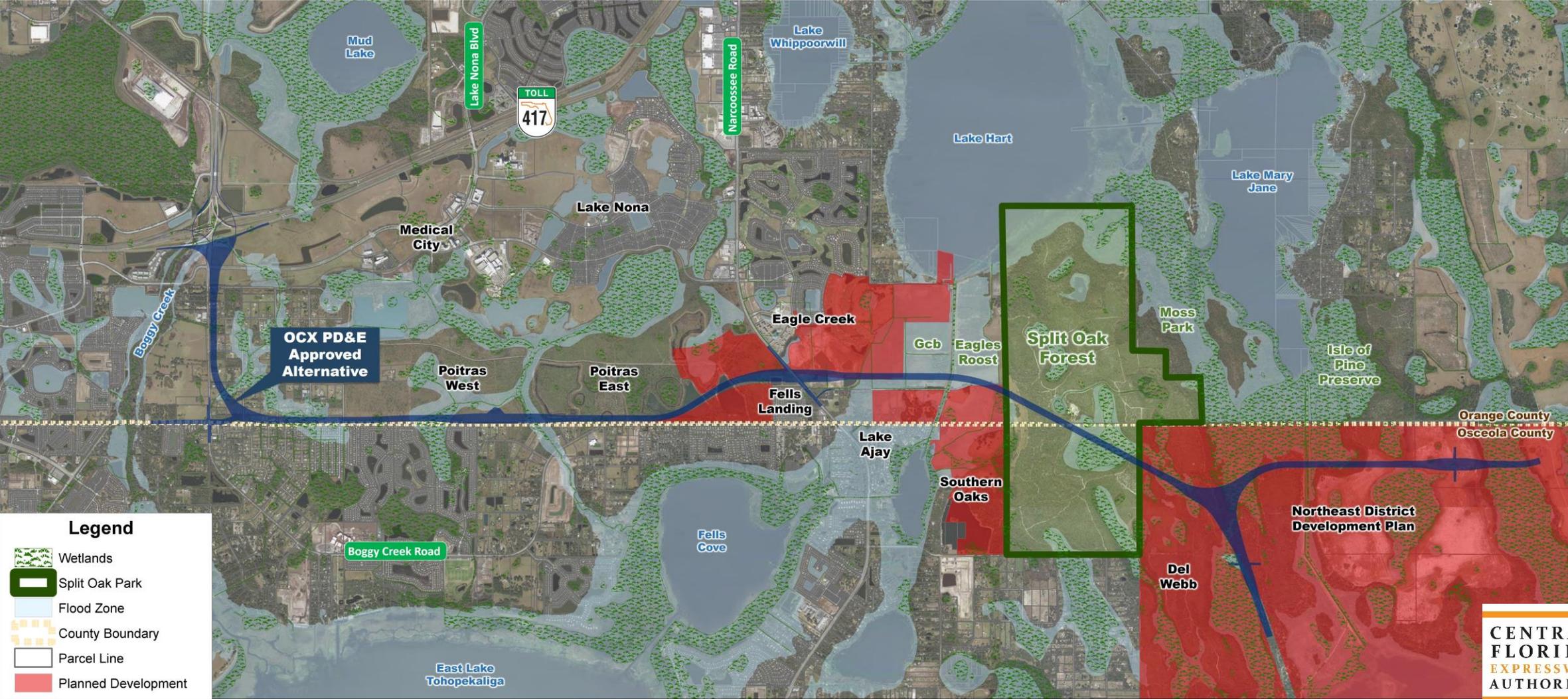
# Osceola Parkway Extension Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- **2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).**



# Osceola Parkway Extension

## Background – OCX Approved Alternative

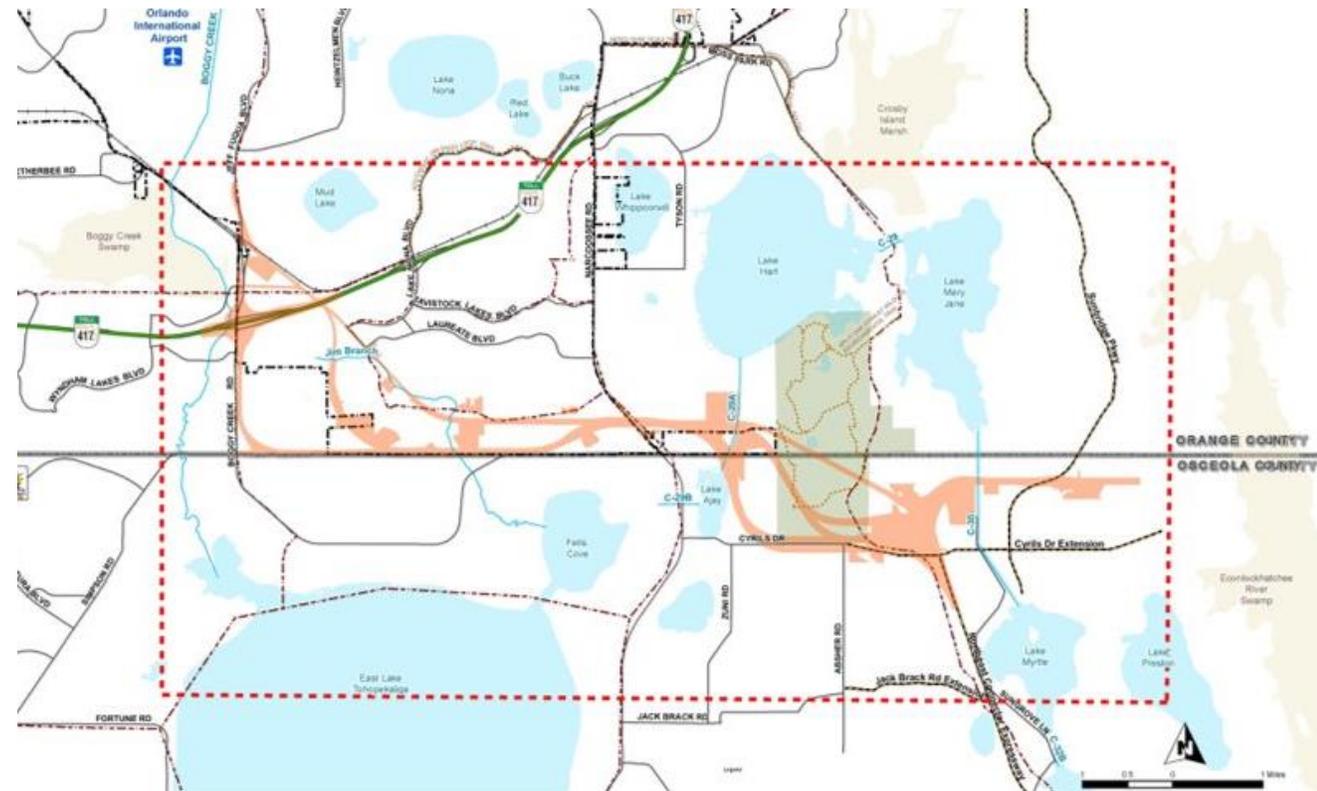


**Legend**

- Wetlands
- Split Oak Park
- Flood Zone
- County Boundary
- Parcel Line
- Planned Development

# Osceola Parkway Extension Background

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- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- 2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).
- **March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension**



# Osceola Parkway Extension

## Background

- 2005 – Osceola County Comprehensive Plan: New corridors around growth boundary
- 2012 – Osceola County Expressway Authority (OCX): 2040 Master Plan. ETDM Programming Screen Summary Report published (ETDM No. 13789).
- 2016 – CFX incorporated OCX master plan segments into CFX Master Plan.
- 2017 – OCX completed the Osceola Parkway Extension PD&E Study and approved a Project Environmental Impact Report (PEIR).
- March 2018 – CFX completed a Concept Feasibility and Mobility Study for the Osceola Parkway Extension
- **July 2018 – CFX began PD&E Study Re-evaluation**

# Osceola Parkway Extension

## Study Methodology – PD&E Re-evaluation

- Compare the OCX approved alternative against others
- Analyze physical, natural, cultural and social impacts
- Conduct public outreach
- Produce a Project Environmental Impact Re-evaluation Report
  - Identify a preferred alternative
- Present the findings to the CFX Board



# Osceola Parkway Extension

## Key Study Activities

- Environmental Data Collection & Analysis
- Large Landholder & Other Key Stakeholder Meetings
- Refining Feasibility Study Alternatives
- Developing Additional Alternatives
- Updating environmental, engineering and social data
- Public Involvement



# Osceola Parkway Extension

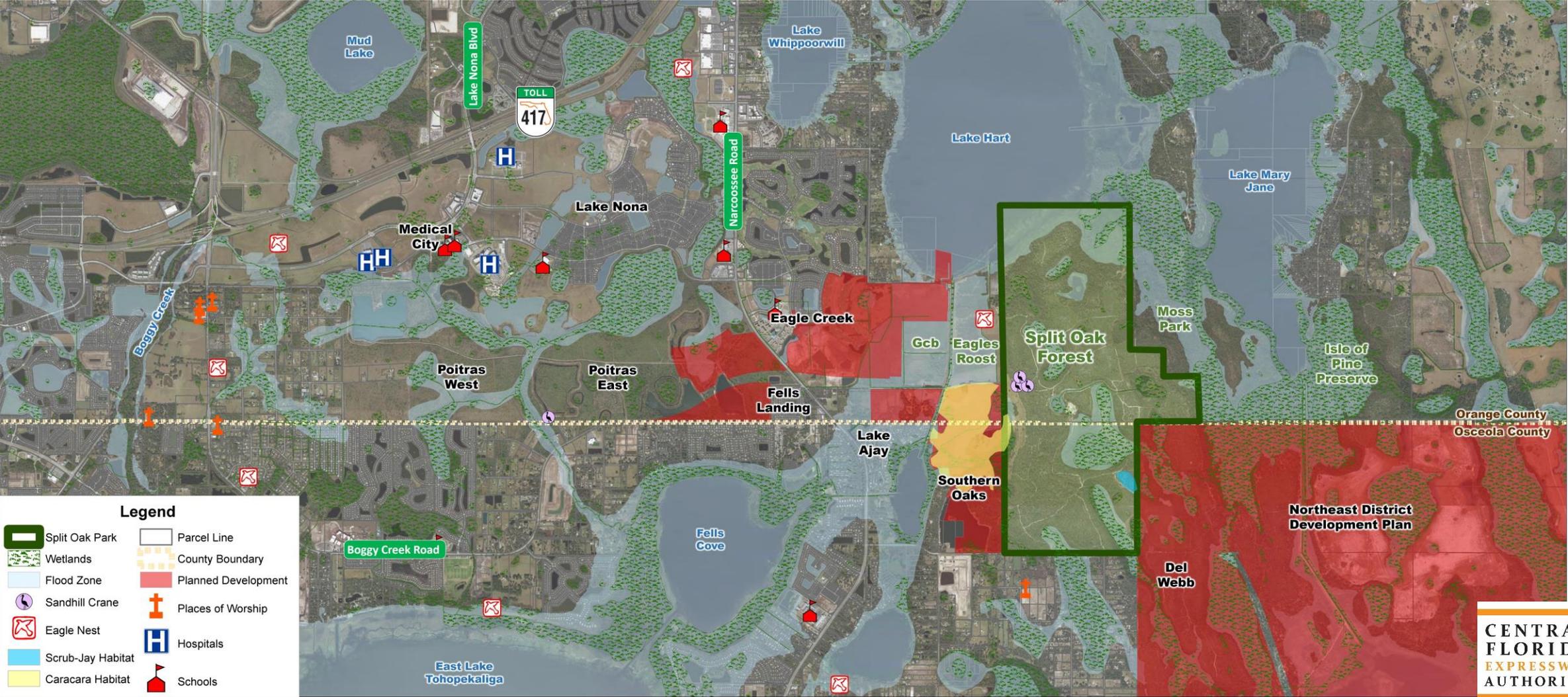
## Public Involvement

- Officials' Briefings & Stakeholder Meetings
- Osceola Co. Commissioner Transportation Update - Dec. 4, 2018
- Board Presentations
  - Osceola Co. Expressway Authority – Oct. 9, 2018
  - CFX Governing Board – Dec. 12, 2018
- Environmental & Project Advisory Groups – TBD
- Public Meeting – TBD
- CFX Study Webpage & Study Facebook Page



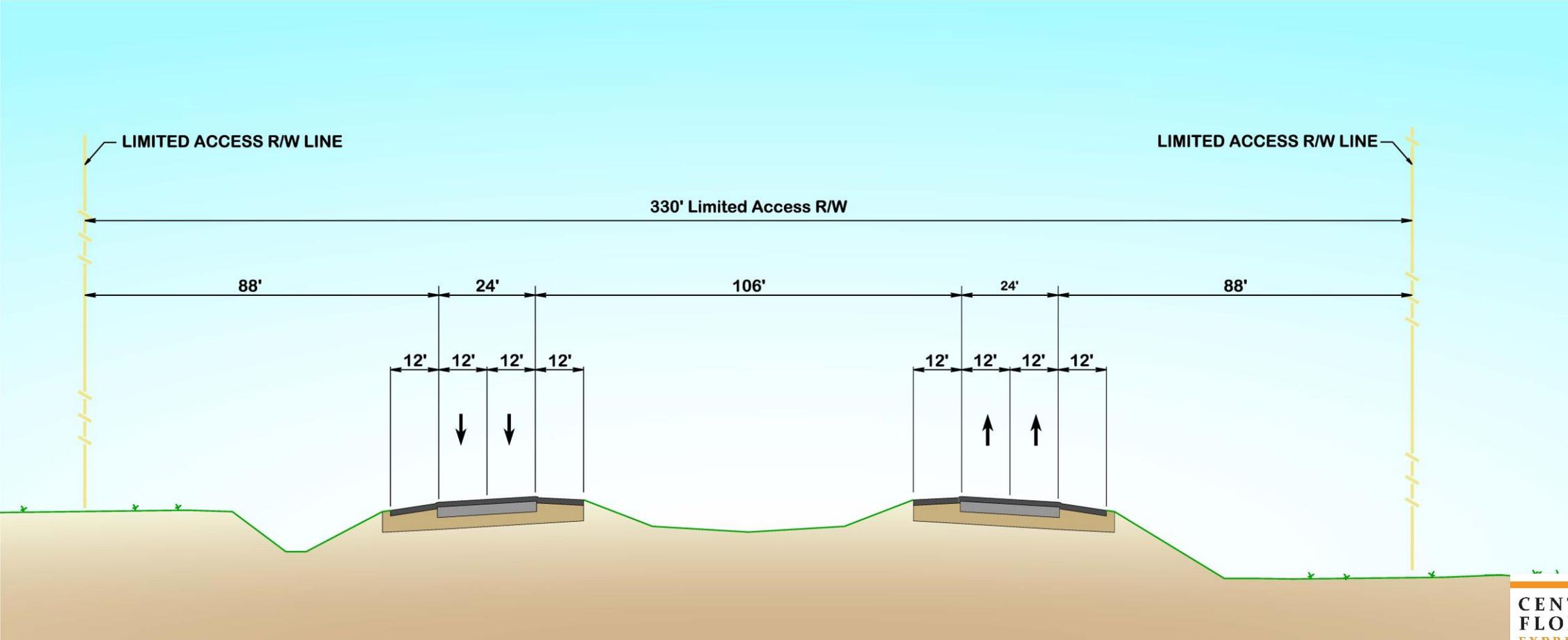
# Osceola Parkway Extension

## Major Constraints: Social and Environmental

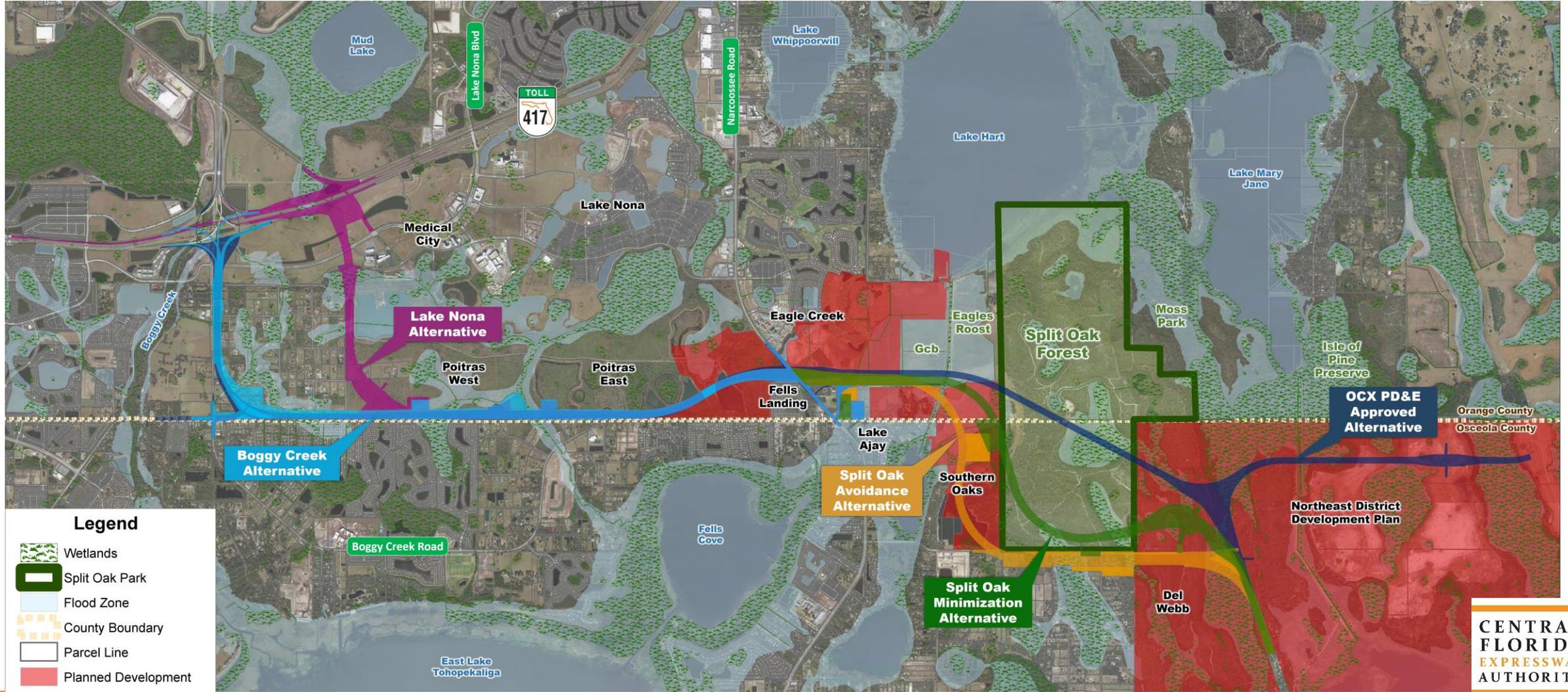


# Osceola Parkway Extension

## Typical Section

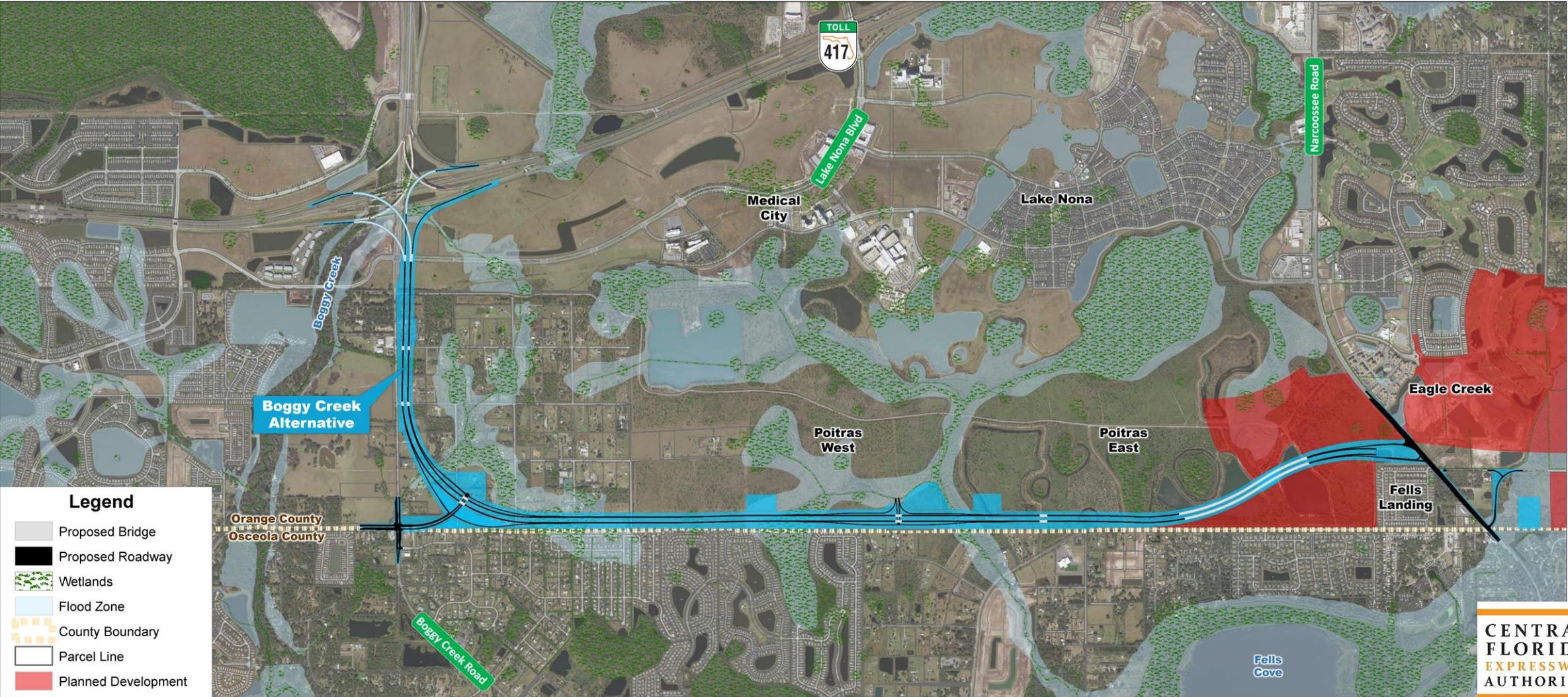


# Osceola Parkway Extension Alternatives Considered



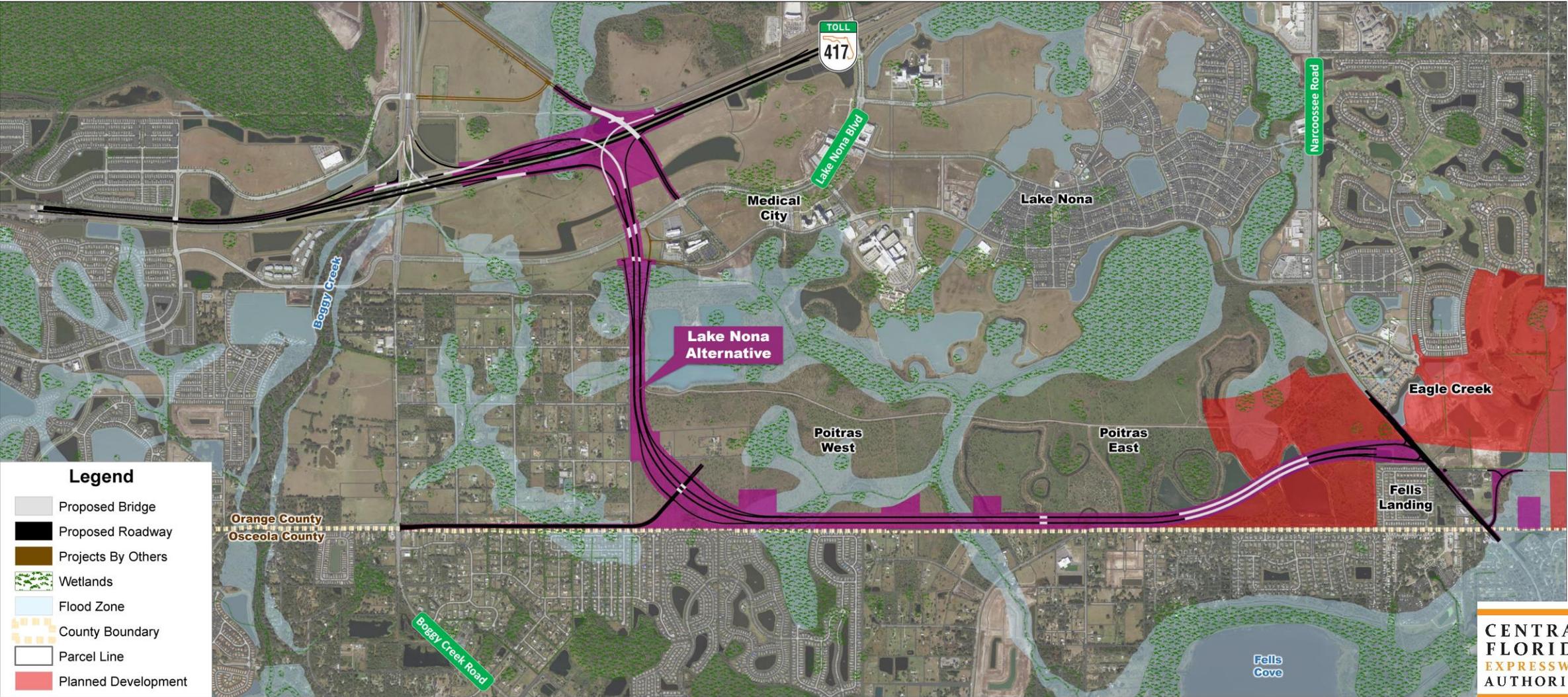
# Osceola Parkway Extension

## West Segment – Boggy Creek Alternative



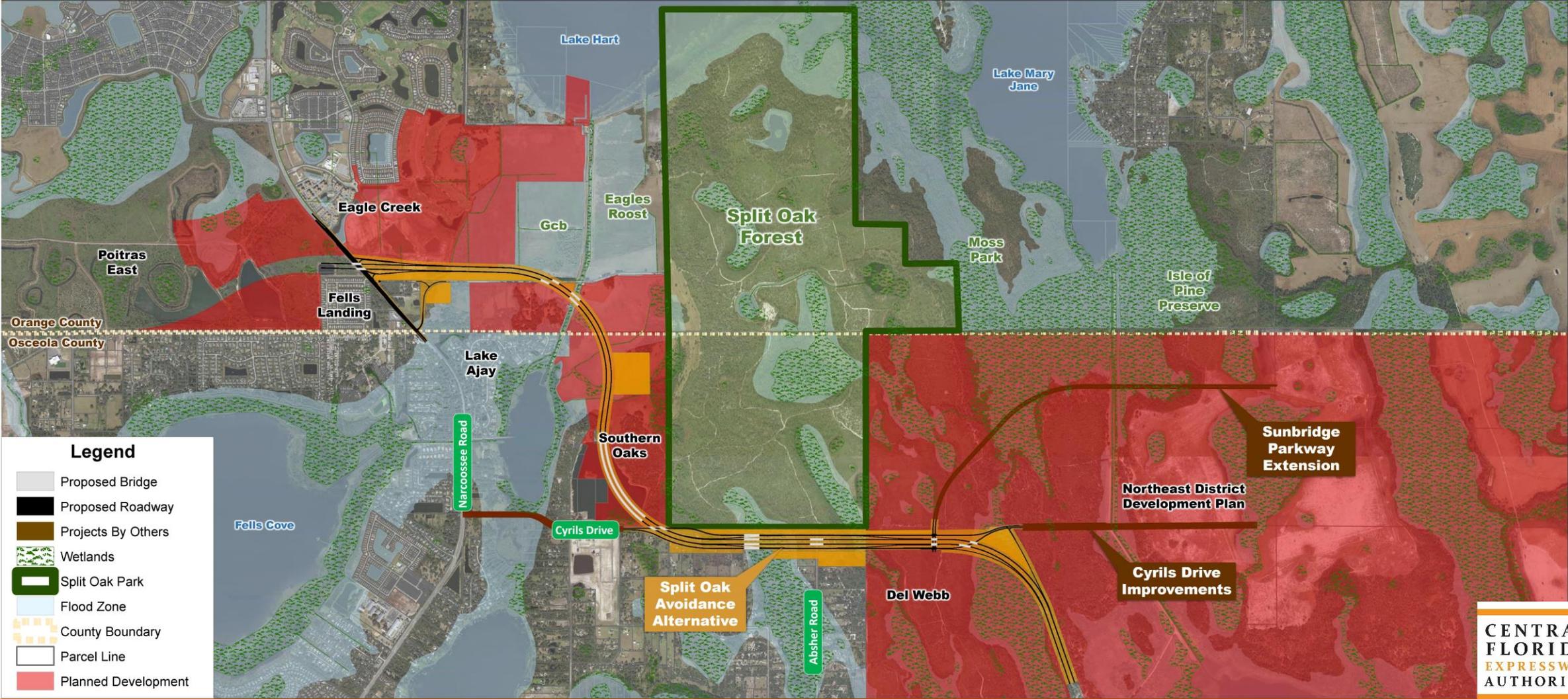
# Osceola Parkway Extension

## West Segment – Lake Nona Alternative



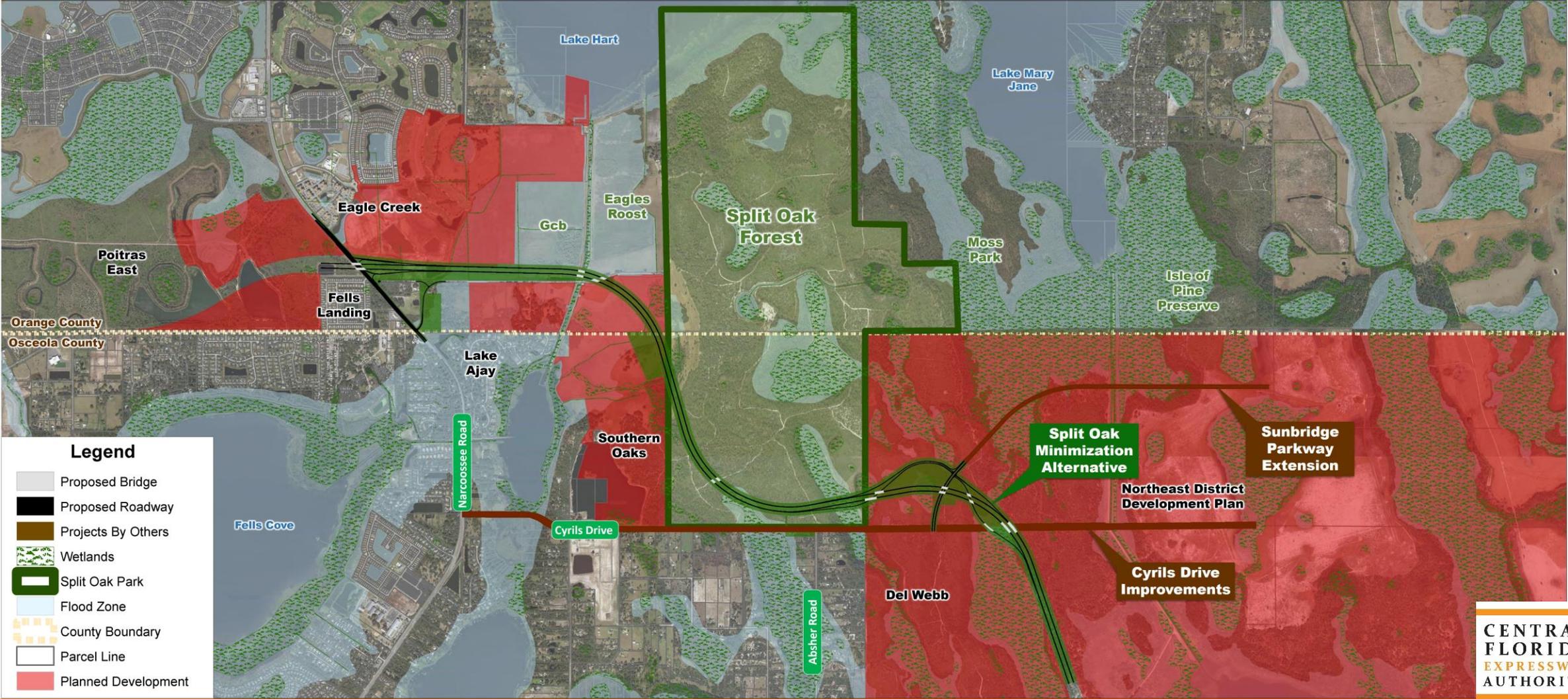
# Osceola Parkway Extension

## East Segment – Split Oak Avoidance Alternative



# Osceola Parkway Extension

## East Segment – Split Oak Minimization Alternative

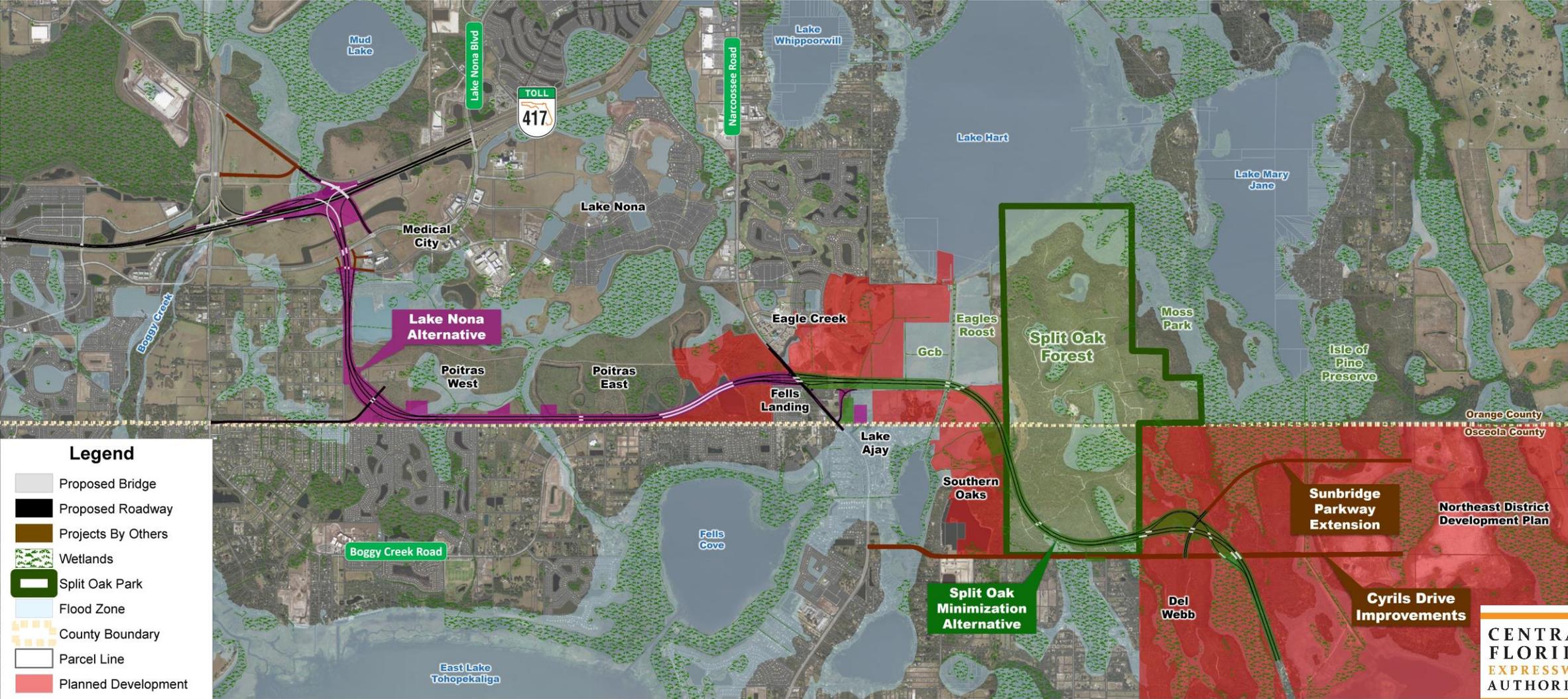


# Osceola Parkway Extension

## Evaluation Matrix

- Physical
  - Utility Impacts and Contamination
- Cultural
  - Historic and Archaeological Resources
- Natural Environment
  - Wetlands, Floodplains, Habitat, Species, Mitigation Properties, Conservation Easements
- Social
  - Right-of-way Impacts, Displacements, Community Impacts, Planned Developments
- Estimated Costs
  - Construction, Right-of-Way, Mitigation, and Engineering / Legal

# Osceola Parkway Extension Preferred Alternative



**Legend**

- Proposed Bridge
- Proposed Roadway
- Projects By Others
- Wetlands
- Split Oak Park
- Flood Zone
- County Boundary
- Parcel Line
- Planned Development

# Osceola Parkway Extension

## What's Next?

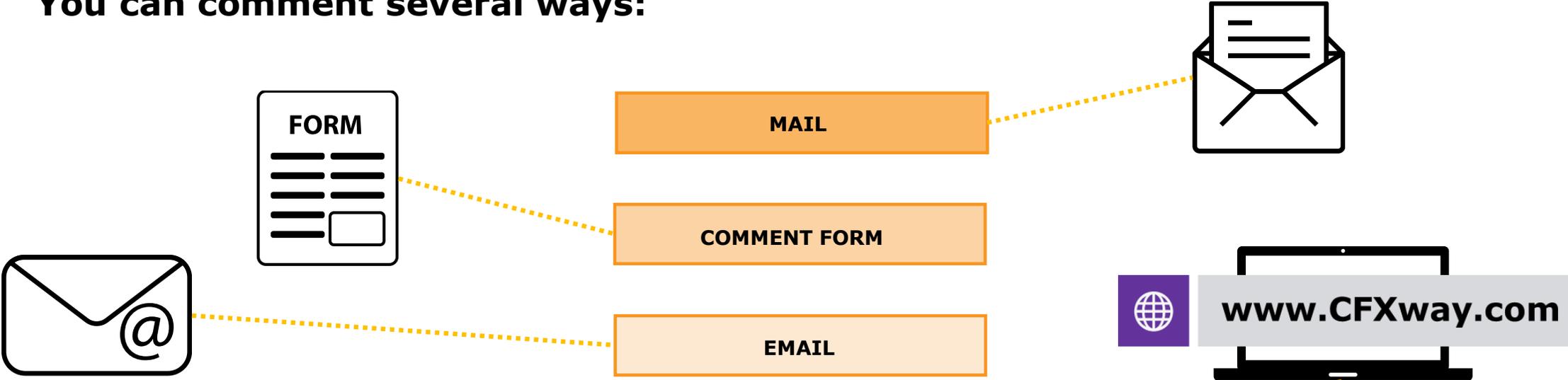
- Public Meeting – Tomorrow, November 19<sup>th</sup>
- Board Meeting – Present Final Recommendations to CFX Board



# Osceola Parkway Extension

## Public Comment

You can comment several ways:



**Kathy Putnam**  
Public Involvement Coordinator  
Phone: 407-802-3210  
Email: [ProjectStudies@CFXway.com](mailto:ProjectStudies@CFXway.com)  
[www.CFXway.com](http://www.CFXway.com)

Comments received tonight or postmarked by  
**November 30, 2019**  
will become part of the public workshop summary.

 Find us on  
**Facebook**  
**@OsceolaPkwyExtPDE**

The image shows a multi-level highway interchange with concrete overpasses and a grassy embankment. A dark SUV is driving on the lower level. The logo is centered in the upper half of the image, featuring the text 'CENTRAL FLORIDA EXPRESSWAY AUTHORITY' in a serif font, with 'EXPRESSWAY' in orange and the other words in black. The logo is framed by two horizontal orange bars.

**CENTRAL  
FLORIDA  
EXPRESSWAY  
AUTHORITY**

# Approach to Florida Communities Trust

## **62-818.015 Consideration of Recipient's Request for Linear Facilities.**

The Declaration of Restrictive Covenants for Trust Project Sites limits the use of the property to conservation, outdoor recreation, and other related activities. However, the Trust periodically receives requests for Management Plan modifications to allow linear facilities and related appurtenances on the Trust Project Site. When evaluating these requests, the following process must be followed.

(1) First, there has to be a determination:

- (a) That there is no reasonable alternative to the proposed modification land use on the Trust Project Site; and,
- (b) That the land use is designed to have a minimal impact to the site; and,
- (c) A copy of an alternative analysis assessment of other off-site alternatives or options considered by the Recipient.

(2) If the Trust determines that no practical off-site alternatives exist, then the following information is required:

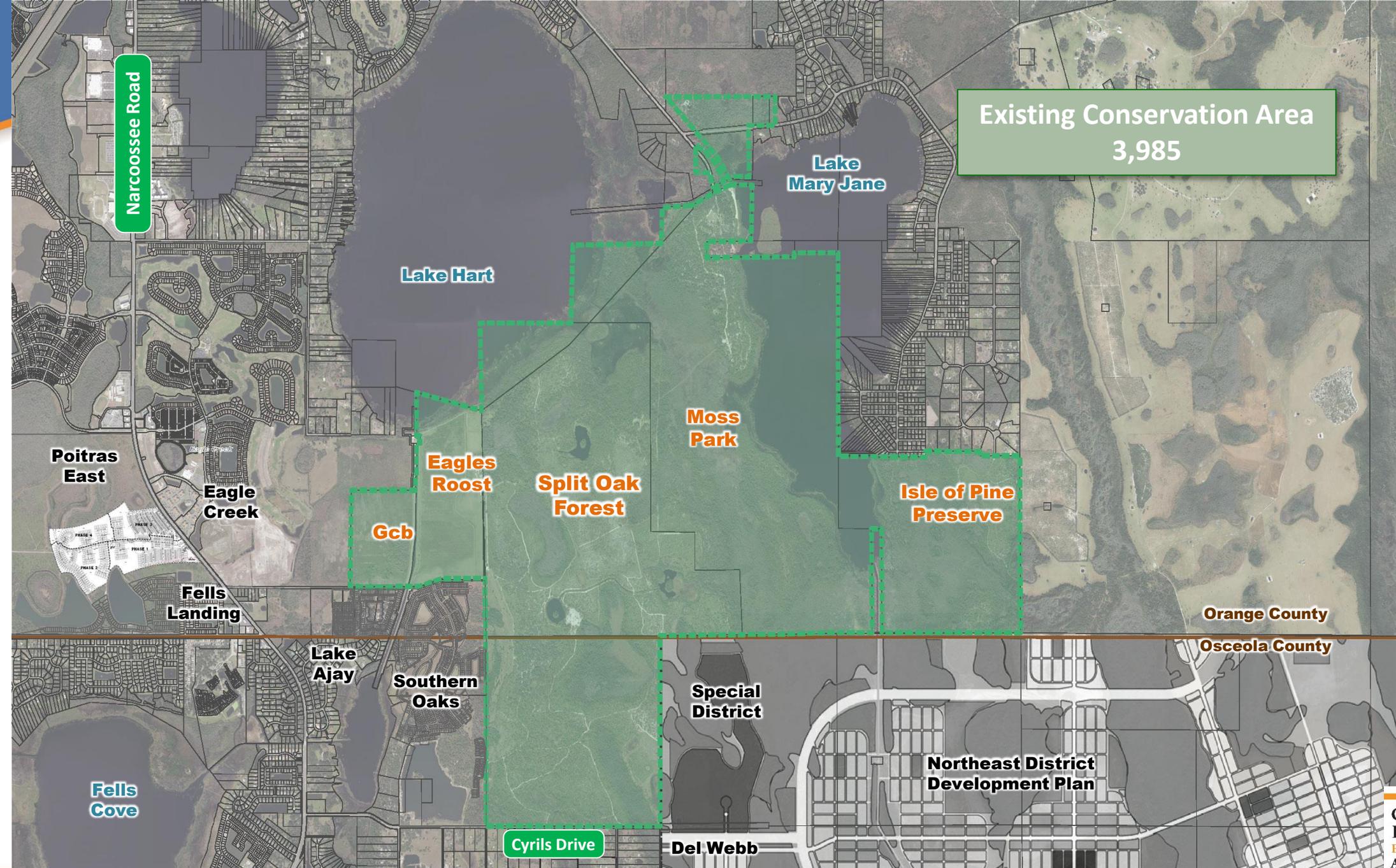
- (a) A written statement that the Local Government has reviewed and approved the proposed use;
- (b) A description and dimensions of the linear facility, and of the area that will be affected during construction;
- (c) Information on the natural communities and cultural features found on, and immediately surrounding the site of the proposed facility;
- (d) A statement explaining how the proposed facility will be compatible with planned recreational uses of the Trust Project Site, as committed to in the approved Management Plan;
- (e) Discussion of the proposed mitigation for impacts to the Trust Project Site; and,
- (f) A modified master site plan drawing identifying the locations of existing vegetation and all proposed structures, facilities and restoration areas that will be affected by the facility.

After receiving all of the above information, staff will evaluate and review the request for consistency according to the above listed requirements. If the proposal meets the above requirements and has minimum impact to the Project Site, staff may approve the request. If public objections are received, if it is a large project, or if the project could be viewed as controversial the proposal will be presented to the Trust Governing Board for consideration.

(3) If the request is approved, the Recipient must:

- (a) Provide an appraisal of the land use area or other valuation method as approved by Trust staff;
- (b) Provide a legal description from a licensed surveyor;
- (c) Sign an amendment to the Declaration of Restrictive Covenants that provides for the changed use of the Project Site; and,
- (d) Record the amended Declaration of Restrictive Covenants in the Public Records of the County where the property is located.

The Recipient will be required to pay for the land use area. The payment shall be allocated to the Recipient and the Trust based on the percentage of the original grant (i.e., 50% Recipient participation and 50% Trust participation).



Narcoossee Road

Existing Conservation Area  
3,985

Lake Mary Jane

Lake Hart

Moss Park

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Isle of Pine Preserve

Gcb

Fells Landing

Orange County

Osceola County

Lake Ajay

Southern Oaks

Special District

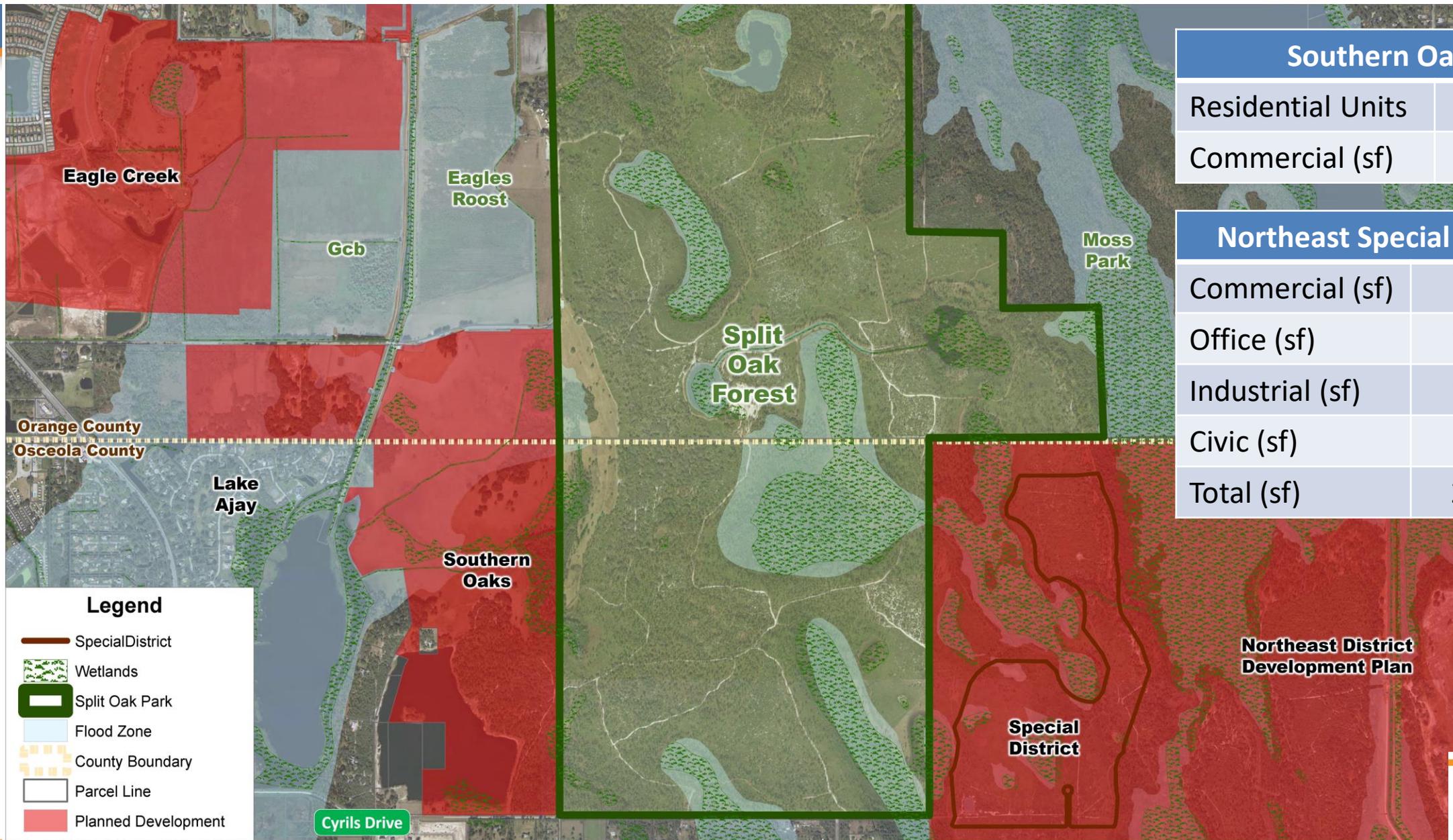
Northeast District Development Plan

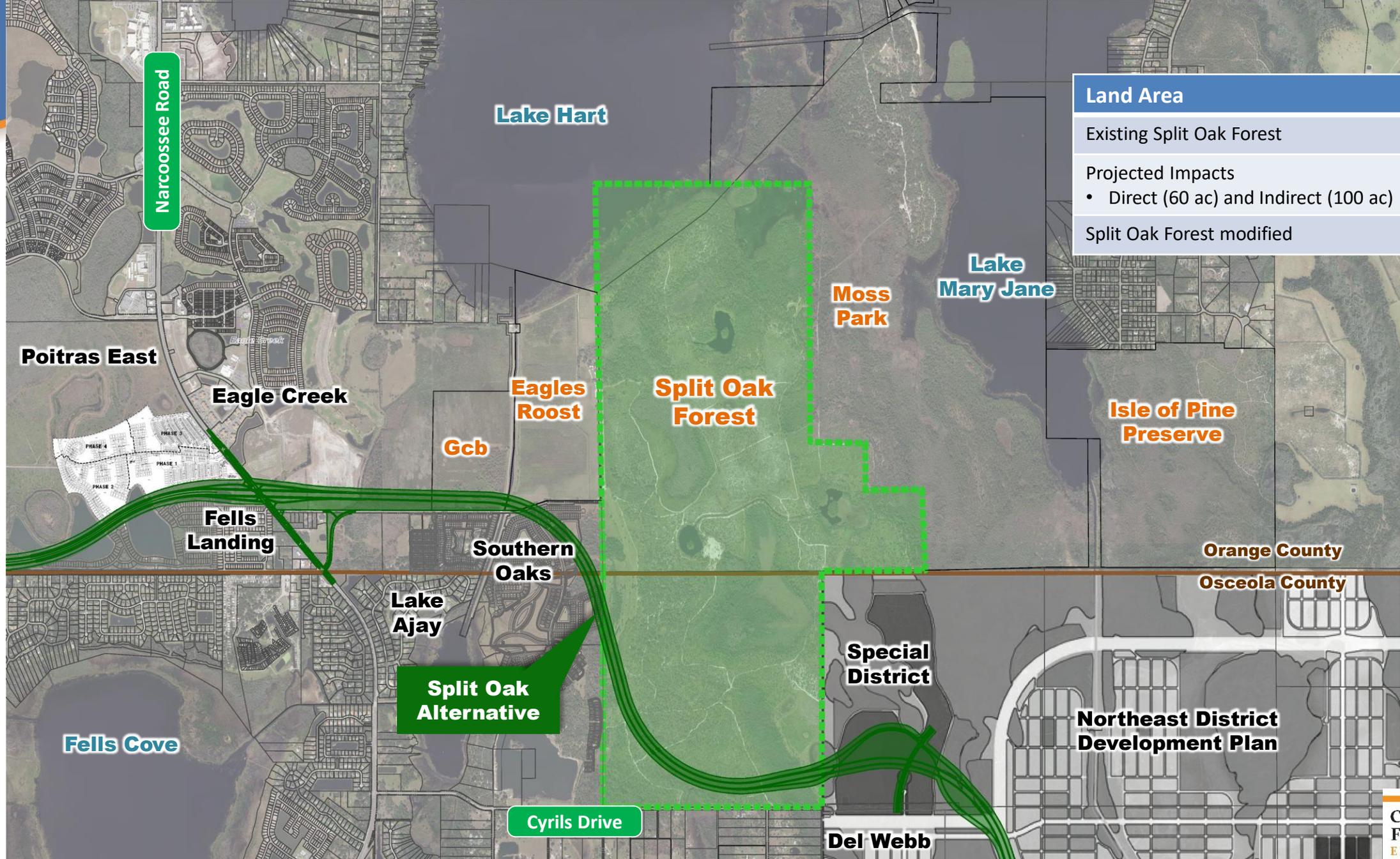
Fells Cove

Cyrils Drive

Del Webb

# Planned Development Surrounding Split Oak Forest





Land Area	Acres
Existing Split Oak Forest	1,689
Projected Impacts	
• Direct (60 ac) and Indirect (100 ac)	160
Split Oak Forest modified	1,529

# Osceola County +/- 582 Acres

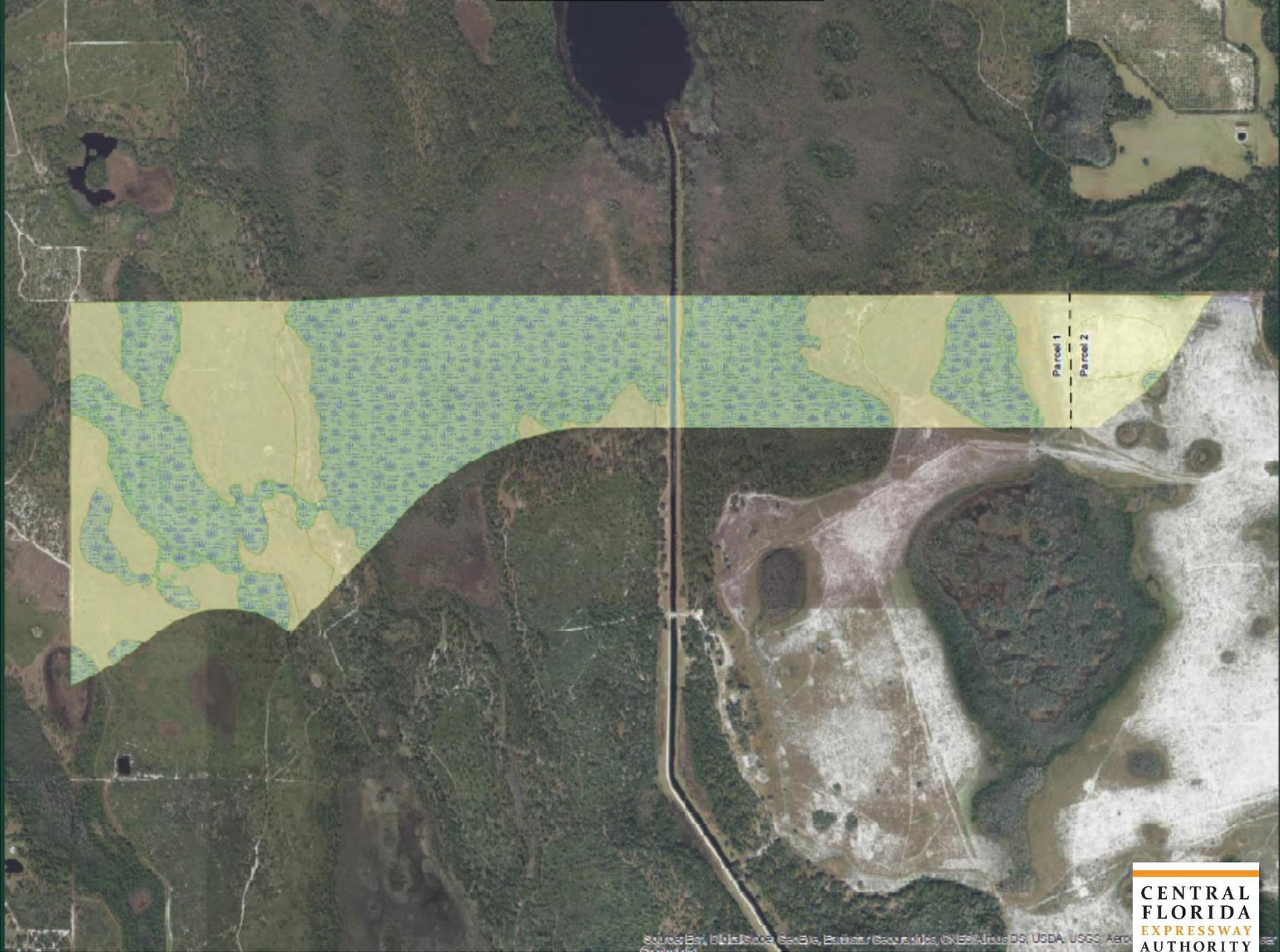
### Legend

#### Parcel 1 (Osceola County)

- Uplands (219.02 ac)
- Wetlands (326.47 ac)
- Surface Waters (1.83 ac)

#### Parcel 2 (Osceola County)

- Uplands (34.02 ac)
- Wetlands (0.81 ac)



Source: Esri, DigitalGlobe, GeoEye, Earthstar/GeoEye, Inc., CNES/Airbus DS, USDA, USGS, Aero

# Orange County +/- 968 Acres

## Legend

 Roberts Island Slough

 CS-1

 CS-2

### Roberts Island Slough (Orange County)

 Uplands (42.18 ac)

 Wetlands (507.69 ac)

### CS-1 (Orange County)

 Uplands (101.65 ac)

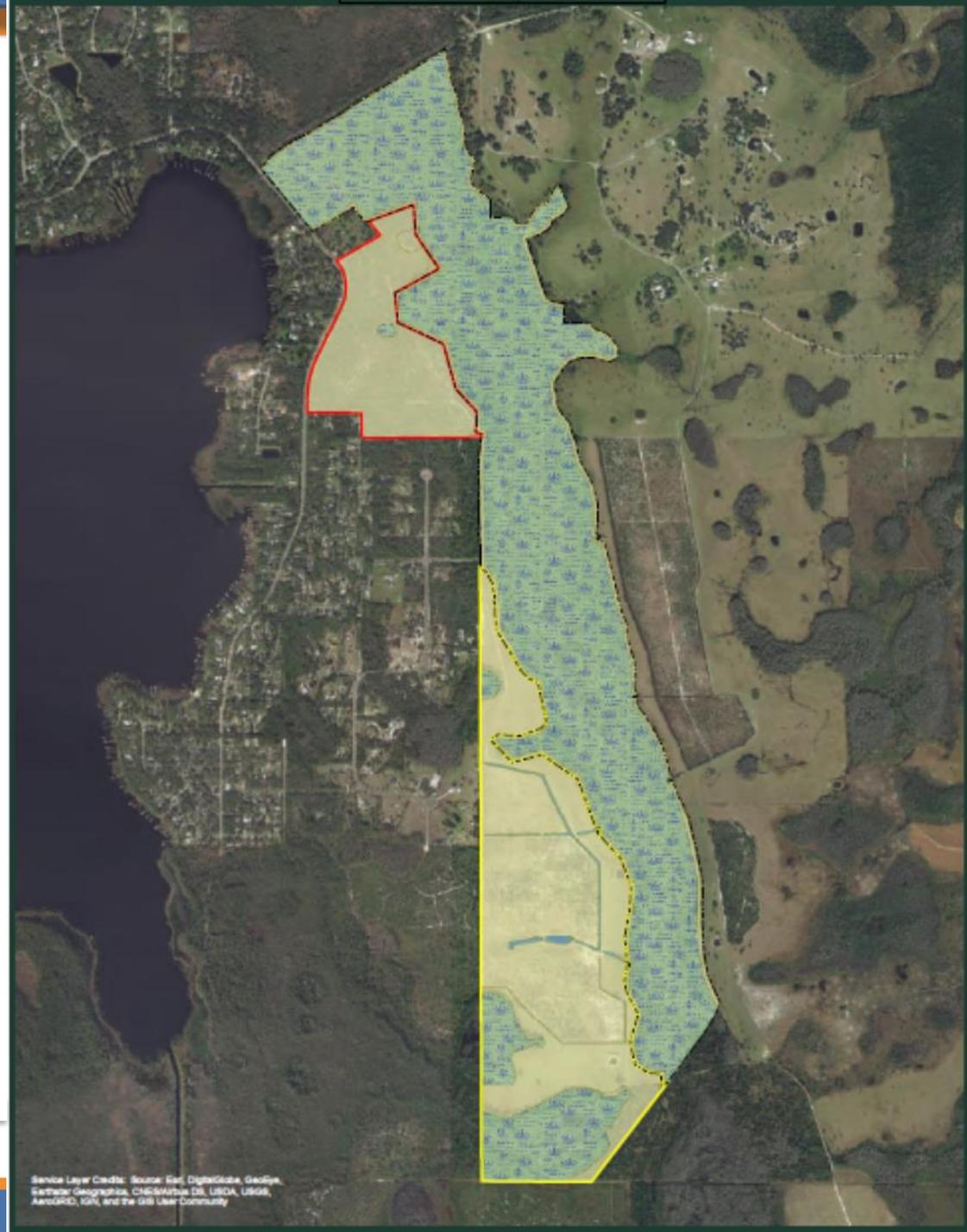
 Wetlands (1.13 ac)

### CS-2 (Orange County)

 Uplands (239.97 ac)

 Wetlands (64.63 ac)

 Surface Waters (6.23 ac)



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Satellite IM, USDA, USDA, AeroGRID, IGN, and the GIS User Community

Narcoossee Road

Existing Conservation Area  
3,985

Lake Mary Jane

Lake Hart

Orange County  
Dedicated  
Conservation Land  
+/- 968 AC

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Moss Park

Isle of Pine Preserve

Gcb

Orange County

Fells Landing

Lake Ajay

Osceola County

Split Oak Alternative

Osceola County  
Dedicated  
Conservation Land  
+/- 582 AC

Northeast District  
Development Plan

Southern Oaks

Cyrils Drive

Fells Cove

Narcoossee Road

Resulting Conservation Area  
5,375

Lake Mary Jane

Lake Hart

Poitras East

Eagle Creek

Eagles Roost

Split Oak Forest

Moss Park

Isle of Pine Preserve

Gcb

Fells Landing

Orange County

Lake Ajay

Split Oak Alternative

Osceola County

Fells Cove

Southern Oaks

Cyrils Drive

Northeast District Development Plan

Del Webb

## **5.4 OTHER STAKEHOLDER MEETINGS DOCUMENTS**

## MEETING MINUTES:

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**Project Name:** Osceola Parkway Extension Re-evaluation  
**Project Number:** CFX Contract # 001250  
**Meeting Date:** June 5, 2018  
**Meeting Place:** CFX Home Office  
**Participants:** See Participant List  
**Subject:** Meeting with CFX & Tavistock

---

On Tuesday, June 5 a meeting was held at the CFX Main office building. The purpose of the meeting was to introduce the RS&H project team to the Tavistock Development Company and have an exchange of information between the respective groups.

The below notes have been arranged to reflect the flow of the discussions that ensued.

- Glenn introduced the RS&H team and offered the following opening comments;
  - Indicated that this study is a Re-Evaluation of the former Kimley-Horn (K-H) project and would be on the 29 June CFX Board meeting agenda for approval
  - Indicated that Laura had recently gone to Tallahassee to discuss with the Florida Community Trust the methodology for moving forward with a roadway through Split Oak. Laura has a meeting with Glenn later that day
  - Stated that this project would compare the previously approved K-H alignment with a new alignment, that it would indicate the benefits/impacts of a new alignment compared to the one previously approved, and recommend the most appropriate one
  - Indicated that cost is not the factor in the Florida Community Trust decision
- Dan explained the process by which the Osceola Parkway Extension Study would be developed and the anticipated schedule. Using an exhibit he presented the K-H recommended alignment and the alignment that surfaced as a result of the more recent CFX Corridor Feasibility study.
- Richard asked, what is the currency measure between homes and habitats?
  - Dan responded that one must not only look at individual residential impacts, but also examine overall community impacts

- Glenn stated that we must focus on benefits as well as discuss impacts and the methodology for mitigating impacts
- Richard discussed the issue in the FL statute on mitigation of land swap vs looking at this as a linear facility and indicated it would be dangerous to start off the bat with a land swap – that might be the outcome or part of mitigation – but not in conjunction with additional mitigation
- Glenn indicated that he would discuss this item with Laura
- Richard asked if the full interchange with the NE connector could be excluded and have a more narrow focus for the Re-evaluation since the interchange will not be built for 15-20 years.
  - Glenn responded that since the interchange was in the K-H PD&E, it needs to stay in the re-evaluation process.
  - Glenn also indicated that it is desirable to identify and obtain the right of way that will be required for the interchange, some of which could be used for stormwater retention.
- Richard discussed messaging and he believed that we had lost the messaging battle. The project has been characterized as a developer road when in fact it is a portion of a much larger system that will facilitate movement of people and goods throughout the region.
- Glenn concurred that this was a connectivity project and critical link in the outer beltway, but the reality is the revenue indicates that it is not needed for another 20 years due to the development that is planned in the future
- Richard asked what RS&H would be studying. Dan restated his prior description regarding the comparison of alternatives and determining the most viable alignment.
- Kelsey requested the most recent available information for the Del-Webb development, including any plans that have been developed. Richard indicated that it is an entitled and permitted project in Osceola County. Richard will provide information. Similar requests for information were made for any other property that Tavistock or Deseret may own within the Osceola Parkway Extension study area.
- Richard asked if the EAG and PAG would be continued. Glenn indicated that the EAG and PAG are important from the agency perspective and can assist in determining the best use of the mitigation dollars.
- The schedule for the study was discussed. Tavistock representatives indicated that eight months is too long a time period and expressed a need to complete prior to the gubernatorial change.

- Don expressed a desire to have an application to the Florida Community Trust (FCT) by August. The application may not define a specific alignment but provide sufficient information to answer the question whether the road can utilize the Split Oak property, providing that appropriate mitigation be a part of the approval for the required roadway right of way.
  - Glenn indicated there would be major hurdles to overcome and a super majority (75%) vote from both Osceola County and Orange County representatives would be required. Also, the action will need DEP approval prior to submittal to FCT.
  - Both Don and Clint indicated it will be extremely difficult to place such a proposal on the Orange County agenda before August. Tavistock and Deseret to pursue.
- Glenn indicated that an environmental shepherd in Tallahassee will likely be required to assist in navigating the project through the necessary procedures. Clint asked for a clarification of the steps needed to secure approval from FCT such that a timeline can be established for each step. Don reiterated the desire for securing a conditioned approval for the roadway to pass through Split Oak.
- Deseret Ranch plans to use multi-modal transportation systems but is not planning on using the Osceola Parkway Expressway right of way for these multi-modal opportunities. (Side bar conversation between Don & Glenn).
  - Light rail would be approximately 1-mile distant from OPE
  - Heavy rail currently exists
  - No plans for any other multi-modal at this time
  - Expressed concern for the CH2M proposed 325-foot typical section
- Joe presented the most recent alignment and interchange configurations in the SR 417/Lake Nona Road/Poitras west area. The plan did not include the direct extension of OPE north of SR 417 toward GOAA. Braided ramps along SR 417 between the OPE overpass of SR 417 and the Boggy Creek Interchange provided direct connections for all movements between SR 417 and OPE. The braided ramps allowed access to and from Boggy Creek Road.
  - Tavistock expressed concerns that there was no access from the OPE to Lane Nona Road. Suggestion was made to consider a potential half-diamond.
- Tavistock announced that it is not planning to purchase the western portion of the Poitras property. It will remain in GOAA ownership. GOAA remain a key stakeholder.

The meeting was adjourned at 10:45 a.m. (attendees & contact info on page 4)

## Summary of Decisions / Action Items

### Participant List:

Name	Representing	Email
Glenn Pressimone	CFX	<a href="mailto:Glenn.Pressimone@CFXWay.com">Glenn.Pressimone@CFXWay.com</a>
Joe Berenis	CFX	<a href="mailto:Joseph.berenis@CFXWay.com">Joseph.berenis@CFXWay.com</a>
Don Whyte	Deseret Ranch	<a href="mailto:dwhyte@deseretranches.com">dwhyte@deseretranches.com</a>
Richard Levey	Tavistock	<a href="mailto:rlevey@tavistock.com">rlevey@tavistock.com</a>
Clint Beaty	Tavistock	<a href="mailto:cbeaty@tavistock.com">cbeaty@tavistock.com</a>
Virginia Soumar	Breedlove, Dennis & Assoc.	<a href="mailto:vsoumar@bda-inc.com">vsoumar@bda-inc.com</a>
Dan Kristoff	RS&H	<a href="mailto:daniel.kristoff@rsandh.com">daniel.kristoff@rsandh.com</a>
Paul Heeg	RS&H	<a href="mailto:paul.heeg@rsandh.com">paul.heeg@rsandh.com</a>
Kelsey Lucas	RS&H	<a href="mailto:kelsey.lucas@rsandh.com">kelsey.lucas@rsandh.com</a>
John Rice	RS&H	<a href="mailto:john.rice@rsandh.com">john.rice@rsandh.com</a>
Nathan Silva	RS&H	<a href="mailto:nathan.silva@rsandh.com">nathan.silva@rsandh.com</a>

**Compiled By:** John Rice ([john.rice@rsandh.com](mailto:john.rice@rsandh.com), 407-893-5843)  
Kelsey Lucas ([kelsey.lucas@rsandh.com](mailto:kelsey.lucas@rsandh.com), 904-256-2249), and  
Dan Kristoff ([daniel.kristoff@rsandh.com](mailto:daniel.kristoff@rsandh.com), 904-256-2150)

### Distribution:

## Meeting Summary

Project: Osceola Parkway Extension (OPE) PD&E Reevaluation Study

Date: June 13, 2018

Time: 10:30 AM TO 11:30 AM

Location: GOAA Administration Complex – 5855 Cargo Road, Orlando

Attendees:

<b>Name</b>	<b>Organization</b>	<b>email</b>
Brad Friel (BF)	GOAA	<a href="mailto:bfriel@gooa.org">bfriel@gooa.org</a>
Chris Wilson (CW)	Marchena and Graham	<a href="mailto:cwilson@mgfirm.com">cwilson@mgfirm.com</a>
Adriana Rodriguez (AR)	HDR	<a href="mailto:Adriana.rodriquez@hdr.com">Adriana.rodriquez@hdr.com</a>
Jamie Krzeminski (JK)	HDR	<a href="mailto:Jamie.krzeminski@hdr.com">Jamie.krzeminski@hdr.com</a>
Merissa Evans (ME)	Dewberry	<a href="mailto:mevans@dewberry.com">mevans@dewberry.com</a>
Daniel Kristoff (DK)	RS&H	<a href="mailto:Daniel.kristoff@rsandh.com">Daniel.kristoff@rsandh.com</a>
Nathan Silva (NS)	RS&H	<a href="mailto:Nathan.silva@rsandh.com">Nathan.silva@rsandh.com</a>

### Meeting Highlights

DK provided a project overview stating that this effort will be a reevaluation of the approved PD&E Alternative and documents produced by Kimley Horn Associates and adopted by OCX in May 2017. The study will not be starting from scratch, but rather evaluating and documenting refinements to the adopted alignment. The information and documentation generated through the Concept Feasibility and Mobility (CFM) Study completed by CFX earlier this year will be incorporated into the reevaluation where appropriate. One of the primary purposes of this coordination meeting is to ensure the CFX team has the most up-to-date information regarding the GOAA Poitras property.

BF confirmed the sale of the eastern portion of Poitras (east of Jim Branch Creek) to Tavistock has been completed. This sale included the property and the conservation easements. GOAA retains ownership of the western portion of the property. An overall GOAA property / master plan map (which includes designated conservation areas) was referenced during the discussion. BF agreed to provide a digital file of the map to RS&H.

BF and CW confirmed that a NEPA document (Categorical Exclusion) was required and approved by FAA prior to the sale to Tavistock and that a similar document would be required for the western portion and / or for any right of way that would be needed for the OPE. It is assumed the impact evaluation and documentation prepared during the Reevaluation will be adequate and used in the FAA / NEPA documentation for the sale. It was noted that a categorical exclusion document would be reviewed by the FAA local office, however an EA or EIS would have to be reviewed at the FAA regional office. It was agreed that all correspondence with FAA during the Study would pass through GOAA staff.

The Poitras sale justification / documentation must clearly delineate the benefits provided to GOAA resulting from the sale of the property and conclude that there are no disadvantages. DK requested a copy of the Categorical Exclusion prepared for the Tavistock sale for RS&H to use as a reference. BF agreed to provide.

In addition to clarifying the benefits to GOAA, a fair market valuation of the property to be sold must be provided. CW indicated the appraisal only has a six-month shelf life so we should not obtain the appraisal until the NEPA documentation is ready to submit to FAA.

Prior to submitting the sale request and NEPA documentation to FAA, GOAA Board and Orlando City Council must approve the transaction. Once submitted to FAA, expect a 6 to 9 month return / decision.

DK reviewed the alternatives map (Figure 6-4 from the Concept, Feasibility and Mobility (CFM) Study). The alignment refinements developed during the CFM would generally serve as the starting point for this effort. One additional conceptual refinement that accommodates system to system movements (including access from OPE to Orlando International Airport through braided ramps) between SR 417 / OPE that does not extend north of SR 417 was discussed. GOAA staff is adamant that the OPE must provide direct connection to OIA. They did not oppose the concepts as long as OPE access directly to / from the airport is provided. Additionally, they are supportive of better access / local road interchange(s) on OPE to the western portion of the Poitras property.

The OIA long range plan includes a local N/S connection across SR 417 linking the properties. GOAA wants to ensure that connection will not be precluded. It may be a roadway for vehicles / transit / or an extension of the automated people mover (APM).

The sale to Tavistock also includes allowance for an east/west connection between J Lawson Boulevard and the Mud lake parcel (both are north of SR 417).

The Jim Branch Creek is subject to WMD and USACE permitting. GOAA secured a 100 foot wide crossing of the conservation easement as part of the NEPA document submitted for the Poitras sale. Coordination with these entities will be required during the Reevaluation.

JK asked about the OPE typical section, if it would continue to have the multi-modal corridor. DK responded the typical sections will be revisited during the reevaluation.

CW inquired about the Reevaluation schedule. DK responded we are targeting a 6 to 8 month schedule.

## MEETING MINUTES:

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**Project Name:** Osceola Parkway Extension Re-evaluation  
**Project Number:** CFX Contract # 001250  
**Meeting Date:** July 9, 2018  
**Meeting Place:** CFX Home Office  
**Participants:** See Participant List  
**Subject:** Meeting with CFX & Tavistock

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On Monday, July 9, 2018 a meeting was held at the CFX Main office building. The purpose of the meeting was to discuss the timeline of the PD&E Schedule compared to the application to FCT. An 11x17 of the PD&E schedule was distributed to the group.

The below notes have been arranged to reflect the flow of the discussions that ensued.

- Glen opened the meeting explaining that the PD&E study will take approximately 8 months to complete and will result in an approved re-evaluation of the OCX PEIR.
- Laura asked where the FCT schedule items were on the PD&E schedule.
- Glenn answered that the application to FCT is not a part of the PD&E scope and therefore is not part of the PD&E schedule.
- Conversation shifted to the FCT application, requirements, and process.
  - Belief is that FCT would not approve the application without additional land compensation;
  - Discussion on land swap versus linear take for the FCT application. The land swap is more stringent criteria. A land swap would also require a super majority vote (75%) from Osceola and Orange Counties;
  - The Counties must be the applicant for the FCT application but CFX may be able to compile the application;
  - USFWS concerned about “mitigation land” and UMAM comparison particularly related to Gopher Tortoises;
  - The NE District Habitat Management Plan required for Osceola County may not meet state requirements;
  - Is there a potential to do non-continuous mitigation in NE District?
  - State will want better than 2:1 for land grant
    - Need to clarify this is a land grant and not land swap
  - Both Orange and Osceola County would need a resolution to apply to FCT
  - The PD&E evaluation matrix should focus on negatives and benefits of the proposed alignment

- Only the alignment through Split Oak would result in the land grant – thereby increasing the Split Oak conservation area. This should be quantified in the matrix
    - Application from FCT is approved by an FCT board. The application does not require approval from the governor or cabinet members
- Could Osceola Parkway Expressway use an easement from FCT instead of right-of-way?
  - Would need to check bond documents
  - All CFX roads are currently fee simple
- Del Webb is closing in November and site development would begin shortly after;
- Per letter from Beth Jackson with Orange County – an application to FCT and FWC at this time is premature due the fact that the CFX amended PD&E Study has not been initiated nor has the final alignment through Split Oak been approved. If the Orange County Board decides to move forward with the above outlined process. CFX will need to provide a substantial amount of information that will be generated by the PD&E Study that Orange and Osceola County will utilize in the application to FCT and FWC.
- A high level discussion of potential Split Oak Avoidance Alternatives was discussed to determine priority features.
- A second meeting will be held on July 23<sup>rd</sup> to review the FCT application requirements and how those correlate with the PD&E deliverables.

The meeting was adjourned at 11:00 a.m.

**Participant List:**

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**Distribution:**

## MEETING MINUTES:

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**Project Name:** Osceola Parkway Extension Re-evaluation  
**Project** CFX Contract # 001250  
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**Meeting Date:** July 23, 2018  
**Meeting Place:** CFX Home Office  
**Participants:** See Participant List  
**Subject:** Meeting with CFX & Tavistock

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On Monday, July 23, 2018 a meeting was held at the CFX Main office building. The purpose of the meeting was to discuss the timeline of the PD&E Schedule compared to the application to FCT. However, due to the uncertainty of the necessity for the FCT application, the meeting focused on potential Avoidance Alternatives, and the general PD&E timeline.

The below notes have been arranged to reflect the flow of the discussions that ensued.

- What are the requirements for a re-evaluation? When does it change from a re-evaluation to a new PD&E Study?
  - The project termini and purpose and need have to be consistent.
  - Termini does not necessarily mean the project limits, the termini can be farther than the project limits but not reversed. Also, the project could be stage constructed, that wouldn't affect re-evaluation or project termini either.
- The movement south on the future Northeast Connector through the Nova Road corridor is a statewide corridor that needs to be preserved, is that correct?
  - No, the Northeast Connector corridor does not need to be preserved, but it should be able to be accommodated.
  - Need to show independent utility and be large enough in scope to identify regional impacts.
- For this to remain a re-evaluation study, does the project need to connect to the Sunbridge Parkway?
  - No, it does not need to connect to Sunbridge Parkway, but it would likely need to connect to Cyrils Drive instead.
- The PD&E included a super interchange with Boggy Creek, is that an issue?
  - No, this is not an issue since connections to Boggy Creek are provided.
  - It doesn't seem possible to provide a direct connect to the airport without rebuilding the entire interchange which is not cost feasible.
- Is the Boggy Creek viability better than the viability of the Lake Nona connection?

- No, the costs to build the PD&E alternative at Boggy Creek are extremely high compared to the returns in traffic. Also, the hospital has threatened to litigate if that property is needed.
- This study will examine a connection to Boggy Creek potentially through a Simpson Road extension.
- Obtaining the internal Poitras road network will be important as other interchanges are developed in the Poitras / GOAA property.
  - Heather and Ralph (Tavistock) are working on this section and should be able to provide that information.
  - Roads will not stop at the canal (on Poitras East), it is envisioned that the roads would continue through the GOAA property.
  - Should get GOAA, Heather Isaacs and Ralph Ireland together for a meeting (invite Clint and Richard and they will help facilitate).
- When would Tavistock need to send Avoidance Alternative ideas without delaying the Re-evaluation? They believe they are 30 to 60 days away from potential alignments.
  - The current schedule has Labor Day (September 3<sup>rd</sup>) as the end of concept development and the start of the environmental analysis for two viable alternatives.
- Tavistock is concerned that the avoidance alternative may impact the new utility track.
  - Dan asked for those files, so that we can avoid the utilities.
- Potentially shifting the systems interchange to the east and north is “not good” and will impact the future “downtown district” for Northeast Connector.
- What is the primary movement? East-west or North-South?
  - North / South gets to Nova Road which ties to I-95
  - East / West gets to SR 520 (doesn’t connect to I-95)
  - May need both connections
- Going through the Cyrils Road Community could result in Environmental Justice (EJ) issues. Hitting Del Webb (vacant property) is more favorable than impacting neighborhoods and relocating homes.
- Investigation into Refinement 1A impacts to Split Oak is currently underway (by sub to Tavistock?) and includes examining: gross acres, wetland mitigation, and gopher tortoise mitigation.
  - Knowing those impacts / numbers from a State standpoint is critical before going back to FCT.
  - Did moving the utility treatment plant improve the land grant significantly?
    - Yes, that is the best land in the land grant and with that property, the uplands exceeds the impacted uplands associated with Refinement 1A.