



## **OSCEOLA/BREVARD COUNTY CONNECTORS CONCEPT, FEASIBILITY, AND MOBILITY STUDY PROJECT ADVISORY GROUP (PAG) MEETING #1 SUMMARY**

**Date/Time:** Tuesday, September 1, 2020; 9:30 a.m. – 11:30 a.m.

**Location:** Remote meeting (Teams)

**Attendees:** 27 PAG members and 11 staff members attended virtually. See names attached.

### **I. Notifications**

Invitation letters were emailed to 47 members of the PAG on August 19, 2020.

### **II. Welcome**

Clif Tate, Kimley-Horn and Associates, called the meeting to order at 9:31 a.m. and welcomed everyone. He gave a brief introduction about the meeting and provided virtual housekeeping information and Title VI information.

### **III. Osceola/Brevard County Connectors Presentation**

Clif Tate, Kimley-Horn and Associates, presented the following information, including:

- **Project Development Process**

Clif explained the project is in the Feasibility Study stage which is more high level than a Project Development and Environment (PD&E) study and is looking to identify fatal flaws. He noted that even if the project moves forward to the PD&E stage, at any time it could still be placed on hold for review in the future.

- **Advisory Group Roles and Next Steps**

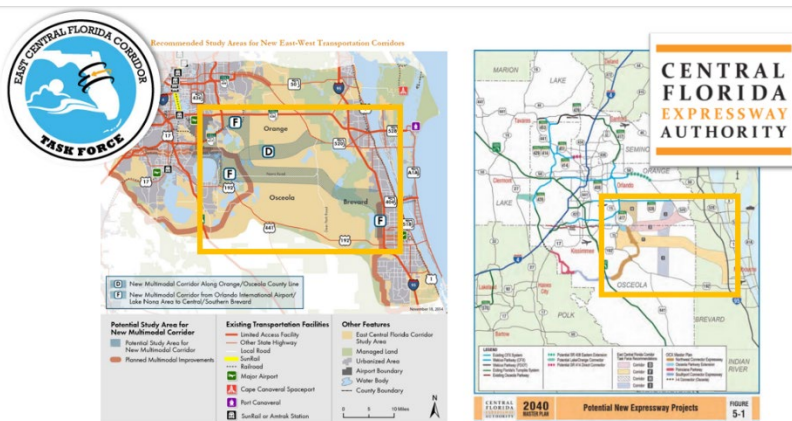
There have been two Advisory Groups created for this study: The Environmental Advisory Group and the Project Advisory Group. Today is the first EAG and PAG meeting; the second EAG and PAG meeting will likely be held in March 2021 and will build on the notes and input received in today's meeting. Then, likely in June 2021, there will be a third EAG and PAG meeting where CFX will present its findings. If the project moves ahead to PD&E the EAG and PAG will continue to be involved in this project.

- **Project History**

In October 2013 Florida Department of Transportation (FDOT) published a Future Corridors Report which recommended a collaborative process for Brevard, Osceola, and Orange counties

to address, among other things, a regional connectivity gap between Orlando International Airport and the southern Space Coast. This led to the Governor's Executive order for the East Central Florida Corridor Task Force. The Task Force recommended evaluation of four new corridors, including D and F, which were added to CFX's 2040 Master Plan. During our briefing to the CFX August 2020 Environmental Stewardship Committee, questions were raised regarding the recommendations from the Task Force and how they relate to this study.

We are fortunate to have Jim Wood as part of our study team. Prior to joining Kimley-Horn, Jim was with FDOT. In his prior role as Director of Policy Planning, Jim served as the department's lead staff for the East Central Florida Corridor Task Force. He oversaw the planning process and team supporting the Task Force and oversaw development of the Final Report to ensure it accurately reflected the Task Force's recommendations. Jim is going to provide a little more context on the Task Force's recommendations related to Corridors D and F.



#### • East Central Florida Corridor Task Force

Jim Wood of Kimley-Horn and Associates presented the Task Force's findings that identified two distinct east-west travel sheds in the area and may need to be served in the future by two individual corridors.

He noted the Task Force recommended study areas for two new east-west transportation corridors – Corridors D and F. The Needs and Alternatives section of

the Task Force's report goes on to describe each of the corridors, including addressing potential concerns that were being acknowledged by the Task Force. Specifically, the potential impacts associated with an additional crossing of the St. Johns River and potential impacts to identified mitigation lands and approved development for Viera.

These issues were recognized as presenting environmental and conservation land policy issues that were not evident at that time with regard to other corridor alternatives. Therefore, it was understood that these issues would need to be fully addressed in any future evaluation. To sum up, the Task Force Action Plan recommended evaluation of Corridor D and Corridor F with each corresponding to different travel sheds. Additionally, Corridor F was noted as having particular issues not fully evident at the time of the Task Force but would be critical to consider during future evaluation.

Clif Tate added that the Space Coast Transportation Planning Organization's (TPO) Vision Plan includes the Pineda Extension traveling across the St. Johns River west to the Osceola County line, which is consistent with the Task Force's recommendations.

- **Major Property Owners**

Clif Tate continued the presentation and listed the three major property owners in the area: Desert Ranches, St. John's River Water Management District, and The Viera Company. Desert Ranches is developing the Northeast District and has plans for developing the North Ranch. And the Viera Company is currently developing Viera. Other large property owners include Lake X properties, Brevard County, and Lockheed Martin.

Osceola County and Desert Ranches prepared the Northeast District Conceptual Master Plan. The land uses have been revised as reflected in the Sunbridge Stage plan. These plans include the Osceola Parkway Extension Expressway as well as an expressway connection to the south and an expressway extending east along Nova Road (Corridor F). Right-of-way for an expressway in Corridor D is also identified.

Osceola County and Desert Ranches also prepared the North Ranch Sector Plan which included corridors consistent with the Task Force recommendations. Note that any roadways outside of Osceola County are up to other agencies/local governments.

Clif showed a map of Viera's Master Plan which included existing development, new development which is in the southern area, and the conservation easement around the western and southern portions of the development. The Viera Master Plan does not include an expressway corridor through its property.

- **Study Objective & Methodology**

The study objective is to determine if the yet to be identified alternatives are feasible from an engineering and environmental standpoint. This is more of a fatal flaw type analysis. The study methodology is to analyze and document potential impacts to the physical, natural, social and cultural environments.

- **Project Goals**

- Improve east-west travel between Orange and Osceola counties and northern Brevard County
- Improve east-west travel between Orange and Osceola counties and central/southern Brevard County
- Identify transportation mobility options
- Enhance mobility of the area's growing population and economy
- Provide consistency with local plans and policies
- Improve resiliency and enhance evacuation routes
- Fulfill the recommendation of the East Central Florida Corridor Task Force to evaluate these corridors

- **Public Involvement**

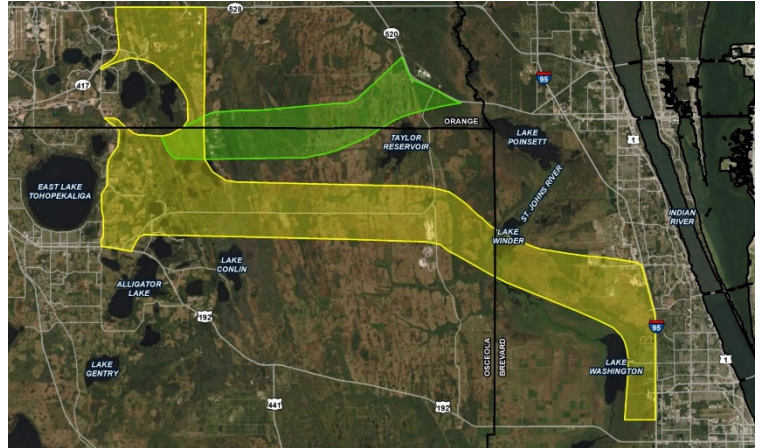
- Board presentations with CFX, Osceola & Brevard Counties, MetroPlan Orlando, Space Coast Transportation Planning Organization will be provided.
- The study team is meeting with stakeholders.

- Partnerships with regulatory agencies are a critical part of the study.
- Public meetings are being planned.

- **Study Area**

The study team identified the initial Study Area by starting with the recommended study area from the Task Force for Corridor F. Then, based on stakeholder input, we expanded the study area to include Corridor D from the Task Force.

The northern boundary was adjusted to connect with the proposed Osceola Parkway Extension, and excluded the proposed donation parcels, the conservation area in Orange County (TM Ranch Mitigation Bank) and the Lockheed Martin property. We followed SR 520 to SR 524 and then SR 524 to I-95.



I-95 is the eastern boundary of the study area.

The western boundary is the planned Osceola Parkway Extension and the planned Northeast Connector Expressway Phase 1 south to Nova Road.

The southern boundary runs approximately 2.5 miles south of Nova Road, then expands further south to US 192 on the east side of the potential reservoir. It then follows US 192 to I-95.

- **Decision Points**

Clif Tate outlined the key decision points to be addressed:

- Where to connect to the CFX Expressway System – Corridor D connects to Osceola Parkway Extension at Cyrils Drive. Corridor F connects to the Northeast Connector Expressway Phase 1 at Nova Road.
- Where to cross the Econ River – Corridor D would be a new crossing while Corridor F could run with Nova Road.
- Where to cross the St. Johns River – Could be parallel to an existing crossing like SR 520 or US 192 or could be a new crossing.
- Where to connect to I-95

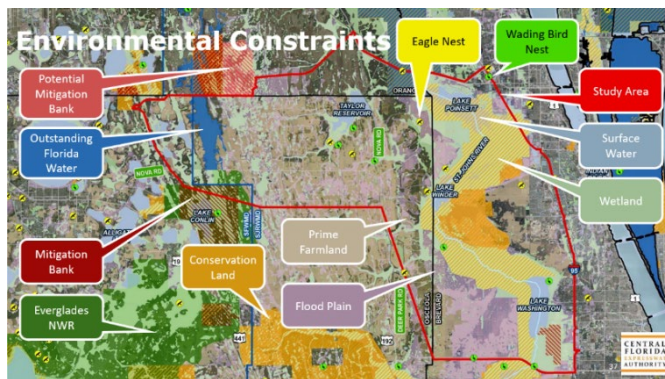
Once these decision points are identified, the alternatives will be developed by connecting the dots, evaluating impacts for each alternative, and looking expected travel demands for each alternative.

- **Environmental Constraints**

Clif Tate showed a map highlighting water/wetland, conservation land, flood plains, mitigation banks, the Everglades Headwaters National Wildlife Refuge, farmland and bird nesting areas. The western portion of the study area is in the South Florida Water Management District (SFWMD) while the rest is within the St. Johns River Water Management District (SJRWMD).

Cliff asked if anyone had a comment before moving on.

**(Comments italicized below were captured in the chat box.)**



**Fred Milch, East Central Florida Regional Planning Council (ECFRPC):** *Is Split Oak a constraint or is this outside of the study area?*

**Jonathan Williamson, Dewberry, CFX's General Engineering Consultant:** *The area for this study completely avoids Split Oak Forest.*

**Lisbeth House, Lockheed Martin:** *I believe you have the Lockheed Martin property called out as a*

*"potential mitigation bank," but as it is now permitted, it can be called out as such.*

**Nicole Gough, Dewberry:** *Thank you, Lisbeth.*

- **Social Constraints**

Clif showed a map of the study area which included the county lines in black, various roadways with labels, and the study area outlined in red. The subsequent slides included planned developments (the Northeast District, North Ranch and Viera), the existing and potential expansion of Taylor Creek Reservoir, the potential Pennywash/Wolf Creek Reservoir and the high-voltage transmission line. The final slide in this section identified nine existing interchanges with I-95 (which are circled in green), as well as two areas for potential interchanges (circled in light green).

- **Corridor Constraints:**

- The environmental and social constraints were identified in the Environmental and Social Constraint Boards.
- For environmental constraints, our approach will be to avoid, minimize and mitigate.
- The main policy constraints we have identified include consistency with existing approved plans (like the Northeast District, North Ranch, and Viera).
- And also interchange spacing requirements for connecting to I-95.

Following these slides, Clif asked if there were any comments. There were none at this point.

- **Purpose and Need:**

- Improve regional connectivity and mobility
  - Between Osceola County and northern Brevard County
  - Between Osceola County and central/southern Brevard County
- Meet future planned social and economic needs
- Achieve consistency with transportation plans
- Provide multimodal opportunities
- Improve evacuation support and resiliency

**Don Whyte, Deseret Ranches:** On the map there's no distinction for the mosaic within the North Ranch. It's a mosaic of wetlands and uplands; it's not all wet, which is an important distinction. It won't be as difficult to permit a road through there. It does enjoy a special status within the sector plan where it is preserved, so there are restrictions on what can be done there. Similarly, the constraints on the Preserve land, on the east side of the plan, is quite restricted as to what can happen on that. Those restrictions are recorded and on title; they're quite significant restrictions. It's a social constraint in that it was recorded as part of the sector plan, but it's also an environmental constraint in that it was an acknowledgment of an environmental circumstance. The Taylor Creek Reservoir should reflect highest possible water level of the reservoir on the study map as the SJRWMD will expand that reservoir.

**Todd Pokrywa, The Viera Company:** Similarly, to Mr. Whyte's comments, the green areas of the 5,300-acre conservation area are managed by Viera Stewardship District and serve as mitigation for the areas impacted by development in Viera. What's not shown here is the River Lakes Conservation Area to the west of Viera's conservation land which also has a number of restrictions. It's important to show that conservation land between Viera and the St. Johns River on the Constraints board.

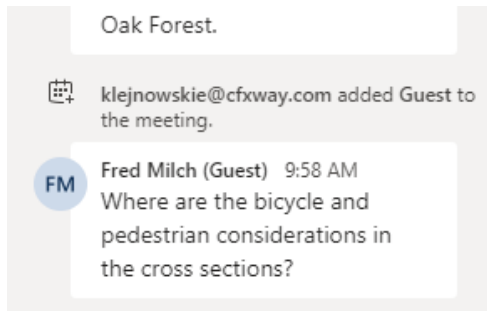
- **Typical Section**

Clif displayed and described the proposed typical section which consists of a minimum 330-foot right-of-way width (200 ft at environmentally sensitive areas) up to a potential 500-foot width that would accommodate an initial four lanes. The proposed typical section also provides a median width to accommodate a future widening to eight lanes including potential multi-use lanes in the median as well as potential multimodal or special use corridors adjacent to the roadway.

Clif asked the group for comments or questions about typical roadway sections.

**(Comments italicized below were captured in the chat box.)**





**Fred Milch (ECFRPC):** *Where are the bicycle and pedestrian considerations in the cross sections?*

**Clif Tate:** There will be opportunities for multimodal options in wider typical sections. We have not identified any specific pedestrian considerations yet.

**Jonathan Williamson:** *Correct; we will come back to pedestrian crossing issues in further meetings.*

- **Econ Crossing**

Clif showed a map with two possible crossing locations: Location 1 provides access to northern Brevard County and is consistent with Corridor D. Location 2 provides access to central/southern Brevard County and is consistent with Corridor F.

Clif asked the group to provide their thoughts on locations for crossing the Econ River.

**(Comments italicized below were captured in the chat box.)**

**Fred Milch (ECFRPC):** *In general, the use of existing crossings is preferable.*

**Jonathan Williamson:** *Thank you, Fred. We will note that.*

**Don Whyte, Deseret Ranches:** The two crossings are the only ones that were anticipated in the sector plan.

**JD Humpherys, Suburban Land Reserve:** The Northeast District Sector Plan northern crossing was located between top of Lake Preston and the county line, which specifies the first crossing.

- **SJR Crossing**

Clif showed a map with potential crossings of the St. Johns River:

Locations 1, 2 and 3 access northern Brevard County and are generally consistent with Corridor D. Locations 4, 5, 6 and 7 access central/southern Brevard County and are generally consistent with Corridor F.

Clif asked the group to provide thoughts on locations for crossing the St. Johns River.

**Todd Pokrwa, The Viera Company:** The Viera Company is opposed to the crossings shown at locations 4 and 5, as each would necessitate an alignment through the Viera DRI which we strongly oppose.

**David Veloza, City of Cocoa:** For crossings 1 and 2 there are some water lines on SR 520, and they are for utilities.

**Don Whyte, Deseret Ranches:** We have studied many of these possible crossings and our transportation experts say there is an awful lot that will happen at existing crossings, and future interchange requirements could preclude these going to design that would handle all the potential traffic. So being parallel to those existing roads at these crossings could impede meeting your objectives in meeting traffic. Numbers 3, 5, and 6 have wider cross sections at the St. Johns River. Crossing 4 is where the state had already planned to cross, as there is an easement. Crossing 4 is the narrowest point of river.

**Todd Pokrwa, The Viera Company:** Jim Wood read an excerpt from the Task Force Report earlier in the meeting. In part it said “While this alternative could provide a direct connection to close the regional connectivity gap between economic centers, it presents environmental and conservation land policy issues that are not evident at this stage of the planning process with regard to other corridor alternatives.”

- **Connections to I-95**

Clif showed a slide with a table that identified the existing and potential new locations for interchanges with I-95. These were, in order from north to south:

1. SR 524
2. SR 520
3. New
4. S. Fiske Blvd. (SR 529)
5. Viera Blvd.
6. N. Wickham Rd.
7. Pineda Causeway Extension (SR 404)
8. New
9. W. Eau Gallie Blvd. (SR 518)
10. Ellis Rd.
11. US 192

Clif asked the attendees to please let us know what you like and dislike about connecting at these locations.

**Todd Pokrwa, The Viera Company:** I like 1, 2, 3, 8, 9, 10, and 11 based on this aerial and the locations that are shown. I strongly object to any alternative that would need to cross through the Viera DRI property.

**(Comments italicized below were captured in the chat box.)**

***Joseph Sanchez, Florida Gas Transmission Company:*** *For the record, Florida Gas Transmission Company (FGT) has major natural gas transmission pipelines located within this study area running parallel to I-95 within easements west of I-95, so those interchanges could potentially impact major gas transmission pipelines.*

***Nicole Gough:*** *Thank you. We will be seeking those locations.*



**Jonathan Williamson:** Thanks, Joe. That would be extremely helpful.

**Don Whyte, Deseret Ranches:** I understand Todd's concerns, but we would favor location 8 for the interchange. I worry about having a system-to-system connection on a road that is already going to be expanded to six or eight lanes at 1 and at 11. I haven't really studied 9 and 10, but I don't know how you would connect to the other crossings from those locations. Number 3 has a very serious environmental impact, I believe. Our favorite location would be 8. We have to assume there will be improvements at 1 and 11, but the question is, will they be enough to meet the demand? Our transportation experts tell us no, they won't.

**Todd Pokrywa, The Viera Company:** Any support for location 8 should be dependent on the extent of the environmental impacts and any alignment that would pass through the Viera Wilderness Park and would impact those environmental commitments that were highly negotiated in the Viera DRI process, we would object to. The alignment to location 8 would have to be wholly outside of the Viera DRI.

- **General Alignment**

The next slide illustrates conceptual corridors and their general alignments.

- Corridor D1: extends east from Osceola Parkway Extension, crosses the Econ River, travels north of the Taylor Creek Reservoir and connects to SR 520, east of the water treatment plant.
- Corridor D2: mimics Corridor D1 and then extends east, parallel to SR 520, crosses the St. Johns River, then parallel to SR 524 to interchange with I-95 at SR 524.
- Corridor F1: extends east from the proposed Osceola Parkway Extension, running parallel to Nova Road, crossing the Econ River. It then crosses the St. Johns River south of Lake Winder, travels through the southern edge of the Viera development, on the south side of existing power transmission lines, then interchanges with I-95 south of the Pineda Causeway.
- Corridor F1b: includes a variation of F1 which uses existing right-of-way in Osceola County. This alignment appears to have less impacts to wetlands than Corridor F1.
- Corridor F2: mimics Corridors F1 and F1b, then extends east parallel to Nova Road, then travels northeast to cross the St. Johns River south of Lake Poinsett before connecting to I-95.
- Corridor F3: crosses the St. Johns River south of Lake Washington, and interchanges with I-95 at W. Eau Gallie Blvd. (SR 518).
- Corridor F4: travels south to run parallel to US 192, crosses the St. Johns River and interchanges with I-95 at US 192.

Clif asked for input from the group regarding what you like and don't like – and please explain why.

**Todd Pokrywa, The Viera Company:** Consistent with prior comments, Viera Company believes there are fatal flaws associated with F1 and F1b. We would like to attach comments sent earlier to Kathy Putnam to this meeting's notes. (See materials attached following this meeting summary.) This material was also recently shared with CFX's Environmental Stewardship

Committee. As a major property owner in Brevard County, the Viera Company strongly opposes any plans that cross through the Viera DRI. The Phase 4 Notice of Proposed Change (NOPC) application to the Viera DRI that was approved by the Brevard County Commission in 2017 following extensive local, regional, and state review considered mitigation of transportation impacts for the full build-out of the Viera community. It didn't include any requirement for a limited-access highway connecting to or severing the Viera DRI and it supported the traffic that was generated in that approval of the NOPC. Additionally, there are numerous environmental commitments that The Viera Company has agreed to in securing the Viera DRI development order. These agreements relate to the existing environmental systems such as the Viera Wilderness Park, which provides mitigation for the development. I suggest a corridor connecting to SR 520, Corridor D, or enhancement of US 192 to Washingtonia are viable options for addressing regional transportation needs. Alignments F1 and F1b are not feasible from engineering or environmental standpoints.

**Joshua DeVries, Osceola County Transportation and Transit:** With Corridor D, we would want coordination with agencies and stakeholders to make sure the agencies are working together and that our plans are adjusted accordingly (if D is selected). Thank you for coordination on this potential project.

**David Veloza, City of Cocoa:** We have some concerns on Corridor D, as there are water lines on SR 520 and north of Taylor Creek Reservoir, where our water treatment plant is located.

**Don Whyte, Deseret Ranches:** We support corridor F1 as it is most closely aligned with what is in our sector plan. We have also planned for an alignment in Corridor D, but we don't believe that Corridor D -- D1 or D2 will meet the transportation needs of this area. F2 might, but we thought that impacted the environment more than F1 did. F3 and F4 alignments go right through our prime agricultural land which we plan on keeping as agricultural through 2080. We're beginning to understand the consequences of allowing an expressway to split agricultural land as we agreed to for SR 528; we don't want to do that again, especially without an overriding regional transportation concern that is being addressed specifically. We would not support F3 or F4. For D1 and D2, I plead with you to look at the technical issue of road capacity and see if those really do meet the need. We don't think they do.

**Alissa Torres, Orange County Transportation Planning:** I'd like to reiterate comments from a previous stakeholder meeting, that given the rural, agricultural, one-house-per-ten-acre and preservation land uses around the corridors D1 and D2, that excluding Orange County from the study area altogether would be preferable in the short term. The county is constrained because the horizon of our current Future Land Use map is 2030. This year Orange County will be undertaking an update to the year 2050 and corresponding public participation and outreach for that process. At this time, that property is entirely rural and given the East Central Florida Corridors Task Force's reiteration to maximize the use of existing corridors before adding new corridors, the county would not support Corridor D at this time.

LH

Lisbeth House (Guest)

10:00 AM

I believe you have the Lockheed Martin property called out as a 'potential mitigation bank' as the bank is now permitted, on the next iteration it can be called out as such.

See less

NG

Gough, Nicole (Guest)

10:02 AM

Thank you, Lisbeth.

FM

Fred Milch (Guest)

10:03 AM

In general, the use of existing crossings is preferable.

klejnowskie@cfxway.com added Unknown User to the meeting.

JW

Williamson, Jonathan (...)

10:04 AM

Thank you, Fred. We will note that.

JS

Sanchez, Joseph (Guest)

10:06 AM

For the record, Florida Gas Transmission Company (FGT) has major natural gas transmission pipelines located within the potential

See more

NG

Gough, Nicole (Guest)

10:07 AM

Thank you, we will be seeking those locations.

**Todd J. Pokrwa:** To reiterate, the Viera Company is in no way willing to allow F1 or F1b to move through their land. We have invested a significant amount of time, effort, and money in securing all of our regulatory approvals and making significant environmental commitments. The 5,300-acre Viera Wilderness Park was set aside to mitigate impacts in the development area. It's been recognized by several agencies as regionally significant and it's managed by an independent special district. There's significant environmental impact both to the Viera Wilderness Park and the River Lakes Conservation Easement not to mention the crossing of the St. Johns River that results from either of those two alignments. In securing all of our regulatory approvals for development that's underway and under contract with third parties in the vicinity of those alignments we need certainty and predictability. That's what we secured with our NOPC with Brevard County in 2017 that went through local, regional, and state review. Since that time, subsequent approval of the Village 2 sketch plan that encompasses that area was approved in 2018 and we've been proceeding with planning and development activities.

**(Comments italicized below were captured in the chat box.)**

**Keith Cunningham:** *F3 alignment traverses a mitigation bank property owned by City of Melbourne.*

**Jonathan Williamson:** *Thank you, Keith. Do you have those boundary limits to share?*

**Fred Milch:** *Using existing crossings, avoidance of wetlands and preservation of wildlife should be stressed.*

**Nick Lepp, MetroPlan Orlando:** *MetroPlan Orlando supports D1 vs D2.*

**Joseph Sanchez:** *FGT has concerns with the F1 and F1b alignments, which appear to be directly over an FGT transmission corridor along the eastern portion of the alignment. The F4 corridor also involves several major pipeline corridors.*

**Jonathan Williamson:** *Thank you, Joe. We would like to coordinate with you obtaining those specific locations as well.*

- Study Schedule**

The study is scheduled to be completed in 18 months. The next EAG/PAG meetings will be in March 2021, and a public Workshop and the third EAG/PAT meetings are planned for June of next year with the study concluding in August 2021.

#### **IV. Questions & Discussion**

Clif Tate invited questions and discussion on the presentation.

**JD Humpherys, Suburban Land Reserve:** From the NE District perspective, Corridor D would pose a problem for our development.

**Kathy Putnam:** This presentation will be going out to all PAG committee members tomorrow, and Todd Pokrywa's documents will be attached to the meeting summary.

**Clif Tate:** We will take these comments into consideration for our next meeting.

**Jonathan Williamson:** Please let me know if I missed any questions or comments in the chat.

There were no additional questions or comments and the meeting was closed at 10:29 a.m.

This meeting summary was prepared by Kathy Putnam, Public Involvement Coordinator at Quest Corporation of America on behalf of the Central Florida Expressway Authority. It is not verbatim but is a summary of the meeting activities and comments received. If you feel something should be added or revised, please contact Kathy Putnam by email at [Kathy.Putnam@QCAUSA.com](mailto:Kathy.Putnam@QCAUSA.com) or by telephone 407-690-7220 within five (5) days of receipt of this summary.

**NOTE:** Todd Pokrywa of The Viera Company emailed the following post-meeting comments regarding the presentation shown at the PAG meeting.

Thank you for sending a copy of the presentation reviewed at the recent PAG meeting for CFX's Osceola/Brevard County Connectors Concept, Feasibility, and Mobility Study. Please find The Viera Company's (TVC) additional comments outlined below as they relate to the presentation slides.

1. East Central Florida Corridor Task Force Slide (Final Report: Pages 5455): The excerpt from the Task Force report notes that planning must consider potential impacts on..."conservation lands (including lands owned by the St. Johns Water Management District and lands identified as mitigation for the Viera development or regional impact), and existing and previously approved developments such as Viera". Note also among the 21 Guiding Principles in the Task Force Report, one included "Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities and previously approved developments, while avoiding or minimizing adverse impacts on these communities and developments." Attached is Map H from the Viera DRI Development Order which depicts the 5,300 +/- acre conservation area (i.e. Viera Wilderness Park) wrapping the western boundary of the developed area (adjacent to the River Lakes Conservation Area and St Johns River) as well as the Village 2 Sketch Plan (covering the areas shown as Villages 2 and 3 on Map H) approved by Brevard County in 2018 pursuant to which development is planned and has been proceeding in accordance with same. This graphic is important to understand and should not be overlooked as a component of the land use approvals in place under which Viera development activities are underway and advancing as it was not included in the CFX presentation. TVC strongly objects to

any alignment that crosses through such conservation lands or previously approved development within any area of the Viera DRI.

2. Space Coast TPO Vision Plan Slide: This graphic is no longer accurate and would be misleading to use as the Space Coast TPO's 2045 LRTP update will not show any line or arrow through the Viera DRI nor reference the Pineda extension as any such alignment was long ago foreclosed by commitments in the Viera DRI Development Order, recorded conservation easements over mitigation areas, and both current and planned development activities proceeding pursuant to the Viera DRI and Village 2 Sketch Plan approvals granted by Brevard County.
3. Major Property Owners Slide: It is important to reiterate, TVC does not support any alignment that crosses through the Viera DRI property and is not amenable to facilitate such. There are many highly negotiated environmental commitments with a multitude of regulatory agencies embedded within the Viera DRI Development Order approval including the Habitat Management Plan for the 5,300 +/- acre Viera Wilderness Park, the Brevard County Comprehensive Plan, West Viera PUD, and Village 2 Sketch Plan. In addition, the mitigation of full buildout of the Viera DRI's entitlements was approved in 2017 by Brevard County following local, regional and state review with commitments to facilitate all transportation impacts without consideration of any limited access highway connecting to or crossing through the Viera DRI. TVC's transportation experts have advised that other alignments outside the Viera DRI would better serve the movement and accommodation of regional traffic volumes - such as Corridor D connecting to State Road 520 and/or improvement to US 192 and Washingtonia.
4. North Ranch Sector Plan Slide: TVC provided comments in 2014 to Osceola County expressing objections to any alignment of a corridor from Osceola to Brevard through the Viera DRI property. Brevard County has never endorsed or approved the alignment shown on the North Ranch Sector Plan graphic east of the Osceola County line. The fully approved Viera DRI which went through local, regional and state review does not include any such alignment.
5. Study Areas – from Task Force Slide: Given social and environmental constraints, economic factors, as well as from an engineering and transportation needs perspective, there are fatal flaws associated with any alignment in the area shown as Corridor F that crosses through the Viera DRI given impacts to existing conservation and mitigation areas as well as planned developments; TVC objects to any consideration of same. TVC has expressed this position consistently since 2014 including a 2016 meeting with FDOT and 2018 and 2020 meetings with CFX representatives.
6. Social Constraints Slide: The 39,633 acre River Lakes Conservation Area between the Viera Wilderness Park and the St. Johns River should be shown on this graphic given the associated restrictions and to give a complete picture of such constraints given that it represents more than environmental constraints when taken in its totality with the other social constraints depicted.
7. SJR Crossing Locations Slide: TVC strongly objects to crossings 4 and 5 given the highly detrimental impacts they would have to not only the St. Johns River but the River Lakes Conservation Area and the Viera Wilderness Park, the latter of which serves as mitigation of wetlands, species and habitat impacts in the developed area of Viera and is subject to numerous

conservation easements and perpetual maintenance by the Viera Stewardship District which is an independent special district under Chapter 189, F.S. In addition, such crossing concepts would have critically detrimental impacts to both existing and planned development in the Viera DRI and necessitate amendments to the DRI, Viera Wilderness Park Habitat Management Plan, West Viera PUD, Village 2 Sketch Plan, Brevard County Comprehensive Plan, and other approvals and recorded instruments.

8. Connections to I-95 Slide: TVC dislikes locations 4, 5, 6, 7 and 8. TVC objects to all of these locations and will not facilitate any connections that would necessitate any alignment through the Viera DRI whatsoever given extensive impacts to environmental/conservation areas as well as existing and planned development.
9. General Alignment Comments (and why) Slide: TVC is firmly opposed to alignments F1 and F1b for the reasons indicated in all of the foregoing items. Corridor planning should be pursued with the deliberate objective of not adversely affecting the Viera DRI or any of the underlying commitments TVC made in securing all of the regulatory approvals for development.

Sincerely,

Todd J. Pokrywa  
President  
The Viera Company

## **PAG MEETING ATTENDEES**

### Staff Members

Will Hawthorne, CFX

Brian Hutchings, CFX

Jonathan Williamson, Dewberry

Nicole Gough, Dewberry

Merissa Battle, Dewberry

Clif Tate, Kimley-Horn

Jim Wood, Kimley-Horn

Fred Burkett, Kimley-Horn

Sarah Johnson, Kimley-Horn

Kathy Putnam, Quest

Colleen Shea, Quest

### PAG Members

Todd Pokrywa, The Viera Company

Fred Milch, East Central Florida Regional Planning Council

Hugh Harling, East Central Florida Regional Planning Council

Joe Sanchez, Florida Gas Transmission

Abigail Morgan, City of Cocoa

Alissa Torres, Orange County

Alix Bernard, City of Rockledge

Jeffrey Ball, Brevard County Planning & Development

Irene Cabral, Florida Department of Transportation

David Veloza, City of Cocoa

Denise Curry, City of West Melbourne

Georganna Gillette, Space Coast Transportation Planning Organization

Keith Cunningham, Brevard County Utilities



Lisbeth House, Lockheed Martin  
JD Humpherys, Suburban Land Reserve  
Don Whyte, Deseret Ranches  
Joshua DeVries, Osceola County  
Justin Eason, Osceola County  
Rax Jung, Florida Turnpike Enterprise  
Henry Pinzon, Florida Turnpike Enterprise  
Emam Emam, Florida Turnpike Enterprise  
Nick Lepp, MetroPlan Orlando  
Virginia Whittington, MetroPlan Orlando  
Laura Carter, Space Coast Transportation Planning Organization  
Jack Gaylord, Lockheed Martin  
Suraj Pamulapati, Florida Department of Transportation  
Dodie Selig, City of Cocoa

#### **ATTACHMENTS**

Attached are documents that Todd Pokrywa of The Viera Company requested be entered into the record for this meeting.

**From:** Todd J. Pokrywa <[Todd.Pokrywa@Viera.com](mailto:Todd.Pokrywa@Viera.com)>  
**Sent:** Tuesday, September 1, 2020 8:11 AM  
**To:** Kathy Putnam Contact <[kathy.putnam@qcausa.com](mailto:kathy.putnam@qcausa.com)>; conceptstudies <[conceptstudies@CFXWay.com](mailto:conceptstudies@CFXWay.com)>  
**Subject:** PAG Meeting re: CFX Osceola/Brevard County Connectors CF&M Study

Kathy,

I am participating this morning in CFX's Project Advisory Group (PAG) regarding the Osceola / Brevard County Connector Concept, Feasibility and Mobility (CF&M) Study. I request that the attached minutes from The Viera Company's recent May 6, 2020 meeting with the CFX team are shared with the PAG members as well as my attached correspondence related to this matter which was sent to Don Whyte at Deseret Ranch, Laura Kelley at CFX and Brevard County Commissioner Curt Smith back in September of 2019. All of this material was also recently shared with CFX's Environmental Stewardship Committee (ESC) and discussed at their August 20, 2020 meeting. The Viera Company has not supported an alignment of a corridor through the Viera DRI or to Pineda dating back to 2014 discussions of potential alternative corridors.

As a major property owner in Brevard County, The Viera Company strongly objects to any consideration of a corridor alignment to Pineda or through the Viera DRI. The Phase 4 NOPC to the Viera DRI, approved by the Brevard County Commission during 2017 following local, regional, and state review, considered mitigation of transportation impacts for full buildout of the Viera community and did not include any requirement for a limited access highway connecting to or severing the Viera development to support the traffic generated. In addition, there are numerous environmental commitments that TVC agreed to in securing the Viera DRI Development Order; these commitments relating to existing environmental systems that provide mitigation for the Viera DRI development wrap the western edge of the developed area adjacent to the River Lakes Conservation Area and St Johns River and are subject to conservation easements and management by the Viera Stewardship District (an independent special district under Chapter 189, F.S.). The environmental constraints and recent, current and planned development activity, have foreclosed the concept of a connector through the Viera DRI to Pineda and I would suggest that a corridor connecting to State Road 520 (Corridor D) or enhancement of US 192-Washingtonia are viable options for addressing regional transportation needs.

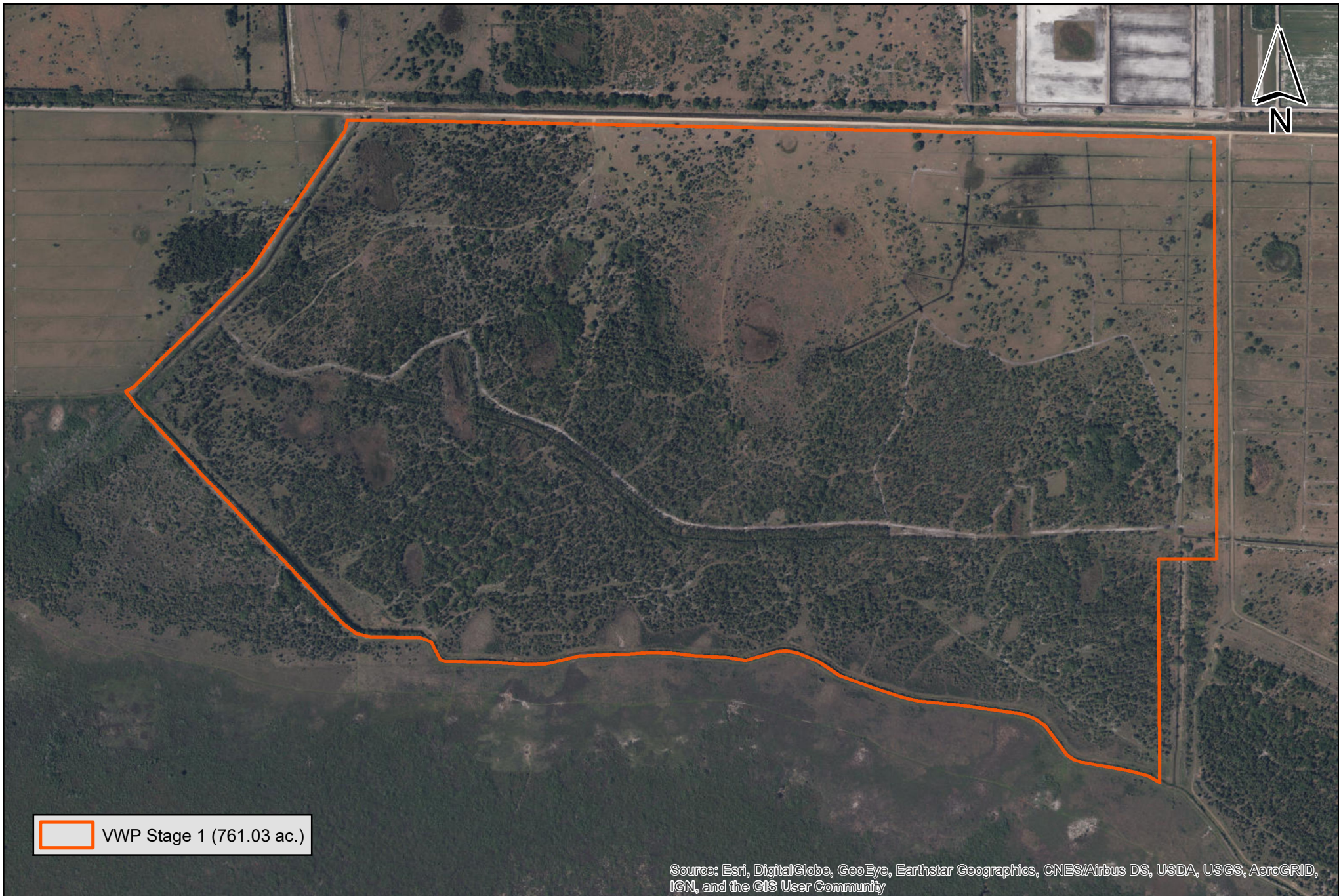
Thank you,

Todd J. Pokrywa  
#exploreVIERA



**Todd J. Pokrywa**  
President  
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Viera, FL 32940





Date Saved: 5/6/2020 Created by: jdahl  
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1,000 500 0 1,000 Feet

# Viera Wilderness Park Stage 1

## The Viera Company

### Viera, Florida

**ZEVC** **COHEN**  
& ASSOCIATES INC.  
300 Interchange Blvd  
Ormond Beach, FL 32174  
ph 386-677-2482





# Viera Wilderness Park Stage 2 The Viera Company Viera, Florida

**ZEVC** COHEN  
& ASSOCIATES INC.

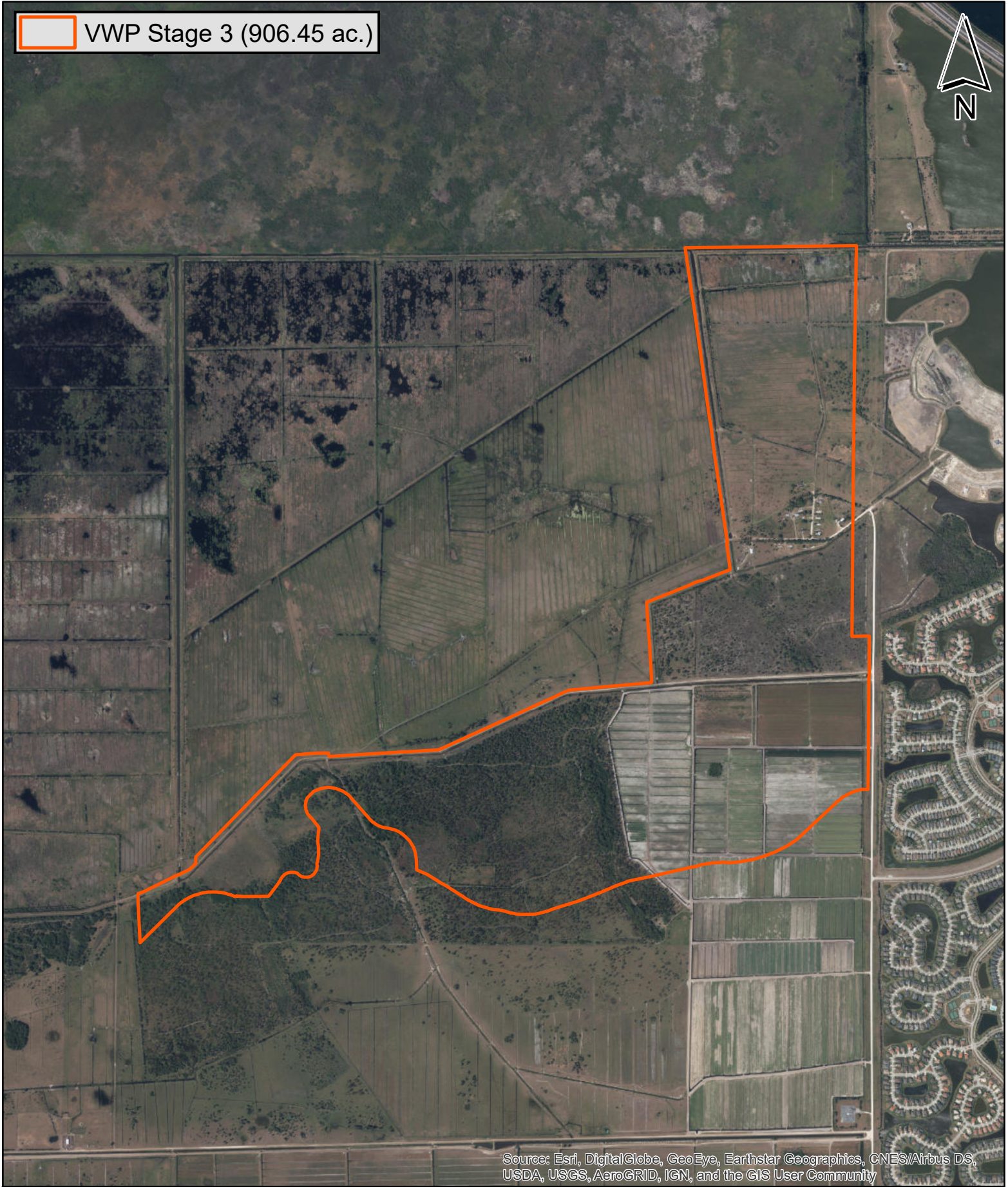
300 Interchange Blvd  
Ormond Beach, FL 32174  
ph 386-677-2482

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4,000 2,000 0 4,000 Feet



VWP Stage 3 (906.45 ac.)



Viera Wilderness Park Stage 3  
The Viera Company  
Viera, Florida

**ZEVC** COHEN  
& ASSOCIATES INC  
300 Interchange Blvd  
Ormond Beach, FL 32174  
ph 386-677-2482

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# The Viera Company (TVC) Meeting Summary

## Osceola/Brevard County Connector Concept, Feasibility, and Mobility Study

**MEETING DATE:** May 6, 2020  
**MEETING TIME:** 10:00 AM to 10:30 AM  
**LOCATION:** Teams Meeting  
**ATTENDEES:** Todd Pokrywa, TVC  
Jay Decator, TVC  
Glenn Pressimone, Central Florida Expressway Authority (CFX)  
Will Hawthorne, CFX  
Jonathan Williamson, Dewberry  
Kathy Putnam, Quest  
Jim Wood, Kimley-Horn  
Clif Tate, Kimley-Horn

### 1. Introductions

- Clif Tate began by sharing his screen to view the presentation (attached) and he walked the group through the presentation.
- Attendees were introduced.

### 2. Project History

- Clif Tate provided an overview of the project history, including:
  - FDOT's Tampa Bay to Central Florida Study Area Concept Report;
  - The Governor's Executive Order creating the East Central Florida Corridor Task Force, which recommended "Corridor F" for further evaluation;
  - CFX's incorporation of these findings in their Master Plan as a candidate project;
  - Space Coast Transportation Planning Organization's Vision Plan which includes the Pineda Extension;
  - The major study area property owners, Deseret Ranches, the St. Johns River Water Management District, and The Viera Company;
  - The North Ranch Sector Plan by Osceola County and Deseret Ranches which includes a new corridor consistent with the Task Force recommendations; and,
  - The Viera Master Plan which does not include an expressway corridor through its property.

### 3. Study Objective

- The study objective is to determine if the yet to be identified alternatives are feasible from an engineering and environmental standpoint – a fatal flaw type analysis.

### 4. Project Goals

- The project goals, in no particular order, are:
  - Identify transportation mobility options;
  - Enhance mobility of the area's growing population and economy;



- Provide consistency with local plans and policies;
  - Promote regional connectivity;
  - Improve resiliency and enhance evacuation routes; and,
  - Fulfill the recommendation of the East Central Florida Corridor Task Force to evaluate this corridor.
- These goals will evolve into the Purpose and Need for the project based on public input.

## 5. Study Area

- The development of the study area was discussed, beginning with the corridor identified by the East Central Florida Corridor Task Force, and expanded to the north.

## 6. Stakeholder Input

- Input from TVC was requested. The following comments and responses to questions were received from their representatives during the meeting.
- Comment by TVC: For years we've been consistent in strongly objecting to anything that will go across the Viera Development of Regional Impact (DRI). In 2014 we sent the Osceola County Commission our objections related to any crossing when the North Ranch Plan was being considered. In 2016 we met with FDOT to discuss this. In September 2018 we met with CFX. TVC communicated its objections to a Viera corridor in both the 2016 and 2018 meetings. The conclusion with both was that they realized they must consider the location and timing of the Viera DRI. We supported alternative improvements like Washingtonia for a north/south route for improved connections, but nothing through the DRI. The task force report reflects that Viera had development commitments. We had conversations with Deseret Ranches and expressed the same concerns. They said once the corridor leaves their property, they don't care where it goes. The proposed study should include more of the recommendations from the East Central Florida Corridor Task Force which included a corridor to the north (Corridor D) as well as improvements to existing facilities such as SR 520 and US 192.

In 2017 we finished a Notice of Proposed Change (NOPC) for the Viera DRI seeking mitigation of impacts for development and build-out of the entire DRI, for phase 4. The traffic impact study went through state, regional, and local review. At no time was a corridor considered in that study. Our impacts and resulting mitigation didn't have a relation to such a corridor. We agreed to the mitigation and have been moving forward. Much of the area is in the Wickham Road area. Now it's enclosed by conservation easements in place as part of DRI order. That's a contiguous system that wraps the western boundary of the Viera DRI and provides a buffer between River Lakes Conservation Area and the DRI. Any encroachment would destroy the Viera Wilderness Park (VWP) and open up all the plans. This would require a multitude of amendments and would cause impacts to the Viera master plan and adjacent water management district lands. There are large amounts of areas under conservation easement under the Viera stewardship district. There are third party agreements, big agreements. This would be a loss of confidence to the Viera Company. We told the public we would have these environmental commitments. Those would be gutted and would have to be re-opened. It would cost hundreds of thousands of dollars for re-permitting. This would be detrimental to TVC's credibility in the community and a loss of confidence in The Viera Company by regulatory agencies and environmental stakeholders. We would not be a willing property owner and wouldn't support any corridor through the Viera DRI. We've made improvements and invested in roadways in this area. The Village 2 sketch plan was approved in 2018 by Brevard County. We've proceeded with development approvals. Pineda wraps that north boundary, curves, and connects with Wickham Road. Development plans are into Brevard County in four neighborhoods within that area. We



are pursuing development approvals and we have contracts with third parties for development. The 5,300 acres in VWP are set aside to mitigate impacts in the development areas. VWP was recognized by agencies as a significant environmental element, regionally significant, and managed by a Chapter 189 independent special district.

We are proceeding with infrastructure improvements. Along Pineda we're proceeding with a force main and roadway segments of Pineda are already completed and/or under construction with an alignment set commensurate with adjacent existing and planned developments. There's a lot of planned development activity already in various stages – planning, construction, or design. The opportunity of connection to Pineda or going across the DRI was closed long ago. Environmental components are critical to the approvals we were granted by Brevard County. We need certainty and predictability. That occurred in our agreement with the county in 2017 and local, state and regional regulatory agencies.

- Comment by the CFX Team: We've expanded the study area to the north to connect to I-95. (showed map) There is the potential for a new I-95 connection to the north. There needs to be two miles separation between other interchanges. Other than that, there may be a connection to an existing interchange. Or we could do a system interchange over an existing interchange. We'll be looking at every possible opportunity to connect to I-95. We're looking for fatal flaws at this point. Conceptually we'll look at connections to Fisk, Viera, Wickham. That's part of the "fatal flaw" analysis; we'll show the various possibilities but explain why we wouldn't pursue one or the other. There is an option where we could do collector/distributor roads. An existing interchange at SR 518 and another at Ellis Road. Those are options. Part of this is if the project moves forward and there is an interchange location, we have to show we've done our due diligence on all the options. In case you're wondering why we might show options that you have said will not work.
- Comment by TVC: Any location that doesn't come through the Viera DRI, we could support.

## 7. Study Schedule

- Clif went over the schedule and next steps. We are currently collecting existing data. EAG/PAG meetings are currently scheduled for May. We'll develop alternatives and then hold another EAG/PAG in September. *Note: Following this meeting, CFX decided to expand the study area and will be updating the schedule accordingly, including the various meeting dates.*

## 8. Contacts

- Contact information was provided for Clif Tate and Kathy Putnam for any follow up comments or questions.

This summary serves to document this meeting. If anyone wishes to modify or append to this account, please contact Clif Tate either by phone at 407-898-1511 or by email at [clif.tate@kimley-horn.com](mailto:clif.tate@kimley-horn.com)



7380 Murrell Road, Suite 201 | Viera, Florida 32940

P: 321.242.1200 | F: 321.253.1800 | **VIERA**.com

September 9, 2019

**VIA EMAIL AND U.S MAIL DELIVERY**

W. Don Whyte  
Vice President - Planning  
Deseret Ranches of Florida  
13754 Deseret Lane  
St. Cloud, FL 34773

Re: Osceola-Brevard Connector Alignments

Dear Don:

This letter is provided in response to our recent discussions regarding the potential alignments of an east/west corridor between Osceola and Brevard counties prepared by Renaissance Planning Group that you recently provided to me. While The Viera Company ("TVC") acknowledges the need for enhanced mobility in the region as it continues to grow, it is also sensitive to potential impacts to existing and planned neighborhoods as well as environmental and conservation areas within the Viera Development of Regional Impact ("Viera DRI"). Therefore, while TVC is not opposed in principle to a corridor connecting Osceola and Brevard, it strongly objects to any alignment which transverses the Viera DRI. Such an alignment would severely and adversely impact neighborhoods within our master planned community and the preserved wetlands and wildlife habitat within the Viera Wilderness Park ("VWP").

As you are aware, the East Central Florida Corridor Task Force previously recommended a number of alternative conceptual corridors and alignments that included both enhancements to existing corridors and potential study areas for future corridors. It was expected that these corridor alternatives would evolve over time and perhaps result in hybrid options to address future transportation needs. Note that the Task Force also created 21 Guiding Principles for corridor planning and one was "Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities and previously approved developments, while avoiding or minimizing adverse impacts on these communities and developments."

As reflected on the enclosed copy of the Viera DRI's Master Development Plan, the VWP will contain over 5,300 acres of contiguous wetlands and habitat managed by the Viera Stewardship District, an independent special district, establishing a permanent edge between the 39,663 acre River Lakes Conservation Area, the St. Johns River and the existing and planned neighborhoods within the Viera DRI. Additionally, the VWP will contain numerous third party environmental easements granted to regulatory agencies. In addition to adverse environmental impacts, an alignment corridor severing the VWP would necessitate reopening the Viera DRI Development Order and amending the Brevard County Comprehensive Plan, the West Viera PUD, all previously approved "Village Sketch Plans", the VWP Habitat Management Plan and all related environmental permits. Such a corridor and the required



W. Don Whyte, Vice President - Planning  
Deseret Ranches of Florida  
September 9, 2019, Page 2

regulatory amendments would unravel a fundamental environmental commitment upon which the Viera DRI Development Order was approved following extensive input by the public, environmental organizations and a multitude of regulatory agencies.

The ongoing infrastructure investments that TVC has made and continues to make, both construction projects within Viera and contributions to improvements outside Viera in Brevard County, have effectively mitigated the Viera DRI's impact on traffic flow throughout the entire county. TVC has carefully planned and invested over \$175 million to date for arterials and collectors connecting to the regional roadway network in a manner that does not adversely impact environmentally critical areas such as the VWP.

During October 2017, the Brevard County Commission approved a Notice of Proposed Change to the Viera DRI Development Order which included a commitment for mitigation of transportation impacts through buildout of the fourth and final phase of the Viera DRI. The supporting transportation analysis demonstrated an ability to support final buildout of the approved development program without consideration of a limited access highway crossing through the community. Furthermore, during October 2018, Brevard County approved the Village 2 Sketch Plan for the majority of the property conceptually depicted as Villages 2 and 3 on the enclosed Master Development Plan for which active planning and development activities are proceeding including contractual commitments with third party purchasers.

Please also be aware that TVC met with representatives of FDOT on September 14, 2016 and the CFX team on September 20, 2018 and, in both meetings, TVC clearly stated its opposition to any alignment located within the Viera DRI and encouraged the agencies to evaluate other options/alternatives outside the boundaries of the Viera DRI. TVC also expressed its support for improvements to Washingtonia Boulevard to provide a full north/south route and connection to US 192.

Since the inception of the Viera DRI's master plan in 1989, TVC has been committed to environmental stewardship and investment in the regional transportation network. However, it is important that any future corridor planning be pursued with a deliberate objective of not adversely impacting the Viera community or the underlying commitments TVC made in securing all of the related regulatory approvals for its development.

Sincerely,



Todd J Pokrywa  
President  
The Viera Company

Enclosure

Cc: Laura Kelley, Central Florida Expressway Authority Executive Director via email only  
Curt Smith, Brevard County Commissioner via email only