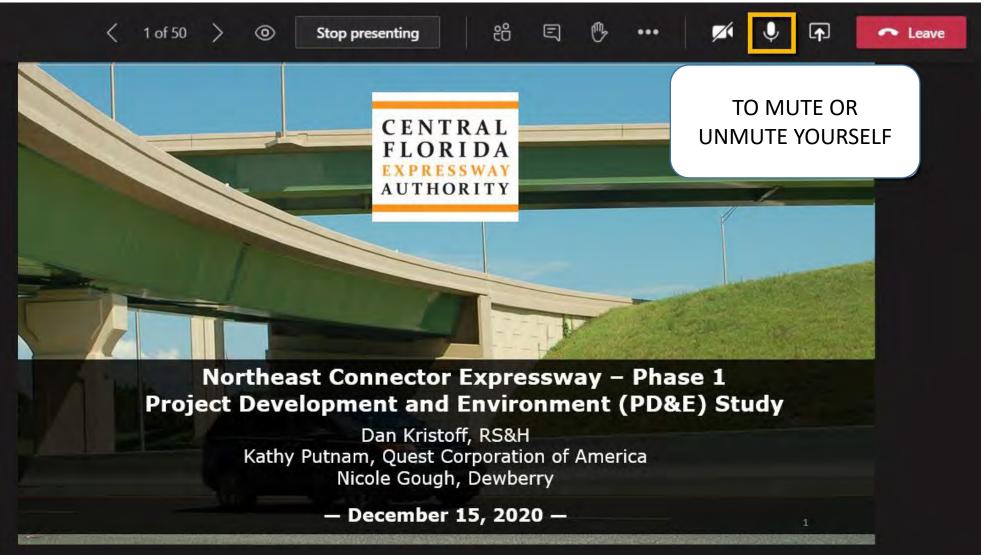


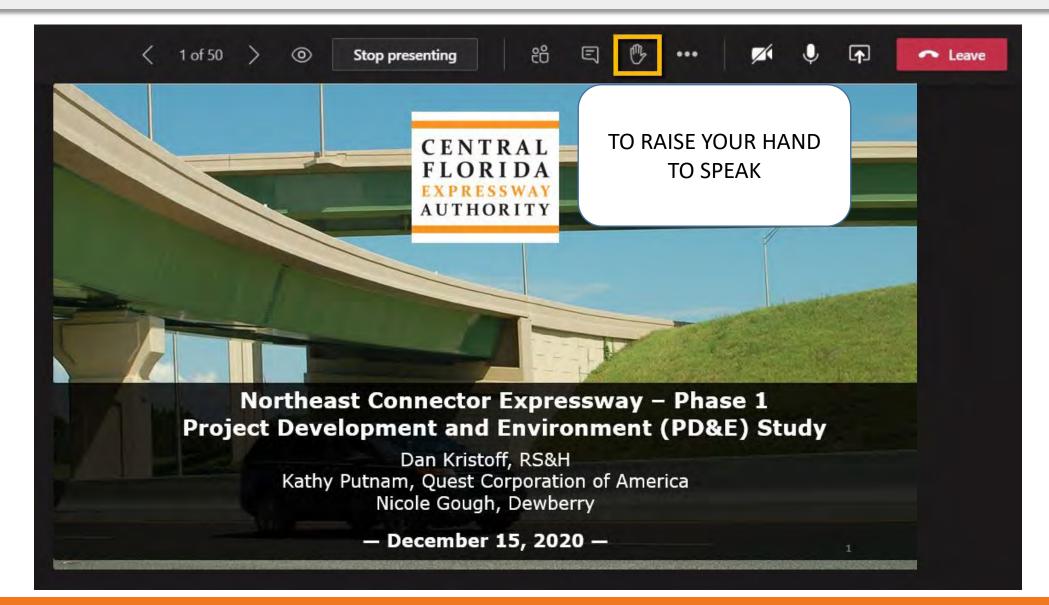
#### Northeast Connector Expressway – Phase 1 Project Development and Environment (PD&E) Study

Dan Kristoff, RS&H Kathy Putnam, Quest Corporation of America Nicole Gough, Dewberry

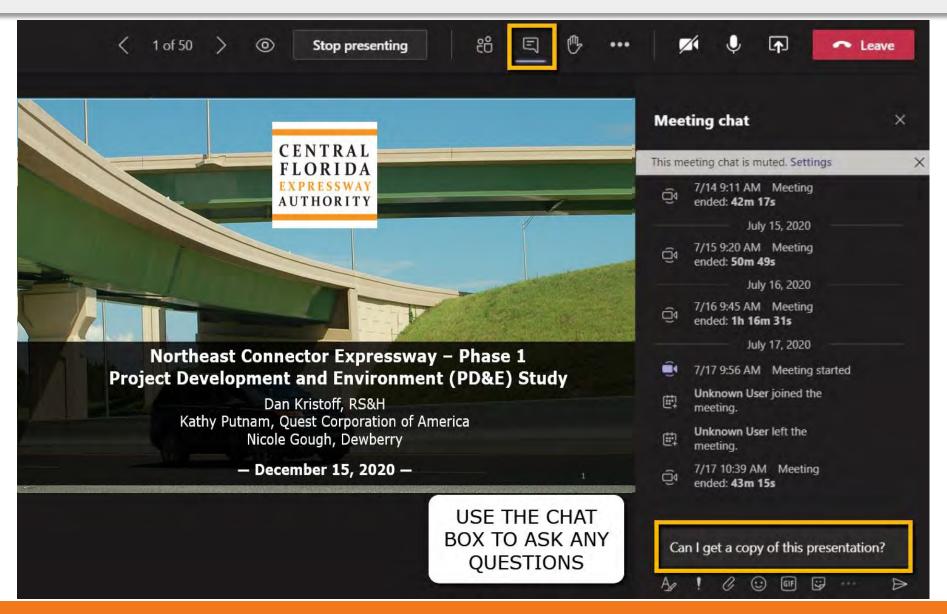
— December 15, 2020 —



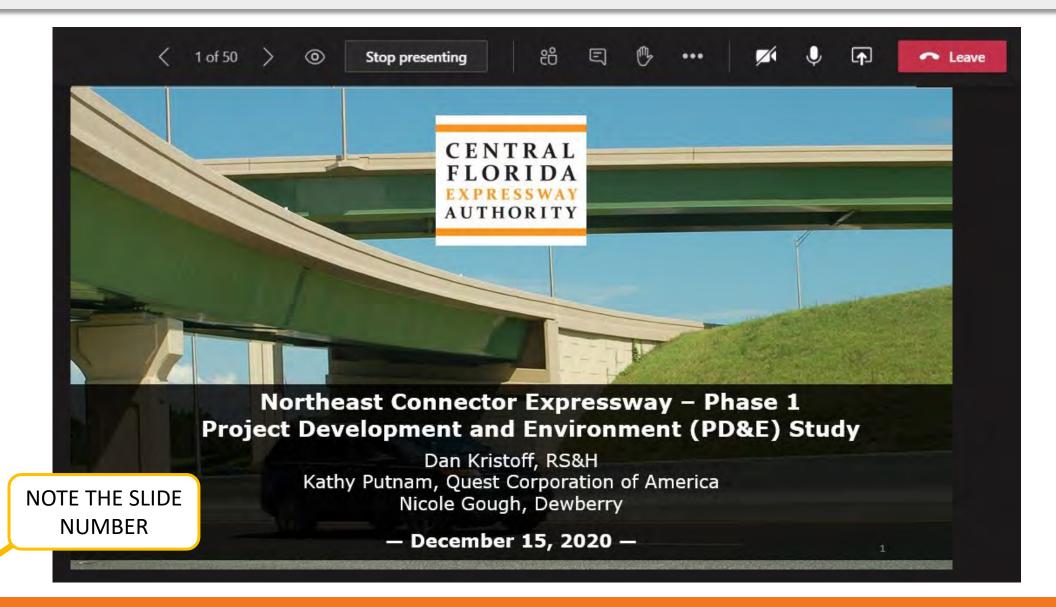




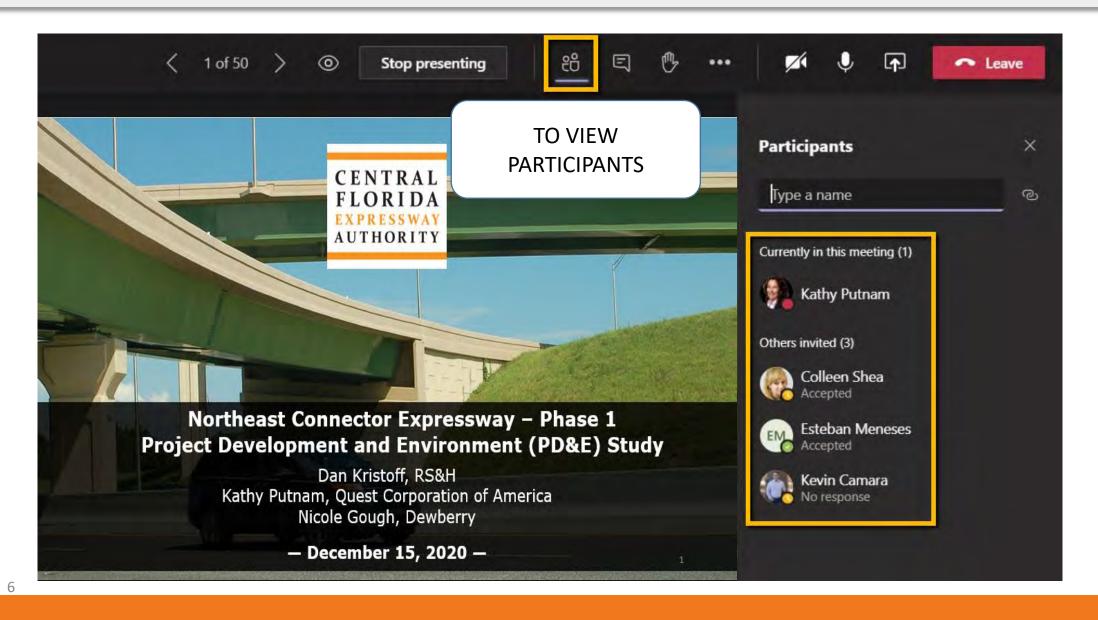
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY









This meeting and study are 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 ConceptStudies@CFXway.com

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



# Agenda

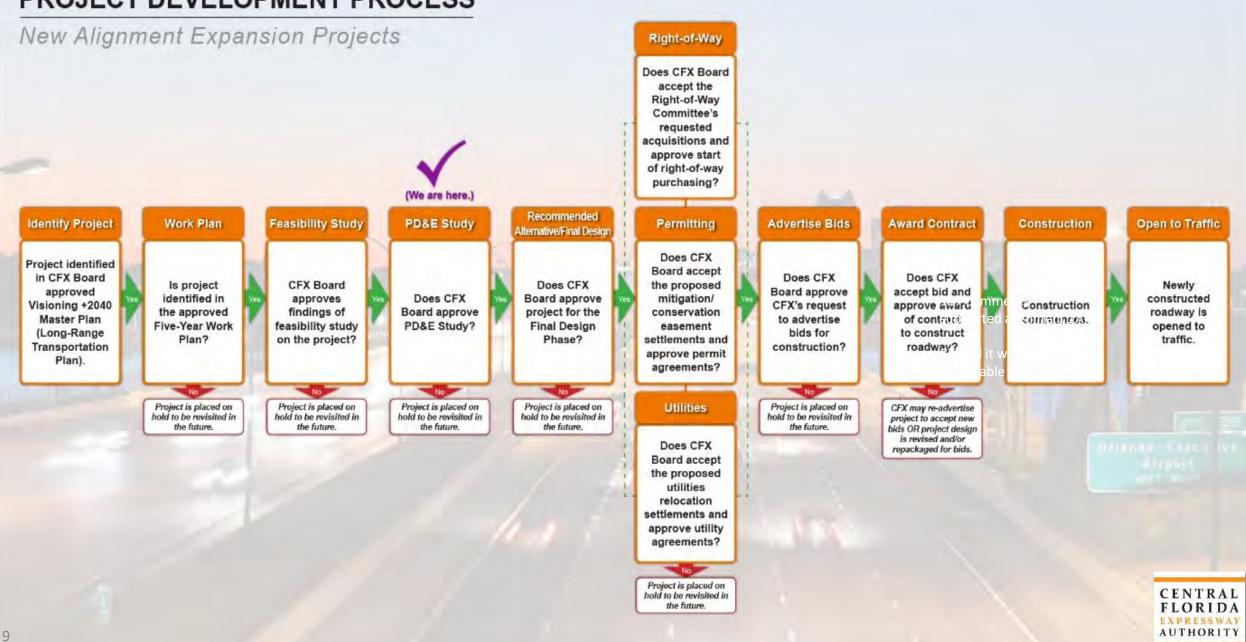
- 1. CFX Project Development Process
- 2. Advisory Group Roles
- 3. Study Information
  - a) Project History
  - b) Study Objective & Methodology
  - c) Project Goals
  - d) Public Involvement
  - e) Study Area
- 4. Constraints and Opportunities
- 5. Schedule

8

6. Input from the Group



#### **PROJECT DEVELOPMENT PROCESS**



# **Advisory Group Roles**

#### **Environmental (EAG)**

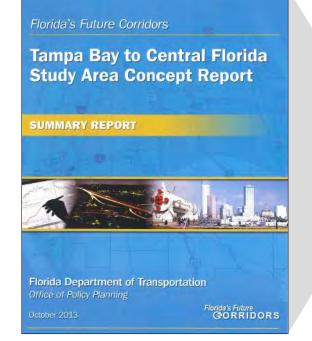
- Natural environment analysis
- Special advisory resource
- Environmental impact input on project alternatives
- Local knowledge, issues and concerns regarding environmental impacts

#### Project (PAG)

- Mobility analysis
- Special advisory resource
- Input on project alternatives
- Local knowledge, issues and concerns



# **Project History**





STATE OF FLORIDA OFFICE OF THE GOVERNOR EXECUTIVE ORDER 13-319

WHEREAS, the State Comprehensive Plan, the Florida Strategis Plan for Ecot Development, the 2060 Florida Transportation Plan, and other statewide plans call for coordinated decision making and investments to address Florida's long-term economic development, nervironmental stewardship, community development, and infrastructure needs on statewide and regional basis; and

WHEREAS, the Florida Legislature, recognizing the need for innovative planning and development strategies to promote a diverse economy and vibrant rural and urban communities, including sector planning, has tasked the Florida Department of Economic Opportunity, in coordination with other state and regional agencies, to assist communities in finding creative solutions for fostering vibrant, healthy communities while protecting the functions of important state resources and facilities; and

WHEREAS, well-planned statewide and regional transportation corridors can improve mobility and connectivity for people and freight, support economic development, promote highquality development patterns, help preserve Florida's natural resources, and facilitate emergency evacuation and response; and

WHEREAS, enhanced or new transportation corridors should be planned in coordination with long-term land use decisions to ensure the protection of environmental resources, the preservation of agricultural lands, and the planning of areas for future economic development and urban growth; and

WHEREAS, the Florida Department of Transportation has initiated the "Florida's Future Corridors" initiative to plan future transportation corridors for the movement of people and finight on an interregional, ratiovale, or intersiate basis; and

WHEREAS, one corridor study area identified by the Florida's Future Corridors initiative extends from Tampa Bay to the Atlantic Goust across 15 counties in the central part of Florida (hereinefinet "Tampa Bay-Central Florida Study Area"); and

WHEREAS, in 2013, the Florida Department of Transportation completed a Future Considor Concept Study for the Tampa Bay-Central Florida Study Arau that recommended the Florida Department of Transportinio conduct a pallot Evaluation Study to address a regional connectivity gap between the Orlando International Arport and the southern Space Coast and to reliable the proposed corntdor planning process for future user, and

WHEREAS, the objectives of the pilot Evaluation Study include the identification of indicipated hittme development patterns in the Orlando/Space Coast area, comprised of portions of Breward, Orange, and Coscola counties, and associated mobility and connectivity needs, as

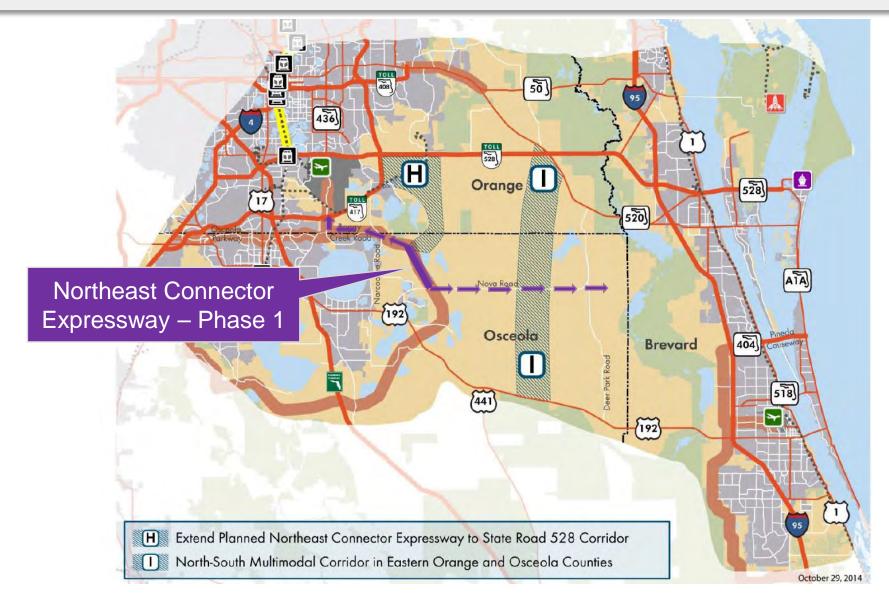
October 2013

**RECOMMENDATION** "Convene collaborative process" for Brevard, Osceola, and Orange Counties

November 2013



#### East Central Florida Corridor Task Force





#### East Central Florida Corridor Task Force

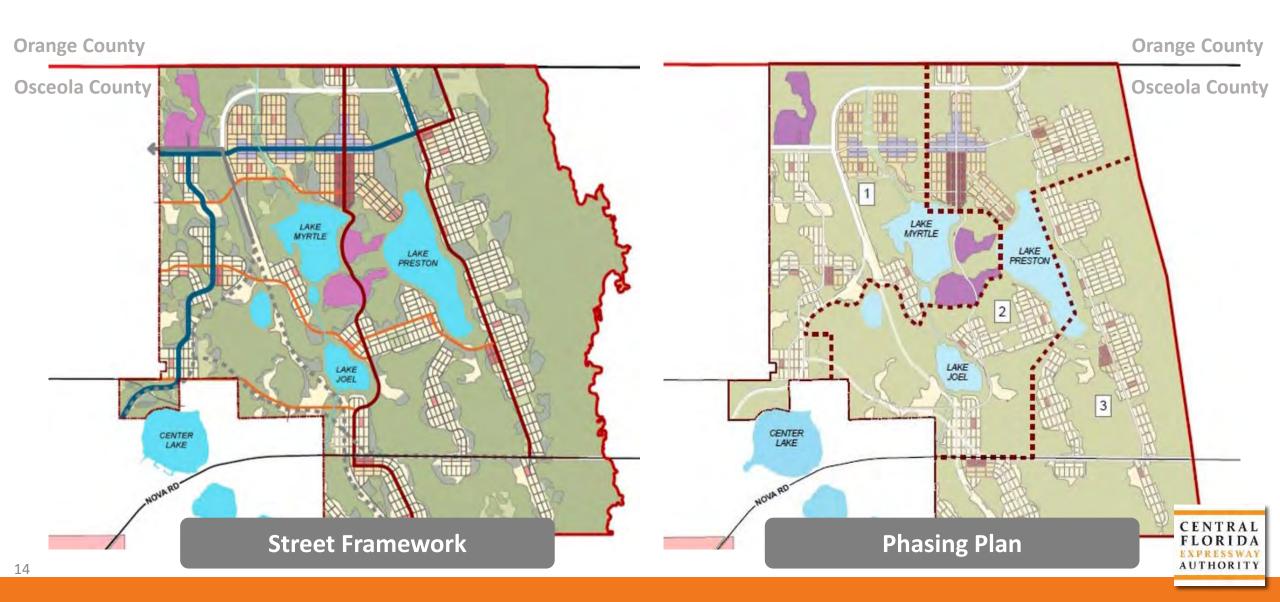


Final Report: Page 6

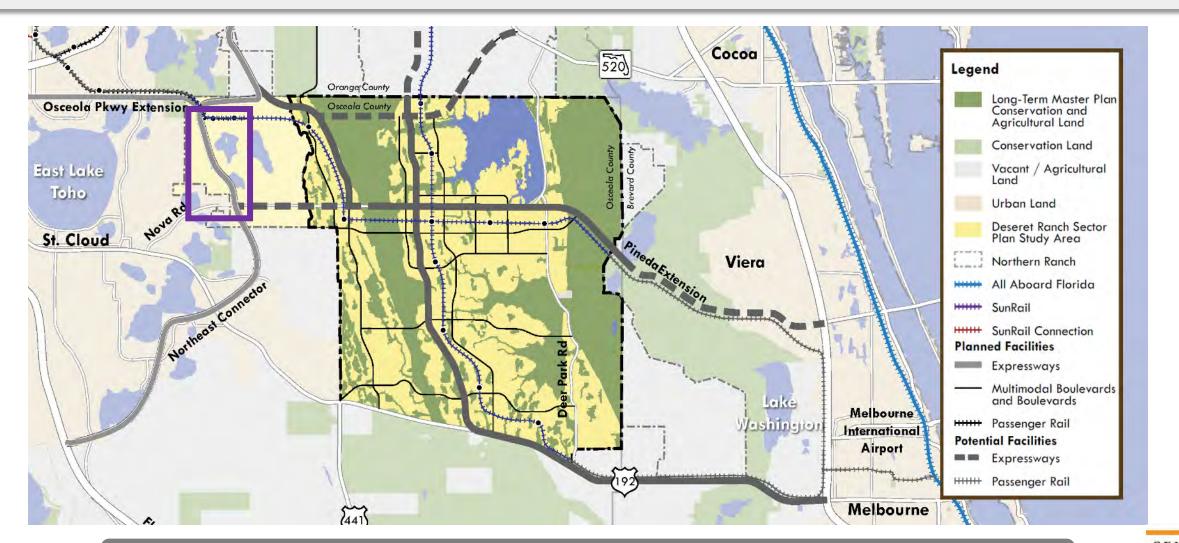
4. Conduct one or more Evaluation Studies of potential new north-south corridors in eastern Orange and Osceola counties. The proposed study or studies should consider continuation of the project development process for the Northeast Connector Expressway and extension of this expressway from its planned terminus at the Osceola Parkway Extension to the State Road 528 corridor, including potential multimodal improvements (Alternative H, Figure ES.3); and a new multimodal corridor serving planned population centers on the North Ranch and connecting to existing east-west corridors including U.S. 192, Nova Road, State Road 520, State Road 528, and State Road 50/408 (Alternative I, Figure ES.3).



#### **Northeast District**



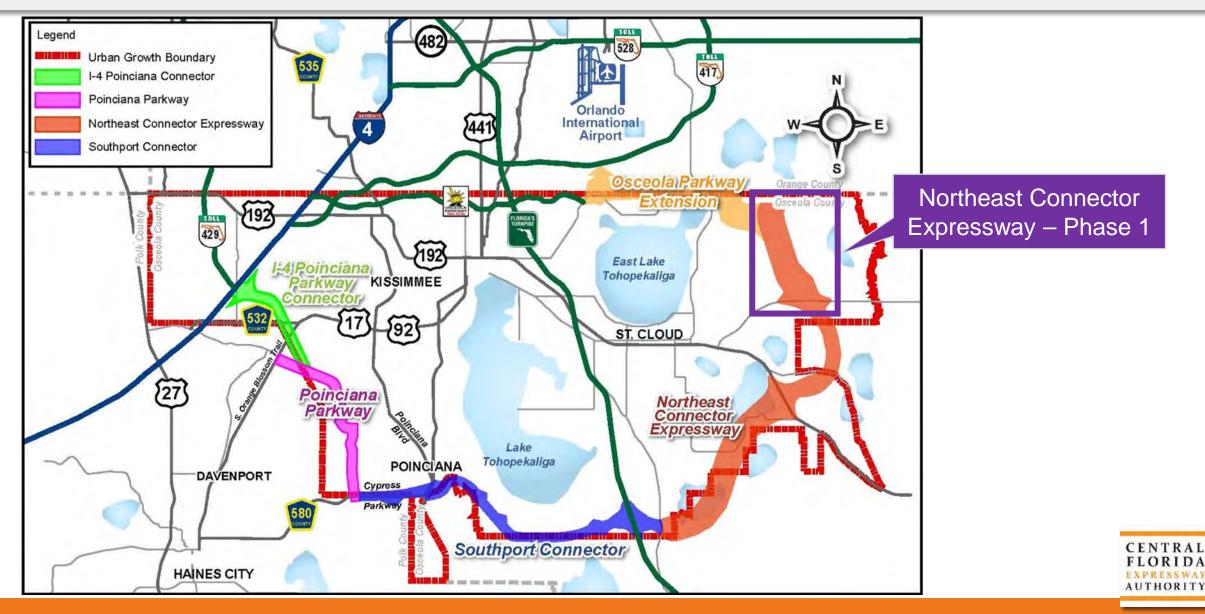
#### **North Ranch Sector Plan**



North Ranch Sector Plan – Long-Term Master Plan Transportation Plan

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## Concept, Feasibility, and Mobility Studies



#### **PD&E Study Process**

- Public Involvement
- Engineering Analysis
- Environmental Analysis
- Study Documents

#### PRELIMINARY PUBLIC INVOLVEMENT ENGINEERING Local Governments Data Collection Non-governmental • Interchange Concepts **Organizations** Roadway Community Leaders • Structures • Business Leaders • Drainage • Lighting/Utilities Advisory Groups **ENVIRONMENTAL** STUDY ANALYSIS DOCUMENTS Social Environmental Cultural Documents Support Documents Natural • Physical • Concept Plans Agency Coordination • Pass the Torch



# **Project Goals**

- Enhance north-south mobility
- Provide connections between existing and future east-west corridors
- Improve system linkage and regional connectivity
- Meet social and economic needs
- Achieve consistency with local plans
- Provide multimodal opportunities
- Improve safety and emergency evacuation routes



# Public Involvement

- Multiple opportunities for involvement
- Environmental & Project Advisory Groups
- Public Meetings
- Board Presentations
- Stakeholder Meetings
- CFX Study Webpage







# **Study Area**

- Cyrils Drive to Nova Road
  4.40 miles
- Tolled expressway with multi-modal opportunities
- Segment of a future connection linking SR 417 to I-95



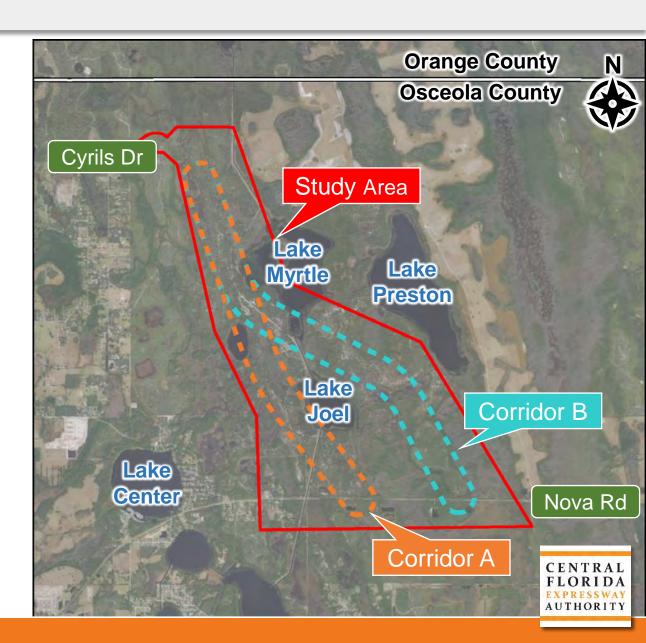
# **Initial Corridors**

#### • Corridor A

 Follows Northeast District Conceptual Master Plan alignment

• Corridor B

- Ends further east towards potential extension to I-95
- Attempts to minimize wetlands in the corridor



- Wetlands
  - $_{\odot}$  Corridor A: 329.5 acres
  - $_{\odot}$  Corridor B: 379.6 acres

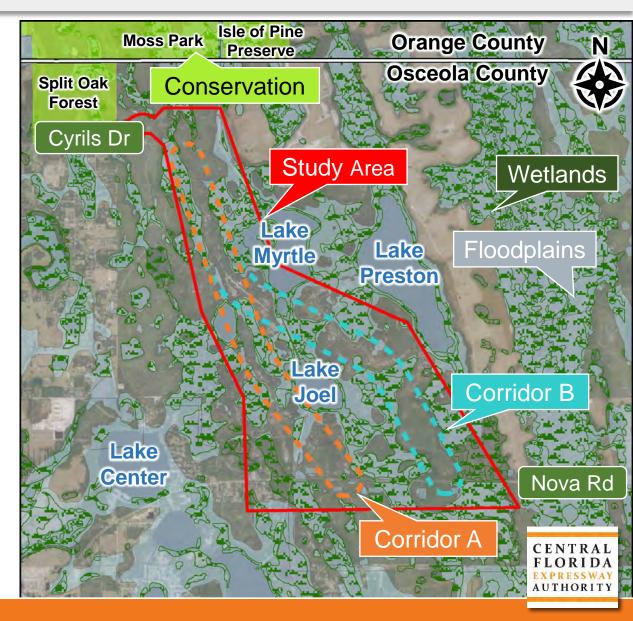


- 100-year Floodplains
  - $_{\odot}$  Corridor A: 49.6 acres
  - $_{\circ}$  Corridor B: 47.2 acres

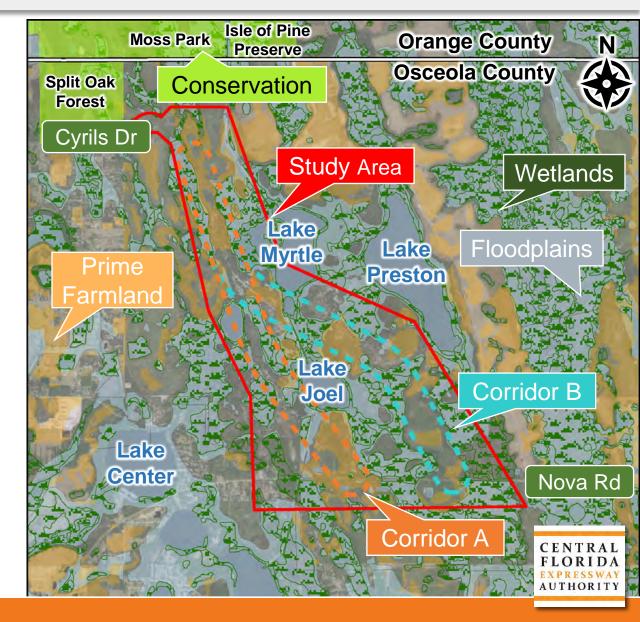


#### Conservation

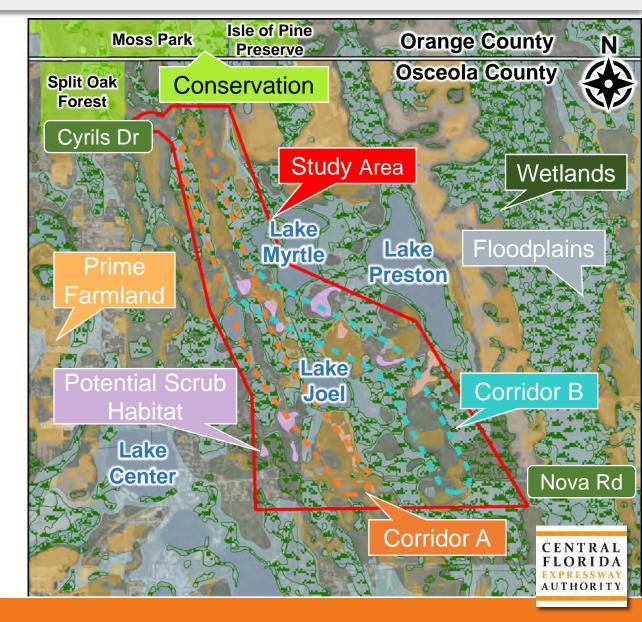
- $_{\odot}$  None in the Study Area
- Moss Park, Isle of Pine Preserve and Split Oak Forest are shown on the map



- Prime NRCS Farmland
  - $_{\odot}$  Corridor A: 315 acres
  - $_{\odot}$  Corridor B: 390 acres

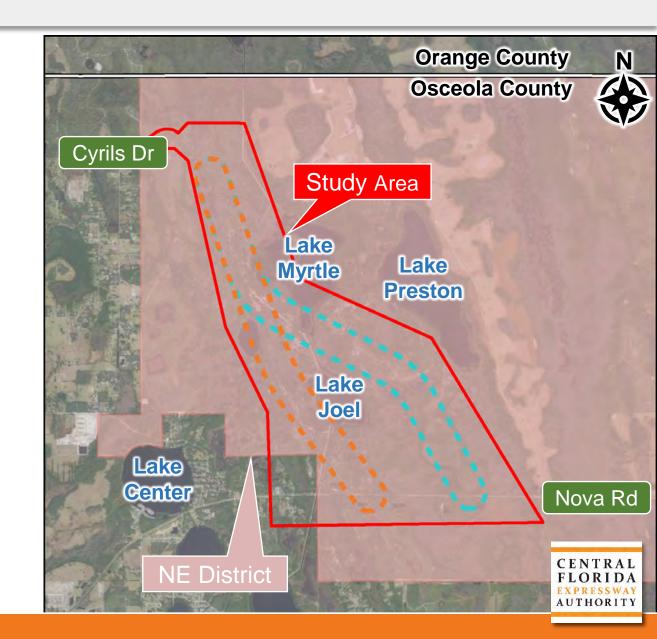


- Potential Scrub Habitat
  - $_{\odot}$  Corridor A: 37.4 acres
  - $_{\odot}$  Corridor B: 87.1 acres



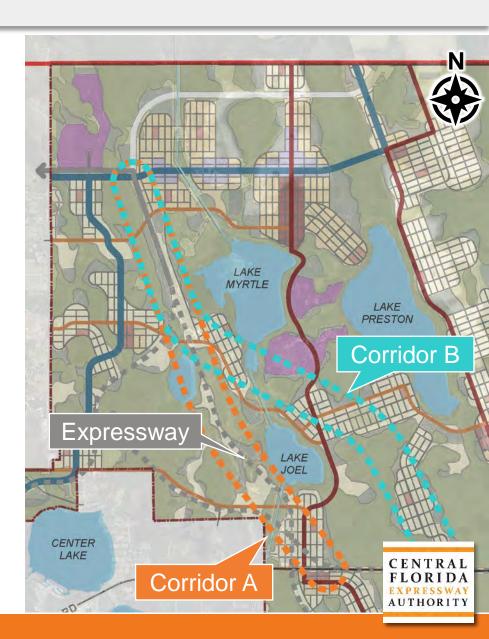
# **Social Constraints**

- Majority of Study Area is a planned development
  - $_{\circ}$  Northeast District
    - 29,320 residential dwellings units
    - 8,540,000 square feet of commercial/ office/ industrial
    - 1,995,000 square feet of institutional/ civic
    - 5,000 hotel rooms



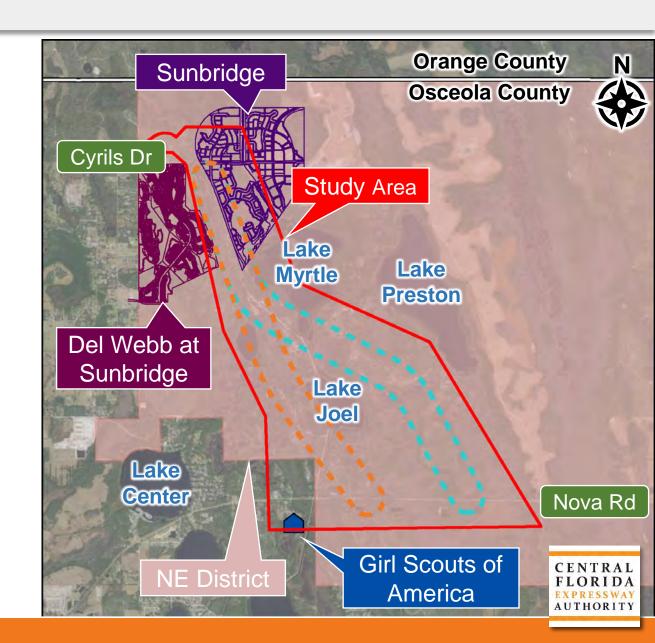
## **Social Constraints**

• Corridor A is consistent with Northeast District Conceptual Master Plan



# **Social Constraints**

- Community Center
  - $_{\rm O}$  Girl Scouts of America St. Cloud
- Del Webb at Sunbridge
  - $_{\circ}$  Under construction
  - $_{\circ}$  1,350 residential homes planned
- Sunbridge neighborhood
  - $_{\circ}$  In planning/permitting phase



#### **Evaluation Matrix**

Criteria	Corridor A	Corridor B
Purpose and Need	Most Consistent	Somewhat Consistent
Stakeholder Input	Favored	Not Favored
	So	cial
Consistency with Northeast District Master Plan	Consistent	Not Consistent
Total Parcels in Corridor	12	14
Total Acreage in Corridor (acres)	1,113	1,315
Number of Buildings in the Corridor	0	0
	Cult	tural
Previous Cultural Resource Surveys	4	4
Recorded Archaeological Resources	1	1
Historic Parcels	0	0
Historic Linear Resources	1	1



#### **Evaluation Matrix**

Criteria	Corridor A	Corridor B
	Nat	ural
Total Wetlands (acres)	329.5	379.6
Surface Waters (acres)	44.9	18.1
Potential Scrub Habitat (acres)	37.4	87.1
100-Year Floodplain (acres)	49.6	47.2
Prime NRCS Farmland (acres)	315	390
Number of Canals Crossings	3	2
	Phy	sical
Potential Contamination Sites	2	2
	Engin	eering
Length (miles)	4.3	5.1
Relative Project Cost	Lower	Higher
Organic Soils / Muck (acres)	245	266
Recommendation	Recommended to be Carried Forward	Not Recommended to be Carried Forward



#### Study Schedule (Subject to Change)





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AUTHORITY

### **Concluding Comments and Questions**

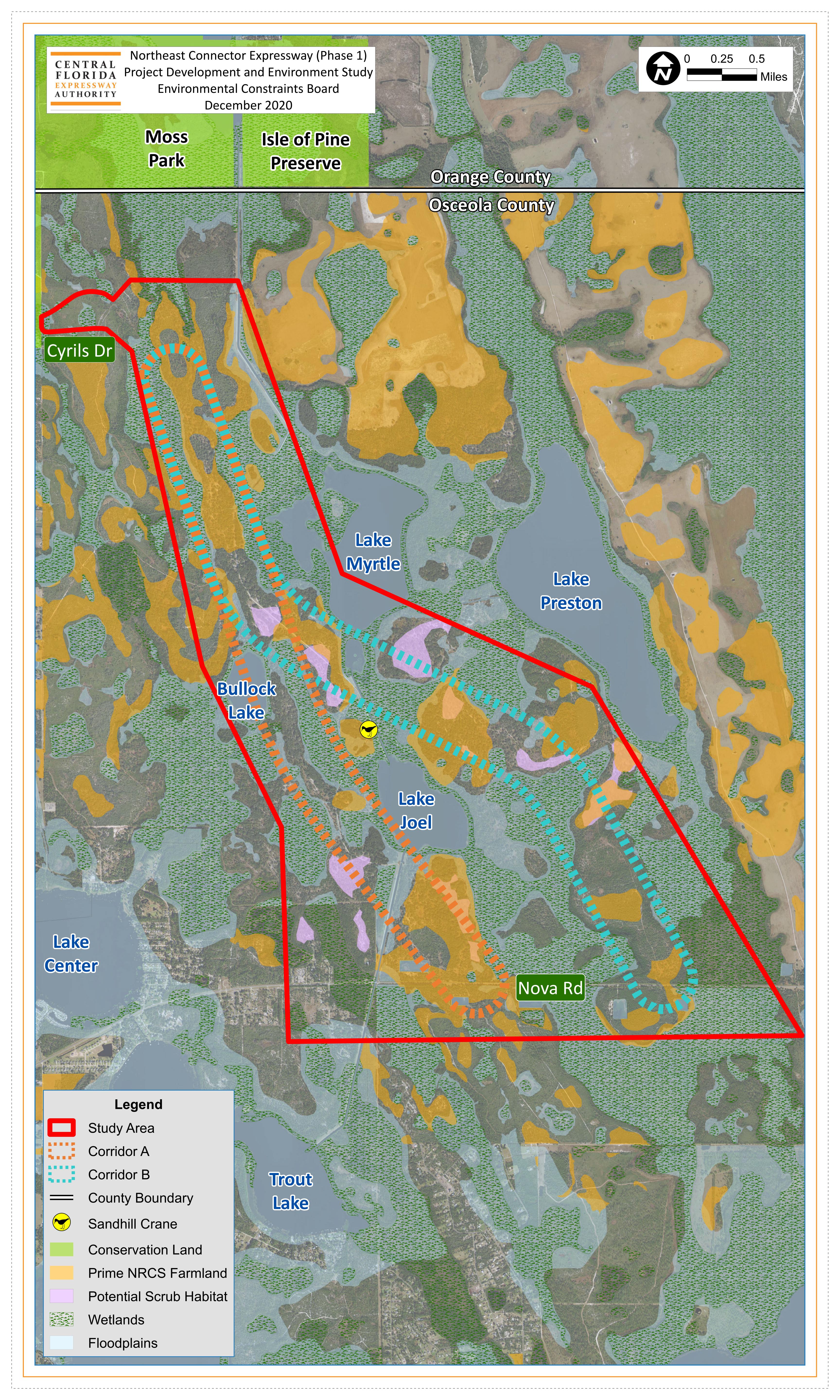
#### For more information contact:

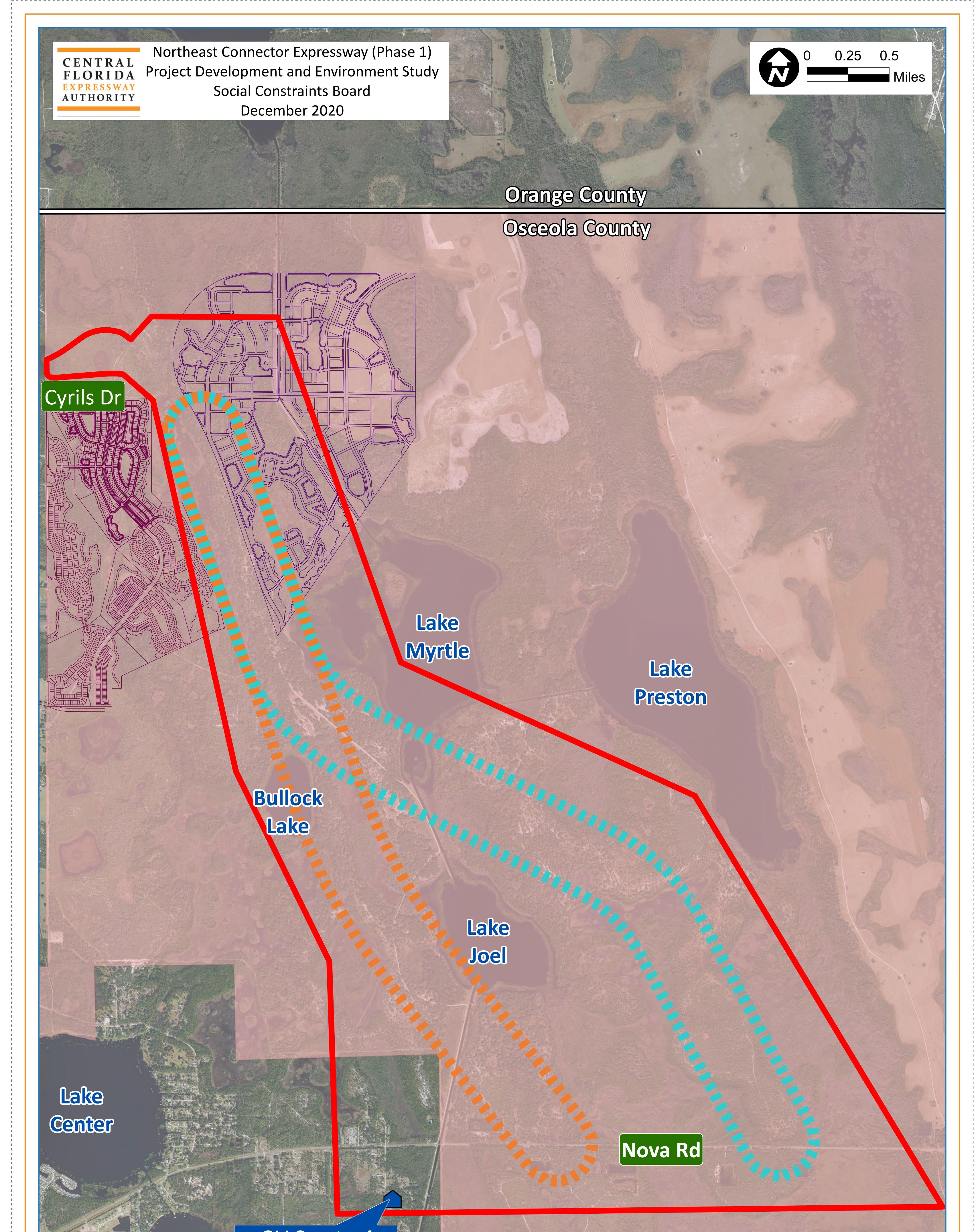
Kathy Putnam Public Involvement Coordinator 407-802-3210 <u>ConceptStudies@CFXway.com</u> Dan Kristoff Consultant Project Manager 904-256-2139 <u>Daniel.Kristoff@rsandh.com</u>

CFX web address: www.CFXway.com









Girl Scouts of America - St. Cloud

# Legend

Study Area Corridor A Corridor B

- E County Boundary
  - Northeast District
  - Sunbridge Neighborhoods
  - Del Webb at Sunbridge
    - **Community Center**



Northeast Connector Expressway (Phase 1) FLORIDA EXPRESSWAY AUTHORITY Northeast Connector Expressway (Phase 1) Project Development and Environment Study December 2020		Evaluation Matrix
Criteria	Corridor A	Corridor B
Purpose and Need	Most Consistent	Somewhat Consistent
Stakeholder Input	Favored	Not Favored
	Soc	cial
Consistency with Northeast District Master Plan	Consistent	Not Consistent
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Number of Canal Crossings	3	2
	Physical	
Potential Contamination Sites	2	2
	Engineering	
Length (miles)	4.3	5.1
Relative Project Cost	Lower	Higher
Organic Soils / Muck (acres)	245	266
Recommendation	Recommended to be Carried Forward	Not Recommended to be Carried Forward