#### CENTRAL FLORIDA EXPRESSWAY AUTHORITY

#### AGENDA ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING May 22, 2025 2:30 p.m.

Meeting location: Central Florida Expressway Authority 4974 ORL Tower Road Orlando, FL 32807 Pelican Conference Room

#### A. CALL TO ORDER

#### **B. PUBLIC COMMENT**

Pursuant to Section 286.0114, Florida Statutes and CFX Rule 1-1.011, the Environmental Stewardship Committee provides for an opportunity for public comment at the beginning of each regular meeting. The Public may address the Committee on any matter of public interest under the Committee's authority and jurisdiction, regardless of whether the matter is on the Committee's agenda but excluding pending procurement issues. Public Comment speakers that are present and have submitted their completed Public Comment form to the Recording Secretary at least 5 minutes prior to the scheduled start of the meeting will be called to speak. Each speaker shall be limited to 3 minutes. Any member of the public may also submit written comments which, if received during regular business hours at least 48 hours in advance of the meeting, will be included as part of the record and distributed to the Committee members in advance of the meeting.

C. APPROVAL OF MARCH 6, 2025 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING MINUTES (action item)

#### D. AGENDA ITEMS

- 1. SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE – Will Hawthorne, Director of Transportation Planning and Policy and Amanda Ashby, Acting Project Manager, Ardurra Group, Inc. (info item)
- SOUTHPORT CONNECTOR EXPRESSWAY PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY UPDATE – Will Hawthorne, Director of Transportation Planning and Policy and Ralph Bove, Project Manager, Volkert, Inc. (info item)

#### E. OTHER BUSINESS

#### F. ADJOURNMENT

#### This meeting is open to the public.

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, they will need a record of the proceedings, and that, for such purpose, they 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 x5316 or by email at <u>Malaya.Bryan@CFXWay.com</u> 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 accommodations to participate in this proceeding, then they should contact the Central Florida Expressway Authority at (407) 690-5000 no later than two (2) business days prior to the proceeding.

### **C. Approval of Minutes**

#### CENTRAL FLORIDA EXPRESSWAY AUTHORITY

#### MINUTES ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING March 6, 2025

Location: Central Florida Expressway Authority 4974 ORL Tower Road, Orlando, FL 32807 Pelican Conference Room

#### Committee Members Present:

Richard Durr, Seminole County Representative, Committee Chairman Jason Hickson, Osceola County Representative Beth Jackson, Orange County Representative Brittany Sellers, City of Orlando Representative Timothee Sallin, Lake County Representative

#### **Committee Member Appearing Telephonically:**

Charles Lee, Citizen Representative

#### Staff Present:

Glenn Pressimone, Chief of Infrastructure Will Hawthorne, Director of Transportation Planning and Policy Angela J. Wallace, General Counsel Mimi Lamaute Recording Secretary/Manager of Executive and Board Services

#### A. CALL TO ORDER

The meeting was called to order at 10:00 am by Chairman Durr.

Mr. Pressimone announced that Ms. Michelle Maikisch, Executive Director has a conflict and will not be attending today's meeting.

Chairman Durr welcomed newly appointed, Mr. Jason Hickson from Osceola County. Further, he announced that Mr. Charles Lee was appearing telephonically for today's meeting.

#### B. PUBLIC COMMENT

Ms. Mimi Lamaute, Recording Secretary, announced there were no public comments or written public comments received by the deadline.

#### C. <u>APPROVAL OF AUGUST 22, 2024 ENVIRONMENTAL STEWARDSHIP COMMITTEE MEETING</u> <u>MINUTES</u>

A motion was made by Ms. Jackson and seconded by Ms. Sellers to approve the August 22, 2024 meeting minutes. The motion carried unanimously with all five (5) committee members in attendance voting AYE by voice vote. One (1) committee member, Mr. Lee voting AYE telephonically.

#### D. AGENDA ITEMS

#### 1. <u>SR 417 SANFORD AIRPORT CONNECTOR PROJECT DEVELOPMENT & ENVIRONMENT</u> (PD&E) STUDY UPDATE

Mr. Will Hawthorne, Director of Transportation Planning and Policy, stated that the first two items under agenda item D pertain to the SR 417 Sanford Airport Connector and the SR 515 Northeast Connector Expressway – Phase 2. These projects were previously presented to the Committee in May of the previous year. The Sanford Airport Connector project commenced in May and is approaching completion, with finalization expected this summer. The Northeast Connector project began in March and is anticipated to be completed by spring 2027.

To provide updates, Mr. David Dangel, Project Manager with ARDURA Consulting, presented first, followed by Ms. Sunserea Gates, Project Manager with VHB, who provided an update on the SR 515 Northeast Connector.

Mr. Dangel provided an overview of the project, outlining the Concept, Feasibility, and Mobility (CF&M) Studies, as well as the Project Development & Environment (PD&E) Studies conducted. He reviewed the project's history, study area, and the purpose and necessity of the project. He also detailed the PD&E Study alternatives and presented projected year 2050 daily traffic estimates for the proposed connector.

Additionally, Mr. Dangel discussed the Evaluation Matrix presented at the public meeting, which summarizes the impacts and costs of five (5) alignment alternatives in comparison with the no-build alternative. The matrix includes considerations for traffic, physical and cultural impacts, environmental and social impacts, and overall costs. He outlined the proposed alignments and summarized feedback received from agencies and stakeholders. A revised PD&E Study schedule was also shared.

Committee members provided comments and posed questions, which were addressed by Mr. Dangel, Mr. Hawthorne, and Mr. Pressimone.

(This item was presented for information only. No committee action was taken.)

#### 2. <u>SR 515 NORTHEAST CONNECTOR EXPRESSWAY - PHASE 2 - PROJECT DEVELOPMENT &</u> <u>ENVIRONMENT (PD&E) STUDY UPDATE</u>

Ms. Sunserea Gates, Project Manager with VHB stated that a presentation on this item was presented to this committee in May of 2024, but that was right after the study was initiated. Ms. Gates provided details on the study overview, the results of the corridor evaluation efforts to date, and the overall project status.

Ms. Gates recapped next steps and provided the Project Development & Environment (PD&E) Study schedule.

The Committee Members commented and asked questions which were answered by Ms. Gates and Mr. Pressimone.

(This item was presented for information only. No committee action was taken.)

#### 3. PROJECT MITIGATION UPDATE

Mr. Pressimone noted that the project team has been actively engaged in design efforts and coordination with the Water Management Districts, the Florida Department of Environmental Protection (DEP), and the U.S. Army Corps of Engineers. He emphasized that permitting has become the critical path for project advancement, surpassing design and right-of-way acquisition in complexity and timeline constraints. As a result, Ms. Gough, who leads permitting efforts with the general engineering consultant, was invited to provide an update on key regulatory changes.

Ms. Gough presented an overview of the mitigation strategies being implemented for various projects. She reviewed relevant mitigation requirements and regulations and provided a summary of CFX's current efforts. She concluded with an outline of upcoming mitigation needs based on CFX's work plan.

She invited committee members to share their insights and provide input on potential opportunities for further exploration.

The Committee Members commented and asked questions which were answered by Ms. Gough and Mr. Pressimone.

(This item was presented for information only. No committee action was taken.)

#### E. OTHER BUSINESS

There was no other business discussed.

Chairman Durr invited committee members to submit recommendations for future agenda items. Mr. Lee requested that the Southport Project be presented at a future meeting. Mr. Pressimone confirmed that this presentation will be scheduled for the next committee meeting.

#### F. ADJOURNMENT

Chairman Durr announced that the next Environmental Stewardship Committee meeting is scheduled for May 22, 2025 at 10:00 a.m.

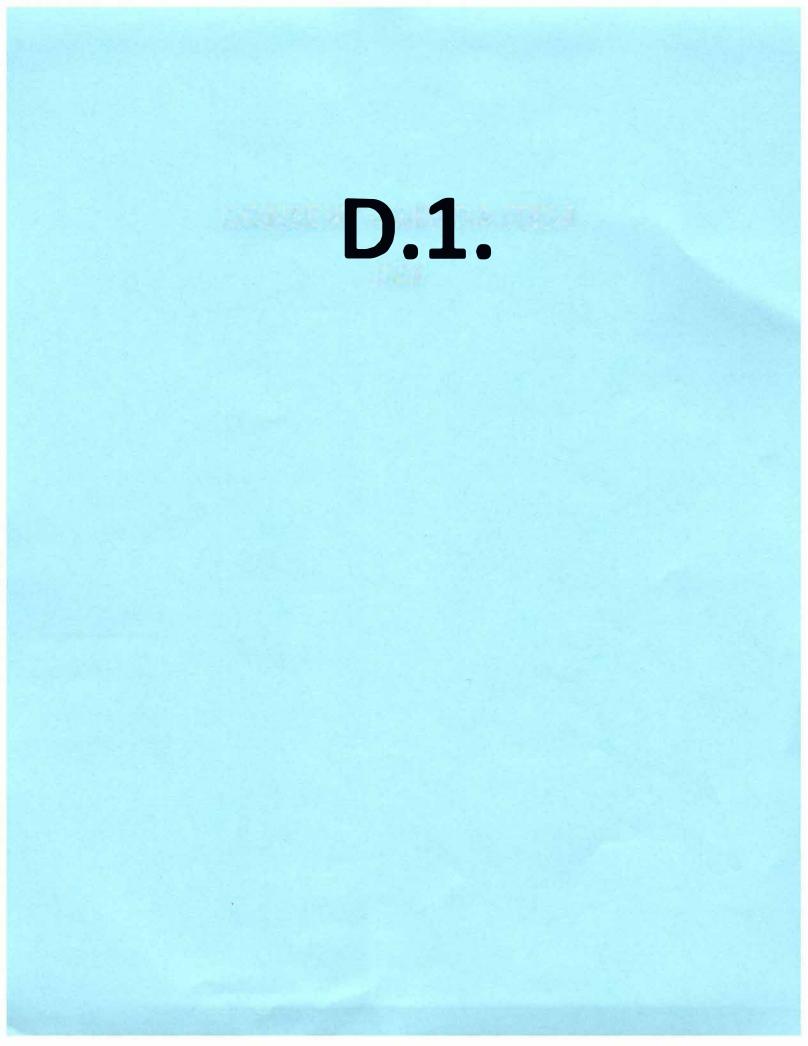
He announced that the incoming chairman will be Brittany Sellers, City of Orlando Representative.

Chairman Durr adjourned the meeting at 11:40 a.m.

Minutes approved on \_\_\_\_\_, 2025.

Pursuant to the Florida Public Records Law and CFX Records Management Policy, audio tapes of all Board and applicable Committee meetings are maintained and available upon request to the Records Management Liaison Officer at <u>publicrecords@CFXway.com</u> or 4974 ORL Tower Road, Orlando, FL 32807.

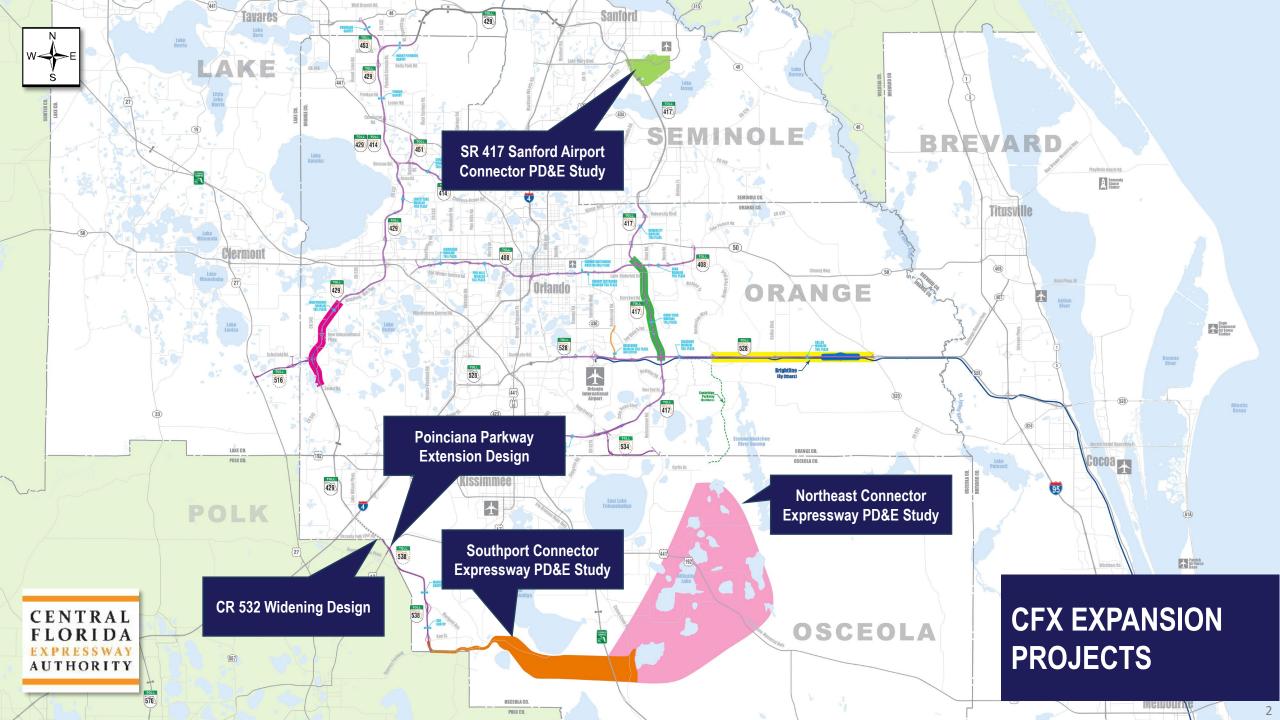
### Regular Agenda



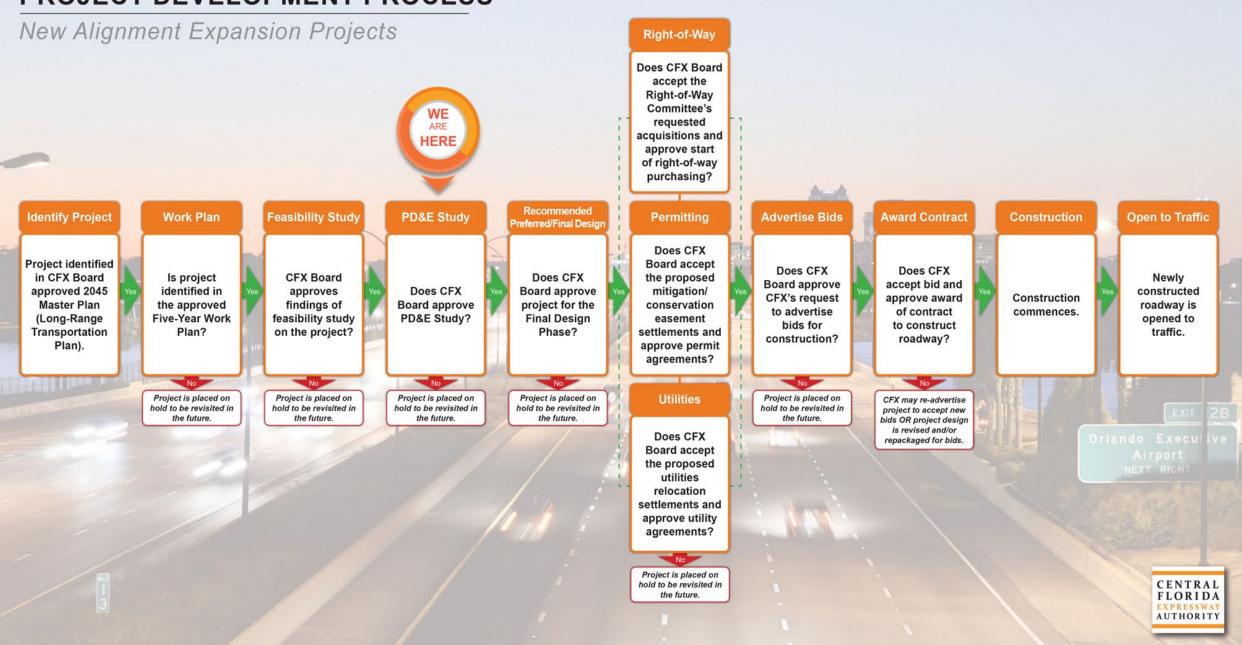


# Environmental Stewardship Committee Meeting

May 22, 2025



#### **PROJECT DEVELOPMENT PROCESS**



CENTRAL FLORIDA EXPRESSWAY AUTHORITY

SR 417 Sanford Airport Connector Project Development & Environment (PD&E) Study Environmental Stewardship Committee Meeting Will Hawthorne, PE | Director of Transportation Planning & Policy Amanda Ashby, AICP | Ardurra Group, Inc.

May 22, 2025

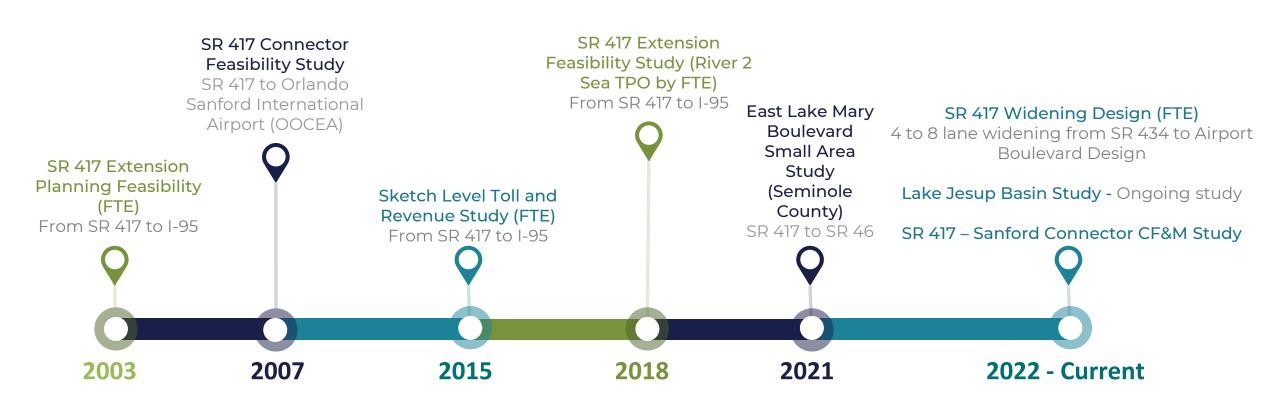
## Background

- In 2023, CFX completed a CF&M Study to evaluate a new direct expressway connection between SR 417 and the Orlando Sanford International Airport
- CFX Board approved CF&M Study and authorized a PD&E Study to further evaluate the alternatives
- The PD&E Study began in May 2024 and has evaluated the alternatives recommended by the CF&M Study as well as an elevated viaduct alternative along East Lake Mary Boulevard





## **Corridor History**





### **Purpose and Need**



Enhances Airport Access, Local & Regional Connectivity, and Mobility



Addresses Anticipated Future Traffic Needs



Supports Socioeconomic Growth and Planned Development

Improves Modal Connectivity

#### **Orlando Sanford International Airport**

- 87% increase in enplanements from (2024 2050)
- 400% increase in air freight tonnage (2017 2037)

#### Traffic Conditions [In No-Build Condition] – (2024 – 2050)

- Lake Mary Boulevard 44% increase
- Red Cleveland Boulevard (*Airport Entrance*) 60% increase

#### **Population Growth**

- Seminole County 11.4% growth from 2010 to 2020
- Projected to increase another 21% by 2050

#### **Planned Development**

- Numerous new residential developments
- Additional residential and commercial development planned

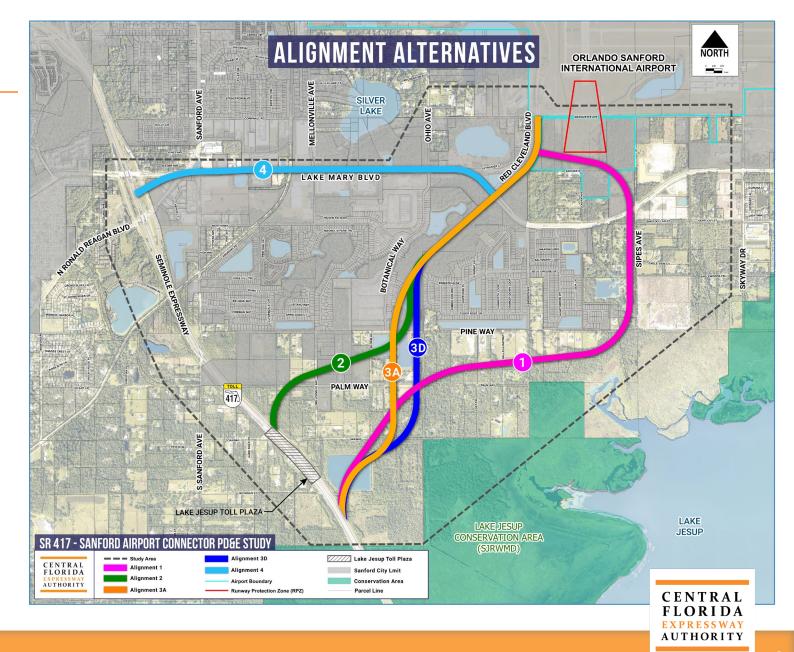
### East Lake Mary Boulevard provides access to Orlando Sanford International Airport

- Long delays at the SR 417 interchange
- Roadway and intersections nearing capacity

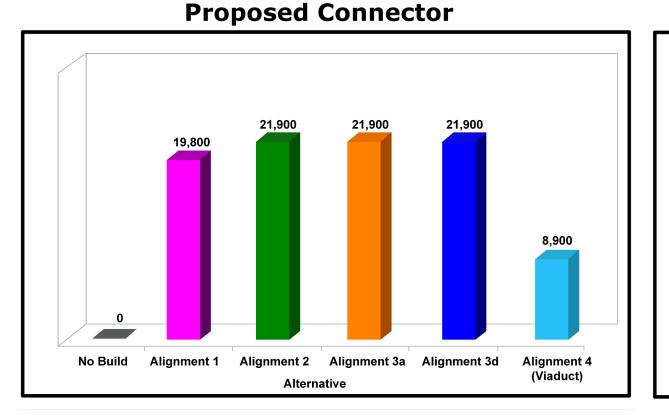


### **PD&E Study Alternatives**

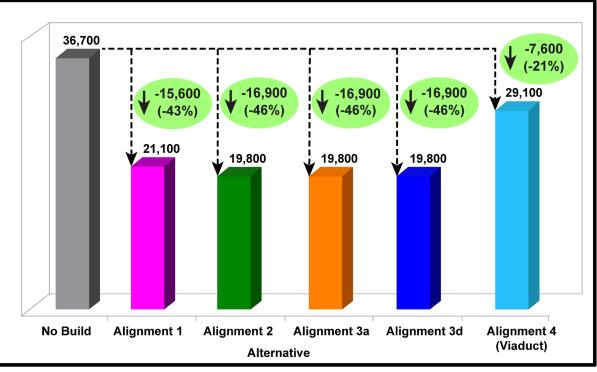
- Alternative 1 attempts to minimize direct impacts to residential and nonresidential parcels
- Alternative 2 has the least potential environmental impacts of the four original alignments
- Alternatives 3a and 3d attempt to balance direct impacts to residential development and environmentally sensitive land
- Alternative 4 attempts to utilize the existing East Lake Mary Boulevard roadway corridor to minimize impacts to the environment and residences



## Year 2050 Daily Traffic



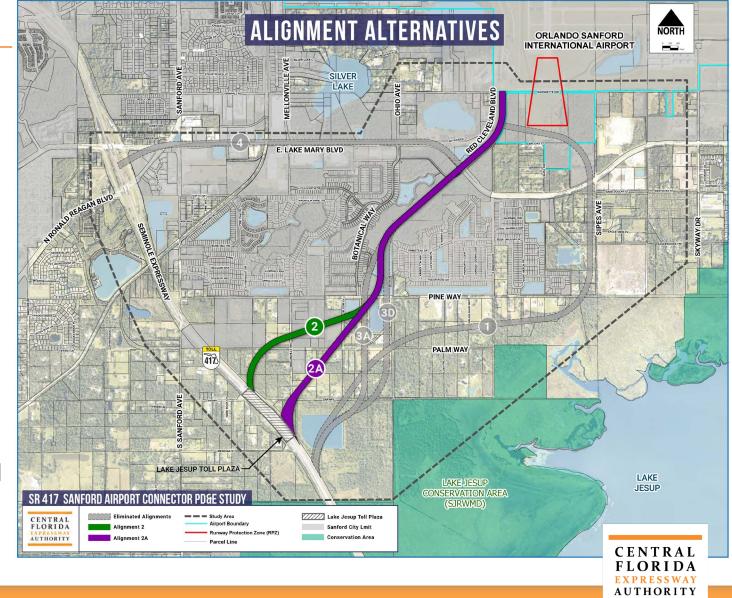
#### Lake Mary Blvd – SR 417 to Red Cleveland Blvd



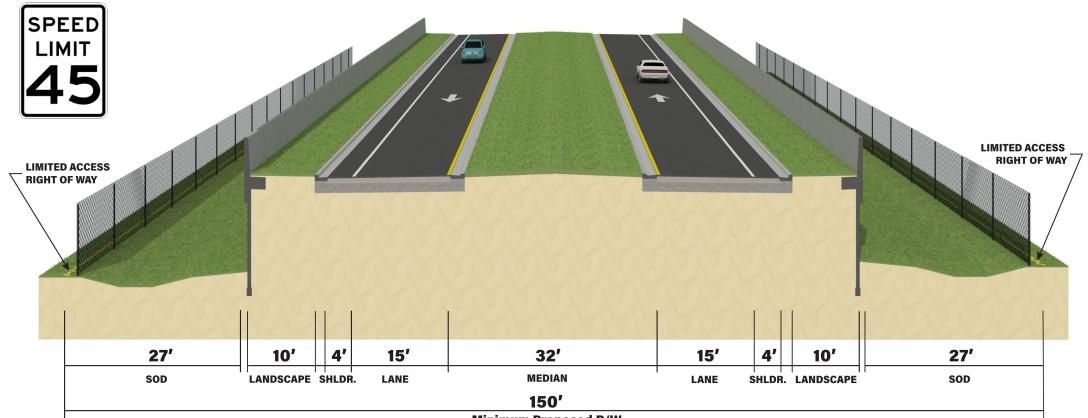


### Alignment 2 Refinement

- Alignments 1, 3A, 3D and 4 were eliminated from further consideration
- Alternative 2 moved the interchange with SR 417 away from the Lake Jesup Conservation Area and utilized the pavement and right of way at the toll plaza
- The refinement of Alignment 2 was made to move the interchange with SR 417 farther south, but still north of the Lake Jesup Conservation Area
- Refinement of Alignment 2 was considered significant enough to be evaluated as a new alternative (Alignment 2A)



### **Proposed Connector Typical Section (2 lane)**

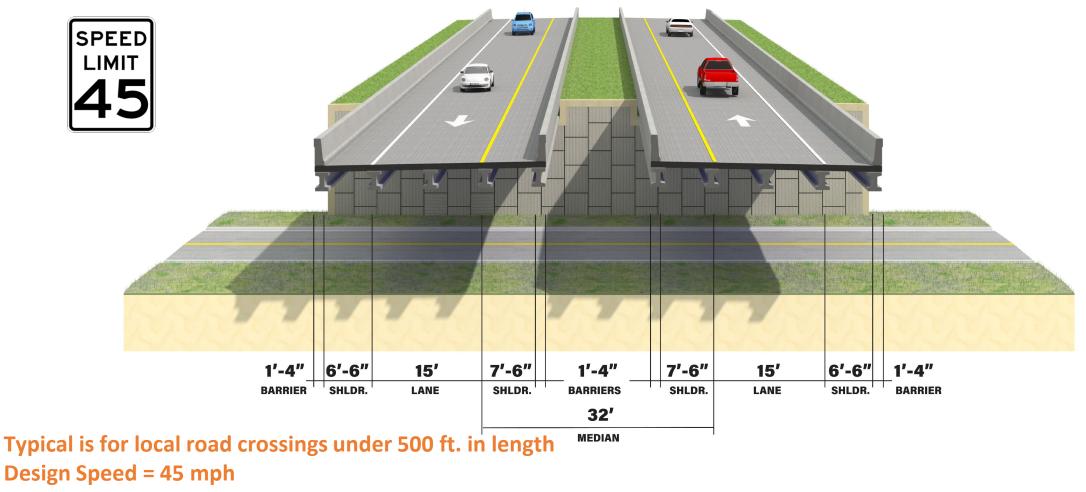


Minimum Proposed R/W

Design Speed = 45 mph Approximate ROW = 150 feet



### **Proposed Bridge Typical Section (2 lane)**

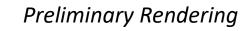


**Approximate ROW = 77 feet & 8 inches** 



### **Proposed Interchange at East Lake Mary Blvd.**

- Signalized Intersection
- Access to existing roadways maintained
- Full access to East Lake Mary Blvd.
- Improves future intersection operations





## **Agency & Stakeholder Input**

- Related Transportation Projects
- Planned Developments (Seminole County and City of Sanford)
- SJRWMD Conservation Easements and Criteria
- Alternatives and Engineering Considerations
- Environmental Effects
- Mobility Alternatives





AUTHORITY

## **Refined Alternatives Public Workshop**

- Held April 2, 2025 In-person and Virtual
  - 118 attendees in person
  - 97 virtual attendees
- Input received
  - Preference for Alignment 2
  - Opposition of both Alignments 2 and 2A due to proximity to the Concorde neighborhood
  - Property values, noise, and pollution from Concorde and Kensington Reserve neighborhoods
  - Stormwater runoff & flooding in Palm Hammock



## **Refined Alternatives Evaluation Matrix**

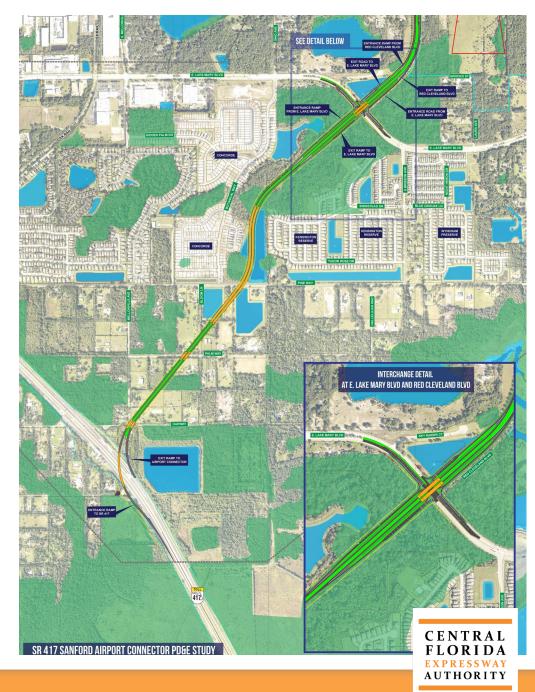
		Alternatives		
Evaluation Criteria	Unit of Measure	No Build	2	2a
Traffic				
2050 Projected Annual Average Daily Traffic (AADT) on Connector	Vehicles per Day	0	21,900	21,900
2050 Projected AADT on E. Lake Mar Mary Boulevard West of Red Cleveland Boulevard	Vehicles per Day	36,700	19,800	19,800
Resulting Reduction in 2050 Projected AADT on E. Lake Mary Boulevard, West of Red Cleveland Boulevard	Vehicles per Day	No Reduction	-16,900 (-46%)	-16,900 (-46%)
Design				
Alternative Length	Miles	0	2.4	2.3
Right-of-Way Width (Varies per Alternative)	Feet	0	150	150
Physical				
Utility Impacts	High/Med/Low/None	None	Low	Low
Contamination Sites & Facilities (Medium and High Risk Sites)	No. of Conflicts	0	0	0
Railroad Involvement	No. of Conflicts	0	0	0
Cultural Environment				
Potential Known Historic Resources	No. of Resources	0	0	0
Potential Known Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	0	0	10
Potential Known Archaeological Resources	No. of Resources	0	0	0
Natural Environment				
Potential Surface Water Impacts	Total Acres	0	1	1
Wetlands	Total Acres	0	18	17
Forested	Acres	0	15	16.5
Non-forested	Acres	0	3	0.5
Regulatory (SJRWMD) Conservation Easement Impacts	Acres	0	12	12
Flood Hazard Area Impacts (100 Year Floodplain)	Acres	0	0	0
Listed Species Probability of Occurrence	Degree	0	High	High
Bald Eagle Nest	No. of Conflicts	0	3	3
Species Impacts (composite rating)	High/Med/Low/None	None	Med	Med
Social				
Right-of-Way Area Needed (not including proposed ponds)	Total Acres	0	34	35
Potential Residential Parcels Affected	Total Parcels	0	8	12
Potential Non-Residential Parcels Affected	Total Parcels	0	17	20
Community Facilities	No. of Conflicts	0	0	0
Parks and Recreational Facilities (public and private)	No. of Conflicts	0	0	0
Community Cohesion Effects	High/Med/Low/None	None	Med	Med
Socio-Economic Impacts to Special Populations	High/Med/Low	0	Low	Low
Estimated Costs				
Roadway Construction (includes design and CEI)	Dollars	\$0	\$168,100,000	\$172,300,00
Utility Relocation	Dollars	\$0	\$2,100,000	\$3,100,000
Right-of-Way	Dollars	\$0	\$16,400,000	\$18,300,000
Mitigation, Wetlands, and Wildlife	Dollars	\$0	\$7,100,000	\$6,800,000
Total Estimated Cost	Dollars	\$0	\$193,700,000	\$200,500,00

- Traffic projections for use of Airport Connector and reduction on East Lake Mary Boulevard are the same
- Physical, Cultural, and Social Impacts are very similar
- Wetland impacts are slightly lower with Alignment 2A
- Estimated Costs
  - Roadway Construction are similar (includes design and CEI)
  - Utility Relocation Slightly higher with Alignment 2A
  - Right-of-Way Higher with Alignment 2A
  - Mitigation Slightly higher with Alignment 2



## **Preferred Alternative**

- Shortest and most direct route
- Lowest direct wetland impacts
- Optimized roadway geometry for safety and drivability
- Facilitates future addition of ramps to/from north on SR 417
- Support from stakeholders, including Orlando Sanford International Airport, Seminole County and Florida's Turnpike



### **PD&E Study Schedule**

#### (Subject to Change)

	2024			2025			
	Q2	Q3	Q4	Q1	Q2	Q3	
Notice to Proceed	*						
ESC Project Kickoff Meeting	*						
Data Collection							
EAG, PAG, CEG, & ESC Meetings		*					
Alternatives Evaluation							
Public Kickoff Meeting		*					
Draft PD&E Study Reports							
EAG, PAG, CEG, & ESC Meetings				*			
Alternatives Public Workshop				*			
Refine Alternatives							
EAG, PAG, CEG, & ESC Meetings				*			
Refined Alternatives Public Workshop					*		
ESC Meeting					*		
EAG, PAG, & CEG Meetings						*	
Public Hearing						*	
Finalize PD&E Study Reports							
Present to CFX Governing Board						*	
CFX Review/Study Complete						*	





# Thank You



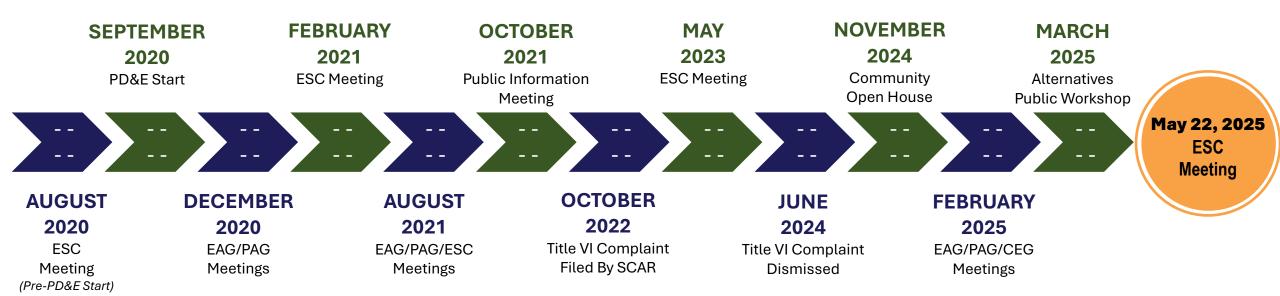
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

**Southport Connector Expressway Project Development and Environment (PD&E) Study Environmental Stewardship Committee Meeting** Will Hawthorne, PE | Director of Transportation Planning & Policy Ralph Bove | Volkert, Inc.

May 22, 2025



### **PD&E Study Timeline**





### **Purpose and Need**

- Promote regional connectivity between Florida's Turnpike and Interstate 4
- Planned Development
  - Osceola population to increase 37% by 2050
  - Polk County grew over 30% in the last decade
  - Multiple Planned Developments
    - Westview, Waterlin, Richland Communities
  - South Lake Toho Master Plan
- Relieve Traffic Congestion on Cypress Parkway:
  - Number of vehicles per day increased 25% from 2019 to 2024
- Provide multimodal opportunities
  - Include multi-use trail



Provide Regional Connectivity



Support Socioeconomic Growth and Planned Development



Address Anticipated Future Traffic Needs



Provide multimodal opportunities



Maintain consistency with Transportation Plans

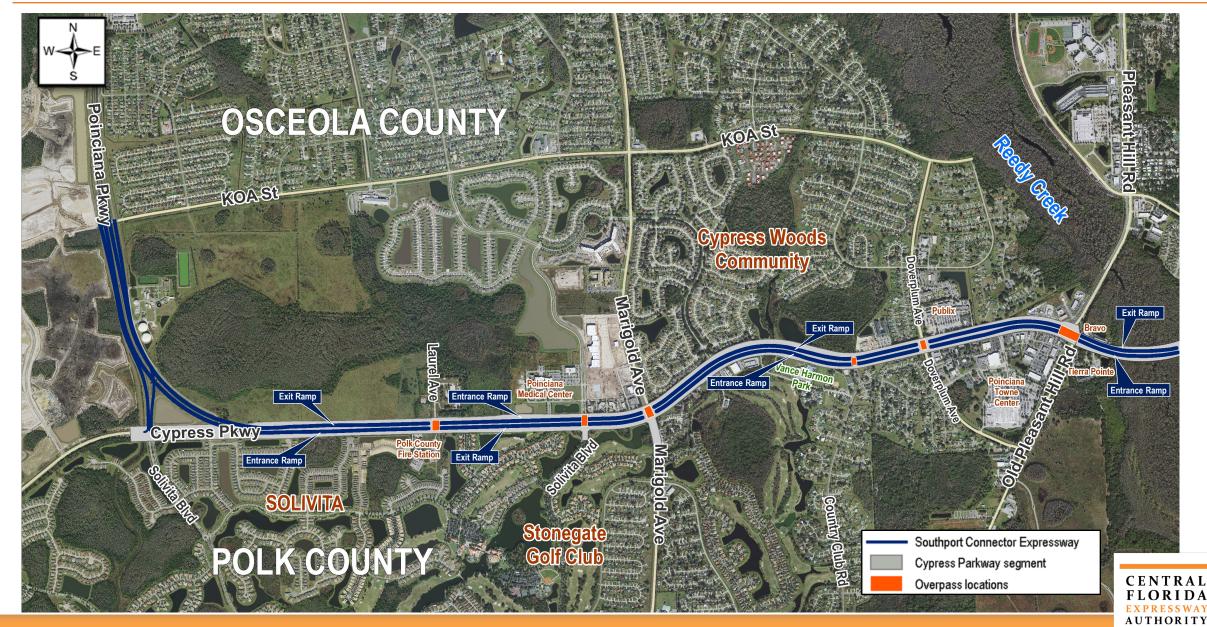


Enhance Evacuation and

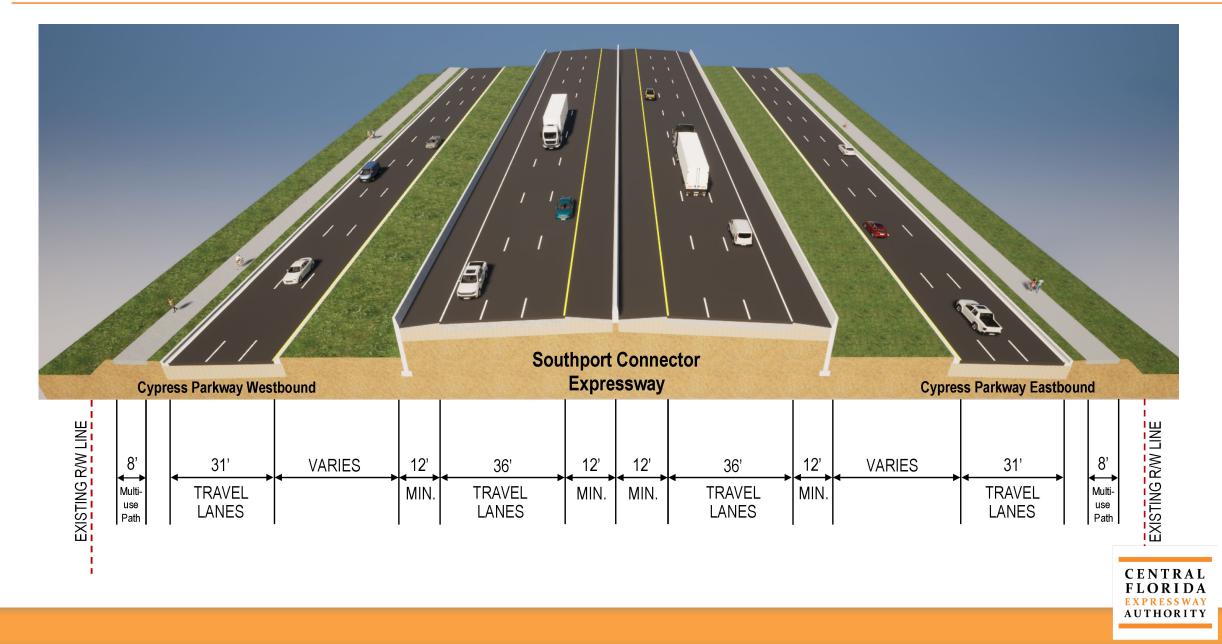
**Emergency Response** 



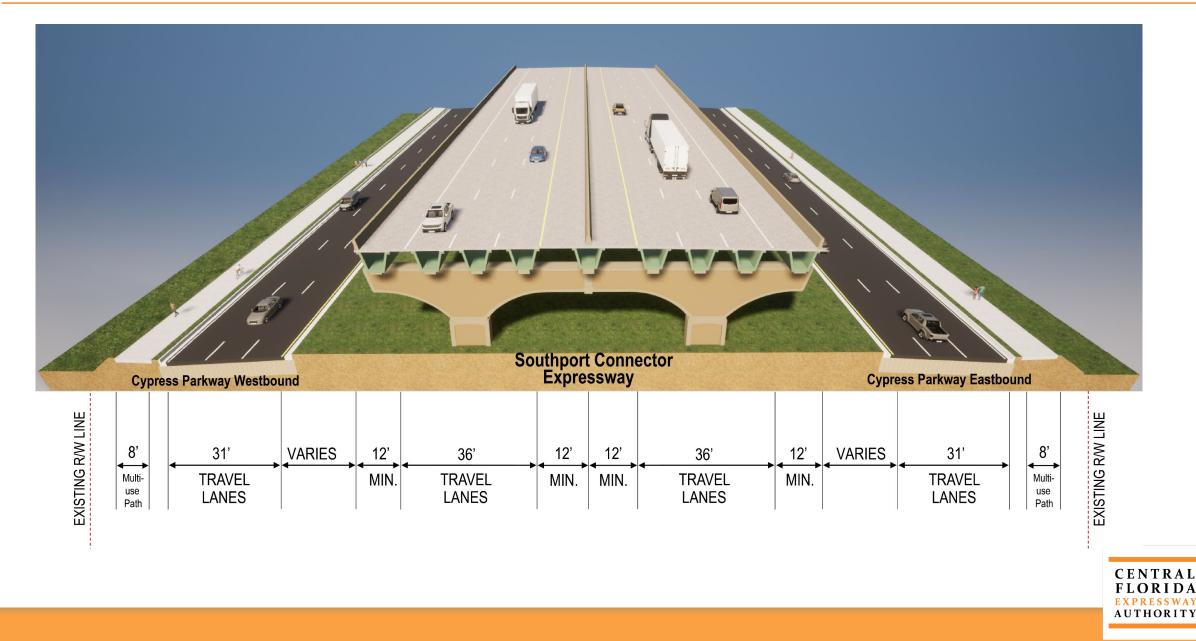
### **Cypress Parkway Segment**



### **Typical Section: Cypress Parkway – Wall Alternative**



### **Typical Section: Cypress Parkway – Bridge Alternative**



### **Cypress Branch Rd Looking West**



### **Bridge Structure Alternative**

### **Wall Alternative**



## **Doverplum Ave (North Side) Looking East**



#### **Bridge Structure Alternative**

#### **Wall Alternative**



## Alternatives Impact Comparison Matrix – Cypress Parkway Segment

Evaluation Criteria	Unit of	Alternative				
	Measure	Wall	Bridge	Hybrid		
Design						
<b>Description</b> - Southport Connector Expressway typical section includes 6-lanes - Cypress Parkway typical section includes 6-lanes and multi-use path	Description	Expressway constructed on wall from Poinciana Parkway to east of Pleasant Hill Road.	structure from Poinciana Parkway			
Alternative Length (approximate)	Miles	4.8	4.8	4.8		
Proposed Right-of-Way Width	Feet	300-310	300-310	300-310		
Average Height of Expressway	Feet	20	26	21		
Traffic Operations						
Projected 2050 Annual Average Daily Traffic (AADT) (Cypress Drive to Old Pleasant Hill Road)	Total vehicles	62,100	62,100	62,100		
Preliminary Project Construction Cost	Currency in millions	\$525	\$1,113	\$880		



## Alternatives Impact Comparison Matrix – Cypress Parkway Segment

Evolution Critoria	Unit of		Alternative	
Evaluation Criteria	Measure	Wall	Bridge	Hybrid
Physical				
Major Utility Conflicts - Existing	No. of Conflicts	16	16	16
Major Utility Conflicts - Planned	No. of Conflicts	2	2	2
Contamination Sites & Facilities (medium and high-risk sites)	No. of Conflicts	3	3	3
Cultural Environment Effects				
Public Recreation Lands	Acres	0	< 1	<1
Potential Historic Resources	No. of Conflicts	0	0	0
Potential Historic Linear Resources (canals/highways/railroads)	No. of Resources	0	0	0
Potential Archaeological Resources	No. of Resources	0	0	0
Social				
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	32	16	17
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	34	34	35
Potential Existing Parcel Impacts (other <sup>1</sup> ) (includes partially impacted parcels)	Total Parcels	3	3	2
Potential Existing Parcel Impacts (residential common areas)	Acres	4	4	4
Right-of-Way Area (not including proposed ponds)	Total Acres	6	7	6

<sup>1</sup> "Other" includes Government and Proposed Development parcels

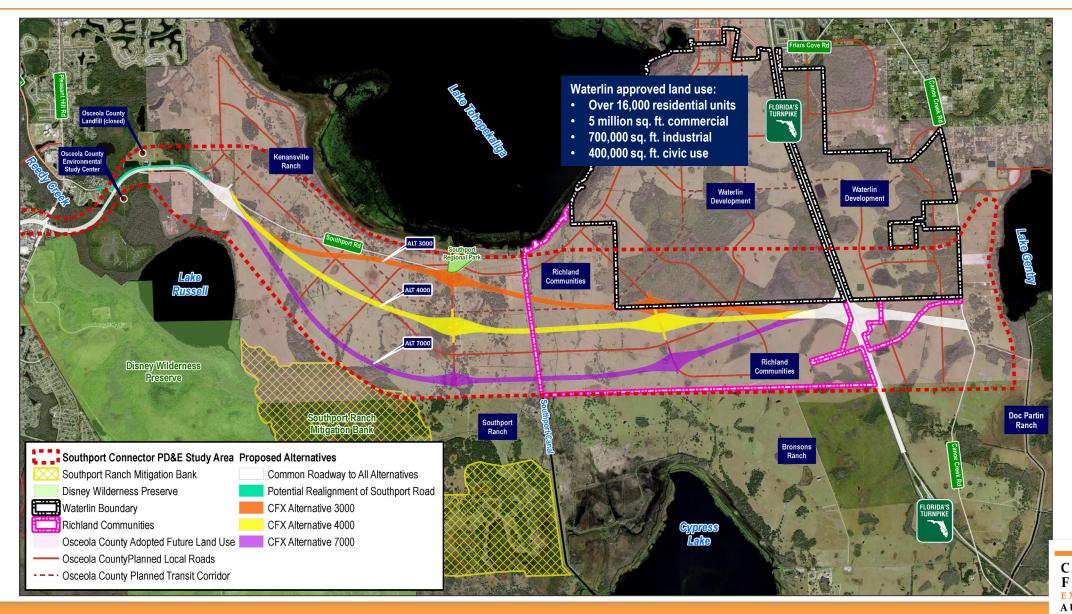


## Alternatives Impact Comparison Matrix – Cypress Parkway Segment

	Unit of		Alternative	
Evaluation Criteria	Measure	Wall	Bridge	Hybrid
Natural Environment				
Water Features				
Existing Ponds and Surface Waters)	Acres	<1	<1	<1
Canals / Regulated Floodways	No. of Conflicts	1	1	1
Flood Hazard Areas - 100 Year Floodplain	Acres	20	20	22
Wetlands (non-forested and forested)	Acres	8	9	8
Potential Habitat - Federal and State Listed Species	Acres	14	14	14
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Ν	N	N
Mitigation Banks				
None		0	0	0
Conservation Easement				
Solivita HOA	Acres	<1	<1	<1
SFWMD Lands				
Upper Lakes Basin Watershed/KCOLA	Acres	<1	<1	<1

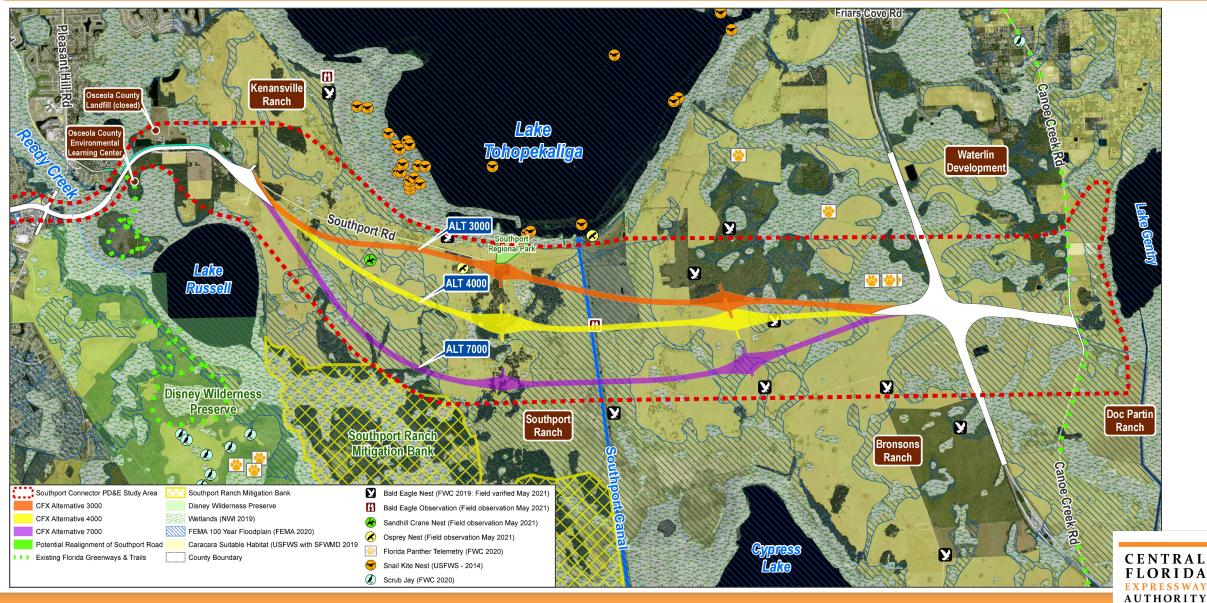


#### **Proposed Alternatives East of Pleasant Hill Road**



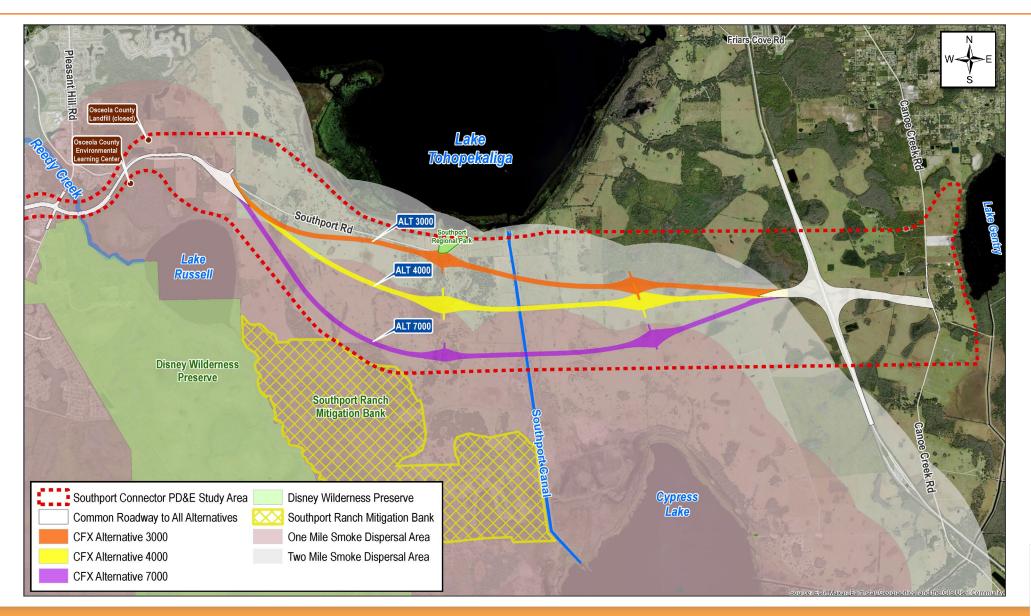
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#### **Potential Environmental Constraints**



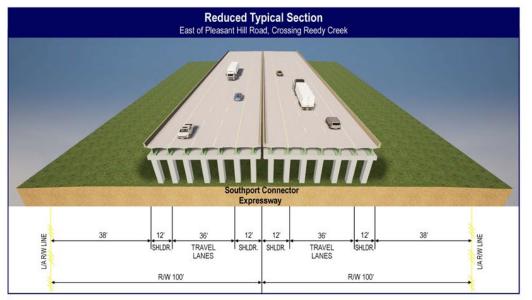
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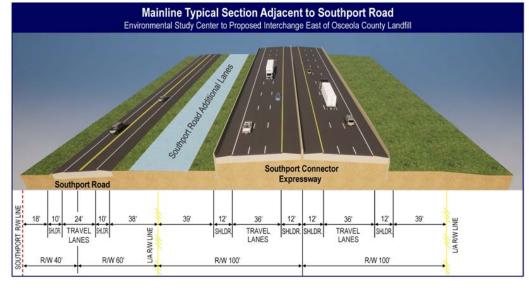
#### **Prescribed Burn Area Smoke Shed**

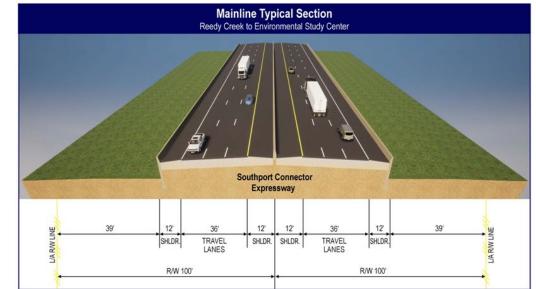


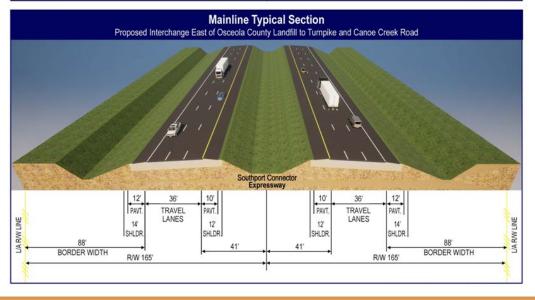


### **Typical Sections East of Pleasant Hill Road**









# Alternatives Impact Comparison Matrix- East of Pleasant Hill Road

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Design				
Alternative Length (approximate)	Miles	11.6	11.8	12.4
Proposed Right-of-Way Width (general: varies at interchanges and environmentally sensitive areas)	Feet	330	330	330
Proposed Bridges - total structures per alternative	Structures	23	21	17
Total length of all structures	Feet	10,707	10,340	8,575
Proposed Interchanges (includes Florida's Turnpike)	Number	4	4	4
Projected 2050 Annual Average Daily Traffic (AADT) (interchange west of Florida's Turnpike to Florida's Turnpike)	Vehicles	72,100	72,100	72,100
Preliminary Project Construction Cost	Currency in millions	\$1,132	\$1,122	\$1,089



## **Alternatives Impact Comparison Matrix- East of Pleasant Hill Road**

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Physical				
Major Utility Conflicts - Existing	No. of Conflicts	3	3	3
Major Utility Conflicts - Planned	No. of Conflicts	0	0	0
Contamination Sites & Facilities (Medium and High-Risk Sites)	No. of Conflicts	6	6	7
Cultural Environment Effects				
Public Lands (Public Recreation Lands)	Acres	0	0	0
Potential Historic Resources	No. of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	No. of Resources	1	1	1
Potential Archaeological Resources	No. of Resources	1	1	1



# Alternatives Impact Comparison Matrix- East of Pleasant Hill Road

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Natural Environment				
Water Features				
Existing Ponds and Surface Waters	Acres	1	1	1
Canals / Regulated Floodways	No. of Conflicts	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	439	498	483
Wetlands (non-forested and forested)	Acres	112	100	109
Potential Habitat - Federal and State Listed Species	Acres	650	688	671
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Y	Y	γ
Mitigation Banks				
None	Acres	0	0	0
Conservation Easement				
Solivita HOA	Acres	0	0	0
SFWMD Lands				
Upper Lakes Basin Watershed/KCOLA	Acres	25	25	25
Critical Smoke Dispersal Area				
Within 1-Mile Buffer	Percentage	1	32	84



## **Alternatives Impact Comparison Matrix- East of Pleasant Hill Road**

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Alternative 7000
Social				
Right-of-Way Area (not including proposed ponds) Includes FTE and Canoe Creek interchanges	Acres	851	881	860
Potential Existing Residential Impacts (includes partially impacted parcels)	Total Parcels	7	7	7
Potential Existing Commercial Impacts (includes partially impacted parcels)	Total Parcels	4	4	4
Potential Existing Parcel Impacts (Other <sup>1</sup> ) (includes partially impacted parcels)	Total Parcels	36	30	31
Community Facilities (Environmental Study Center)	No. of Conflicts	1	1	1
Trails	No. of Conflicts	2	2	2
Community Cohesion Effects *according to CF&M	High/Med/Low	Med	Med	Low
Proposed / Planned Development (Waterlin, Richland Communities, South Lake Toho and East Lake Toho)	Acres	503	453	479

<sup>1</sup> "Other" includes Government and Vacant parcels



# **Environmental Advisory Group Input**

- Proximity to the Disney Wilderness Preserve and Southport Mitigation Bank relative to the smoke shed
- Include criteria for smoke impacts in the comparative evaluation
- Preserving conservation lands and wildlife corridors to ensure wildlife permeability
- Viewshed impacts north of Lake Russell
- Noise impacts along the Cypress Parkway segment



## **Project Advisory Group Input**

- Accommodating traffic and access along the Cypress Parkway segment
- Potential utility impacts
- Interchange spacing along Turnpike
- Timing of development south of Lake Toho
- Potential of adjusting alignment in the vicinity of Richland Communities



# **Other Stakeholder Input**

- Interagency Meetings
  - Osceola & Polk Counties, Florida's Turnpike Enterprise, FDOT Districts 1 and 5
- SR 515 Northeast Connector Phase 2 PD&E Study Team
- Meetings with Community Leaders and Large Landowners
  - Poinciana groups, TDON, Waterlin, Richland Communities
- Business Owners
  - 129 Businesses Visited
- Emergency Services
  - Fire stations, Hospital
- Regulatory Agency Briefings
- CFX Environmental Stewardship Committee

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## **Recent Stakeholder Input**

#### Total attendees: 105

- Residents & Large Landowners
- Local Government & Public Safety
- Environmental Agencies
- Transportation Agencies

#### • Comments received: 48

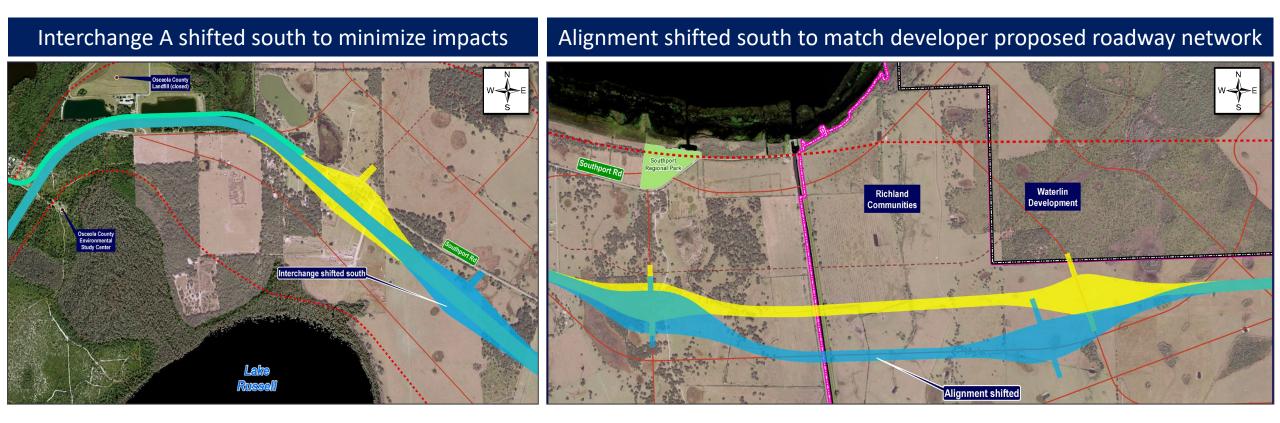
- Location
- Noise
- Air pollution
- Reduction in home values
- Traffic projection process
- Support for:
  - Wall or Hybrid Alternative
  - Alternative 4000







## **Alternative 4000 Refinements**







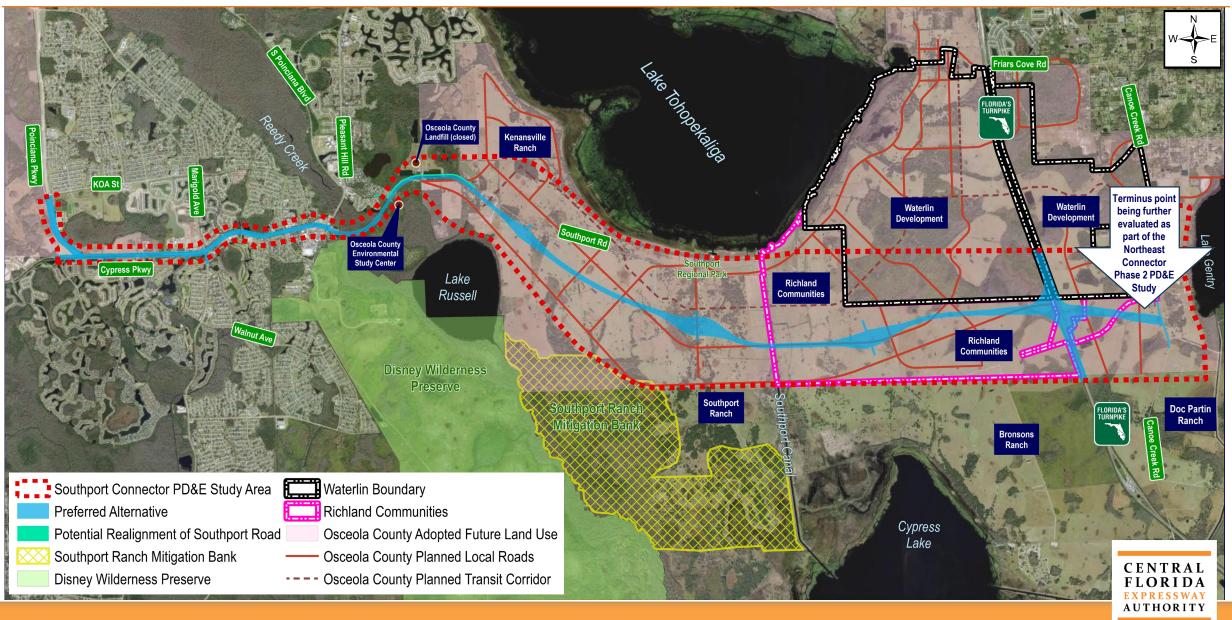
## **Selection of Preferred Alternative**

- Technical Analysis
- Comparison Evaluation
  - Design Elements
  - Environment
    - Physical
    - Cultural
    - Social
    - Natural
  - Cost
- Comments and Responses
  - Stakeholders
  - Agencies
  - CFX Advisory Groups
  - Members of the public

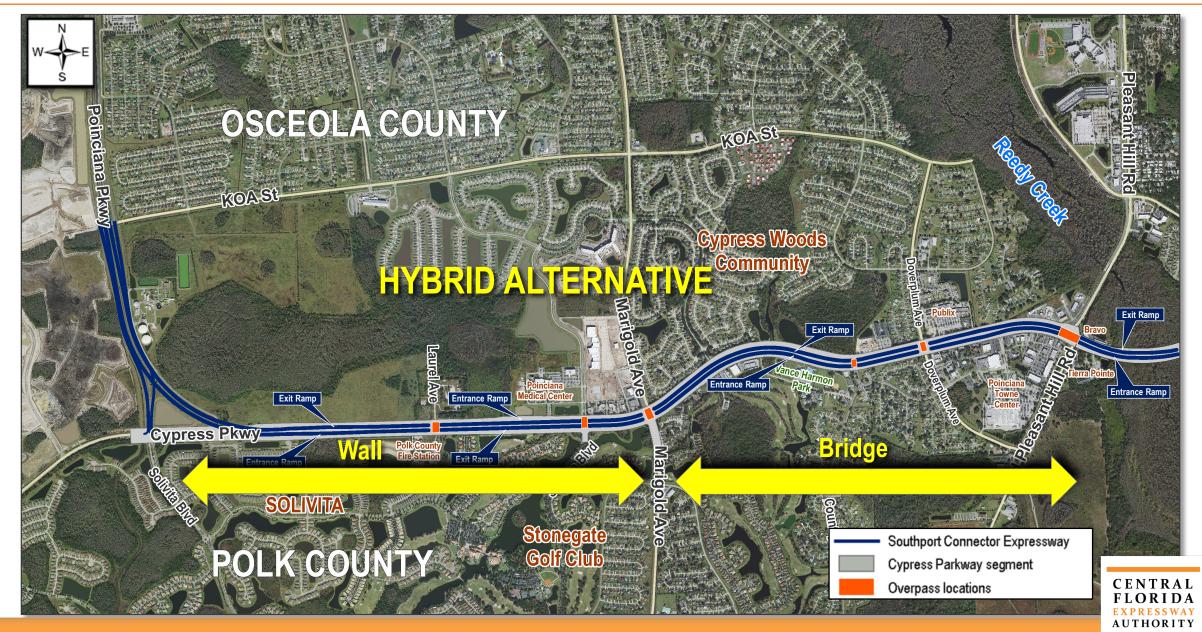




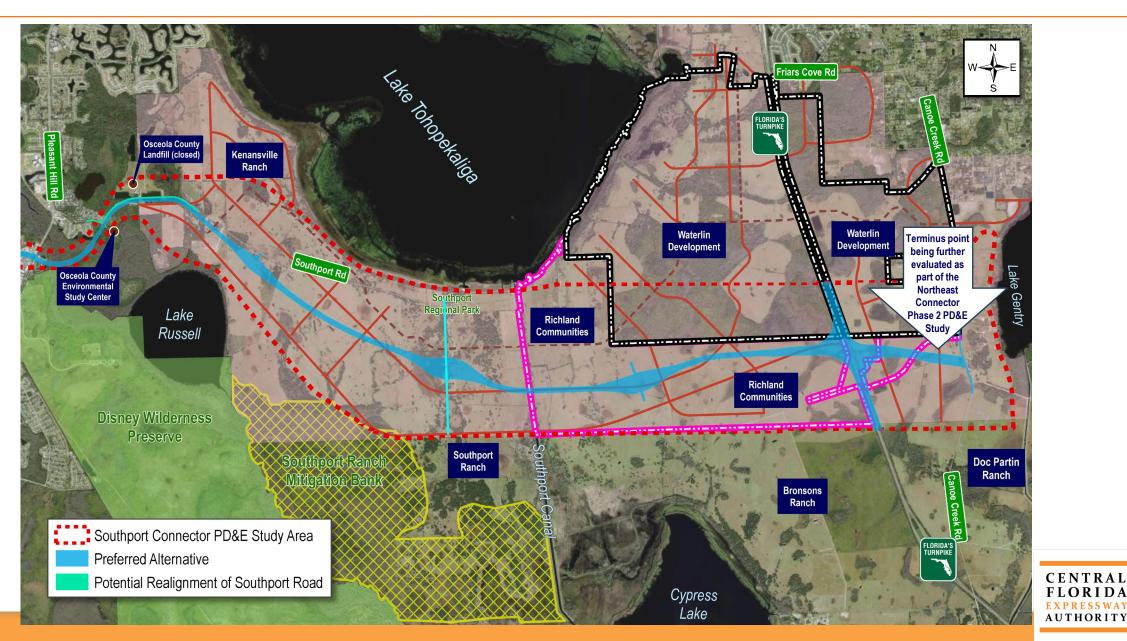
#### **Preferred Alternative**



#### **Preferred Alternative - Cypress Parkway Segment**



#### **Preferred Alternative - East of Pleasant Hill Road**



#### **Refined Alternative 4000 Impact Comparison Matrix**

Evaluation Criteria	Unit of Measure	Alternative 3000	Alternative 4000	Refined Alternative 4000	Alternative 7000
Natural Environment		•			
Water Features					
Existing Ponds and Surface Waters	Acres	1	1	1	1
Canals / Regulated Floodways	No. of Conflicts	2	2	2	2
Flood Hazard Areas - 100 Year Floodplain	Acres	439	498	447	483
Wetlands (non-forested and forested)	Acres	112	100	113	109
Potential Habitat - Federal and State Listed Species	Acres	650	688	740	671
Submerged Aquatic Vegetation (SAV)	Acres	0	0	0	0
Potential Bald Eagle Nest (Direct + Buffer Zone)	Y/N	Y	Y	Y	Y
Mitigation Banks					
None	Acres	0	0	0	0
Conservation Easement					
Solivita HOA	Acres	0	0	0	0
SFWMD Lands					
Upper Lakes Basin Watershed/KCOLA	Acres	25	25	25	25
Critical Smoke Dispersal Area					
Within 1-Mile Buffer	Percentage of Alternative	1	32	78	84



## **Project Schedule/Next Steps**

	20	24		2025			
	Q3	Q4	Q1	Q2	Q3	Q4	
Community Outreach							
Informal Community Open House		*					
Advisory Group Meetings			*				
Alternatives Public Workshop			*				
Draft Documents							
ESC Meeting				*			
Advisory Group Meetings					*		
Public Hearing (Preferred Alternative)					*		
Final Documents							
Present to CFX Governing Board						*	



CENTRAL

