

**Poitras Property Workshop
Orlando International Airport
March 24, 2010
Meeting Notes**

Rob Brancheau presented three (3) portions of the slideshow presentation – Current Status, Purpose & Methodology, and Regional Context.

Dykes Everett briefly spoke about the purpose of today's meeting and asked if there were any questions.

Jason McGlashan presented the Transportation portion of the slideshow.

Dykes asked if there were any questions or comments.

Dean Grandin, City of Orlando, asked if there were any thoughts as to how the high speed rail might leave the airport property – going south or southeast, for example.

Rob responded that high speed rail will enter the airport from the south and stop at the South Terminal station. This station is planned to accommodate four types of rail: high speed, commuter, light rail and the ITS. From the ST station, HSR could go south along a turnpike alignment but most likely will continue north to the beeline and then east following a 528 type corridor. When it gets to I-95 it could go south to Miami or north to Jacksonville.

Dean asked, is that the airport's preferred route or is this what's being presented by FDOT?

Marcos responded that this is the best discussed potential approach to date. The analysis has not been done for it to go to Miami. There is another alternative – instead of going north, to go south by the 417, then back up to 528 if too expensive to navigate through the airport; still go east and down to Miami and also north to Jacksonville.

Rob added that the Florida Rail Enterprise is preparing to start the PD&E study for the extension from OIA to Miami. They have hired Parsons. This is about a thirty million dollar effort and they will be looking at the alternatives.

Dykes also commented that in looking at the south terminal, the design is so all four forms of rail can converge into one place and that starts to drive some other rail options, from Poitras, for example.

LA Griffin, OOCEA, asked if trip generation for Poitras has been done to determine what needs there are and also asked what about collaborating with Lake Nona.

Rob responded that we have been working closely with Lake Nona and have entered into some agreements but other ideas are just now being discussed such as; the potential extension of Boggy Creek Road – to the southeast – an idea Lake Nona talked about – the boggy creek extension can go down through the medical city area and

continue down into poitras and then tie into the southeast road network or the Osceola parkway. Another idea is to have a limited access facility spur from the SR 417 Southern Extension across Poitras and tie into the SR 417 Boggy Creek systems level interchange. This was examined by OOCEA when they did the SR 417 Southern Extension study several years ago.

L.A. Griffin, questioned if we knew the number of trips this would generate.

Jason responded that there would be more discussion about that topic with the land development portion of the presentation. He added that there is the GMP approved land use plan and we have an idea what kind of trips that would generate. Based on the roadway network we have currently, we don't think there is a sufficient network. But first, we have to determine what we need because there's a good amount of access planned to Lake Nona with the three access points shown in the GMP Plan. Also there is the Boggy Creek Road extension, there's an existing interchange at 417 and there are plans for 417, south access, boggy creek road becoming a bigger footprint with limited access – Nona has talked about an interchange as being part of that – may not be feasible – there's access happening at several places. We still need to look at the potential of all of these projects based on our needs.

Dean referring to the 417 extension that was mentioned, asked how much discussion has there been on that alignment – is the idea to widen Narcoossee further and make it limited access?

Jason responded that they are looking at a number of corridors. Based on demand and other factors, they were able to rule some of those out. Referring to a slide, he stated that these corridors are the ones that are recommended by the Expressway Authority. There is planning for some north or south limited access roadway that is going to be an influence on our trip making process.

Rob commented that when the early map was looked at, there was no real land use out to the east – this was prepared before the northeast district was developed. There were no trips so really no justification for looking at something that went west to east.

F.J. Flynn with the City of Orlando asked about the different SR 417 corridors.

Rob responded that one may be more near-term, and another may be more long-term oriented.

F.J. said the Narcoossee Road corridor is 120 feet, unless you do an overhead, it's probably not going to be a feasible.

Dean asked if a final decision has been made on the SR 417 corridor.

Jason responded: we don't think there is a final decision – this is one of the plans that are out there

Tiffany Homler of Osceola County commented that the northeast district has preserved an area for the "Northport connector". We have looked for any flaws on the Osceola

County side and we have some potential alignments. The PD&E process would be the next step.

Dykes referring back to the traffic counts and modeling, commented that the challenge with the Poitras property is we are not a private land owner – we are an agency and a city. We are charged with more of a regional perspective and we have to plan long-term for the Poitras property along with the airport. If you look back five years at the modeling, much of it did not anticipate the medical city and that growth, and the acceleration of high speed rail, etc. Since that is where people are working, building, and developing now – in the medical city area – we want to look at that as well as our long-term mission.

F.J. Flynn commented that Orange County has done planning for Innovation Way transit and asked if any of that is incorporated into our plans.

Jason responded that some of that has been incorporated as well as what Lake Nona has planned. There is a tendency for plans to become fractured and we are trying to pull all these plans together.

Dean agreed and commented that the site has the potential to be a great economic generator for the airport and the city. He also added that historically the airport has not sold property – they have leased long-term – and asked if there is any idea how to develop this property?

Marcos responded that there is no idea currently – that everything will be on the table, and that we want to get everything ready to go.

Dean asked if we saw the airport as being a master developer.

Marcos responded that we would be either doing that or looking for partners that might be willing to bring money to the table. The options are open.

Jason Burton with the City of Orlando asked if we have addressed anything in regards to water concurrency.

Dykes agreed that this is an issue that has to be dealt with and fixed and we will look at that down the road.

Jason Burton stated this was the time to talk about the water.

Dykes responded that we need to decide what the land use is, where we think ultimately things will be, before getting with OUC to determine how to deliver water. He added that much of our preplanning discussions have focused on water. We talked about that a few weeks back – that's as important as anything else – again, we feel like that's something to sort out and plan after we know our vision.

Jason Burton also asked what are the precedents that OIA has looked at regarding other airports around the world that have this type of transportation, and how do they

function, and how do they have the lines of transportation going off of it; for example, Munich, London - those types of systems where they work successfully.

Dykes responded that much of this drove this being a multimodal hub with the site to be a collector of all four forms of rail and the ground transportation that will also be available.

Marcos reminded everyone that while we talk about these issues, to keep in mind for today that the focal point is not the rail connectivity at the airport, but rather the Poitras property.

Andrea Arcos commented that the presentation to the GOAA Board last week was an in-depth presentation regarding how this interacts and will be made available on the GOAA website for anyone to review.

Jeff Rapson presented the Land Use portion of the slideshow.

Catherine Howard with Orange County asked what is being planned on the western edge of the property that extends out to Boggy Creek Road.

Jeff responded that the area is airport-support related.

Phil Laurien with the East Central Florida Regional Planning Council (ECFRPC) asked where are the rail corridors – where are the rail transit pieces?

Jeff responded that it will be on the next slides – the red lines that just came on are the anticipated transit corridors from the airport.

Phil asked why we don't have more land use intensity along the transit corridors – why are we pushing it out onto Narcoossee Road?

Jeff explained about there being three centers, referring to another slide. in order to connect it to the transit site — an area that has high intensity – mixed use – anchored on a strong water element – those kinds of environments – again, centering around the neighborhood This is our first pass at drilling this down – you can see the lakes have been connected and how this pulls together with this being an intense area – to the degree the market will allow, we'll push the intensity and density as much as we can – if the market and the world evolves with all these uses – to drive these uses even farther than it is today.

Phil asked, when talking about positioning – is this going to be built around a transit spine from the outset – is it going to be transit-oriented? He also asked what are your density ranged – for non-residential and for residential?

Paul Lewis responded that this was a density plan we established at the city. In the Southeast Sector Plan, there are different types of uses – residential, primary conservation, airport support district high and medium intensity. High intensity, closer to the airport, has a FAR of 1.5 but no residential component – because of proximity to airport. The airport support med intensity does include residential as part of a PD – up

to 25 units per acre in that range – can support transit at those density levels – other categories include – hierarchy of mixed use centers – high intensity version, the town center, then village and neighborhood – can give you the density levels for those – this would allow up to ten story buildings – very intense – the village centers, can be auto or transit oriented, depending on how much program you are trying to do – below village center are neighborhood center – max 100k square feet for non residential use.

Phil asked Paul Lewis if he thought their southeast sector plan will change to accommodate more intense uses that would relate to this transit design?

Paul responded that he was a little concerned with the airport support district. He is not sure what intensity is intended and there is a density cap that may be problematic.

F.J. Flynn asked what FAR ranges are on the airport medium intensity.

Jeff said 0.7 maximum.

Dean said they are going to go through a PD process.

Paul - A maximum of 25 and that worries him a little bit – if you are trying to get more density – might need more than .7 FAR to do urban development for a mixed use precinct.

Phil added that if we do a light rail line that feeds over and is part of the hub, you should be talking about minimum density – to build ridership and to create a sense of place, in order to make it a true work/play corridor. You shouldn't negotiate what you think the market can support. With Eagle Creek being across the road, there is almost no connectivity through there east to west. Not sure that will work – a village center – location would be better if more centrally located.

Catherine Howard – asked if we know if the OIA / Convention Center Light Rail study is going to kick off soon.

Rob stated as we looked at the high speed and commuter and light rail coming into the airport – one question came to mind – if the high speed stops at the airport and the convention center – is a light rail is that same path as the convention center and airport, going to be the logical next piece – or looked at going in a different direction maybe to south to the medical city or other areas – because it would seem to be a duplicative service – as that regional picture is looked at – that questions would be answered.

Jason Burton asked if the commuter rail is going to be the connector?

Rob responded by extending commuter rail to the airport it could be the connector. The high speed rail comes up I-4, goes to the convention center and goes east into the airport from the south into the station. The commuter rail corridor follows orange avenue and when it gets down into Taft , what is suggested is to peel off and (follow the OUC rail line along the southern boundary of OIA and then onto the airport to meet HSR at the same point - so if you were coming from the south – you could come into the airport and transfer to high speed rail or to light rail going in different directions –

that station would be built on a second level so on first floor would be an entire ground trans center – lynx, taxi, rental cars, etc – up to 20k spaces of parking right there on that facility – in long term, a very large multi modal center here – by bringing commuter rail – provides the connection between high speed rail – other thing is it gives the other commuter rail customers to make a transfer to other things the airport has to offer

Jason Burton commented that it makes sense and it would make it easier to go downtown, etc. – a better direct connection.

Rob commented that this starts to give you a lot of options.

Marcos added that if you're able to bring commuter rail into the south terminal, the concept is commuter rail could leave and go south to the medical city or Poitras or an LRT system.

Dykes stated it makes sense that by creating the Sand Lake station by 2015, we believe the least expensive option if that can be accomplished, is a real start to fire up the idea of connectivity between the south terminal and Poitras, and the medical city, etc.

Dykes commented that we're going to have to figure out what is the multi-modal circulator and how does it work to collect people to put them into the south terminal station.

FJFlynn – if you have a main spur that runs into the Poitras property somewhere, then you could have a mini circulator – that feeds the spur.

Jason Burton - if you're thinking about a secondary alignment – and you see your auto corridor east west with the dotted lines – it might be that it is a transit corridor – but when you do have a light rail corridor – they tend to work best when they can be evenly loaded from both sides – you may want to consider the transit corridor where the green lines are (Linier park) – so it goes into the heart of the town center to load on both sides – what Phil wants is more transit... - without the detriment of the auto traffic –

Jason (HDR) – one of our thoughts related to the need to maintain the separation from the transit corridor and the roadways is there are two corridors – one more transit oriented – the other work horse roadway corridor – trying to provide some separation between the corridors –

Jason Burton – Imagine how would I put a light rail in Baldwin Park – where would I put it – that type of discussion

Jason (HDR) you wouldn't put it on colonial drive as an example – L.A. talked about traffic – you will see traffic levels on roads like boggy creek road and narcoossee rd which are difficult to imagine – more than 100k a day

Jason Burton – when you do set up a dual system network it tends to work out better with circulators.

Greg Kern with RS&H - ... – we don't have a rep from lynx – we are looking at different BRT systems – between sand lake and lake Nona area – those types of short term and long term – building on Phil's comment – when I see the separation of the corridors – we have to be sensitive to the need for land use access. There's going to be transit modeling done – I think we have to be aware that the modeling needs to be incorporated into that land use – we need to be looking at the necessary infrastructure necessary to support that – the land use is going to have to have the infrastructure in place in the right format.

(Ten Minute Break)

Dykes presented the Planning Strategy portion of the slideshow.

Phil Laurien commented that all bullet points are correct – the need for flexibility re timing and uses, etc – had occasion to work with connect? global – rep several largest relocation managers – one of the fellows located in Atlanta – strong interest in opening office in central fl – made trip here to talk about opportunities- what keeps the top companies is a reliable transit system – they love the growth and the area and the climate – great airport but nothing connects to it – we have a tremendous opportunity to connect to the airport – it is a center – if we can connect to these other systems I think you do have a world class asset.

Dean Grandin thanked everyone for having this session – not sure of timeline – it is important to understand where transit fits into this picture – nail down where the transit lines are going to be and make sure feasible for riders and build your land use around that – because you are the airport authority and have the potential of all these lines – this site could be great – you are also competing with lake Nona – we want both areas to succeed – we have to figure out how transit serves both those properties – maybe we need to bring together you and lake Nona and whoever the other regional partners are –

Dykes stated we agree – you have the Nona circulation plans and the orange county partners plans – we need to all discuss our options– the only way transit will work is if all the partners are maximizing the ridership –

(Greg Kerns consultant for Osceola County stated, in terms of partners, the northeast district in Osceola County - that would be a key area to connect the rail.

Dykes agreed.

Andrea stated we will send the notes to everyone with a link to the presentation on the GOAA website. Someone also asked for a link to the presentation provided today as well as the sign-in sheet.