

# GOAA PROJECT CONCERNED CITIZENS – PROPOSED PLAN

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The proposed plan submitted by representatives of the North Lake Park community is shown in the attached figure (referred to as the “community plan” within this document) was reviewed by GOAA and their consultant team. While airport safety, operational practices and FAA regulations are important to keep in mind during the review of a site plan, GOAA also used the proposed actions purpose and need as a guiding fundamental during the review of the community plan (see Sections 2.0 and 3.0 for the purpose and need discussion). While the community plan does incorporate some of the proposed uses within GOAA’s conceptual plan, there are a number of new land uses proposed in the community plan. The following discussion provides GOAA’s consideration and response to the community plan.

## Land Use Comparisons of the Community Plan and the GOAA Conceptual Plan

### Commercial Land Use

The community plan proposes commercial activity along Narcoossee Road in lieu of the stormwater ponds proposed by GOAA. While commercial uses could provide revenue generation, the vision of the GOAA Board has been to utilize the proposed project area for aviation related uses only. The proposed project area affords GOAA a unique opportunity to develop large scale aviation facilities on airport property directly adjacent to the airfield. The use of this property for airport support district has been identified in local land use plans.

The commercial uses proposed by the community plan displace stormwater management facilities on the GOAA conceptual plan. The community plan does not provide for this lost capacity for storm water on their plan which could result in an un-developable scenario due to State of Florida water management regulations. GOAA’s intent for locating stormwater ponds on the eastern limits of the property is to maximize their distance from the active runways as a safety measure. Ponds, although needed for stormwater control, can be wildlife attractants and placing them as far from the active runways as possible is a preferred location for these water bodies (see **Appendix C** for further information on the FAA’s separation criteria between air operation areas and potential wildlife hazard attractants, FAA Advisory Circular 150-5200/33B).

The stormwater ponds in GOAA’s plan would be approximately 500 to 1,000 feet in width and it is the intent to landscape the pond areas such that, aesthetically, the view from Narcoossee Road would be enhanced.

## **Stormwater Ponds**

The stormwater pond locations proposed in the community plan are predominately in the west central portion of the proposed site. As mentioned above, the fact that ponds can be wildlife attractants (especially bird attractants) causes concern in close proximity to the Airport's fourth runway (Runway 17L-35R). From a safety standpoint, it is preferred that ponds be located as far from runways as possible to reduce the potential for aircraft strikes.

The community plan reduces the total pond area from 203.1 acres (in the GOAA Plan) to 65.4 acres. As noted in the previous section, this reduction of total stormwater capacity may create an un-developable site plan due to State of Florida water management regulations.

## **City Park Land Use**

The community plan proposes approximately 40 acres of the project site be dedicated as a City park. The proposed project property was acquired with aviation funds. As such, the land is intended to be used for aviation-related activities and cannot be diverted to a non-aviation use unless there is financial compensation to the Airport in order to avoid the diversion of revenue.

The responsibility for providing parks and recreation areas is that of the City of Orlando and Orange County and the responsibility of providing aviation facilities is that of GOAA. The City and County have prepared a parks and recreation plan for this area that establishes the location and size of these facilities for the benefit of residents in the area.

## **Roads**

The location of internal roads on site will depend on the size, shape and location of the specific facilities as they come on line. The GOAA plan does include direct access to external roads (Narcoossee Road and Dowden Road) similar to those shown on the community's plan. The community plan shows a curved roadway off of Narcoossee Rd, north of Dowden Rd, that is assumed to provide a public road through the interior of the project site. This curved road connects with an extension or off-shoot road coming from the existing Dowden road area. The GOAA conceptual plan does not include the addition of public roads or modifications to Dowden Road. The ultimate alignment of Dowden Road will be part of the City of Orlando's Alafaya Trail Extension project that would end at the intersection with Heinzelman Road.

## **Light Use Airport Land Use**

The "light use airport" designation in the community's plan is assumed to represent what the GOAA plan calls "airport support areas" (for uses such as aviation business offices, flight training centers, and air traffic control facilities). The community plan locates the light use areas along the airfield and along a proposed roadway that is interior to the proposed project area. The GOAA plan has these lower intensity uses located along the north side of Dowden Road as part of a land use buffer provided to address one of the key

concerns the community expressed at an initial meeting held with GOAA management. When this buffer was added to the GOAA conceptual plan, it reduced the acreage available on the proposed project site for high intensity uses. The community's plan requires a further reduction in overall high intensity aviation uses which limits the ability of GOAA to establish large scale aviation development.

The community plan for locating light uses along the airfield adjacent to Runway 17L-35R is not the appropriate area for such uses. Areas adjacent to the runway are planned for airport uses that may need access to aircraft movement areas. In addition, building heights in this area are limited due to the proximity to the Runway (FAA Part 77 limiting surfaces), the area is prime for aircraft access from Runway 17L-35R and noise exposure that close to the runway might not be desirable for office type uses.

### **Light Use Airport Parking Land Use**

The "light use airport parking" designation in the community plan is assumed to be surface vehicle parking associated with the community plan's light use airport areas. While the location for parking for airport support areas is not specifically located on GOAA's conceptual plan, all parking areas would meet city development codes including the landscape requirements for such areas.

### **Protected Trees Land Use**

The community plan includes the designation of "protected trees" as a land use. The protected tree designation includes three areas that total 116 acres. The two areas to the north of Dowden Road and large area west of Dowden Rd. consist primarily of wetland areas. Wetland areas are planned to be removed from the site, for safety reasons, and impacts to wetland will be mitigated off-site (see **Appendix C** for further information on the FAA's separation criteria between air operation areas and potential wildlife hazard attractants, FAA Advisory Circular 150-5200/33B). The protected tree area identified to the east of Dowden Road on the community plan displaces stormwater management facilities on the GOAA conceptual plan. The community plan does not provide for this lost capacity for storm water on its plan which could result in an un-developable scenario due to State of Florida water management regulations.

### **Landscaping Berm**

The community plan depicts a landscaping berm that covers approximately 30 acres of land along the north side of Dowden Rd. The community plan also has a detailed inset box on the plan to describe the dimensions of the landscape berm they are proposing (30 feet tall by 200 feet wide). While not directly depicted on the GOAA conceptual plan, GOAA's development areas are subject to compliance with local development codes for setbacks, landscaping, and buffers. More specific to the area along Dowden Rd., a "Bufferyard Agreement" was established on March 6, 2000 between The City of Orlando, the Busch Properties of Florida, Inc, and Lake Nona Land Company (see **Appendix J** for a copy of the Bufferyard Agreement). Some of the key elements to the agreement in reference to this topic are included in summary below (please see full agreement for details and exhibits).

- The agreement includes the conveyance of easements on the Busch property to the Lake Nona Land Company to allow the community to extend an access road from the community to Dowden Rd.
- The agreement includes landscape/buffer easements from both the Lake Nona property and the Busch Property that are to be conveyed to the City of Orlando (see exhibits E & F of the “Bufferyard Agreement”). Together, the landscape/buffer easements are referred to in the agreement as the “bufferyard.”
- The intent of the “bufferyard” is to provide a landscaped area and section of berm “be used to buffer and screen the industrial/commercial uses that are anticipated to develop on the Busch Property from the residential uses to be developed on the Lake Nona Property.”
- The agreement further states that “Lake Nona shall, at its own costs and expense construct, install, maintain, operate, and repair all of the landscape improvements within the Bufferyard...” The Bufferyard Plan is depicted in Exhibit F of the agreement.
- There is also a stipulation to the Bufferyard Plan that allows Busch to locate retention ponds within the portion of the Bufferyard located on the Busch Property (with a “durable landscaped screen” described in the agreement).

The GOAA plan will include the stipulations within the Bufferyard Agreement as part of the GOAA conceptual plan. The community plan is inconsistent with this agreement.

## **Acreage Comparison Between the GOAA and Community Plans**

A summary of the differences in acreage between the GOAA plan and the community plan are shown on the following table.

	A		B		Difference (B-A)	
	GOAA PLAN (Acreage)		NONA PLAN (Acreage)			
Airport Support District	598.7	47.8%	531.4	48.3%	(67.3)	Substantial Reduction of Developable Area for primary purpose
Airport Support Areas	114.3	9.1%	174.3	15.9%	60.0	Market analysis doesn't support adding SF to this category - Also adds trips beyond what is available
Fuel Farm	30.0	2.4%	0.0	0.0%	(30.0)	Not identified on their plan
Other Areas (Taxiway, access roads, etc.)	306.4	24.5%	0.0	0.0%	(306.4)	Not identified on their plan
Proposed pond areas	203.1	16.2%	65.4	5.9%	(137.7)	Their Proposed Plan simply doesn't work - not enough acreage identified for stormwater
<b>SUBTOTAL</b>	1252.5	100%	771.1	70.1%	(481.4)	Their proposed plan would divert <b>481 acres (or approx. 1/3 of the property)</b> away from GOAA's primary mission of providing for Aviation related uses
<b>Other Uses</b>						
Park	0.0		39.8	4%	39.8	Increase Trips Beyond what is available
Commercial	0.0		142.0	13%	142.0	
Protected Trees	0.0		116.0	11%	116.0	
Berm	0.0		30.4	3%	30.4	
<b>TOTAL</b>	1252.5		1099.3		(153.2)	Their plan does not identify uses for 153.2 acres

**Reduction of Development SF on Nona Plan**

	Ac. Diff. From Above	FAR	Sfof Development Change	
Airport Support District	(67.3)	0.19	(580,018)	Less Development SF for primary use based on Acreage
Airport Support Areas	60.0	0.23	625,968	more SF Development based on SF -- 1) Market analysis barely (if at all) supports the SF we're using

				Daily Trips
Airport Support District	7.23	0.001	(580,018)	(4,194)
Airport Support Areas	9.50	0.001	625,968	5,947
Change in Daily Trips				1,753

Their Plan would increase trips that aren't available

