

5 SUMMARY OF IMPACTS

5.1.1 Land Use and Zoning

Land use patterns vary across the Corridor and have not changed significantly since the approval of the EA.

The added Fort Florida Road Station site is located at the intersection of Fort Florida Road and US 17/92. The second main line track will be added to the east of the existing single track. The park-and-ride lot and associated facilities will be located east of the CSX track on the largely undeveloped area between the track and US 17/92, which is a major north-south arterial that parallels Interstate 4 and connects to downtown Orlando. The majority of land use within one-half mile of the station site is undeveloped. There is some residential (a small trailer park) use on the east side of the CSX tracks and north of the station site. The remaining land use to the south of the station and on the east side of the CSX track is primarily commercial.

The added Maitland Station is located on the west side of US 17/92 (Orlando Avenue) approximately ½ mile north of the new Maitland Downtown Center. The current land use is comprised of a mixture of commercial and vacant land uses. The owners of the land adjacent to the proposed station property are the Parker Lumber Company, and VJR Properties. Directly to the west of the station and the west side of the CSXT corridor is the Greenwood Gardens subdivision, a mixed multi-family and single family residential area. A new at-grade pedestrian crossing is planned from this neighborhood directly to the proposed station.

The current land use for the proposed Longwood Station as described in the approved EA has not changed. The City of Longwood has requested some minor changes to the previously approved park-and-ride lot configuration in order to enhance the potential for Transit Oriented Development (TOD). The approved EA indicated that the park-and-ride lot for the Longwood Station would be located immediately adjacent to the platform from Palmetto Street to Church Avenue. The land use surrounding the new parking lot area is primarily comprised of the City of Longwood Public Works Facility and one residence.

Ft. Florida Road Station rezoning is allowed, Longwood Station is zoned for high density use, and Maitland Station is zoned for mixed use development.

5.1.2 Community Cohesion

The Longwood Station will require the City of Longwood to move their public works building and storage area. This will have a moderate disruption to the neighborhood.

5.1.3 Public Safety, Security and Community Services

Florida Power & Light and FDOT will coordinate construction requirements at the Fort Florida Road Station. FDOT is coordinating with FPL on a Dam Safety Plan that will be implemented prior to construction activities.

5.1.4 Displacements and Relocations

A total of 7.63 acres of right-of-way is required for the Fort Florida Road Station affecting one parcel owned by Florida Power and Light. In addition, one small field office will need to be relocated.

The right of way required for the Maitland Station park-and-ride lot is being provided by the City of Maitland through a development order with the property owners of the adjacent 4.7 acres. The parking being proposed by the City consists of two parking garages with 125 spaces for use by commuter rail patrons. No relocations of buildings are expected at the proposed locations of the parking garages.

The revised location of the Longwood Station park-and-ride lot requires a total of 5.53 acres. This is approximately 1.15 acres additional right-of-way than what was originally documented in the approved EA. One residence and one City of Longwood property will need to be relocated.

Since the DeBary/Saxon Boulevard Extension Station has been removed there is a net reduction of 3.14 acres overall needed for the park-and-ride right-of-way associated with this project.

5.1.5 Archaeological and Historic Resources

Buildings on the Maitland station land have had numerous alterations and additions. None of the four newly recorded buildings is considered potentially eligible for listing in the NHRP, either individually or collectively. In a letter dated June 20, 2008 (Appendix C), SHPO has determined that the proposed scope changes as it relates to Fort Florida, Longwood and Maitland Station sites will have no effect on any significant historic structures or districts, including those properties listed, determined eligible, or considered potentially NRHP-eligible.

5.1.6 Recreation and Parkland Resources

Construction impacts that would temporarily affect park and recreational experiences include physical separation of parks and recreational resources from users (e.g., fencing of a street ROW); increased noise, dust, and truck traffic; and restricted or altered access.

5.1.7 Noise and Vibration

The Maitland Station has 5 noise impacted receptors and 1 severe noise impact receptor.

To reduce the noise impacts near Maitland Station, the DMU warning horns could be modified or re-designed to reduce the sideline noise while still maintaining the FRA's minimum noise requirement of 96 dBA L_{max} measured at a distance of 100 feet from the centerline of the horn. Applying a mitigation technique such as the sheet metal shroud technique discussed in the approved EA or similar redesign of the horn to reduce sideline noise of the DMU warning horns can be expected to eliminate all moderate impacts and severe impacts.

FDOT will complete a technical noise monitoring study during project start-up. If start-up noise monitoring reveals that the selected mitigation does not adequately control noise,

FDOT is committed to adopting additional measures to reduce noise. The goal will be to eliminate all impacts in the “severe” range and to minimize the number of impacts in the “moderate” range. Such an outcome is consistent with FTA’s FONSI for the project.

5.1.8 Wetlands

The maximum (worst case) wetland and other surface water feature impacts are estimated at 22.47 acres for the entire 61-mile corridor. Of these impacts, 18.01 acres are directly associated with station locations.

The Fort Florida Road Station has a 1.45 acre impact on wetlands. The Longwood Station has 0.8 acres of wetlands.

In the locations where new parking lots will be required, efforts would be made to avoid direct impacts to any extant wetland resources. Wetland impacts will be mitigated pursuant to S. 373.4137 FS to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C.’s. 1344 as indicated in the approved EA.

5.1.9 Water Quality

Fort Florida Road will use an existing FDOT detention pond and the Longwood station will add a .6 acres detention pond. The Maitland will not change the existing drainage.

5.1.10 Contamination

A Contamination Screening Evaluation Report (CSER) rated the proposed Fort Florida site Contamination Risk Potential Rating (CRPR) as High risk and the Maitland Station as Medium risk.

The original approved EA listed Longwood as Medium risk. The addition of the City of Longwood Public Works site changed this to High risk. Depending upon the nature and extent of contamination impacts as determined by the Level II and/or Level III contamination assessment activities, risk analysis for impacts to the Project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies will be devised. Mitigation measures, dependent on the results of additional site specific assessments of soils and groundwater will be developed during Project design, as appropriate.

5.1.11 Construction Impacts

The addition of the two stations would have temporary impacts associated with construction.

5.1.12 Traffic and Roadway

The Fort Florida Road Station is estimated to generate 148 vehicle trips during the commuter peak hours and the Maitland Station is estimated to generate 200 vehicle trips during the peak hours.

Vehicle trip generation at the Longwood Station has not changed as a result of the parking layout reconfiguration.

The addition of the Fort Florida Road and Maitland stations will not have an adverse impact on the adjacent roadway system or sensitive areas. The reconfiguration of parking at the Longwood Station will not change traffic analysis findings from the original EA analysis.

The Full Build Alternative has no adverse impact on other existing and planned transit service. A limited number of existing bus routes will be slightly modified to serve the new stations. Fewer than 4 buses per hour will be added to the streets adjacent to the stations.

5.1.13 Station Parking

Determining localized parking demand for station areas is a result of travel demand forecasting. FDOT bears the ultimate responsibility for parking mitigation, and is committed to working with local communities and developers for the provision of the necessary number of parking spaces at each station location.

The proposed parking spaces for both the Fort Florida and Maitland stations is sufficient to accommodate parking demand based on ridership projections and vehicle generation estimates.

The provision of the proposed 250 park-and-ride spaces at the Maitland Station will be accommodated through a joint use development agreement between the City of Maitland and local developers.

The reconfiguration of parking at the Longwood Station will improve access, egress, and circulation. The number of spaces will decrease by approximately 5%, to 354 spaces from what was originally proposed in the EA (375 spaces).

The Project will not reduce or impact parking supply for any businesses/residences that will continue to operate adjacent to the Project. Intersections and Grade Crossing Improvements