



FDOT Corridor Plan Evaluation Principles

This is a **summary of the environmental protection principles** FDOT has committed to use in evaluating proposed corridors. **1000 Friends** convened three meetings on November 8, 2012, January 25, 2013, and April 22, 2013, with conservation colleagues and FDOT senior staff, including Secretary Prasad, to develop the attached principles regarding the impacts of the proposed corridors on natural lands:

- Should engage in “Wekiva Task Force” type land use planning processes or F.Ss 380 “Resource Planning and Management Committee” process to produce land use guidance in critical areas such as **Northern Everglades, Everglades Headwaters** and Green Swamp;
- Avoidance of protected areas and high quality natural habitat such as State and **National Parks, Wildlife Refuges, Forests, Florida Forever and P-2000 tracts**, Areas of Critical Concern, other statutory designated areas for preservation/conservation including Wekiva Protection Area, **Everglades Protection Area**, Aquatic Preserves;
- Avoidance of **Everglades’ restoration projects** outside the EPA and other important mitigation areas (fed, state, and local) and any conservation easements held by the local, state or feds. But be willing to propose solutions that are outside the box for consideration;
- Wildlife Corridor Protection – Commitments to bridging, wildlife crossings where complete avoidance is not possible. Identification of known corridors in DOT planning/design process;
- Commitment to use of established data bases to inform avoidance/wildlife crossing and bridging decisions – FNAI, FWC “Closing the Gaps”, CLIP etc.;
- Protection of the natural and open space areas identified and Florida’s rural landscape generally from sprawl induced by the availability of new transportation corridors/interchanges;
- Interface between FDOT corridor planning and county comprehensive plan decisions - require or facilitate special planning processes to counteract the tendency toward uncontrolled sprawl;
- Shared land or conservation easement acquisition in conjunction with road right-of-way acquisition (similar to what was achieved in the case of Wekiva Parkway);
- Coordinated use of mitigation/establishment of special mitigation banks to acquire critical land and water resources as a result of mitigation needs presented by new road corridors;
- Whatever corridor planning moves forward that it does not circumvent or be counter to existing State conservation priorities - placement of any hard infrastructure through the remaining green infrastructure components will require great care and innovation; and
- High importance of factoring in land use implications of new corridor planning and not just the incremental impacts of a linear path of a facility through a landscape.