



# A Community-First Infrastructure Prioritization & Smart Growth Plan for District 8 & Orange County

*“Finishing What We Started & Building Growth That Actually  
Works for Residents”*

*By Isaiah Anderson*

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The people of District 8 are not against growth. We understand Orange County is expanding rapidly, especially throughout Lake Nona, Meadow Woods, Southchase, Hunter’s Creek, Moss Park, Sawgrass, and Wyndham Lakes. What residents are frustrated with is unmanaged growth, endless construction timelines, disconnected planning, and infrastructure projects that seem to take years while private corporations complete large developments in a matter of months.

*“The issue is not whether Orange County grows. The issue is whether growth  
finally starts working for the people already living here.”*

## **The Current Reality Facing District 8**

Families should not have to sit in traffic for hours, drive around unfinished roads for years, or worry about flooding and unsafe intersections simply because government planning failed to keep pace with development. Across District 8, residents are watching roads reopen multiple times for separate utility projects, sidewalks remain unfinished years after neighborhoods are occupied, and construction timelines repeatedly extend with little explanation. The reality is many residents feel like infrastructure is always reacting to growth instead of preparing for it. The problem is not always funding. In many cases, the problem is prioritization, coordination, accountability, and transparency. Orange County already has transportation initiatives, capital improvement programs, mobility planning efforts, and transportation impact fee systems designed to support infrastructure expansion. However, many residents still feel disconnected from the process because projects often remain in planning, design, or utility coordination phases for years before visible progress is made.

Communities like Meadow Woods and Southchase are dealing with older infrastructure systems carrying modern traffic volumes they were never designed to support. Lake Nona and Moss Park continue experiencing rapid expansion that often outpaces roadway completion and utility coordination. Sawgrass and Wyndham Lakes continue dealing with congestion tied to limited connectivity and delayed infrastructure expansion. At the same time, residents continue watching billion-dollar private developments rise in months while public infrastructure projects stretch into years. That creates frustration, distrust, and the growing belief that residents come second to development interests. I believe District 8 deserves a smarter approach to growth that prioritizes residents first while still allowing responsible economic development.

## **My Infrastructure-First Growth Model**

My plan begins with what I call an Infrastructure-First Growth Model. Under this model, Orange County would prioritize transportation readiness, drainage capacity, utility coordination, school impact reviews, pedestrian safety, and traffic mitigation BEFORE major development approvals are finalized. This does not mean stopping growth. It means organizing growth responsibly. For too long, governments have approved massive developments first and tried to solve infrastructure problems later. That creates expensive retroactive road widening, flooding risks, school overcrowding, severe congestion, and declining quality of life for working families. Instead, my approach would require measurable infrastructure benchmarks before full occupancy approvals are granted. Developers benefiting from growth should help ensure roads, sidewalks, utilities, transportation systems, and flood mitigation efforts are completed alongside the communities they are building.

## **The 'Finish What We Started' Initiative**

Residents are tired of ribbon cuttings without results. They are tired of endless orange cones, delayed roadwork, and incomplete intersections sitting untouched for months at a time. That is why I am proposing a “Finish What We Started” Infrastructure Initiative focused on accountability and completion. This initiative would establish:

- Public infrastructure completion scorecards
- Real-time construction timeline updates
- Contractor accountability standards
- Faster utility coordination requirements
- Dedicated completion-focused project management teams
- Monthly public reporting for delayed projects
- Corridor-wide construction coordination systems

If private corporations can complete billion-dollar developments on strict schedules, local government should absolutely be able to complete roads, sidewalks, intersections, drainage systems, and utility work efficiently as well.

## **Corridor-Based Smart Planning**

Right now, infrastructure improvements are often handled separately over many years. A road may be widened one year, utilities may reopen the same roadway years later, and sidewalks may not be completed until long after that. This fragmented system wastes taxpayer dollars, increases disruption for residents, and creates unnecessary inefficiency. Instead, major District 8 corridors should be treated as complete systems where roads, drainage, sidewalks, lighting, utilities, bike infrastructure, flood mitigation, and transit access are planned together from the beginning. Priority corridors should include:

- Narcoossee Road
- Boggy Creek Road
- Orange Avenue
- Osceola Parkway connectors
- John Young Parkway connections
- Southern growth corridors impacting Meadow Woods, Southchase, and Hunter's Creek

This approach minimizes repeated road closures, speeds up project timelines, reduces long-term costs, and improves quality of life for residents across District 8.

## **Protecting Residents While Embracing Growth**

Most importantly, growth should never push out the communities that helped build District 8. Hispanic, Black, Caribbean, Afrolatino, immigrant, working-class, POC, and

BIPOC families deserve to benefit from growth instead of being displaced by it. Smart infrastructure planning helps protect affordability by reducing transportation costs, preventing overdevelopment strain, protecting existing neighborhoods, and ensuring growth happens responsibly rather than recklessly. Communities like Meadow Woods, Southchase, and Wyndham Lakes should not feel ignored while development rapidly expands elsewhere. Moss Park should not lose environmental protections simply because growth pressure increases. Lake Nona should not continue expanding faster than surrounding infrastructure can support. I believe District 8 can become a model for smart, efficient, transparent infrastructure planning that prioritizes people over politics and long-term community stability over short-term profits.

*This is not about stopping progress. This is about finally managing progress responsibly. District 8 deserves infrastructure that works. District 8 deserves government that finishes what it starts. And District 8 deserves growth that strengthens communities instead of overwhelming them. THIS IS OUR PATH FORWARD.*

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## **Current Efforts & Research Sources**

- Orange County Transportation Initiatives
- Orange County Public Works & Capital Improvement Programs
- Florida Transportation Concurrency Standards
- Orange County Transportation Impact Fee Programs
- Regional Smart Growth & Mobility Planning Efforts
- Infrastructure Delay & Cost Overrun Research Studies