

SOCIOCULTURAL EFFECTS EVALUATION REPORT (SCE)

Interstate 95 (I-95) / State Road 9 (SR 9) Project Development and Environment Study

Project Study Limits:

From South of Hallandale Beach Boulevard (SR 858) to
North of Hollywood Boulevard (SR 820), Broward County
Mileposts 0.0 – 3.1
ETDM Number 14254

Broward County
FPID Number 436903-1-22-02

Prepared for:

Florida Department of Transportation – District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

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DRAFT



TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY.....	1
2.0 PROJECT OVERVIEW	2
2.1 PROJECT DESCRIPTION AND LOCATION.....	2
2.2 PURPOSE AND NEED OF THE PROJECT	4
2.3 EXISTING CONDITIONS.....	7
3.0 PROJECT ALTERNATIVES.....	11
3.1 NO-BUILD/NO-ACTION ALTERNATIVE.....	11
3.2 BUILD ALTERNATIVE	12
3.3 PREFERRED ALTERNATIVE.....	19
4.0 COMMUNITY CHARACTERISTICS INVENTORY	23
4.1 STUDY AREA	23
4.2 DEMOGRAPHICS	24
4.3 COMMUNITIES.....	24
4.3.1 Existing Land Use and Cover	26
4.3.2 Community Features	31
4.3.3 Evacuation and Emergency Services.....	32
4.3.4 Cultural Resources.....	33
4.3.5 Section 4(f) Resources.....	35
5.0 POTENTIAL EFFECTS	38
5.1 FUTURE LAND USE.....	39
5.2 MOBILITY AND ECONOMICS	40
5.3 RELOCATION	41
5.4 DEMOGRAPHICS AND ENVIRONMENTAL JUSTICE.....	41
5.5 COMMUNITY COHESION.....	43
5.6 AESTHETICS.....	43
5.7 COMMUNITY FEATURES.....	44
5.8 PHYSICAL BARRIERS.....	45
5.9 CULTURAL RESOURCES	45



5.10 SECTION 4(F) RESOURCES 45

6.0 PHYSICAL BARRIERS 46

7.0 RESULTS OF THE PUBLIC INVOLVEMENT PROGRAM..... 46

7.1 PUBLIC INVOLVEMENT PLAN 46

7.2 WEBSITE 47

7.3 PUBLIC KICK-OFF MEETING 47

7.4 ALTERNATIVES PUBLIC WORKSHOP 47

7.5 PREFERRED ALTERNATIVE PUBLIC COORDINATION 48

7.6 PUBLIC HEARING 48

7.7 POST HEARING COORDINATION 48

8.0 RECOMMENDED ALTERNATIVE 48

9.0 AGENCY COORDINATION 49

9.1 ETDM ETAT REVIEW/COMMITMENTS 49

9.2 OTHER COMMITMENTS 54

10.0 CONCLUSIONS..... 54

11.0 REFERENCES 55

LIST OF FIGURES

Figure 2.1 – Project Location Map 3

Figure 2.2 – I-95 Existing Roadway Section North of Hallandale Beach Boulevard 8

Figure 2.3 – I-95 Existing Roadway Section North of Pembroke Road 8

Figure 2.4 – I-95 Existing Lane Geometry and Configurations Line Diagram 9

Figure 3.1 – I-95 No-Build/No-Action Alternative Roadway Section North of Hallandale Beach Boulevard..... 13

Figure 3.2 – I-95 No-Build/No-Action Alternative Roadway Section North of Pembroke Road 13

Figure 3.3 – I-95 2045 No-Build/No-Action Alternative Lane Geometry and Configurations Line Diagram 14



Figure 3.4 – I-95 Alternative 1 Roadway Section North of Hallandale Beach Boulevard..... 16

Figure 3.5 - I-95 Alternative 1 Roadway Section North of Pembroke Road 16

Figure 3.6 – I-95 Alternative 1 Lane Geometry and Configurations Line Diagram 17

Figure 3.7 – I-95 Alternative 2 Roadway Section North of Hallandale Beach Boulevard..... 20

Figure 3.8 – I-95 Alternative 2 Roadway Section North of Pembroke Road 20

Figure 3.9 – I-95 Alternative 2 Lane Geometry and Configurations Line Diagram 21

Figure 4.1 – Cities/Town Location Map 27

Figure 4.2 – Community Features Location Map 28

Figure 4.3 – U.S. Census Block Location Map 29

Figure 4.4 – Existing Land Use and Cover Map 30

Figure 4.5 – Broward County Evacuation Routes 34

Figure 4.6 – Potential Recreational Section 4(f) Resources in Project Vicinity Location Map 37

LIST OF TABLES

Table 2.1 – Summary of Existing Limited Access Right of Way 7

Table 4.1 - Demographic Summary for the Incorporated Cities/Town..... 25

Table 4.2 - Summarized 2015 Census Block Data..... 26

Table 4.3 - Existing Land Use and Cover within the Study Area 26

Table 4.4 - Community Features..... 31

Table 4.5 - Potential Section 4(f) Resources 36

LIST OF APPENDICES

- Appendix A - Census Block Data
- Appendix B - Future Land Use Maps
- Appendix C - ROW Impacts Table



ACRONYMS AND ABBREVIATIONS

AADT	Average Annual Daily Traffic
BERT	Bus Express Rapid Transit
BRT	Bus Rapid Transit
DTPW	Department of Transportation and Public Works
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
PD&E	Project Development and Environment
ROW	Right Of Way
SCE	Sociocultural Effects
SERPM	Southeast Regional Planning Model
SMART	Strategic Miami Area Rapid Transit
STOPS	Simplified Trips on Project
TOC	Technical Oversight Committee
TSM	Transportation System Management
TDP	Transit Development Plan
VHT	Vehicle-Hours Travelled
VMT	Vehicle-Miles Travelled

Quality Process Log		
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1.0 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives for the ultimate improvements of the State Road (SR 9/Interstate 95 (I-95) interchanges at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. The project is located in Broward County, Florida and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood. The project is approximately three miles long and extends from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (Mileposts 0.0 – 3.1).

This *Sociocultural Evaluation (SCE) Report* is prepared in accordance with the *FDOT PD&E Manual, Part 2, Chapter 4 (Sociocultural Effects Evaluation)*, dated July 1, 2020. The purpose of this report is to document the effects the project will have on residents and businesses in the study area in support of the environmental study consistent with federal, state, and local objectives for the preferred alternative.

The preferred alternative is not anticipated to adversely directly or indirectly affect land use, social, economic, Section 4(f) historic and archaeological sites and recreation areas, aesthetics, community cohesion, community features, and demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. This alternative is also anticipated to enhance mobility with a potential to enhance economics. A total of 38 parcels will be impacted by the preferred alternative (nine residential sites (including one condominium), 25 commercial/industrial sites, and four miscellaneous sites consisting of road right-of-way, ditches, etc.) that results in the relocation of 68 businesses and three (3) residences. There are three (3) potential business relocations and two (2) personal property relocations. These relocations will be conducted in accordance with FDOT's *Conceptual Relocation Plan*. While existing landscaping will be impacted, the FDOT intends to coordinate with the Cities of Hallandale Beach, Hollywood, and the Town of Pembroke Park on those relocations and landscape replacement during the project's design phase.



2.0 PROJECT OVERVIEW

2.1 PROJECT DESCRIPTION AND LOCATION

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study for Interstate 95 (I-95) from south of Hallandale Beach Boulevard (SR 858) to north of Hollywood Boulevard (SR 820), a distance of approximately three miles (see **Figure 2.1**). The PD&E Study is proposing improvements to the Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard interchanges. The project is located in Broward County, Florida and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood.

I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is one of the two major expressways, Florida's Turnpike being the other that connects major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the State's Strategic Intermodal System (SIS) and the National Highway System. In addition, I-95 is designated as an evacuation route along the east coast of Florida.

I-95, within the project limits, currently consists of eight general use lanes (four in each direction) and four dynamically tolled express lanes (two in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are three existing full interchanges within the project limits located at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. All three roadways are classified as Divided Urban Principal Arterials. Hallandale Beach Boulevard consists of four lanes west of I-95 and six lanes east of I-95. Pembroke Road and Hollywood Boulevard each have six lanes west of I-95 and four lanes east of I-95.

This PD&E Study is evaluating the potential modification of existing entrance and exit ramps serving the three interchanges within the project limits. Widening and

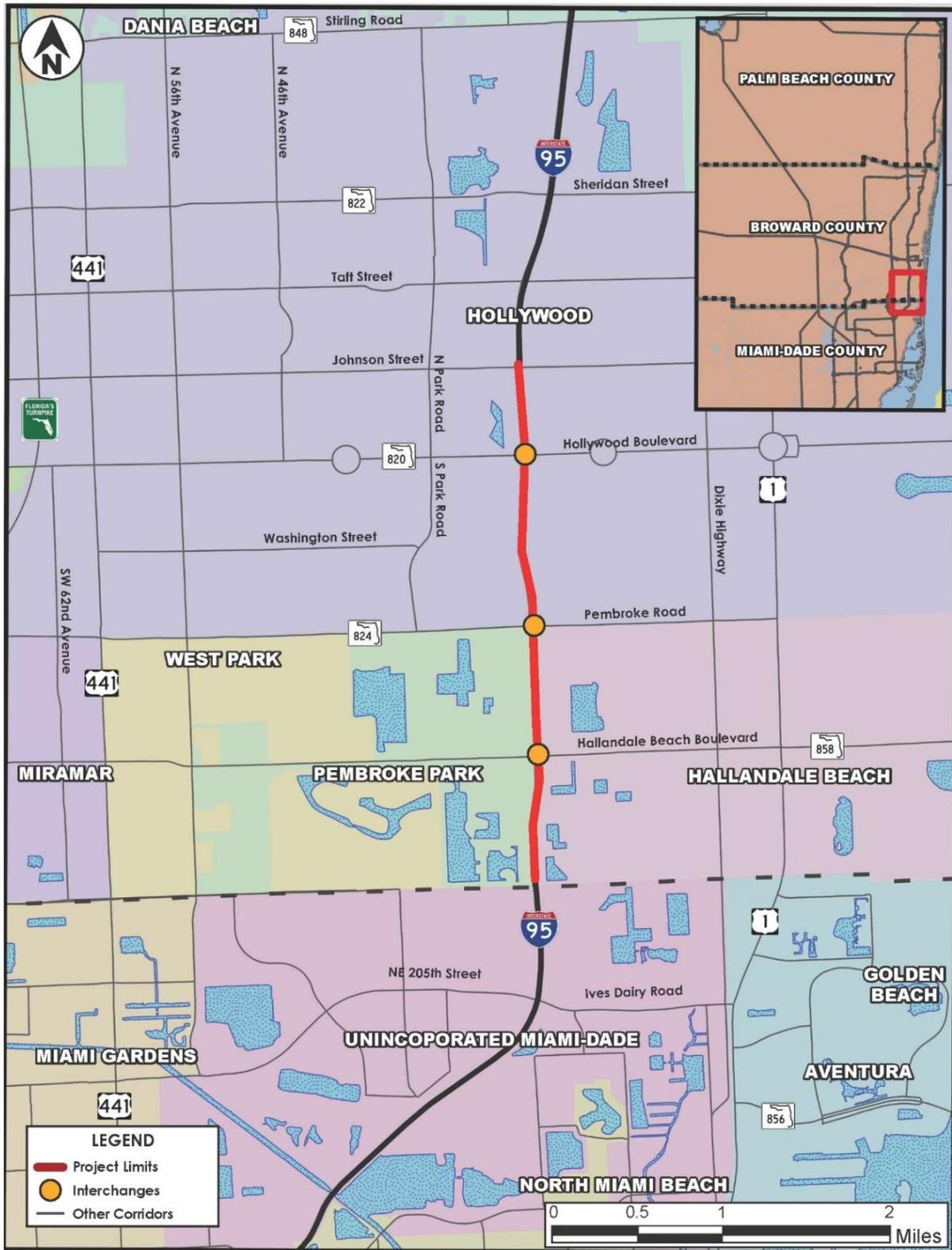


Figure 2.1 – Project Location Map



turn lane modifications at the ramp terminals were evaluated to facilitate the ramp modifications and improve the access and operation of the interchanges.

2.2 PURPOSE AND NEED OF THE PROJECT

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of potential interchange and intersection improvements that will improve capacity, operations, safety, mobility, and emergency evacuation.
- Identify the appropriate interstate/interchange access improvements that, combined with Transportation Systems Management and Operations (TSM&O) improvements, will service the users of the area, and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the I-95 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current I-95 Express Lanes and local projects.
- Prioritize the proposed improvements based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to increase interchange and ramp terminals intersection capacity at Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard. Other considerations for the purpose and need of this project include safety, system linkage, modal interrelationships, transportation demand, social demands, economic development, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below:

Capacity – The I-95 ramps at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard are currently congested and affecting traffic operations along I-95 between the interchange ramps and at the arterial intersections near I-95.

Without future improvements, the driving conditions will continue to deteriorate well below acceptable Level of Service (LOS) standards. The following I-95



freeway segments will operate below LOS D within at least one peak-hour period before the year 2045:

- Ives Dairy Road northbound on-ramp to Hallandale Beach Boulevard northbound off-ramp
- Hallandale Beach Boulevard northbound on-ramp to Pembroke Road northbound off-ramp
- Pembroke Road northbound on-ramp to Hollywood Boulevard northbound off-ramp
- Hollywood Boulevard northbound on-ramp to Sheridan Street northbound off-ramp
- Sheridan Street southbound on-ramp to Hollywood Boulevard southbound off-ramp
- Pembroke Road southbound on-ramp to Hallandale Beach Boulevard southbound off-ramp
- Hallandale Beach Boulevard southbound on-ramp to Ives Dairy Road southbound off-ramp

Additionally, the following intersections will fall below LOS D during at least one peak-hour period before the year 2045:

- Hallandale Beach Boulevard northbound ramp terminal
- Hallandale Beach Boulevard southbound ramp terminal
- Hollywood Boulevard southbound ramp terminal
- Hollywood Boulevard/28th Avenue

The improvements proposed as part of this project will increase the capacity of the interchanges and the ramp terminal intersections.

Safety – The crash safety analysis indicates that the I-95 study area segments have experienced greater overall number of crashes for the years 2012 through 2014 than what would typically be anticipated on similar facilities. A review of the crash data indicates that traffic operational improvements could address some of the safety issues.

Additional I-95 entry and exit ramp capacity at these interchanges will improve the safety and overall flow of traffic within the project corridor and adjacent intersections.



System Linkage – I-95 is part of the State's SIS and the National Highway System. I-95 provides limited access connectivity to other major arterials such as I-595 and Florida's Turnpike. The project is not proposing to change system linkage. However, potential interchange modifications would improve movements within the existing network systems.

Modal Interrelationships – There are sidewalks in both directions and public transit routes along Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. Additionally, there is a Tri-Rail Station in the northwest quadrant of the I-95/Hollywood Boulevard Interchange.

Capacity improvements within the study area will enhance the mobility of people and goods by alleviating current and future congestion at the interchanges and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses in the area.

Transportation Demand – The I-95 PD&E Study phase from south of Hallandale Beach Boulevard to north of Hollywood Boulevard is included in the Broward Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), FDOT Work Program, FDOT State TIP, and FDOT SIS Five Year Plan.

Social Demands and Economic Development – Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO LRTP predicted that the population would grow from 1.9 million in 2018 to 2.2 million by 2045, an increase of 16 percent. Jobs were predicted to increase from 0.9 to 1.2 million during the same period, an increase of 25 percent.

The project intersects the cities of Hallandale Beach, Pembroke Park, and Hollywood, the third largest city in Broward County.

Emergency Evacuation – The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95, Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. Hallandale Beach Boulevard,



Pembroke Road, and Hollywood Boulevard move traffic from the east to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways in the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

2.3 EXISTING CONDITIONS

I-95, within the study limits, consists of eight 11 to 12-foot wide general use lanes (four lanes in each direction), four 11-foot wide dynamically tolled express lanes (two in each direction), 12-foot wide auxiliary lanes at selected locations, 12-foot wide paved outside shoulders, 6 to 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside roadway guardrails. The express lanes are buffer-separated from the general use lanes with express lane markers and a 3-foot wide buffer. **Figure 2.2** shows the roadway section north of Hallandale Beach Boulevard and **Figure 2.3** shows the roadway section north of Pembroke Road. **Figures 2.4** depicts the Existing Conditions Lane Geometry and Configurations.

The existing limited access right of way varies slightly within the study limits. The right of way is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. **Table 2.1** summarizes the available right of way along the corridor.

Table 2.1 – Summary of Existing Limited Access Right of Way

I-95 Roadway Section	Right of Way Width (feet)
Miami-Dade/Broward County Line – Hallandale Beach Boulevard	303
Hallandale Beach Boulevard – Pembroke Road	300
Pembroke Road – Hollywood Boulevard	315
Hollywood Boulevard – Johnson Street	343

Source: FDOT ROW Survey

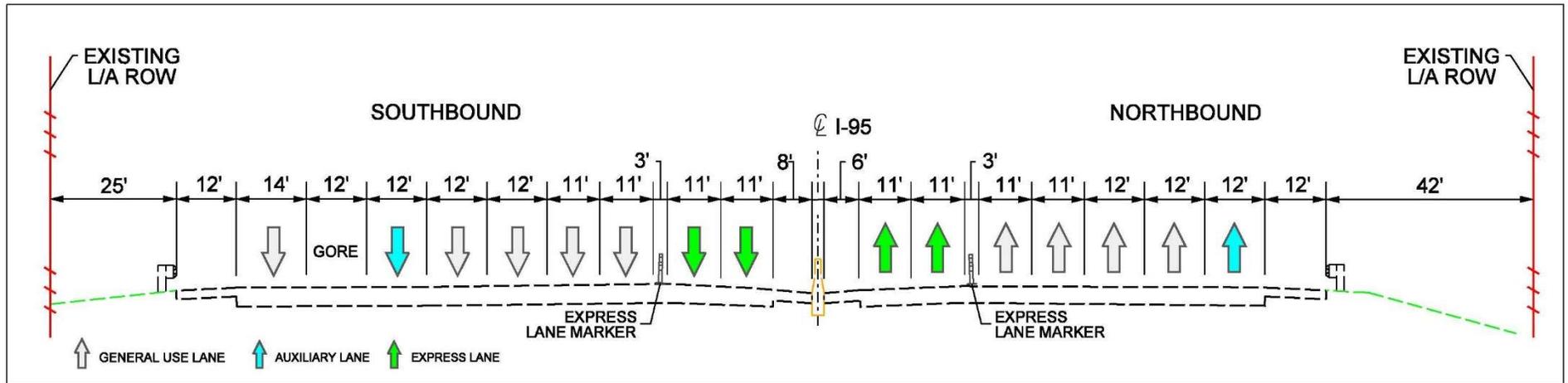


Figure 2.2 – I-95 Existing Roadway Section North of Hallandale Beach Boulevard

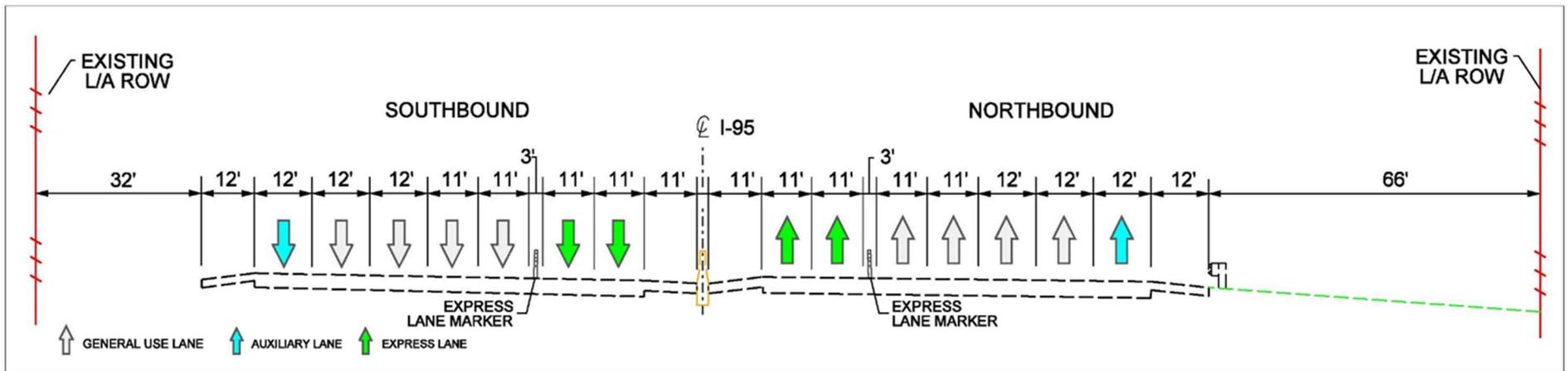
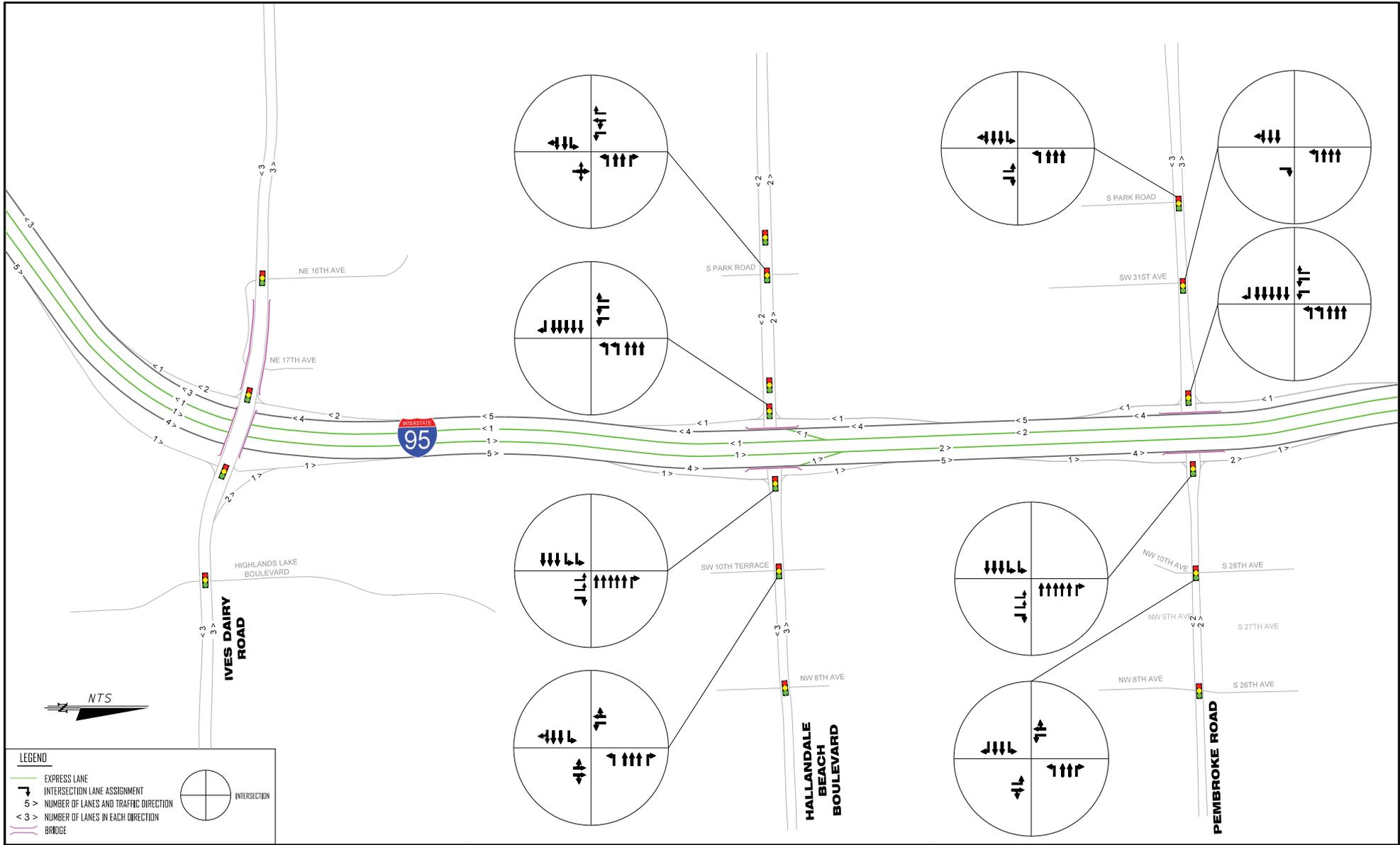
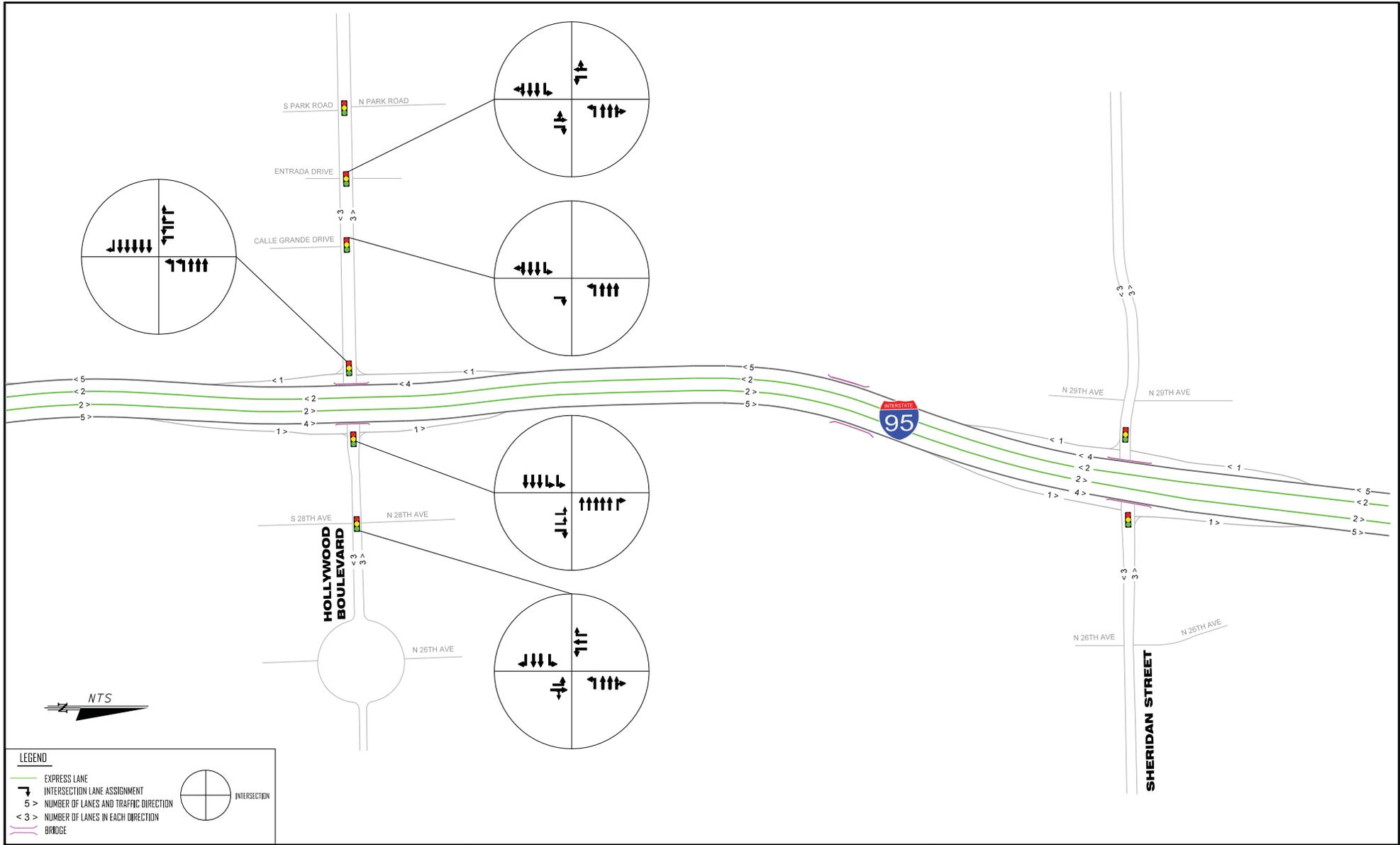


Figure 2.3 – I-95 Existing Roadway Section North of Pembroke Road







3.0 PROJECT ALTERNATIVES

Alternatives evaluated during the PD&E Study include the No Action Alternative and two Build Alternatives. Alternatives were developed and evaluated based on the ability to meet the project purpose and need.

3.1 NO-BUILD/NO-ACTION ALTERNATIVE

The No-Build Alternative (also referred to as “No-Action”) includes the existing transportation network and any funded, planned or programmed improvements open to traffic by the design year. The No-Build Alternative includes only those improvements that are elements of the MPO’s Transportation Improvement Program, the 2045 Cost Feasible LRTP, the FDOT’s Adopted Five Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders.

The No-Build Alternative includes currently planned and programmed improvements. One of the programmed improvements are the safety short-term interim improvements at the Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard interchanges. The No-Build Alternative includes the ongoing District Four I-95 Express Phase 3C Construction Project between south of Hollywood Boulevard and north of I-595. This construction project will add additional express lane access points (northbound egress and southbound ingress) within the Hollywood Boulevard Interchange. The No-Build Alternative also includes the District Six I-95 Planning Study between US 1 (Downtown Miami) and the Miami-Dade/Broward County Line. This planning study is proposing to add mainline capacity and interchange improvements by the design year of this project.

This alternative is considered to be a viable alternative to serve as a comparison to the study’s proposed build alternatives.

The No-Build Alternative roadway sections are the same as the existing sections plus any future planned improvements. I-95, within the study limits, consists of eight 11 to 12-foot wide general use lanes (four lanes in each direction), four 11-foot wide dynamically tolled express lanes (two in each direction), 12-foot wide auxiliary lanes at selected locations, 12-foot wide paved outside shoulders, 6 to



11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside roadway guardrails. The express lanes are buffer-separated from the general use lanes with express lane markers and a 3-foot wide buffer. **Figure 3.1** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.2** shows the roadway section north of Pembroke Road. **Figure 3.3** depicts the No-Build Alternative Lane Geometry and Configurations.

3.2 BUILD ALTERNATIVE

Two build alternatives were evaluated to improve traffic operations within the study area for the I-95 mainline and interchanges. Build alternatives were developed with the goal of reducing congestion and delay while also maximizing the efficiency of the transportation system.

Alternative 1 – This alternative proposes braided ramps between interchanges to improve substandard weaving movements along I-95. In this alternative, the on-ramps from each interchange will remain unchanged. However, the off-ramps to Pembroke Road and Hollywood Boulevard in the northbound direction and to Pembroke Road and Hallandale Beach Boulevard in the southbound direction will be located one interchange prior to the destination interchange. For example, travelers destined northbound to Pembroke Road would use an exit ramp located just south of the Hallandale Beach Boulevard corridor right after the Hallandale Beach Boulevard off-ramp. The new exit ramp will continue separated from the I-95 mainline braiding over the Hallandale Beach Boulevard on-ramp and continuing along the right of way line until reaching the cross-street ramp terminal. This new exit ramp bypasses and avoids conflicts with the Hallandale Beach Boulevard on-ramp. The same design continues northbound to Hollywood Boulevard and southbound to Pembroke Road and Hallandale Beach Boulevard. **Figure 3.4** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.5** shows the roadway section north of Pembroke Road. **Figure 3.6** shows the Lane Geometry and Configurations of Alternative 1.

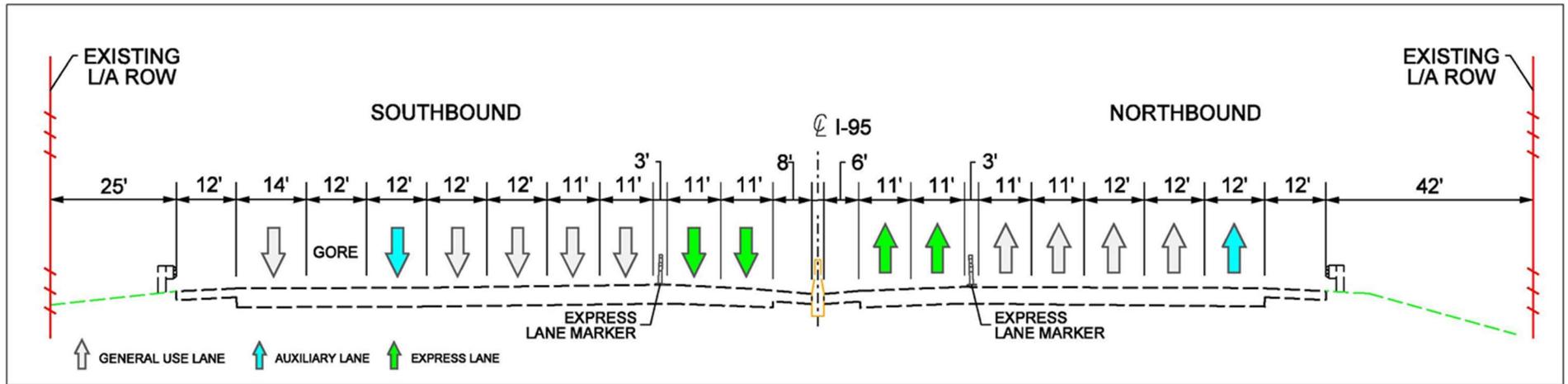


Figure 3.1 – I-95 No-Build/No Action Alternative Roadway Section North of Hallandale Beach Boulevard

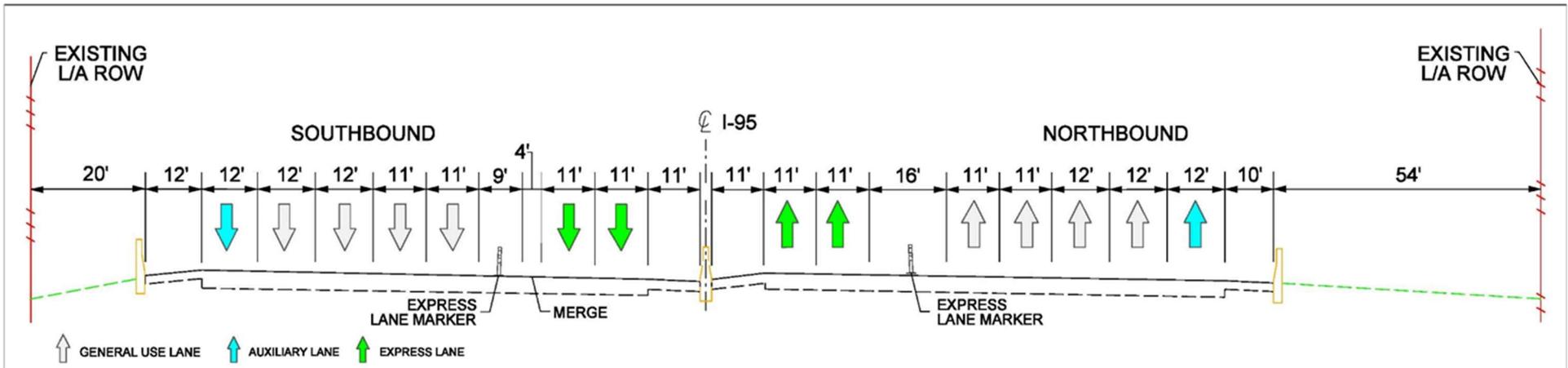
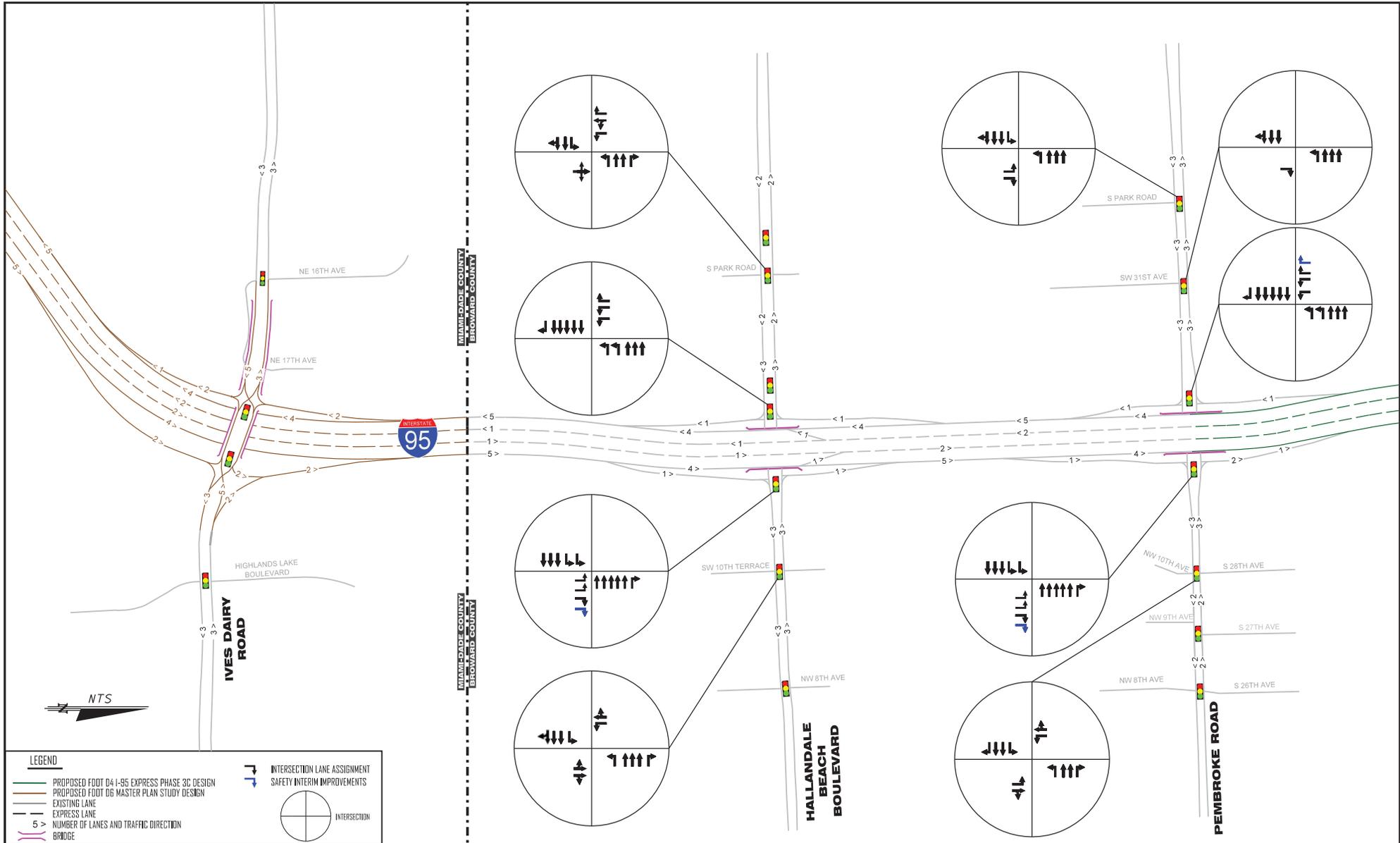


Figure 3.2 – I-95 No-Build/ No Action Alternative Roadway Section North of Pembroke Road



LEGEND

- PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT D6 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE

INTERSECTION LANE ASSIGNMENT
 SAFETY INTERIM IMPROVEMENTS
 INTERSECTION

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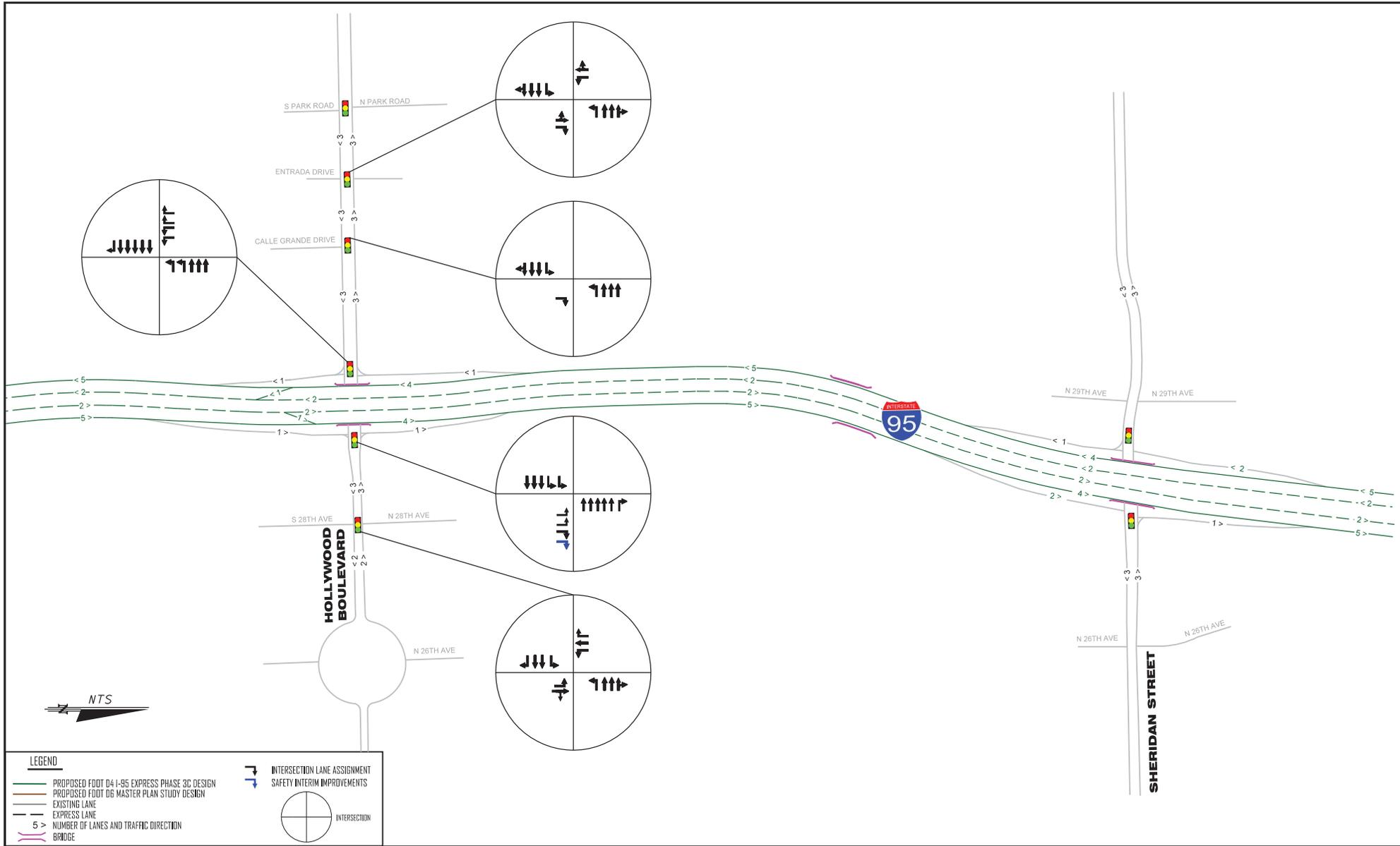
SEPTEMBER 2020

INTERSTATE 95

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY
 from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)
 FPOD No: 436903-I-22-02
 ETOM No: 14254

**SR 9 (INTERSTATE 95)
 LANE GEOMETRY AND CONFIGURATIONS
 2045 NO-BUILD LINE DIAGRAM**

FIGURE 3.3



LEGEND

- PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT D6 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- 5 >** NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE

INTERSECTION LANE ASSIGNMENT
 SAFETY INTERIM IMPROVEMENTS
 INTERSECTION

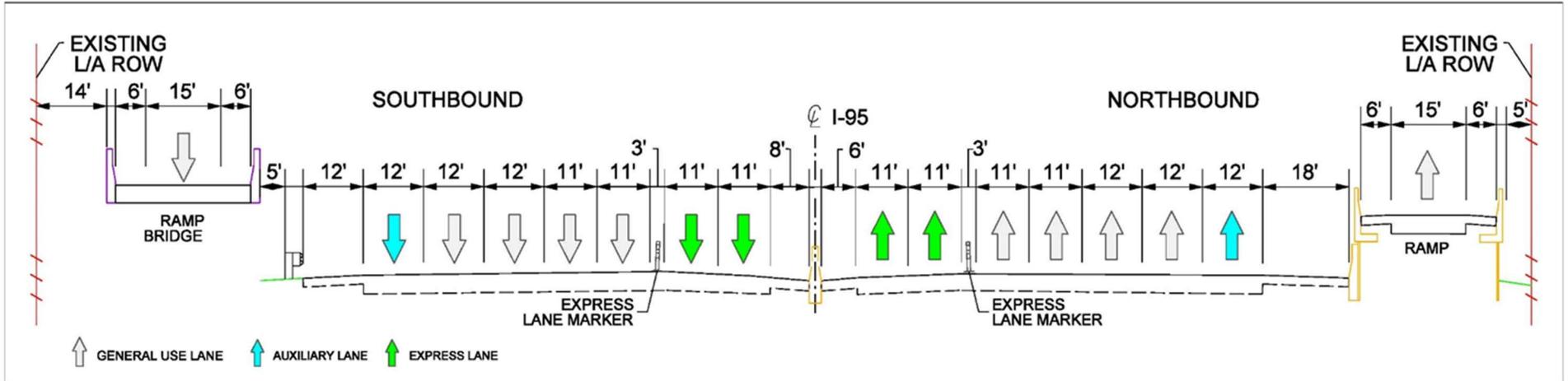


Figure 3.4 – I-95 Alternative 1 Roadway Section North of Hallandale Beach Boulevard

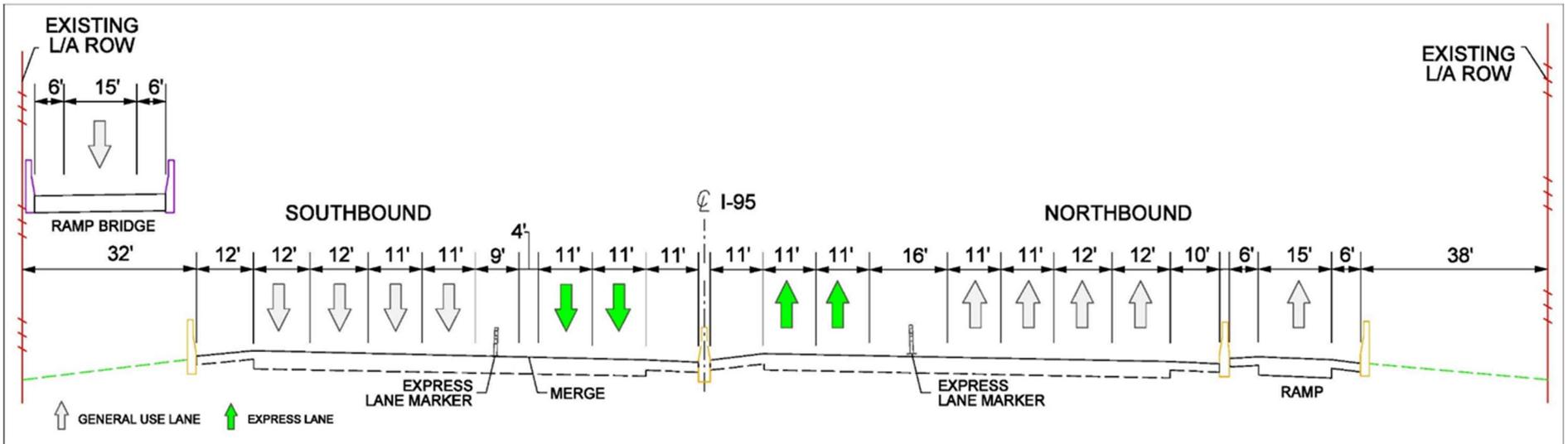
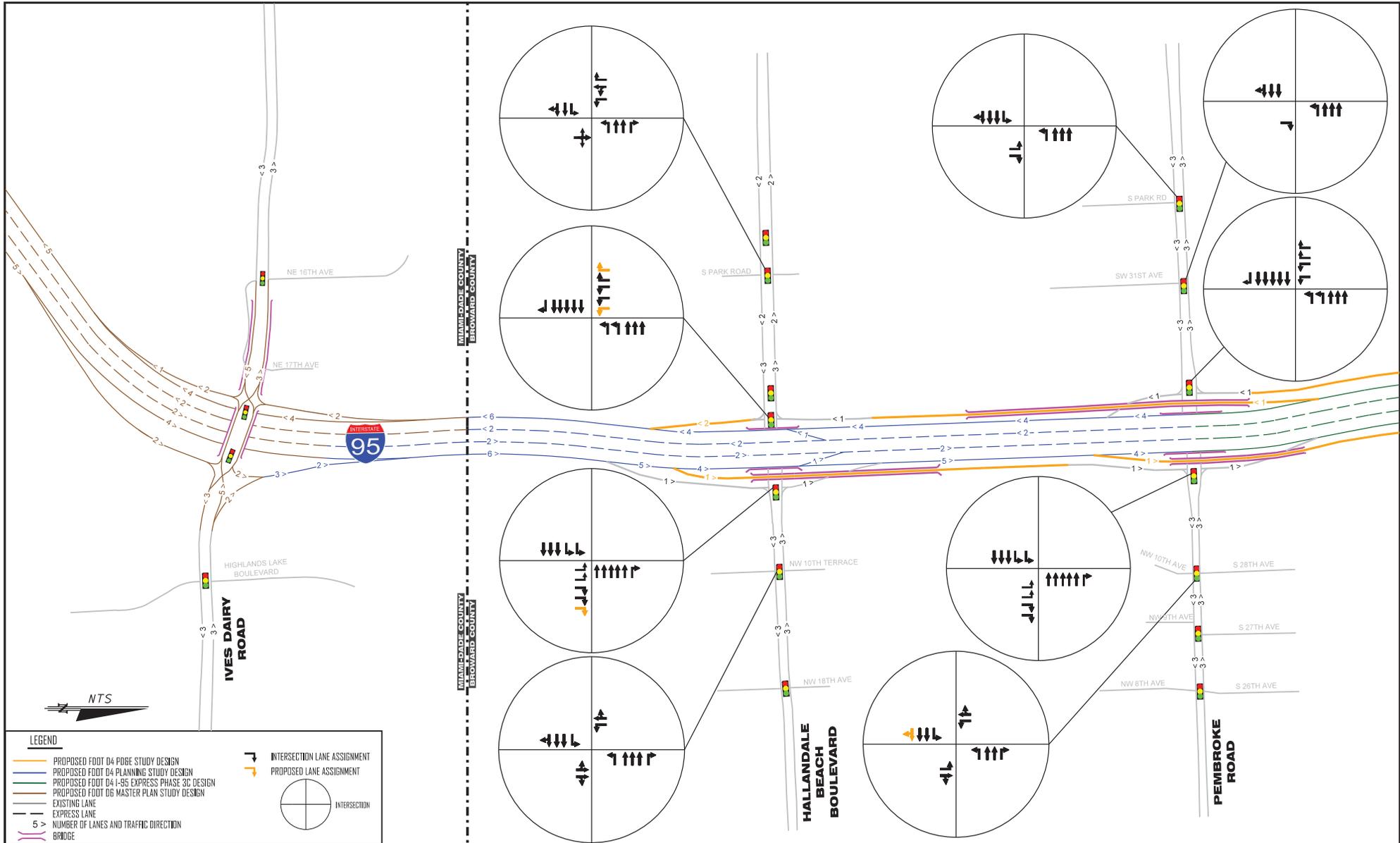


Figure 3.5 - I-95 Alternative 1 Roadway Section North of Pembroke Road



LEGEND

- PROPOSED FOOT 04 PDR STUDY DESIGN
- PROPOSED FOOT 04 PLANNING STUDY DESIGN
- PROPOSED FOOT 04 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FOOT 06 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE

INTERSECTION
 PROPOSED LANE ASSIGNMENT
 INTERSECTION

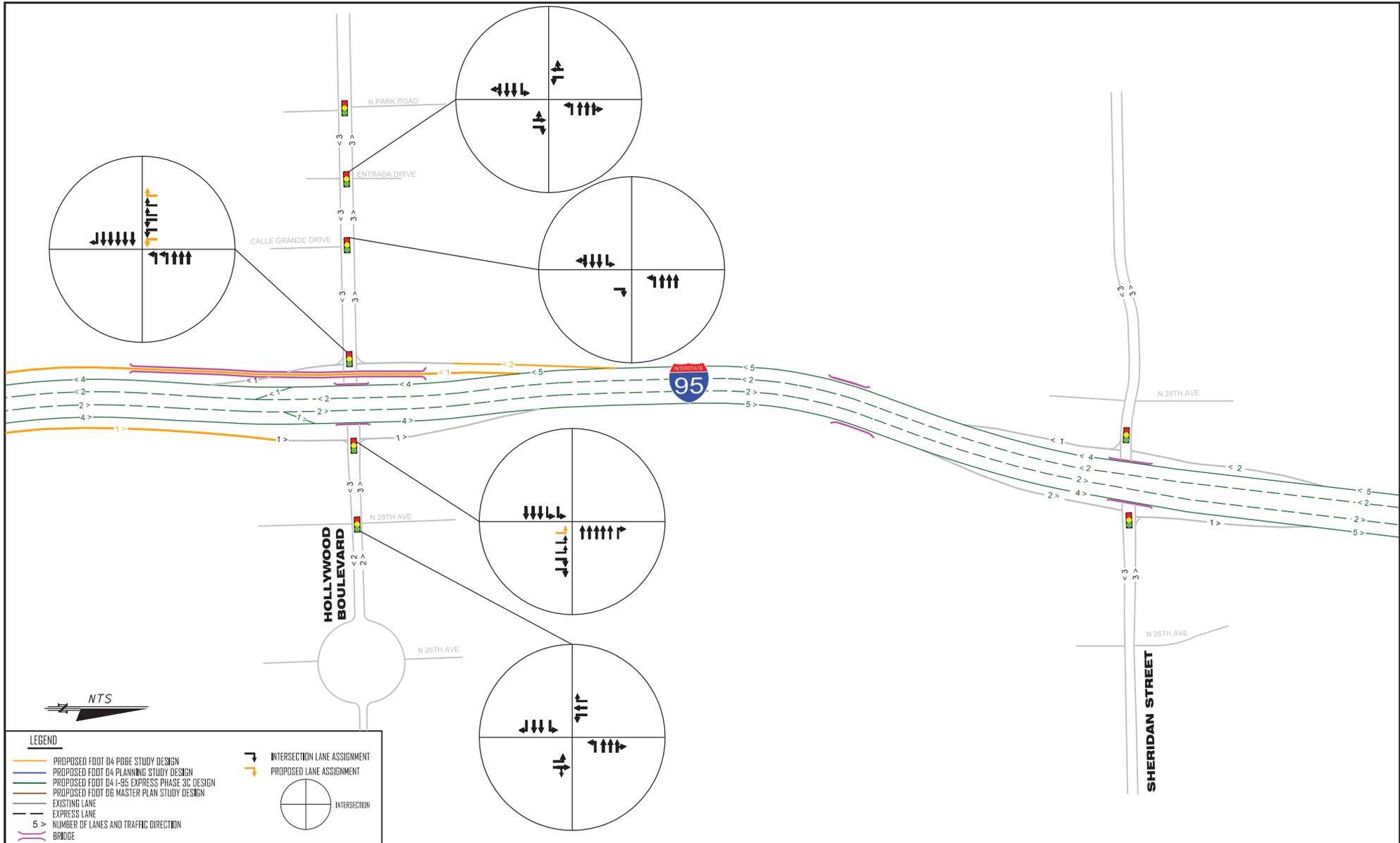
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OCTOBER 2020

I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY
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**SR 9 (INTERSTATE 95)
 LANE GEOMETRY AND CONFIGURATIONS
 ALTERNATIVE 1 LINE DIAGRAM**

FIGURE 3.6



LEGEND

- PROPOSED FDOT D4 PDRB STUDY DESIGN
- PROPOSED FDOT D4 PLANNING STUDY DESIGN
- PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT D6 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE

- INTERSECTION LANE ASSIGNMENT
- PROPOSED LANE ASSIGNMENT
- INTERSECTION

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**SR 9 (INTERSTATE 95)
 LANE GEOMETRY AND CONFIGURATIONS
 ALTERNATIVE 1 LINE DIAGRAM**

**FIGURE
 3.6**



Alternative 2 – This alternative proposes a collector distributor roadway system within the I-95 mainline project area. The collector distributor roadway system will remove the Pembroke Road Interchange from directly interacting with the I-95 mainline. In the northbound direction, all exiting traffic to Pembroke Road and Hollywood Boulevard will utilize a new collector distributor off-ramp just south of Hallandale Beach Boulevard. The collector distributor roadway system will extend to just north of Hollywood Boulevard serving the exit traffic to Pembroke Road, entry traffic from Pembroke Road and entry traffic from Hollywood Boulevard. In the southbound direction, the new collector distributor roadway system will not be continuous, it will end and begin at Pembroke Road. The first section combines the off-ramps to Hollywood Boulevard and Pembroke Road and the second section moves the Pembroke Road on-ramp to enter I-95 south of the Hallandale Beach Boulevard on-ramp. **Figure 3.7** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.8** shows the roadway section north of Pembroke Road. **Figures 3.9** shows the Lane Geometry and Configurations of Alternative 2.

Widening and turn lane modifications at the ramp terminals were evaluated to facilitate the ramp modifications and improve the access and operation of the interchanges. These improvements are the same in both alternatives.

3.3 PREFERRED ALTERNATIVE

The preferred alternative for the I-95 corridor is Alternative 2. Alternative 2 was selected based on the alternative alignment analysis and the evaluation results summarized as part of the PD&E Study. Alternative 2 will add the capacity improvements necessary to improve traffic operations, safety, transit, system linkage, modal interrelationships, transportation demand, social demand, economic development, interchange access and emergency evacuation. Alternative 2 is the most prudent when compared with Alternative 1 for the following reasons:

- Removing the Pembroke Road interchange from directly interacting with I-95 improves the mobility and access in and out of Pembroke Road and adjacent roadways.
- Reduces the number of entrances and exits to and from I-95, which improves the overall operations of the I-95 mainline, ramps, and interchanges.

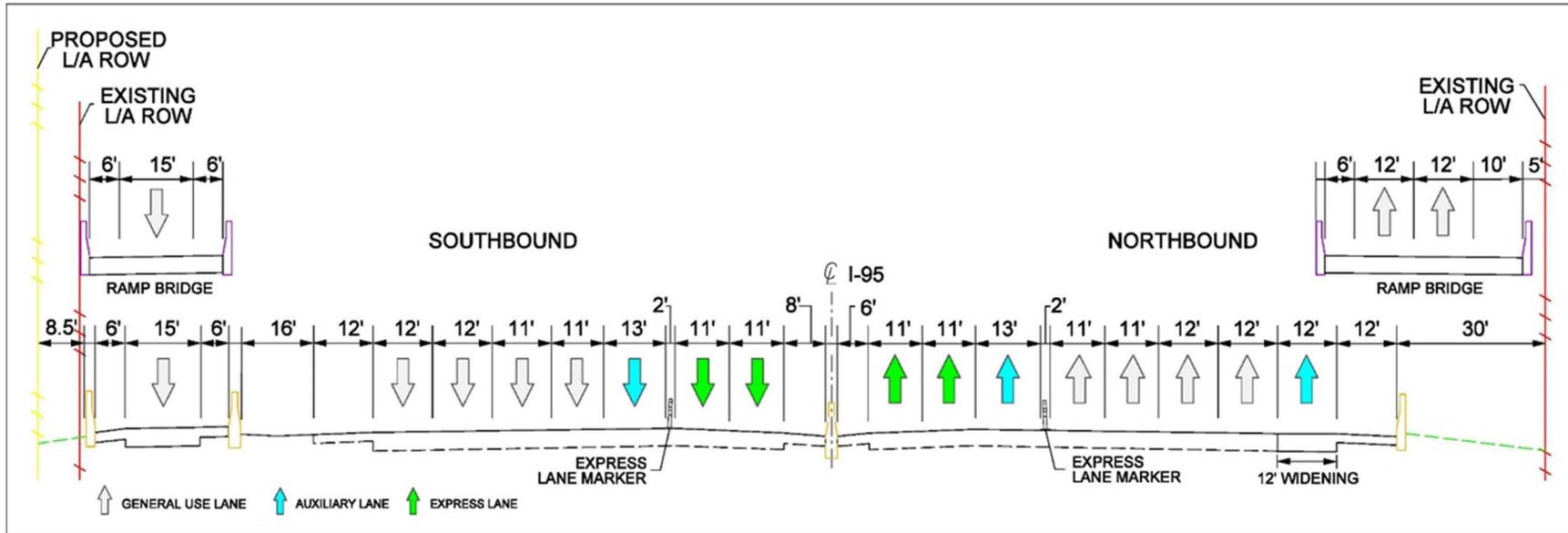


Figure 3.7 – I-95 Alternative 2 Roadway Section North of Hallandale Beach Boulevard

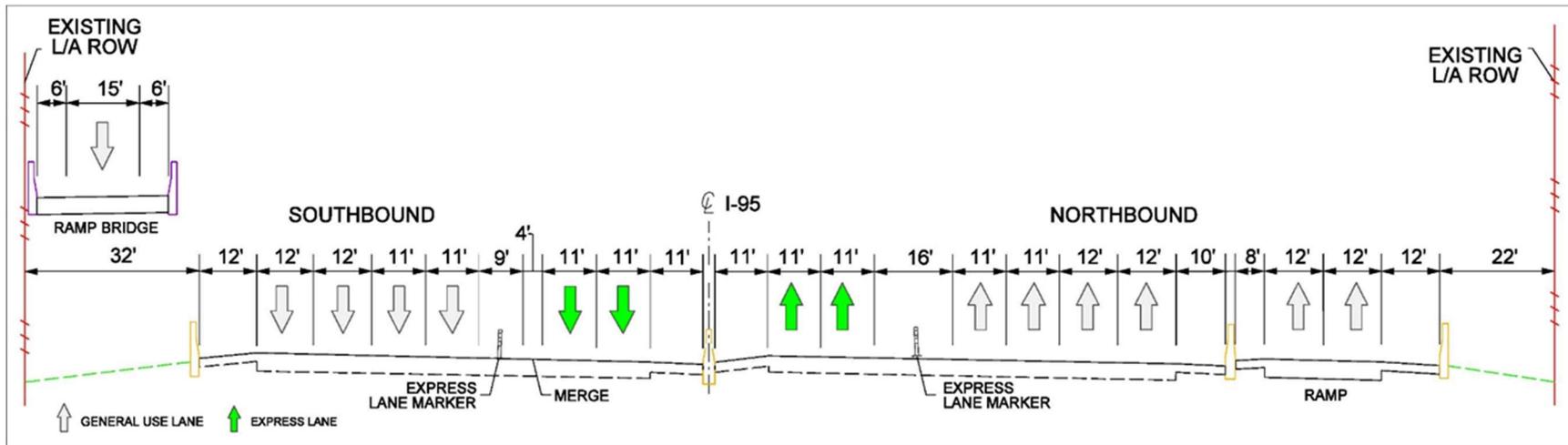
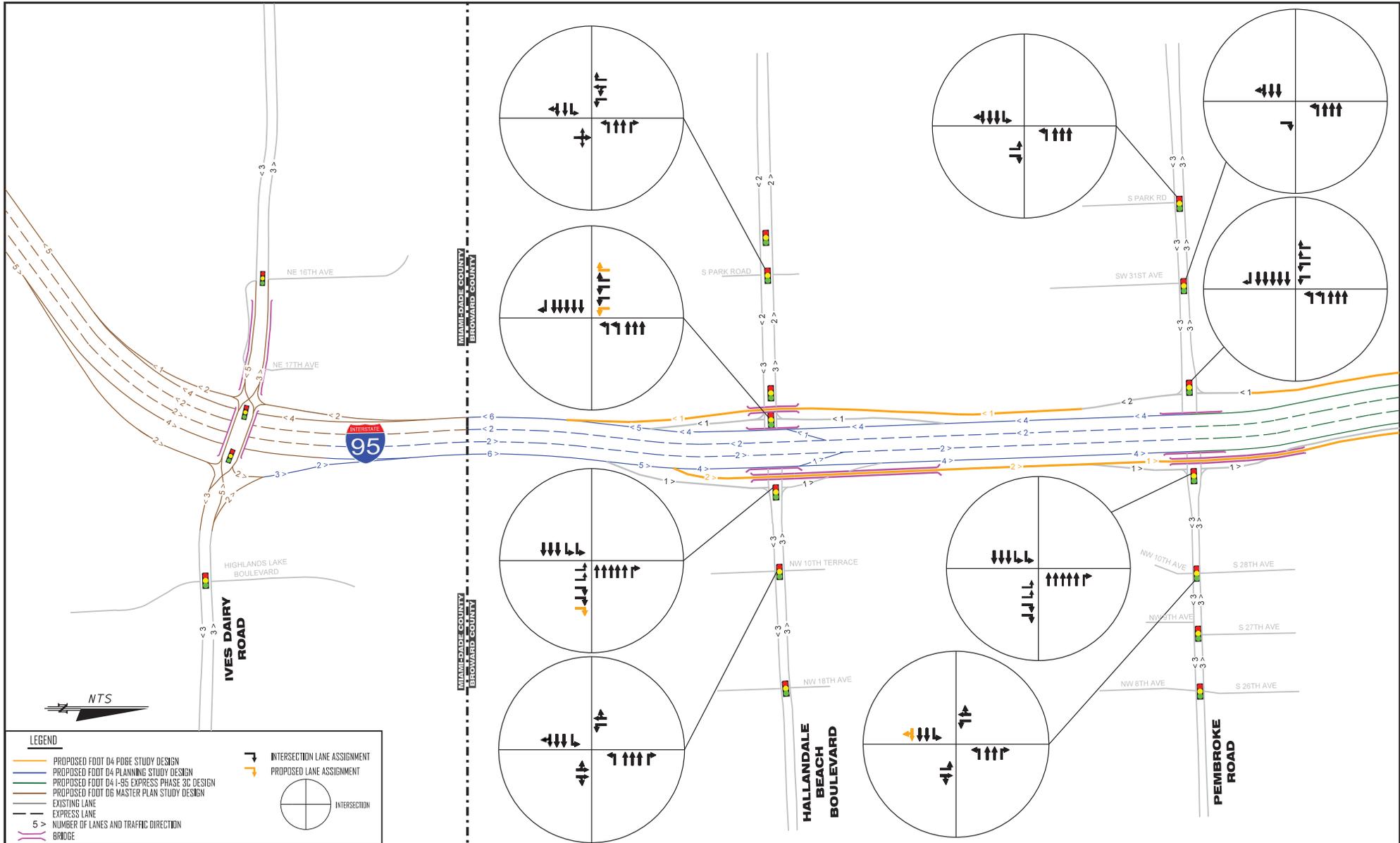


Figure 3.8 – I-95 Alternative 2 Roadway Section North of Pembroke Road



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

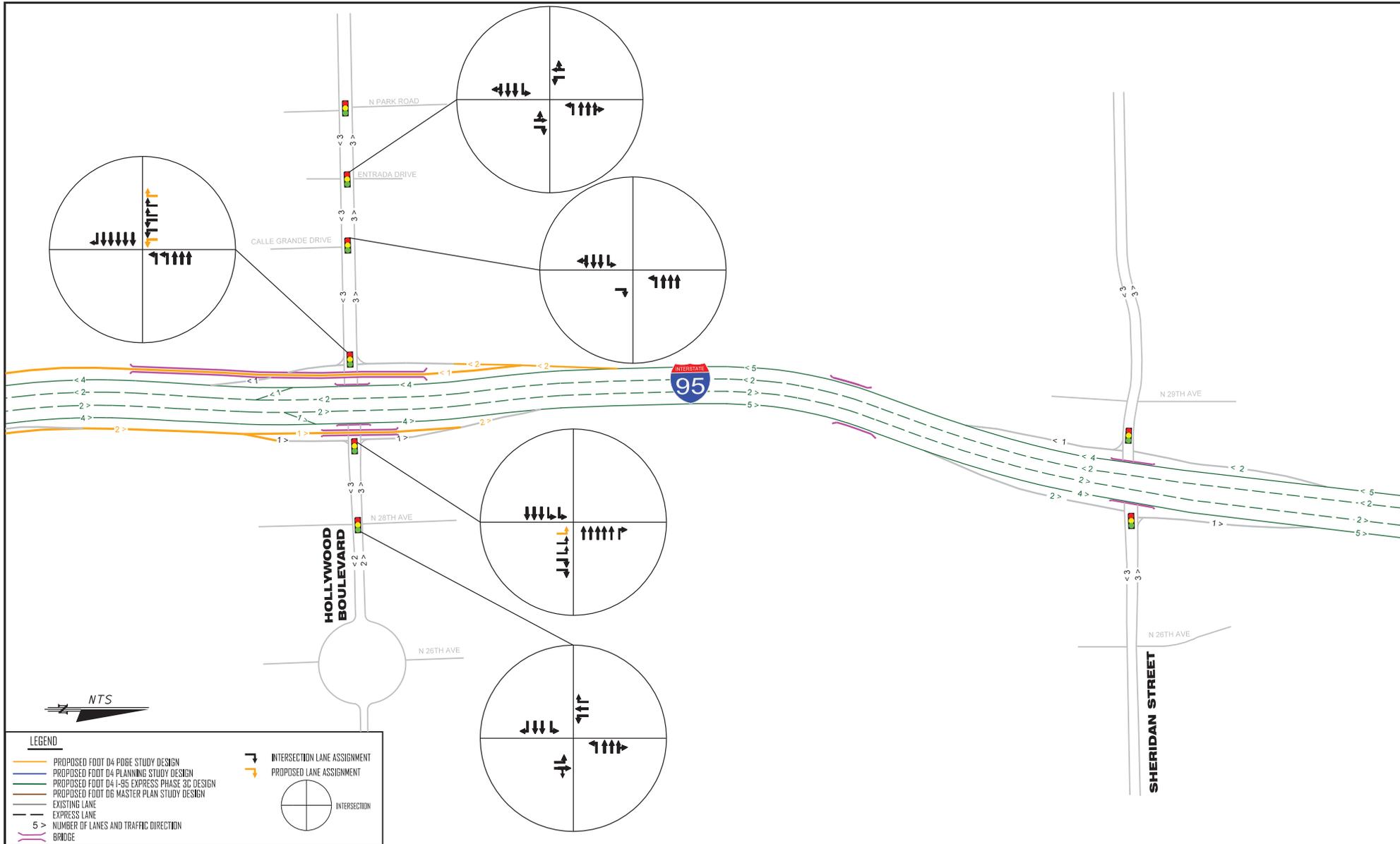
OCTOBER 2020



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY
from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)
FPO No: 436903-I-22-02
ETDM No: 14254

**SR 9 (INTERSTATE 95)
LANE GEOMETRY AND CONFIGURATIONS
ALTERNATIVE 2 LINE DIAGRAM**

FIGURE
3.9





- Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials, and interstate access.
- The collector distributor roadway system removes I-95 mainline traffic, which provides more capacity to several mainline segments of I-95.
- Provides the ability to enhance/improve bus service, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups.
- Provides more off-ramp storage and requires less signage on the mainline due to less access points.
- Lower construction cost.

4.0 COMMUNITY CHARACTERISTICS INVENTORY

The sociocultural effects (SCE) evaluation addresses proposed transportation actions on communities and their quality of life. The Community Characteristics Inventory (CCI) summarizes quantitative and qualitative data for each defined community within the study area. A comprehensive CCI provides support to the SCE evaluation by defining the affected communities and potential issues resulting from a proposed transportation project.

4.1 STUDY AREA

This project is located in southern Broward County within the incorporated Town of Pembroke Park and the Cities of Hallandale Beach and Hollywood (see **Figure 4.1**). For this study, census block data from each of the incorporated areas was collected. The corridor begins south of Hallandale Beach Boulevard (the Miami-Dade/Broward County Line) and continues north along I-95 to north of Hollywood Boulevard (to Johnson Street). At the three interchanges, the approximate limits of the proposed improvements are: east of South Park Road/1st Street to west of NW 10th Terrace (Hallandale Beach Boulevard), east of South Park Road to east of NW 9th Avenue (Pembroke Road), and Calle Largo Drive to approximately North 29th Avenue (Hollywood Boulevard). Pertinent community features are shown in **Figure 4.2**.

The SCE study area comprises an approximate 0.25-mile (1,320 feet) radius/buffer around the corridor and intersects 13 census blocks. A census block is the smallest



geographic unit for which the Census Bureau tabulates data, and is typically bound by streets and other features. Census data collected at the block level provides relevant information about the communities most likely affected by the project. The census blocks selected for evaluation were predominately contained within the study area (see **Figure 4.3**) to ensure the census data is representative of the study area. For example, census block data was not included if the study area included 25% or less of the block

4.2 DEMOGRAPHICS

Demographic data describes the community's population, including population size, age composition, ethnicity, household information, education, economic information, and geographic distribution. This data can assist planners in designing public outreach and educational materials to reflect the ethnicity, age, education and economic backgrounds of the community's residents. A summary of the population demographics for the incorporated Cities of Hallandale Beach and Hollywood and the Town of Pembroke Park are shown in **Table 4.1**.

As previously stated, the 0.25-mile study area encompasses 13 census blocks (see **Figure 4.3**). Refer to **Table 4.2** for the summarized census block data and see **Appendix A** for the complete table with additional census block-specific data. Census data show eight blocks with greater than 50% minority populations. In accordance with the Efficient Transportation Decision Making (ETDM) Summary Report, Income Map, north of Pembroke Road, on the east side of I-95 between Washington Street and Johnson Street are communities where the number of households below poverty were reported to be greater than 20%. Similarly, south of Pembroke Road on both sides of I-95, to the Broward/Miami-Dade County Line, the number of households whose incomes are reported to be below poverty is greater than 20%.

4.3 COMMUNITIES

A community is comprised of residents, institutions, facilities and businesses within a defined geographic boundary. The sociocultural characteristics of the study area and near vicinity are described in **Sections 4.3.1 – 4.3.5**.



Table 4.1 – Demographic Summary for the Incorporated Cities/Town

Category	Hallandale Beach	Pembroke Park	Hollywood
Geographical Area	4.61 sq. miles	1.67 sq. miles	30.8 sq. miles
Total Population	39,847	6,749	154,817
Total Households	17,537	2,285	56,542
Age, Race and Ethnicity			
% Age 65+	24.3%	12.7%	16.8%
% White	73.3%	36.9%	68.3%
% Black or African American	19.7%	50.6%	18.2%
% Other *	2.1%	2.7%	2.7%
%Two or Three Races	2.9%	4.3%	4.4%
% Hispanic/Latino Origin **	35.6%	36.5%	38.9%
Educational Attainment			
School Enrollment (Ages 3+)	7,795	1,803	33,812
% Earned High School Graduate or Higher (Ages 25+)	85.2%	78.8%	87.4%
% Earned Bachelor Degree or Higher (Ages 25+)	32.0%	22.0%	27.9%
Employment Status and Work Commute			
% Employed (Ages 16+)	61.8%	64.8%	66.1%
% Drive Alone to Work	74.9%	86.0%	77.3%
% Use Public Transportation	4.1%	5.3%	3.6%
Mean Travel Minutes to Work	29.5 minutes	31.2 minutes	30.0 minutes
Household and Income			
Average Persons per Household	2.25	2.81	2.67
Median Value of Owner Occupied Units	\$215,600	\$84,400	\$254,000
Mean Household Income	\$39,184	\$38,119	\$54,251
% Household Income <50K	61.2%	70.8%	45.3%
% Individuals Below Poverty	19.0%	23.6%	12.6%

Source: <https://www.census.gov/quickfacts/fact/table/US/PST045216>, <https://data.census.gov/cedsci/> and <https://censusreporter.org/search/> from the U.S. Census Bureau and the ACS (American Community Survey) 2010-2019 Data Profiles.

* Includes American Indian, Alaska Native American, Asian, and Other Ethnicities.

** Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parent or ancestors before their arrival in the United States. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.



Table 4.2 – Summarized 2015 Census Block Data

Census Block	Total Area (acres)	Total Population	Households	Black	Latino
1	122.00	908	239	0%	25%
2	271.00	686	391	0%	38%
3	224.00	2,818	1,091	15%	64%
4	518.00	946	408	18%	55%
5	207.00	2,191	634	36%	50%
6	406.00	3,077	1,179	15%	52%
7	170.00	1,864	505	70%	19%
8	185.00	1,611	587	33%	22%
9	114.00	1,236	521	22%	48%
10	224.00	1,197	451	0%	49%
11	169.00	1,950	853	44%	31%
12	151.00	1,351	494	9%	32%
13	171.00	581	315	12%	13%

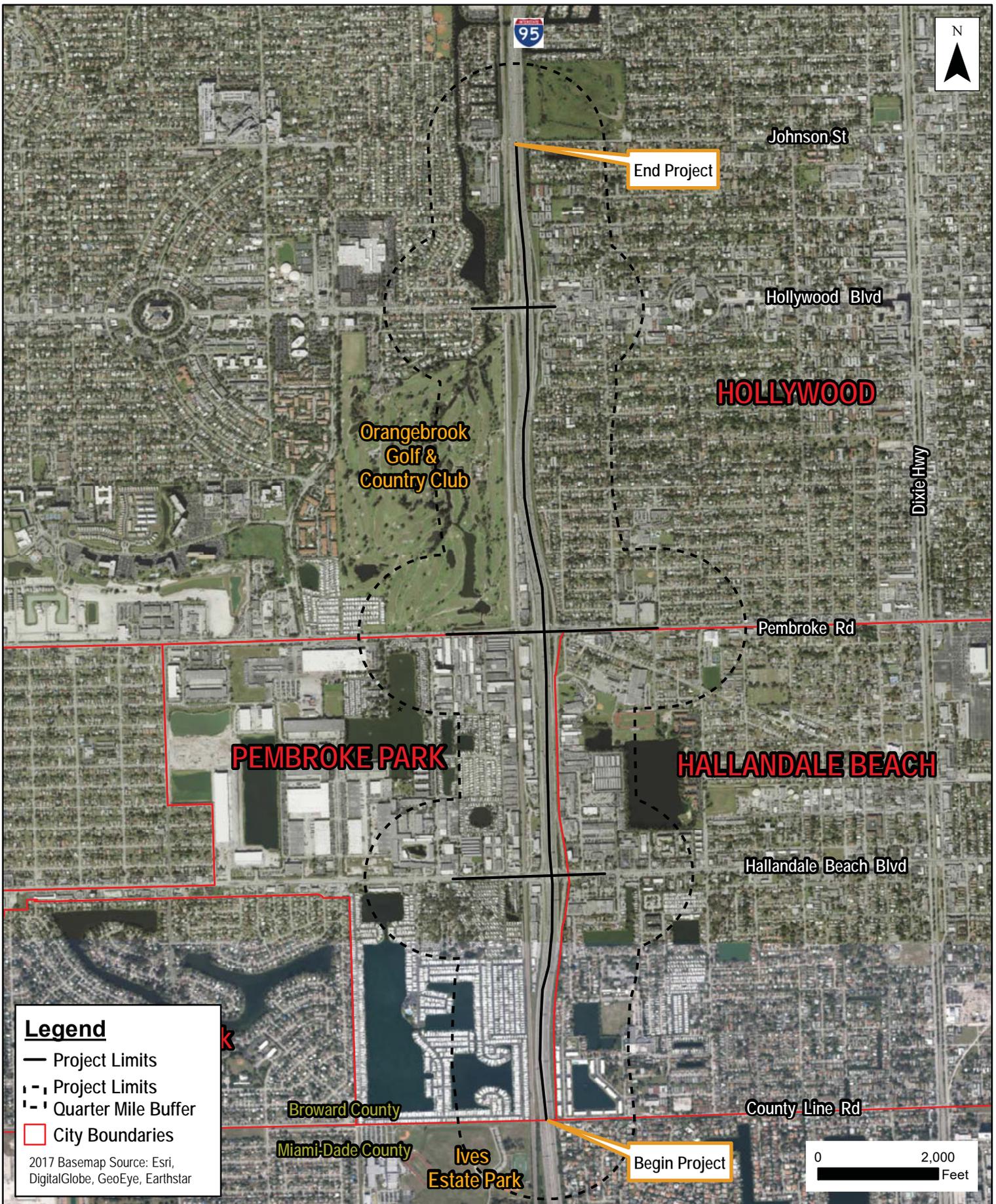
4.3.1 Existing Land Use and Cover

Land Use and Cover was classified using South Florida Water Management District (SFWMD) Land Use and Cover nomenclature (see **Figure 4.4**). **Table 4.3** summarizes the existing land use and cover within the study area.

The Land Use and Cover within the right of way (ROW) is transportation (road and highway) with supporting features such as drainage swales.

Table 4.3 – Existing Land Use and Cover within the Study Area

Land Use and Cover
Channelized Waterways, Canals
Commercial and Services
Educational Facilities
Golf Course
Fixed Single Family Units
Mobile Home Units
Multiple Dwelling Units: Low and High Rise
Open Land
Other Light Industry
Parks/Recreation
Reservoirs
Retail Sales and Services
Roads and Highways



SR-9/I-95 from S of SR-858/Hallandale Beach Blvd. to N of SR-820/Hollywood Blvd. PD&E Study
Broward County

Cities/Town
Location Map

Figure 4.1

Date Prepared: 05/20/2021

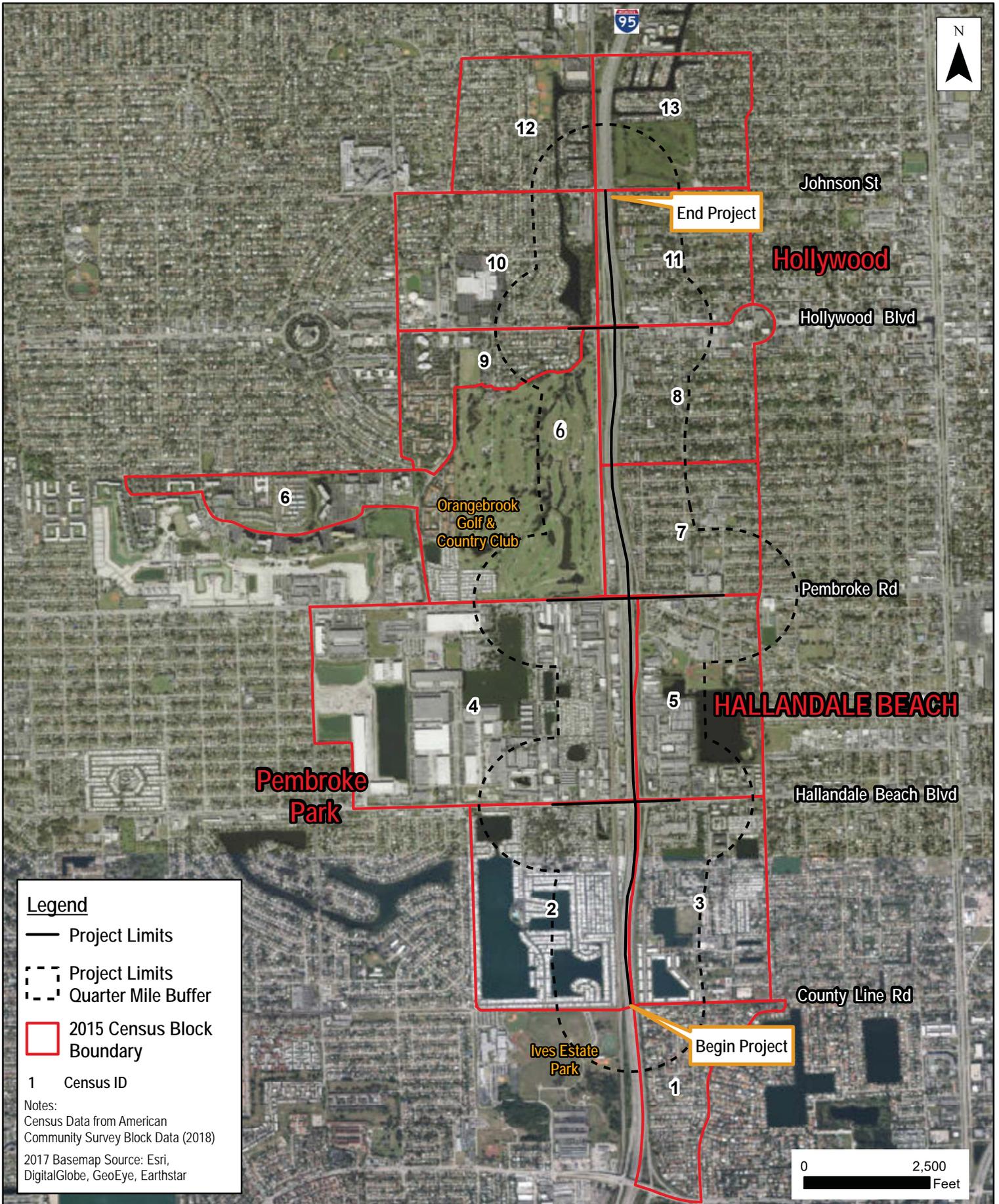


SR-9/I-95 from S of SR-858/Hallandale Beach Blvd. to N of SR-820/Hollywood Blvd. PD&E Study
 Broward County

Community Features
 Location Map

Figure 4.2

Date Prepared: 05/20/2021

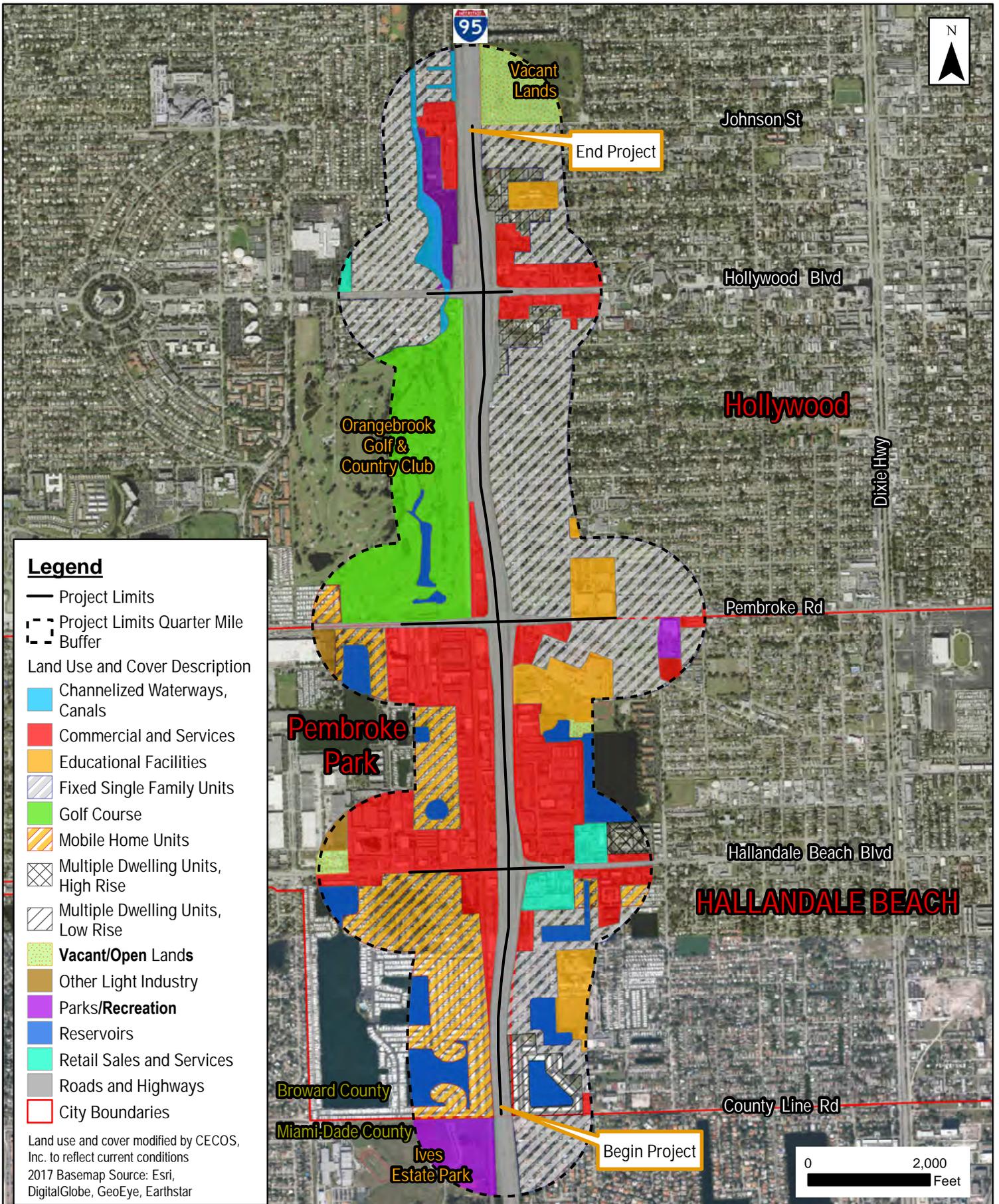


SR9/I-95 from South of SR858/Hallandale Beach Blvd. to North of SR820/Hollywood Blvd. PD&E Study
 Broward County

U. S. Census Block Location Map

Figure 4.3

Date Prepared: 05/20/2021



4.3.2 Community Features

Community features are private or public organizations that local residents rely upon for goods, services, and recreation. **Table 4.4** identifies the major community features within the study area starting from the south terminus and going north. **Figure 4.2** shows the locations of these features (each feature's location is referenced by number).

Table 4.4 – Community Features

Feature No.	Type	Name	Address	City
4	Church	Kingdom Of Jehovah's Witnesses	100 SW 10 th Avenue	Hallandale Beach
5	Church	Soul's Harvest Christian Center	972 West Hallandale Beach Boulevard	Hallandale Beach
6	Church	Bethlehem Lutheran Church	838 W Hallandale Beach Boulevard	Hallandale Beach
8	Church	New Birth Faith Tabernacle Christian Baptist Church	1026 NW 8 th Street	Hallandale Beach
13	Church	Seventh-Day Adventist Church	1237 S 28 th Avenue	Hollywood
18	Church	New City Fellowship Church	2740 Van Buren Street	Hollywood
25	Church	St. John's Lutheran Church	2919 Van Buren Street	Hollywood
27	Church	Saint Gregorios Orthodox Church	2850 Taylor Street	Hollywood
9	Daycare	Choices Children's Academy	1048 Foster Road	Hallandale Beach
17	Daycare	Next Generation Academy	2910 Jackson Street	Hollywood
21	Government	City of Hollywood City Hall	2600 Hollywood Boulevard	Hollywood
23	Institution	Greater Hollywood Jaycees	2930 Hollywood Boulevard	Hollywood
1	Park/Recreation	Ives Estate Park	20901 NE 16 th Avenue	Miami
10	Park/Recreation	Oreste Blake (OB) Johnson Community Center	1000 NW 8 th Avenue	Hallandale Beach



12	Park/Recreation	McNicol Community Center	1411 S 28 th Avenue	Hollywood
16	Recreation	Orangebrook Golf Course	400 Entrada Drive	Hollywood
24	Park	Lions Park	3003 Hollywood Boulevard	Hollywood
29	Park	Stan Goldman Memorial Park	800 Knights Road	Hollywood
2	School	Hallandale Elementary School	900 SW 8th Street	Hallandale Beach
3	School	Gulfstream Academy Of Hallandale Beach/Hallandale Adult Community Center	1000 SW 3rd Street	Hallandale Beach
30	School	Lanier-James Education Center	1050 NW 7 th Court	Hallandale Beach
7	School	Hallandale High School	720 NW 9th Avenue	Hallandale Beach
11	School	McNicol -Middle Magnet School	1602 S 27th Avenue	Hollywood
14	School	Colbert Elementary	2702 Funston Street	Hollywood
15	School	Aukela Christian Military Academy	2835 Madison Street	Hollywood
19	School	Little Giants Academy	2710 Van Buren Street	Hollywood
20	School	Jewish Cooperative School	2751 Van Buren Street	Hollywood
22	School	Ben Gamla Charter School	2620 Hollywood Boulevard	Hollywood
26	School	Creative Beginnings Preschool	2919 Van Buren Street	Hollywood
28	School	Shaarei Bina	2907 Taylor Street	Hollywood

4.3.3 Evacuation and Emergency Services

The City of Hollywood and the City of Hallandale Beach have their own police and fire departments located outside the project's 0.25-mile radius. The Town of Pembroke Park contracts their police and fire rescue services through the Broward Sheriff's Office whose offices are located outside the 0.25-mile radius.



I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. It is one of two major expressways, Florida's Turnpike being the other, that connect the major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the State's Strategic Intermodal System (SIS), and the National Highway System. In addition, I-95 is designated as an evacuation route along the east coast of Florida. **Figure 4.5** shows the Broward County evacuation routes.

4.3.4 Cultural Resources

In 2018, The FDOT conducted a Cultural Resource Assessment Survey (CRAS) for this PD&E Study. The State Historic Preservation Office (SHPO) concurred with the recommendations on August 29, 2018. In 2019, a Section 106 Evaluation and Determination of Effects Case Study Report was prepared for FDOT. This report documented the potential effects of the improvements to the National Register-eligible historic resources within the project Area of Potential Effect (APE). The Criteria of Effect, as defined in *36 Code of Federal Regulations (CFR) Part 800.5*, were applied to these resources: Hollywood Seaboard Air Line Railway Station (8BD163), Seaboard Air Line (CSX) Railroad (8BD4649), and Stratford's (8BD6648). The Hollywood Seaboard Air Line Railway Station (8BD163) was determined National Register-eligible by the State Historic Preservation Office (SHPO) in 1999, and the Seaboard Air Line (CSX) Railroad (8BD4649) and Stratford's (8BD6648) were recently determined National Register-eligible by the SHPO in August 2018. The SHPO concurred that the proposed project improvements will have no adverse effect on the Hollywood Seaboard Air Line Railway Station, Seaboard Air Line (CSX) Railroad, and Stratford's on January 16, 2019. Although there are three intersections of the railroad where the roadways will be widened, the railroad materials that will be removed will be replaced in-kind. The improvements will not result in effects that will deter the continued use as a railroad corridor and will also not substantially change the visual relationship between the trackbed and the surrounding environment and landscape.



EVACUATION MAP

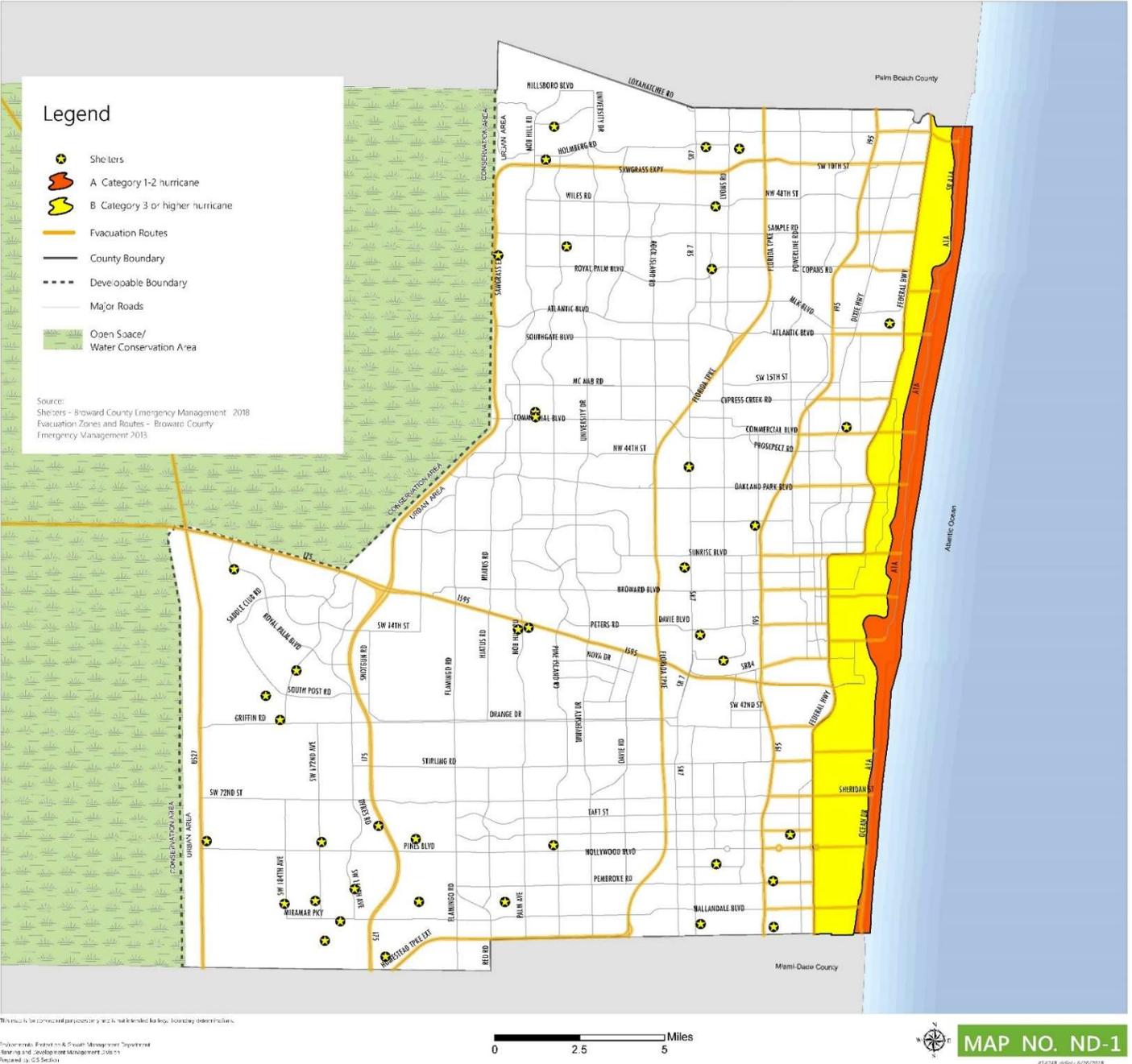


Figure 4.5 - Broward County Evacuation Routes



In 2020, an addendum to the original 2018 Cultural Resources Assessment Survey (CRAS) was prepared. No archaeological resources were identified within the current archaeological APE as a result of the subsurface testing and pedestrian survey conducted for the current survey. The historic resources survey resulted in the identification of ten previously recorded (8BD4649/8DA10753, 8BD6496, 8BD6524-8BD6527, 8BD6633, 8BD6647, 8BD6671, 8BD6672) and eight newly recorded historic resources (8BD7709- 8BD7715, 8BD7738) within the current project APE. Among the ten previously recorded resources, only the Seaboard Air Line (CSX) Railroad (8BD4649/8DA10753), which was recorded as part of the 2018 CRAS, was determined eligible for listing in the National Register. The eight newly recorded resources included six standing structures and two resource groups (building complexes). These buildings and resource groups all exhibited alterations that compromised their historic integrity. While some had historical associations, none rose to a level of significance that would make them eligible for listing in the National Register. Due to the overall lack of integrity among the buildings within and immediately surrounding the APE, it appears there are no National Register–eligible historic districts that would encompass any portion of the APE. No adverse effects to the previously identified significant resources should result from the improvements proposed as part of the most recent changes to the improvements. The SHPO concurred with the FDOT's findings on January 7, 2021.

An additional design change occurred in 2021. This design change did not involve changes to the project's elements that affected the findings reported in the 2020 addendum and therefore should not affect SHPO's concurrence.

4.3.5 Section 4(f) Resources

In accordance with *FDOT PD&E Manual, Part 2, Chapter 7, Section 4(f) Evaluations, dated July, 1, 2020*, this project was evaluated for potential Section 4(f) involvement. Section 4(f) resources can be divided into three categories: historic/archaeological sites, publicly-owned parks and recreation areas, wildlife refuges, and waterfowl refuges. A field review was conducted on July 8, July 28, August 4, 2016, and December 10, 2020 to confirm the findings of the ETDM related to parks and to determine if additional park sites were present adjacent to the corridor. The potential Section 4(f) park resources adjacent to the corridor



and evaluated as part of this PD&E Study are shown in **Table 4.5** and **Figure 4.6**. No effect is anticipated to these potential Section 4(f) resources.

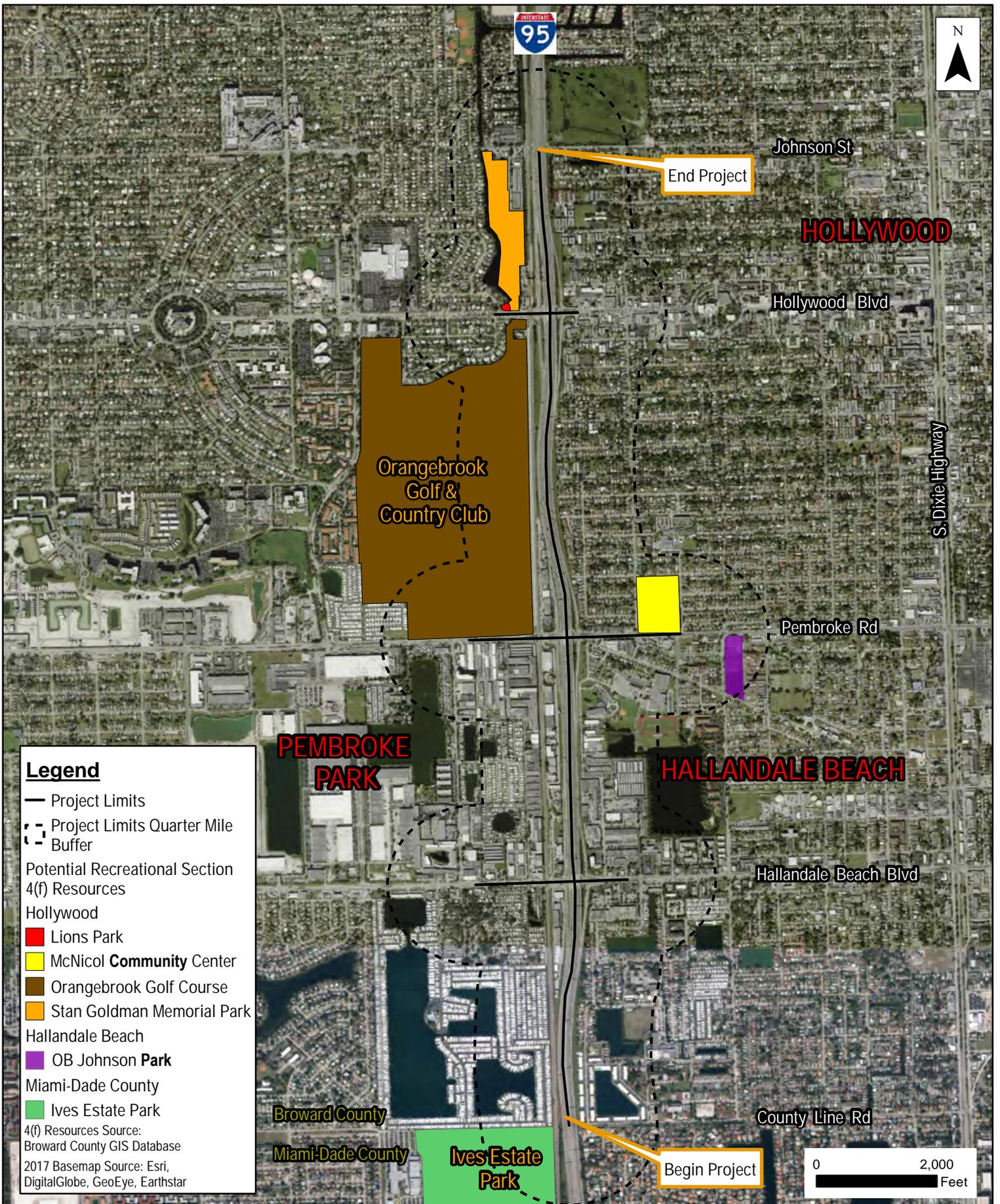
Table 4.5 – Potential Section 4(f) Resources

Map No.	Park Name	Address	Official with Jurisdiction (OWJ)
1	Ives Estate Park	20901 NE 16 th Ave	Miami-Dade County
10	Oreste Blake (OB) Johnson Park	1000 NW 8th Avenue	City of Hallandale Beach
12	McNicol Community Center	1411 S 28th Avenue	City of Hollywood
16	Orangebrook Golf Course and Country Club	400 Entrada Drive	City of Hollywood
24	Lions Park	3003 Hollywood Boulevard	City of Hollywood
29	Stanley Goldman Memorial Park	800 Knights Road	City of Hollywood

There are six park/recreational areas adjacent to the study limits and each is briefly described below.

Ives Estate Park (#1) – This 94.5- acre park is located in the City of Miami and offers synthetic turf field lighted for football/soccer, baseball/softball fields, fitness zones, playground, and recreation center. This facility is located west of the railroad tracks, on the west side of I-95, south of the Miami-Dade/Broward County Line. It is not adjacent to Hallandale Beach Boulevard, Pembroke Road, or Hollywood Boulevard, but a portion is contained within the 0.25-mile buffer.

Oreste Blake (OB) Johnson Park (#11) – This Park is located in the City of Hallandale Beach and encompasses 6.17-acres. It offers public access/use of a gymnasium, computer lab, fitness center, playground, tennis, turf surfacing, multi-purpose athletic field, afterschool programming, and pathways. City sports leagues also use the facilities at this park. This facility is located adjacent to Pembroke Road, outside the project limits but within the 0.25-mile buffer.



Legend

- Project Limits
- - - Project Limits Quarter Mile Buffer
- Potential Recreational Section 4(f) Resources
- Hollywood
- Lions Park
- McNicol Community Center
- Orangebrook Golf Course
- Stan Goldman Memorial Park
- Hallandale Beach
- OB Johnson Park
- Miami-Dade County
- Ives Estate Park

4(f) Resources Source:
Broward County GIS Database
2017 Basemap Source: Esri,
DigitalGlobe, GeoEye, Earthstar



SR9/I-95 from South of SR858/Hallandale Beach Blvd. to North of SR820/Hollywood Blvd. PD&E Study
Broward County

Potential Recreational Section 4(f) Resources in Project Vicinity Location Map

Figure 4.6
Date Prepared: 05/20/2021



McNicol Community Center (#12) – This 0.14-acre recreational center is located in the City of Hollywood on property owned by the School Board of Broward County. The center provides aftercare, camps, programs, community meeting areas and playgrounds open to the public. This center is located adjacent to Pembroke Road and within the 0.25-mile buffer

Orangebrook Golf Course and Country Club (#16) – This golf course encompasses 255 acres and is located within the City of Hollywood. The facility offers, golf, disc golf, banquet hall, and restaurant; all of which are open to the public. The golf course is located between Hollywood Boulevard and Pembroke Road, and within the 0.25-mile buffer.

Lions Park (#24) – This small park consists of a 0.36-acre passive recreation area located west of I-95 and west of the CSX railroad tracks in the City of Hollywood. The park provides walkways and benches to the public. It is located adjacent to Hollywood Boulevard and within the 0.25-mile buffer.

Stan Goldman Memorial Park (#29) – This Park is 11.8-acre and located west of I-95 and west of the CSX railroad tracks in the City of Hollywood. This resource provides walkways, dog park, skate park, and pickleball courts for public use. It is located in the vicinity of Hollywood Boulevard and within the 0.25-mile buffer.

5.0 POTENTIAL EFFECTS

Direct project effects involve changes to a community that may occur as a result of a transportation project. Examples of this effect may include ROW acquisition and/or residential/business displacements. Indirect effects typically occur over time and could extend beyond the boundary of a community. Examples of indirect effects could be improved access to undeveloped areas, development stimulation, increased population, and school overcrowding. Many times there are differing perceptions of social and economic effects across neighborhoods, communities, and stakeholder groups, as one group may deem an impact as significantly adverse, whereas others may consider it desirable. A cumulative effect is based on the incremental effects of an action when added to other past, present, and reasonably foreseeable actions regardless of the agency or person undertaking the action. As the corridor is fully developed, cumulative impacts as a result of the preferred alternative are not anticipated.



5.1 FUTURE LAND USE

The Town of Pembroke Park and the Cities of Hallandale Beach and Hollywood, as well as Broward County, adopted comprehensive plans to establish goals, objectives and policies for future growth pursuant to Chapter 163, Florida Statutes. These plans include Future Land Use Elements as well as Transportation Elements. Refer to **Appendix B** for each municipalities' and Broward County's future land use maps.

This I-95 project is included in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP), the FDOT Work Program, the FDOT STIP, and the FDOT SIS Five Year Work Program. The Broward County MPO 2045 Long Range Transportation Plan included improvements to all I-95 interchanges in Broward County. As the existing corridor is developed, the future land use associated with it is anticipated to be very similar to the existing land use. The proposed improvements may result in redevelopment within the proposed study area, but this re-development will occur on land previously developed.

As depicted on the City of Hallandale Beach's Future Land Use Map (completed as part of the city's comprehensive plan), the existing and future land uses area are similar in that both identify residential, commercial, and educational uses adjacent to I-95.

The Town of Pembroke Park's existing land use in the project area is typically residential and commercial uses. As depicted on the Town of Pembroke Park's Future Land Use Map (completed as part of the city's comprehensive plan), the eastern side of the Town's limits (adjacent to I-95) are predominately residential, commercial, and industrial uses. The west side of the Town's future land use consists primarily of residential, commercial, educational/community facilities and recreational. This portion of the Town is outside the proposed study area.

The City of Hollywood's existing land use consists of residential, golf course, educational facilities, and commercial/services. As depicted on the City of Hollywood's Future Land Use Map (completed as part of the city's comprehensive plan), both sides of the project corridor consist of residential, commercial, parks and open space, educational facilities, and Regional Activity Center (RAC). A



future RAC is proposed along Hollywood Boulevard, east of I-95 within the study limits. A RAC is a high intensity, high density multi-use area designed as appropriate for growth by the local government or jurisdiction. A RAC is intended to encourage attractive and functional mixed living, working, shopping, education, and recreation centers and also encourages mass transit and reduction in auto travel. The existing land use and future land use are similar except for the RAC. Incorporating a potential regional bus service and maintaining the existing shuttle service is consistent with the goals of the City of Hollywood's RAC.

The Broward County Land Use Plan was included to show surrounding future land use outside the project area. Overall, the existing and future land use maps of the municipalities are similar, as they both show residential, commercial and activity centers adjacent to the project boundaries.

As stated above, the future land use is similar to the existing land use. While the project may result in redevelopment of parcels, this redevelopment would occur over previously developed land. Therefore based on the above, adverse effects (direct/indirect) to land use are not anticipated as a result of this project.

5.2 MOBILITY AND ECONOMICS

Mobility is defined as the ability of residents and non-residents to move freely within a community, and is determined by the degree of accessibility to areas and land uses within a neighborhood. The preferred alternative will improve mobility, travel speeds, and travel time for this vital SIS facility as well as on the cross streets. This project provides the ability to incorporate a regional express bus service that will provide an alternative to auto travel and help address the needs of low-income users and disadvantaged groups. No disruption in pedestrian traffic or travel between communities is anticipated except for the existing shuttle route between the Pembroke Road Interchange and Hollywood Boulevard Interchange. This shuttle route will be impacted by the preferred alternative by not accommodating direct travel between the two interchanges using I-95. However, this shuttle can travel along the adjacent parallel corridors to I-95. The preferred alternative supports economic development by improving mobility and reducing congestion. Drivers exiting I-95 to the interchanges will be able to arrive at their cross street destinations faster by avoiding congestion along I-95, shorter



queues at the ramp terminals and less traffic signal cycles; thereby enhancing both mobility and potentially economics. Existing bus stops will not be affected. One shuttle service may be required to modify existing routes, but service is not anticipated to be impacted.

5.3 RELOCATION

A total of 38 parcels will be impacted by the preferred alternative (nine residential sites (including one condominium), 25 commercial/industrial sites, and four miscellaneous sites consisting of road right-of-way, ditches, etc., see **Appendix C**), that results in the relocation of 68 businesses and three (3) residences. There are three (3) potential business relocations and two (2) personal property relocations. These relocations will be conducted in accordance with the FDOT's *Conceptual Stage Relocation Plan*. FDOT conducted a review of the area that revealed a sufficient number of decent, safe and sanitary comparable single-family homes and duplexes located in the City of Hollywood (zip code 33020) available for both sale and lease at this time. As relocation activities begin and the needs of individuals to be relocated are determined, a search for specific replacement residential units will be performed.

If Housing of Last Resort becomes necessary, compensation greater than the current maximum replacement housing payment of \$31,000 for owner/occupants and \$7,200 for tenants will be provided.

5.4 DEMOGRAPHICS AND ENVIRONMENTAL JUSTICE

No change in demographics and minimal change to land use are anticipated with the preferred alternative. Mobility will be enhanced and economics has the potential to be enhanced. The existing corridor is completely developed and the I-95 mainline remains on its existing alignment. The preferred alternative proposes a new bridge adjacent to the Highland Gardens Neighborhood, a predominately minority community located on the east side of I-95 between Pembroke Road and Hollywood Boulevard. This neighborhood is not located in an area whose household incomes below poverty are reported to be greater than 20%. Specifically, it is located north of the I-95/Pembroke Road Interchange, east of I-95. While this bridge is located primarily within existing FDOT ROW, it does cross over the northbound on-ramp from Pembroke Road and impacts one residential



parcel. A total of eight other residential sites, including, one condominium, will be affected by proposed road improvements along I-95. Aesthetic/visual impacts from this proposed bridge to this neighborhood are not anticipated as it is proposed adjacent to an existing I-95 bridge and not independently located within a new area that could then obstruct a previously unobstructed view. There are six other new bridges proposed with the preferred alternative. All of these bridges are not adjacent to residential communities.

The existing I-95 bridges over Johnson Street and Hallandale Beach Boulevard will be widened on the east side (Johnson Street) and both sides (Hallandale Beach Boulevard). These widenings are associated with the mainline, contained within existing ROW, and not directly adjacent to residences.

Agency coordination regarding social impacts for this project occurred through the ETDM Programming Screening (ETDM #14254, and included by reference). The ETDM Programming Screen Summary Report was published on July 11, 2016 and the Summary Degree of Effect for Social ranged from "Minimal" to "Substantial". The "Substantial" ranking was provided by the Environmental Protection Agency (EPA) and was based on the potential for the project to have a disproportionately high and adverse human health or environmental effects on low-income, minority, and other special populations.

Census data showed eight census blocks out of 13 with minority populations greater than 50%. Additionally, the ETDM identified portions of the project adjacent to the corridor that contain households whose incomes below poverty are reported to be greater than 20% (specifically census blocks 2-5, 8, and 11).

The locations of improvements are associated with the existing location of the I-95 mainline. The project's primary purpose and need is to increase the capacity of the I-95 interchanges at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard and arterial intersections. Secondary considerations for the purpose and need include safety, system linkage, modal interrelationships, transportation demand, social demands, economic development and evacuation. The majority of the proposed improvements are contained within existing FDOT limited access ROW. The number of ROW impacts was reduced to the lowest amount practical and still meet the project's purpose and need. A Public Involvement Plan (PIP) was prepared for this project. The FDOT conducted



public outreach with local officials regarding the proposed improvements as well as meetings to discuss the proposed improvements with the public. Based on the above, the preferred alternative does not result in a disproportionate, adverse direct or indirect effect to low income, minority, or other disadvantaged communities. Changes to demographics or population characteristics within the study area are not anticipated, so environmental justice concerns are not anticipated.

5.5 COMMUNITY COHESION

New bridge structures are proposed as part of the preferred alternative. The I-95 mainline is currently a limited access roadway, so east-west travel is only available at the existing cross streets (Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard). The proposed bridges are adjacent to I-95's existing mainline and do not inhibit east-west travel (vehicular or pedestrian) between communities. Therefore, direct or indirect impacts to community cohesion are not anticipated.

5.6 AESTHETICS

Aesthetic issues related to the SCE evaluation refer to a community's vision of what constitutes a pleasing environment. Resources generally considered to contribute to the aesthetic quality of a community can include trees, parks, green spaces, water features, and local or cultural landmarks. Infrastructure projects can negatively affect the aesthetics of a community. As previously mentioned, the preferred alternative does propose a new bridge adjacent to the Highland Gardens Neighborhood. This predominately minority community is located on the east side of I-95 between Pembroke Road and Hollywood Boulevard. Aesthetic/visual impacts from this proposed bridge to this neighborhood are not anticipated as it is proposed adjacent to an existing I-95 bridge and not independently located within a new area that could then obstruct a previously unobstructed view. The other proposed bridges and bridge widenings are not adjacent to residences, so aesthetic direct and indirect impacts are not anticipated. Existing landscaping will be impacted along the project corridor. The FDOT will coordinate with the Cities of Hallandale Beach, Hollywood and the Town of Pembroke Park on replacement landscaping during the project's design



phase. Therefore, aesthetic impacts, post-construction, due to landscaping are not anticipated.

5.7 COMMUNITY FEATURES

The majority of the proposed roadway improvements, associated with the preferred alternative, will occur within the existing FDOT ROW, except for necessary drainage requirements/ponds. However, implementation of the preferred alternative will affect the service access to the St. John's Lutheran Church, which is located just east of I-95 and south of Hollywood Boulevard. The current service access is located within the FDOT ROW. Service access to the church will remain, but modified. No other long term access or service disruptions are anticipated with the preferred alternative.

Short-term impacts caused by construction activities, such as traffic congestion/delays, noise from construction equipment, and dust from roadway construction may occur but will end once construction is complete.

The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95, Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard move traffic from the east and west to I-95. This highway is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike). **Figure 4.5** identifies the designated evacuation routes and zones for Broward County. I-95 is included as one of those routes. Therefore, enhancement to evacuation is anticipated as a result of this project.

The City of Hollywood and the City of Hallandale Beach have their own police and fire departments and they are located outside of the project's 0.25-mile radius. The Town of Pembroke contracts their police and fire rescue services through the Broward Sheriff's Office, whose offices are also located outside the 0.25-mile radius. Disruptions to emergency services are not anticipated with the preferred alternative.



5.8 PHYSICAL BARRIERS

Additional physical barriers to pedestrian or vehicle movements between communities are not proposed. The proposed bridges are primarily located within existing FDOT ROW and associated with the interchanges. The existing crossing over the C-10 Canal and railroad crossings will remain post-project. Therefore, new physical barriers to pedestrian traffic and vehicles are not proposed.

5.9 CULTURAL RESOURCES

In consideration of available project information, the proposed project improvements will have no adverse effect on the Hollywood Seaboard Air Line Railway Station, Seaboard Air Line (CSX) Railroad, and Stratford's. Although there are three railroad intersections where the roadways will be widened, the railroad materials that will be removed will be replaced in-kind. Additionally, the improvements at the railroad crossings appears to meet the recently issued Advisory Council on Historic Preservation (ACHP) Program Comment to exempt further Section 106 consideration of effects to rail properties within railroad ROW. Regardless, the improvements will not result in effects that will deter the continued use as a railroad corridor and will also not substantially change the visual relationship between the trackbed and the surrounding environment and landscape.

5.10 SECTION 4(F) RESOURCES

The City of Hollywood recently purchased the former Sunset Golf Course from a private owner. This city-owned, vacant parcel is located within the project buffer but not open to the public; therefore, Section 4(f) protection does not apply. The FDOT evaluated the preferred alternative in relation to the other Section 4(f) resources previously described (Lions Park, Stan Goldman Memorial Park, Orangebrook Golf Course and Country Club, McNicol Community Center, and OB Johnson Community Center) and "No Use" Determinations were made. The FDOT evaluated the preferred alternative in relation to Ives Estates Park and determined there would be no Section 4(f) involvement with that resource.



Short-term impacts caused by construction activities, such as traffic congestion/delays, noise from construction equipment, and dust from roadway construction may occur temporarily during construction. Once construction is complete, these will no longer be present. No other direct or indirect effects to recreational areas are anticipated as a result of the preferred alternative.

6.0 PHYSICAL BARRIERS

A physical barrier limits or obstructs connectivity between or within communities. The mainline of I-95 is an existing, limited access facility that is a physical barrier between communities, businesses, residences, and recreational facilities located on either side. However, vehicle, pedestrian, and bicycle access to eastern and western destinations are currently provided by Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. The C-10 Canal is a north-south waterway bisecting Hollywood Boulevard, west of I-95. The existing Hollywood Boulevard Bridge over this canal allows access to western destinations. Lastly, the railroad crossings' traffic arms at Hollywood Boulevard, Pembroke Road, and Hallandale Beach Boulevard prohibit east-west travel for vehicles, pedestrians, and bicyclists when down. This disruption is temporary and alleviated when these arms are raised.

Additional physical barriers to pedestrian or vehicle movements between communities are not proposed. The proposed bridges are primarily located within existing FDOT ROW and associated with the interchanges. The existing crossing over the C-10 Canal and railroad crossings will remain post-project. Therefore, new physical barriers to pedestrian traffic and vehicles are not proposed.

7.0 RESULTS OF THE PUBLIC INVOLVEMENT PROGRAM

7.1 PUBLIC INVOLVEMENT PLAN

A comprehensive PIP was initiated as part of this PD&E Study. This program is in compliance with the FDOT's *PD&E Manual, Part 1, Chapter 11; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and 23 CFR 771.*



7.2 WEBSITE

A FDOT webpage was created as an effective means to communicate with the public (<http://www.fdot.gov/projects/sefl/future/95/858-820/>). This webpage serves as the access point for the project and it includes project information such as: project location map, schedule, objectives, study details, newsletters, fact sheets, FAQ, public notices, and study documents, which will be uploaded as they become available throughout the PD&E Study process. Contact information and related links will also be available. The website follows FDOT guidelines and is user friendly. This website is a means of getting the public involved, staying engaged and contributing to the ongoing dialogue using interactive tools. The number of visitors to the website indicate the level of interest in the project.

7.3 PUBLIC KICK-OFF MEETING

On Thursday, May 25, 2017, the FDOT hosted a Public Kick-off Meeting. The meeting was held at the Orangebrook Golf & Country Club, located at 400 Entrada Drive, Hollywood, FL 33021 and was attended by 30 people. This meeting started with a short presentation including introductions, project purpose, schedule, and then opened for questions and responses. Throughout the evening, project information was available for informal review, and members of the project team were available to hold one-on-one conversations and to respond to individual questions.

Written comments received from the public involved:

- Request for posting of notifications and to eliminate at least one toll lane
- Request to evaluate the train crossings at the three intersections
- Request for a noise wall
- I-95 is not safe
- Request for an increase in public transportation stops/schedule
- Evaluate traffic congestion and noise
- Evaluate safety for traffic exiting I-95

7.4 ALTERNATIVES PUBLIC WORKSHOP



On Thursday, June 7, 2018, the FDOT hosted the Alternatives Public Workshop. The meeting was held at the Orangebrook Golf & Country Club, located at 400 Entrada Drive, Hollywood, FL 33021 and was attended by 33 people.

The meeting was conducted as a workshop with the project information made available for informal review. Members of the project team were available to hold one-on-one conversations and to respond to individual questions.

Written comments provided from the public involved:

- Request for additional lighting
- Request of aesthetic improvements (landscaping, for example)
- Request for additional accident data
- Request to eliminate the Tri-Rail Station at Hollywood Boulevard
- Request for drainage improvements/maintenance

7.5 PREFERRED ALTERNATIVE PUBLIC COORDINATION

To be completed after Public Hearing

7.6 PUBLIC HEARING

To be completed after Public Hearing

7.7 POST HEARING COORDINATION

To be completed after Public Hearing

8.0 RECOMMENDED ALTERNATIVE

Based on the Alternatives Analysis, public input from the Alternatives Public Meeting held on Thursday, June 7, 2018 at the Orangebrook Golf & Country Club, a Virtual Public Hearing to be held on August 26, 2021 and an In-person Public Hearing to be held on September 2, 2021, a preferred alternative was selected that meets the purpose and need of the project. The proposed improvements under this alternative achieve the objectives of the Department to increase mobility, capacity and enhance overall safety within the project study area while minimizing cost and environmental and socioeconomic impacts.



9.0 AGENCY COORDINATION

9.1 ETDM ETAT REVIEW/COMMITMENTS

The project was reviewed through the FDOT's ETDM process where members of the ETDM ETAT provide input and comments; the ETDM Screening Summary Report (No. 14254) is incorporated by reference. The following is a summary of the ETAT reviews and description of the potential effects of the preferred alternative on land use, social, relocation potential, economic, mobility, Section 4(f), historic and archaeological sites, and recreation areas. There will be no impacts associated with the No-Build Alternative.

a) The Florida Department of Economic Opportunity provided a degree of effect of *None* for the Land Use Changes category, but made the following comments, listed below.

- Comment: The Cities of Hollywood and Pembroke Park need additional project details in order to determine compatibility with community goals and plans.

Response: The FDOT will continue coordination with the Cities of Hallandale Beach and Hollywood as well as the Town of Pembroke Park on this project throughout the PD&E Study. A Public Involvement Plan (PIP) was prepared and implemented that included an Elected Officials and Agencies Kick-off Meeting on June 7, 2018.

- Comment: This project is not shown on the Cities of Hallandale Beach and Hollywood and the Town of Pembroke Park's Future Transportation Maps. The Department recommends they include the project on their respective maps.

Response: The FDOT will coordinate with the Cities and Town during the PD&E Study and provide project information as requested.



- Comment: The proposed project is located within a quarter mile of the following City parks: For Hallandale Beach – Ingalls Park and Johnson Park. FDOT should analyze potential impacts to these 4(f) resources.

Response: Ingalls Park is not located within the 0.25-mile buffer and is not directly adjacent to Hallandale Beach Boulevard. Therefore, further analysis of this park was not warranted. Johnson Park is located adjacent to Pembroke Road, outside the project limits, but within the 0.25-mile buffer. The FDOT made a determination of “No Use” to this 4(f) resource.

- Comment: The City of Hollywood's Comprehensive Plan includes strategies articulating the City's interests in having both Hollywood Boulevard and Pembroke Road function as corridors that facilitate pedestrian and multimodal mobility (see, for example, Land Use Element Policy 4.14, and Transportation Element Objective 10 and Policies 10.3 and 10.5). Given the lack of specificity in the description of the design and operation of the proposed facility, the City's staff has numerous concerns regarding potential transportation and community development impacts. Among these concerns are the inability to assess transportation impacts to Hollywood Boulevard and Pembroke Road, as well as other potentially impacted City of Hollywood streets; the potential impacts resulting from eminent domain if necessary to acquire additional ROW for the project facility; the project's potential impacts to other modes of travel (bicycle, pedestrian, transit); and, the aesthetic qualities of the project.

The Town of Pembroke Park is relatively small and relies heavily on tax revenues from non-residential properties located in the immediate vicinity of I-95 and Pembroke Road to fund its municipal budget. Accordingly, the Town would be averse to any concept that would impact this land. Town staff also expressed concerns regarding the provision of adequate storm-water facilities for the project.



Response: The FDOT will continue to coordinate with the Cities and Town during the PD&E Study and provide project information as requested.

- b) Comment: The US Environmental Protection Agency (USEPA) assigned a determination of effect of *Substantial* to the Social category. This determination of effect is based on their review of the project information and conclusion it will have a disproportionately high and adverse human health or environmental effects on low-income, minority, and other populations.

Response: The FDOT committed to continue to coordinate with USEPA throughout the PD&E to ensure concerns are addressed. Additionally, a PIP and Sociocultural Effects Evaluation will be performed to better determine potential community effects. Public outreach will be conducted by FDOT District 4 in coordination with the Broward County Metropolitan Planning Organization (MPO) and the affected Cities and Town to solicit input from the transportation disadvantaged, elderly, and low-income populations to ensure the social and transportation needs of the community are addressed through this project. Public outreach efforts for this study will consider populations with Limited English Proficiency (LEP).

- c) Comment: The Federal Highway Administration (FHWA) assigned a degree of effect of *Minimal* to Relocation Potential. FHWA stated any relocations must follow the Uniform Act.

Response: FDOT committed to preparation of a Conceptual Stage Relocation Plan (CSRP) if needed and will carry out a ROW and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by the Public Law 100-17).

- d) Comment: The FHWA assigned a degree of effect of *Minimal* to Aesthetic Effects citing temporary impacts due to construction and temporary visual impacts occurring in the area.



Response: FDOT committed to public outreach with the Broward County MPO and the Cities and Town to solicit input from the general public on community preferences as they relate to improving aesthetics of the area.

- e) Comment: The FHWA assigned a degree of effect of *Minimal* to Economic category based on temporary impact to businesses.

Response: The FDOT, in coordination with Broward County MPO and local municipalities, will solicit input from residents and local businesses regarding potential economic enhancements/impacts as a result of this project. Access to businesses and government services will be maintained during construction.

- f) Comment: The FHWA assigned a degree of effect of *Enhanced* to Mobility as the project is being studied to improve the movement, capacity and operations.

Response: The FDOT will conduct public outreach during the PD&E Study Phase to solicit community opinions and preferences, identify project-related effects and refine plans to minimize the effects on area mobility. However, FDOT anticipates the project will enhance mobility.

- g) Comment: The FHWA assigned a degree of effect of *Moderate* to Section 4(f) potential and stated any potential impact within the PD&E Study needs to always consider avoidance as the first alternative.

Response: Six recreational Section 4(f) resources are located adjacent to the road or within the 0.25-mile buffer. The FDOT evaluated the project in relation to those sites and determined "No Use" for Lions Park, Stan Goldman Park, McNicol Community Center, Orangebrook Golf Course and Country Club, and OB Johnson Community Center. The FDOT determined "No Section 4(f) Involvement" for Ives Estates Park. Therefore, no impacts to these resources are anticipated as a result of this project.



- h) Comment: The Florida Department of State assigned a degree of effect of *Moderate* to Historic and Archaeological Sites because the area was not previously comprehensively surveyed. Therefore a survey should be conducted. A portion of the project falls within the jurisdiction of the City of Hollywood Certified Local Government (CLG). The City of Hollywood's Historic Resources Coordinator (Julie Walls Krolak) should be contacted and consulted on the project.

Response: A comprehensive survey was conducted by FDOT and it was determined the project will not adversely affect the identified resources. The City of Hollywood's Historic Resources Coordinator (Leslie DelMonte) was contacted as part of this study, no response was provided.

- i) Comment: The South Florida Water Management District (SFWMD) and FHWA assigned a degree of effect of *Minimal* to the Recreations Areas Category. SFWMD stated there are no special designations in the area. FHWA stated any indirect effects, such as blocking entrances, are to be mitigated during construction.

Response: Access to each facility will be maintained during construction either directly, or available via other routes should one entrance be temporarily blocked during construction. The FDOT determined "No Use" for Lions Park, Stan Goldman Park, McNicol Community Center, Orangebrook Golf Course and Country Club, and OB Johnson Community Center and "No Section 4(f) Involvement" for Ives Estates Park.

- j) Comment: The National Park Service (NPS) designated a *Moderate* degree of effect to the Recreation Areas category if ROW is required from Stan Goldman Park. If no ROW is required, then the effect is *Minimal*. Stan Goldman Park is Section 6(f) resource. Any conversion of Section 6(f) land requires replacement property that not only is equal or greater in fair market value to the converted site, but also, is of reasonable equivalent usefulness. Also, all NEPA requirements must be satisfactorily completed as well as other requirements as outlined in the LWCF Act (36 CFR 59.3). If a conversion should occur, the Florida Department of Environmental Protection, Division of State Lands, 3900



Commonwealth Blvd, Tallahassee, FL 32399-3000, should be contacted for early coordination.

Response: Use of ROW from Stan Goldman Park is not anticipated.

9.2 OTHER COMMITMENTS

- a) The FDOT will coordinate with the Cities of Hallandale Beach and Hollywood and the Town of Pembroke Park regarding landscaping within the corridor during design phase of the project.
- b) FDOT will conduct all relocations pursuant to its *Conceptual Stage Relocation Plan*.
- c) As relocation activities begin and the needs of individuals to be relocated are determined, a search for specific replacement residential units will be performed.
- d) If Housing of Last Resort becomes necessary, compensation greater than the current maximum replacement housing payment of \$31,000 for owner/occupants and \$7,200 for tenets will be provided.

10.0 CONCLUSIONS

The preferred alternative is not anticipated to adversely directly or indirectly affect land use, social, economic, Section 4(f), historic and archaeological sites, recreation areas, aesthetics, community cohesion, community features, and demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. This alternative is also anticipated to enhance mobility with a potential to enhance economics. A total of 38 parcels will be impacted by the preferred alternative (nine residential sites (including one condominium), 25 commercial/industrial sites, and four miscellaneous sites consisting of road right-of-way, ditches, etc., see **Appendix C**), that results in the relocation of 68 businesses and three (3) residences. There are three (3) potential business relocations and two (2) personal property relocations. These relocations will be conducted in accordance with the FDOT's *Conceptual Stage Relocation Plan*. FDOT conducted a review of the area that revealed a sufficient number of decent, safe and sanitary comparable single-family homes and duplexes located in the City of Hollywood (zip code 33020) available for both sale and lease at this



time. As relocation activities begin and the needs of individuals to be relocated are determined, a search for specific replacement residential units will be performed. If Housing of Last Resort becomes necessary, compensation greater than the current maximum replacement housing payment of \$31,000 for owner/occupants and \$7,200 for tenets will be provided.

While existing landscaping will be impacted, the FDOT intends to coordinate with the Cities of Hallandale Beach, Hollywood, and the Town of Pembroke Park on landscape replacement during the project's final design phase.

The FDOT will continue to coordinate with the Cities of Hollywood and Hallandale Beach as well as the Town of Pembroke Park during this study to ensure their input is considered during the continued development of this project.

11.0 REFERENCES

Broward County Future Land Use Plan. April 21, 2020:

<https://www.broward.org/PlanningCouncil/Documents/FutureLandUse.pdf>

Census Reporter Data: <https://censusreporter.org/search/>

Chapter 4, Part 2, July 1, 2020. *Sociocultural Effects Evaluation*. Project Development and Environment Manual, Florida Department of Transportation.

Chapter 7, Part 2, July 1, 2020. *Section 4(f) Resources*. Project Development and Environment Manual, Florida Department of Transportation.

City of Hallandale Beach Comprehensive Plan, Future Land Use Map.

City of Hollywood Comprehensive Plan, Future Land Use Map.

Florida Land Use, Cover and Forms Classification System. 1999. Florida Department of Transportation.

<https://www.sfwmd.gov/science-data/gis>

<https://www.fgdl.org/metadataexplorer/explorer.jsp>



<http://gis.broward.org/>

Land Cover Land Use. 2015. South Florida Water Management District, GIS Overlay:

http://my.sfwmd.gov/gisapps/sfwmdxwebdc/dataview.asp?query=unq_id=2184

Section 106 Documentation and Determination of Effects Case Study: I-95 (SR 9) PD&E Study-Draft. October 2018. Prepared by Janus Research for the Florida Department of Transportation.

Town of Pembroke Park Comprehensive Plan, Future Land Use Map.

U. S. Census Bureau-Quick Facts:

<https://www.census.gov/quickfacts/fact/table/US/PST045216>

U. S. Census Bureau-Data: <https://data.census.gov/cedsci/>

APPENDIX A

Census Block Data

APPENDIX B

Future Land Use Maps

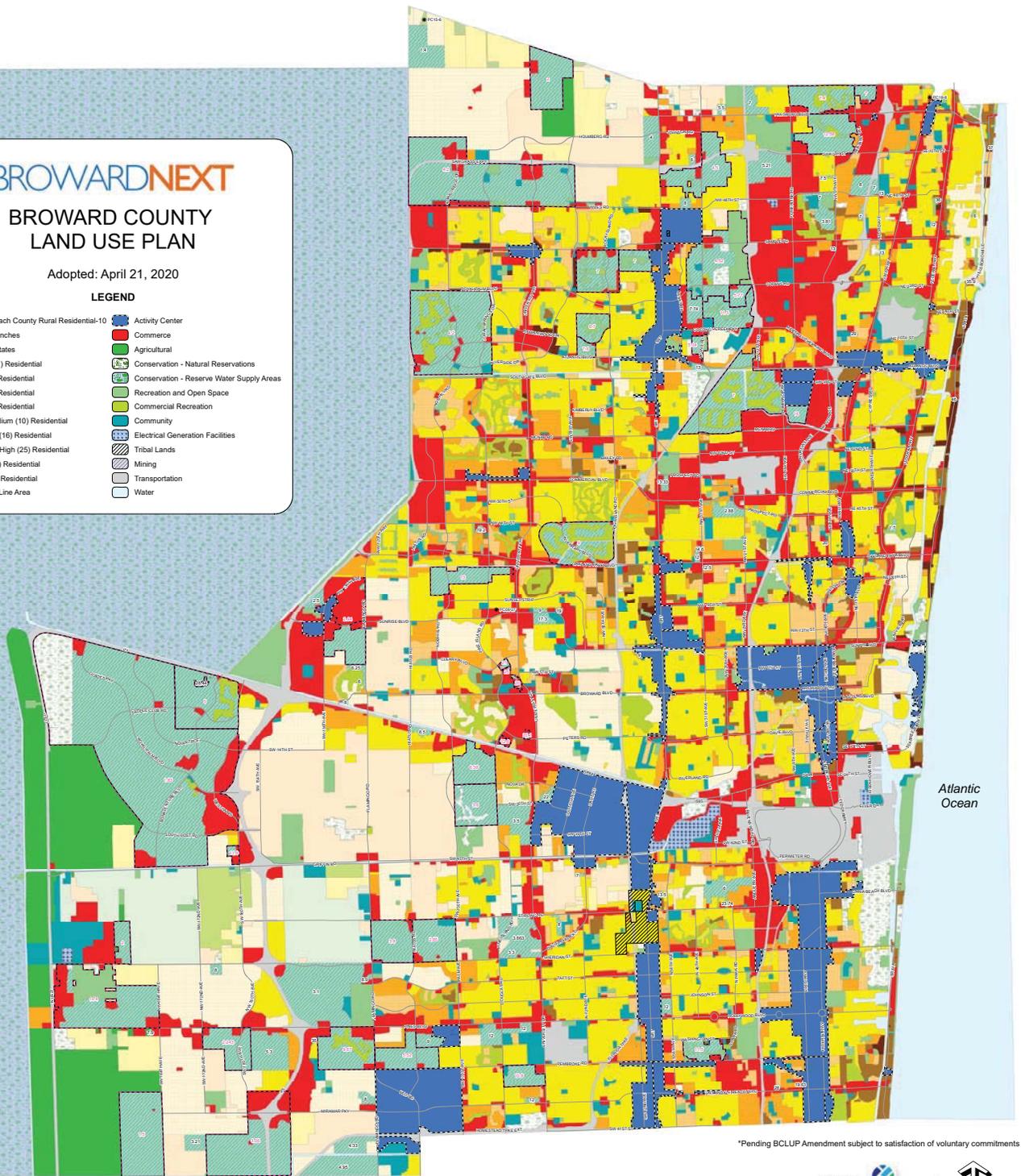
BROWARDNEXT

BROWARD COUNTY LAND USE PLAN

Adopted: April 21, 2020

LEGEND

- | | |
|--|---|
| Palm Beach County Rural Residential-10 | Activity Center |
| Rural Ranches | Commerce |
| Rural Estates | Agricultural |
| Estate (1) Residential | Conservation - Natural Reservations |
| Low (2) Residential | Conservation - Reserve Water Supply Areas |
| Low (3) Residential | Recreation and Open Space |
| Low (5) Residential | Commercial Recreation |
| Low-Medium (10) Residential | Community |
| Medium (16) Residential | Electrical Generation Facilities |
| Medium-High (25) Residential | Tribal Lands |
| High (50) Residential | Mining |
| Irregular Residential | Transportation |
| Dashed-Line Area | Water |



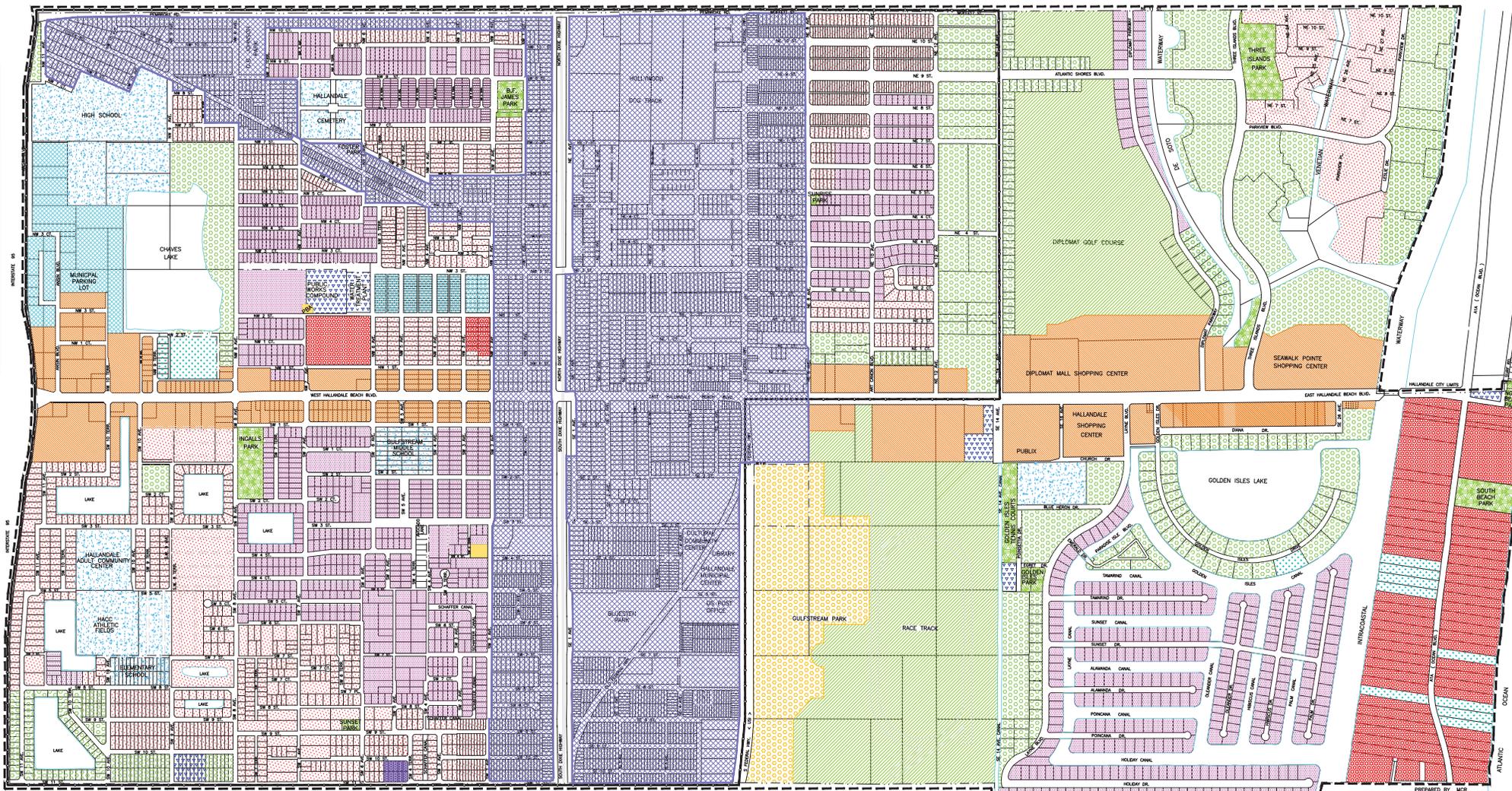
Atlantic Ocean

*Pending BCLUP Amendment subject to satisfaction of voluntary commitments

Municipal land use plans must be consistent with the Broward County Land Use Plan. The Broward County Planning Council reviews each municipal land use plan pursuant to the Broward County Charter and certifies those municipal land use plans which have been found to be in "substantial conformity" with the Broward County Land Use Plan. When certified by the Council, the municipal land use plan becomes the effective land use plan for the municipal jurisdiction. The land use designations on the Broward County Land Use Plan serve as the basis for municipal jurisdiction. The municipal land use plans may be more restrictive than the Broward County Land Use Plan and may depict uses and categories other than those shown on the Broward County Land Use Plan for specific parcels. Areas designated on the Broward County Land Use Plan Map or particular uses are approximate. The exact boundaries for zoning will be determined by the municipality within the reasonable limits of the designation on the map. For further information regarding identification of the effective land use plan for a specific area or for interpretation of the land use designation for a specific parcel, please contact the Broward County Planning Council at 954.357.8695.



CITY OF HALLANDALE BEACH FUTURE LAND USE MAP



RESIDENTIAL NET DU/ACRE

	LOW DENSITY UP TO 7.0
	LOW-MEDIUM DENSITY UP TO 14.0
	MEDIUM DENSITY UP TO 18.0
	HIGH DENSITY UP TO 25.0
	HIGH DENSITY-2 UP TO 50.0

COMMERCIAL

	NEIGHBORHOOD
	GENERAL
	RECREATION
	LIGHT INDUSTRIAL
	EMPLOYMENT CENTER

COMMUNITY FACILITIES

	PUBLIC PARKS
	INSTITUTIONAL
	UTILITIES
	HISTORIC

LOCAL ACTIVITY CENTER
THE VILLAGE AT GULFSTREAM PARK LAC

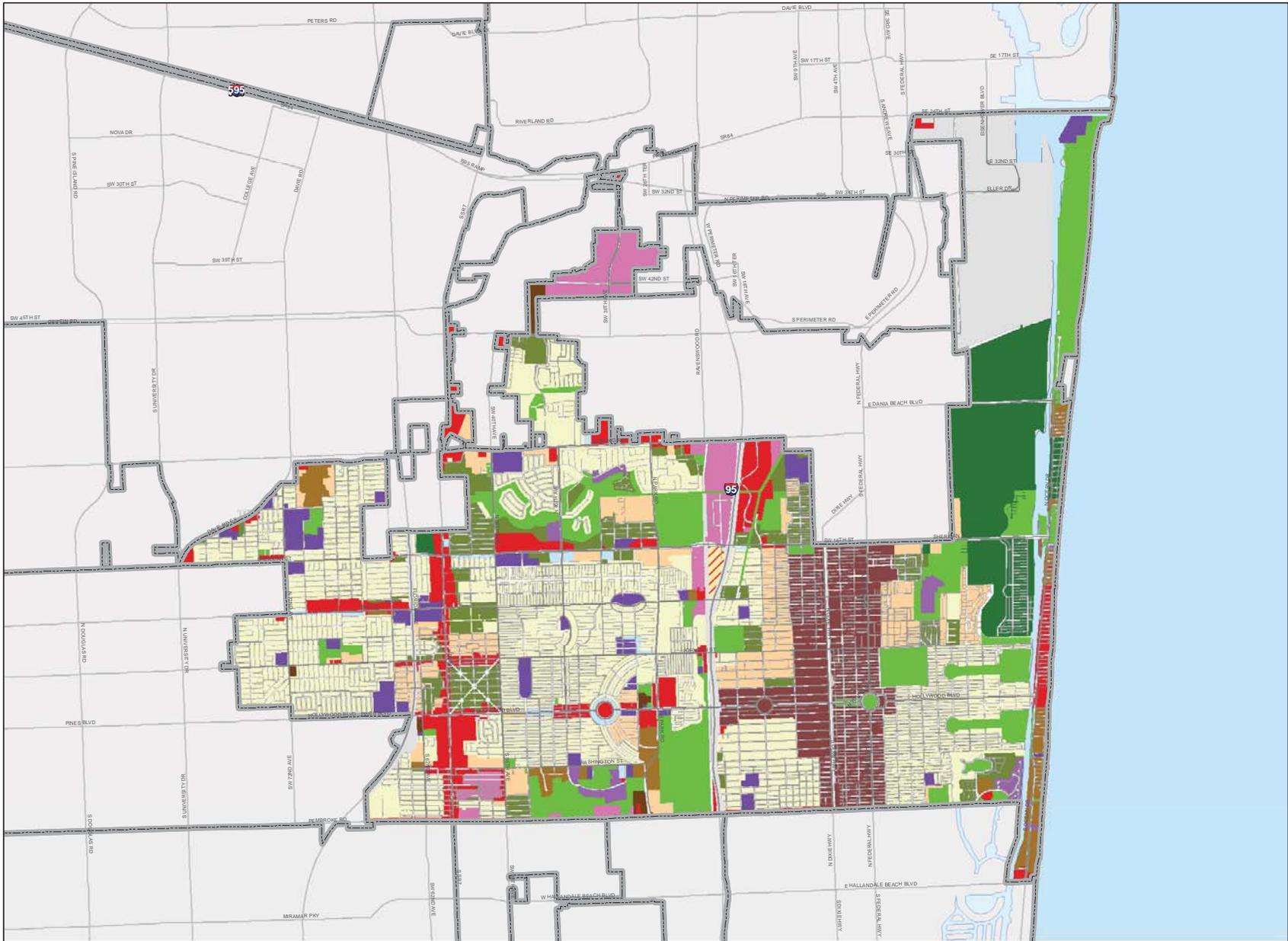
REGIONAL ACTIVITY CENTER

- NOTES:**
- (1) RECREATIONAL USES, FUTURE AND EXISTING, REFER TO: FIGURE 8-2, VOLUME II, COMPREHENSIVE PLAN.
 - (2) WATER WELLS AND CONES OF INFLUENCE, REFER TO: FIGURE 7-6, VOLUME II, COMPREHENSIVE PLAN.
 - (3) HISTORICAL DISTRICTS AND STRUCTURES, REFER TO: FIGURE 4-19, VOLUME II, COMPREHENSIVE PLAN.
 - (4) HALLANDALE FUTURE LAND USE PLAN COMPLIES WITH BROWARD COUNTY TRAFFIC WAYS PLAN, REFER TO: FIGURE 3-12, VOLUME II, COMPREHENSIVE PLAN.
 - (5) CITY OF HALLANDALE BEACH FLEXIBILITY ZONES, REFER TO: FIGURE 2-2, VOLUME II, COMPREHENSIVE PLAN.

TRANSPORTATION CONCURRENCE EXCEPTION AREAS

	URBAN INFILL AREA
	URBAN REDEVELOPMENT AREA
	CITY LIMITS

PREPARED BY: MGR
SCALE: 1"=500'
DATE: 10/09/2012



City of Hollywood
Comprehensive Plan

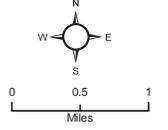
Map LU-12

Future Land Use

Legend

- Hollywood City Boundary
- Hollywood Future Land Use**
- F.L.U. Designations**
- LOW RESIDENTIAL
- LOW MEDIUM RESIDENTIAL
- MEDIUM RESIDENTIAL
- MEDIUM HIGH RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY FACILITY
- INDUSTRIAL
- OFFICE
- GENERAL BUSINESS
- RIGHTS OF WAY
- TRANSPORTATION
- UTILITIES
- RAC ZONE
- PARKS AND OPEN SPACE
- CONSERVATION AREA
- TOD
- TOC (NO SITE DESIGNATED)

Printed September 13, 2007



Calvin, Giordano & Associates, Inc.
PLANNING SERVICES

GIS
Produced and maintained by the CGIA
Geographic Information Systems Services

LEGEND

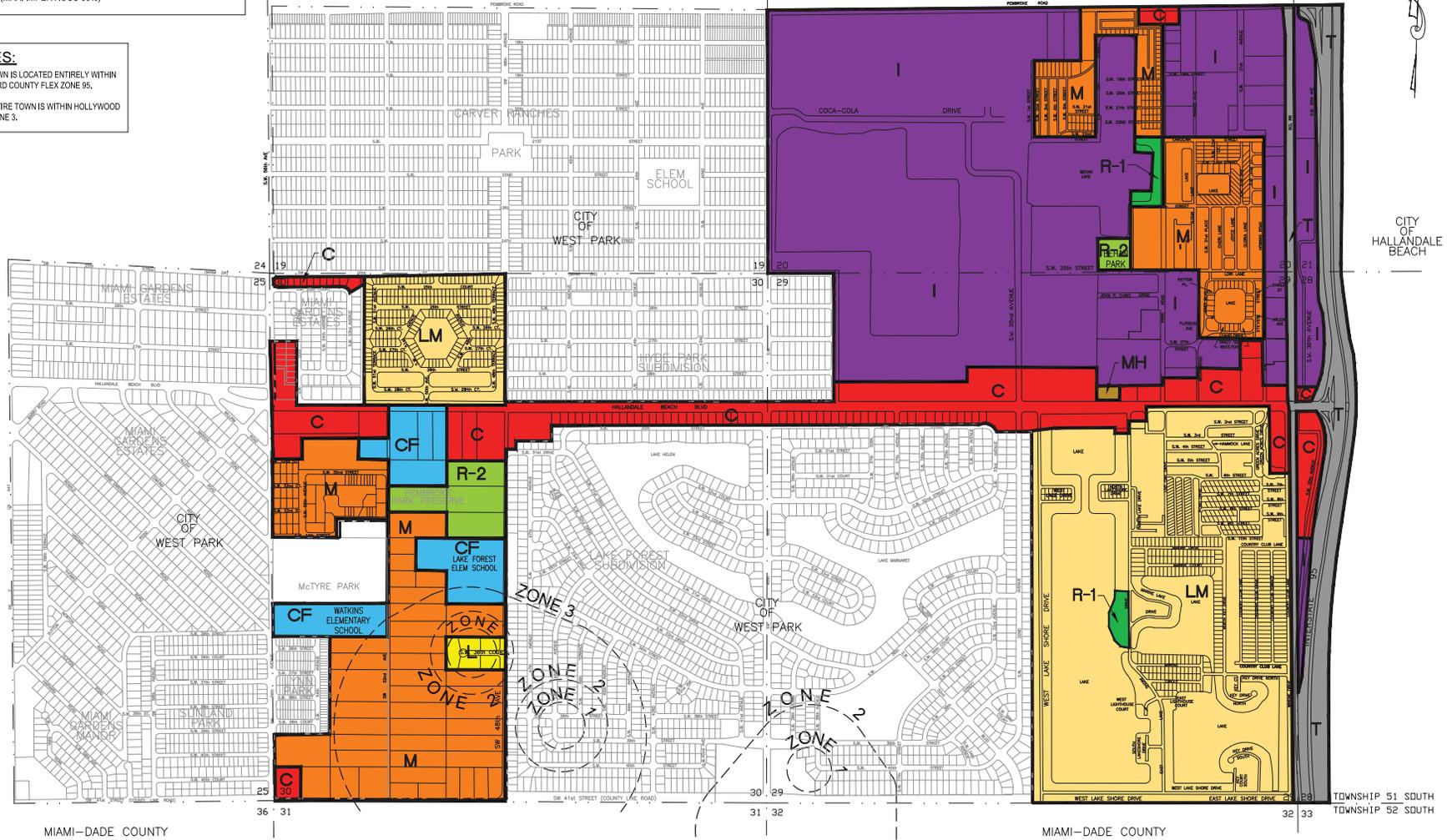
- L LOW DENSITY (RES.) (0-5 DU/AC)
- LM LOW MEDIUM DENSITY (RES.) (5-10 DU/AC)
- M MEDIUM DENSITY (RES.) (10-16 DU/AC)
- MH MEDIUM HIGH DENSITY (RES.) (16-25 DU/AC)
- T TRANSPORTATION
- R-1 PRIVATE RECREATION
- R-2 PUBLIC RECREATION
- I INDUSTRIAL (MAX. IMPERVIOUS 85%)
- CF COMMUNITY FACILITIES
- C COMMERCIAL (MAX. IMPERVIOUS 80%)

NOTES:

1. THE TOWN IS LOCATED ENTIRELY WITHIN BROWARD COUNTY FLEX ZONE 9S.
2. THE ENTIRE TOWN IS WITHIN HOLLYWOOD WELLZONE 3.

AMENDMENTS SINCE 1989		
DATE	ORD. NO.	PURPOSE
6/25/03	03-06-04	SP SS FUM
6/27/04	HB 1401	WEST PARK CREATED - DEMARINATION
6/16/09	HB 777	MC TYRE PARK DEMARINATION
XX/XX/2016	XX/XX/XX	2016 EBA

RANGE 41 EAST
RANGE 42 EAST



NO.	DATE	REVISION	BY

Designed: MJM
Drawn: SDM
Checked: MJM

MICHAEL MILLER PLANNING ASSOCIATES, INC.
7522 Wiles Rd. Suite B-203
Coral Springs, Florida 33067
Tel. (954) 757-9909 Fax. (954) 757-7089

PREPARED FOR
TOWN OF PEMBROKE PARK

**FUTURE LAND USE MAP
2015-2030**

FUTURE LAND USE MAP
09/23/16
SCALE
1" = 500'

SHEET NO.
1
PROJECT
2032

APPENDIX C

ROW Impacts Table

I-95 PD&E Study
From South of Hallandale Beach Boulevard to North Hollywood Boulevard
Preferred Alternative Parcel Impacts

Parcel ID	Folio	Owner	Primary Zone	Primary Land Use	Approximate R/W Impact Area (SF)
P-01	30-1233-054-0160	MARCIA A FERNANDEZ & HERNESTO L FERNANDEZ	0100SINGLE FAMILY - GENERAL	0101RESIDENTIAL - SINGLE FAMILY : 1 UNIT	1,440.9
P-02	5142-28-00-0120	Town of Pembroke Park	90-97 Miscellaneous	94 Right of way, streets, roads, irrigation channel, ditch, etc.	2,588.8
P-03	5142-28-00-0110	Discount Auto Parts Inc Advance Stores Co Inc	10-39 Commercial	11 Stores, 1-story	71.4
P-04	5142-28-64-0010	Timely Property Inc	10-39 Commercial	18 Office buildings, non-professional services buildings, multi-story	26,250.8
P-05	5142-28-74-0010	Timely Property Inc	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	30,987.8
P-06	5142-28-00-0102	Tharp, Barry D	40-49 Industrial	41 Light manufacturing, small equipment manufacturing plants, small machine shops, instrument manufacturing, printing plants	11,251.9
P-07	5142-28-71-0010	2550 SW 30th Ave LLC	10-39 Commercial	17 Office buildings, non-professional services buildings, one-story	63,785.3
P-08	5142-21-01-0131	Rob Investment Property LLC	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	55,103.9
P-09	5142 28 00 0093	BETHEL INVESTMENTS CORP	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	12,332.8
P-10	5142 28 00 0092	GIANT PROPERTIES II LLC	40-49 Industrial	41 Light manufacturing, small equipment manufacturing plants, small machine shops, instrument manufacturing, printing plants	11,123.2
P-11	5142 28 00 0090	311 ANSIN LLC	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	274.8
P-12	5142-21-28-0013	831 FEDERAL HIGHWAY PROPERTY LLC	10-39 Commercial	10 Vacant commercial	44,297.1
P-13	5142-21-06-4560	Desmarais Investments Inc	40-49 Industrial	41 Light manufacturing, small equipment manufacturing plants, small machine shops, instrument manufacturing, printing plants	1,118.1
P-14	5142-21-06-4010	Desmarais Investments Inc	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	2,297.6
P-15	5142-21-06-3920	Desmarais Investments Inc	40-49 Industrial	48 Warehousing, distribution terminals, trucking terminals, van & storage warehousing	300.4
P-16	5142-21-06-4011	City of Hollywood Dept of Community & Economic Dev	90-97 Miscellaneous	94 Right of way, streets, roads, irrigation channel, ditch, etc.	1,289.7
P-17	5142-21-06-3930	City of Hollywood Dept of Community & Economic Dev	90-97 Miscellaneous	94 Right of way, streets, roads, irrigation channel, ditch, etc.	859.4
P-18	5142-21-35-0090	Charles, Lee	00-09 Residential	01 Single family	775.0
P-19	5142 21 AA 0430	THE TOWN COLONY CONDO	00-09 Residential	04 Condominium	596.0
P-20	5142-21-01-0020	Pembroke I-95 LLC	90-97 Miscellaneous	94 Right of way, streets, roads, irrigation channel, ditch, etc.	1,848.3
P-21	5142 16 02 8730	ROUDENOK, SERGUEI	00-09 Residential	01 Single family	320.8
P-22	5142-16-02-8300	Albanese, Matthew & Astrid	00-09 Residential	01 Single family	3,242.2
P-23	5142-16-02-8320	Brew, Georgette H/E Yacobellis, Linda	00-09 Residential	01 Single family	2,472.2
P-24	5142-16-02-8321	Rocha, Zeneyda H/E Rourk, Maruice C & Rourkrocha, M P	00-09 Residential	01 Single family	1,950.0

I-95 PD&E Study
From South of Hallandale Beach Boulevard to North Hollywood Boulevard
Preferred Alternative Parcel Impacts

Parcel ID	Folio	Owner	Primary Zone	Primary Land Use	Approximate R/W Impact Area (SF)
P-29	5142-28-00-0083	Five Brothers LLC	10-39 Commercial	26 Service stations	5,722.1
P-30	5142-28-00-0080	1040 Blvd LLC	10-39 Commercial	22 Drive-in restaurants	4,192.2
P-33	5142-21-06-4590	Shalah Corp	10-39 Commercial	18 Office buildings, non-professional services buildings, multi-story	1,745.6
P-34	5142-21-06-4500	Street Ad! Corporation	10-39 Commercial	27 Auto sales, repair and storage, auto service shops, body and fender shops, commercial garages, farm and machinery sales and services, auto rental, marine equipment, mobile home sales, motorcycles, construction vehicle sales	5,109.0
P-35	5142-21-06-4480	Family Tire Holdings LLC	10-39 Commercial	27 Auto sales, repair and storage, auto service shops, body and fender shops, commercial garages, farm and machinery sales and services, auto rental, marine equipment, mobile home sales, motorcycles, construction vehicle sales	5,796.5
P-38	5142-21-28-0110	Gallo, Carmen TRSTEE	10-39 Commercial	11 Stores, 1-story	3,090.1
P-39	5142-21-28-0090	Gallo, Carmen TRSTEE	10-39 Commercial	17 Office buildings, non-professional services buildings, one-story	1,408.3
P-40	5142-21-28-0081	Gallo, Carmen TRSTEE	10-39 Commercial	17 Office buildings, non-professional services buildings, one-story	979.1
P-41	5142-21-28-0030	Gallo Marble Enterprise Inc	40-49 Industrial	41 Light manufacturing, small equipment manufacturing plants, small machine shops, instrument manufacturing, printing plants	6,649.2
P-44	5142 16 02 6520	SP TOWERS FLORIDA LLC	00-09 Residential	00 Vacant residential	10,665.0
P-45	5142 16 02 6530	SP TOWERS FLORIDA LLC	00-09 Residential	00 Vacant residential	10,675.0
P-55	5142 29 00 0091	AMERICAN BANK OF HALLANDALE	10-39 Commercial	23 Financial institutions (banks, savings & loan companies, mortgage companies, credit services)	792.1
P-56	5142 29 02 0012	3101 REALTY CORP	10-39 Commercial	12 Mixed use – store and office or store and residential or residential combination	182.6
P-57	5142 29 02 0010	3101 REALTY CORP	10-39 Commercial	12 Mixed use – store and office or store and residential or residential combination	506.8
TOTAL PARCEL IMPACTS = 38					334,092.0

