

Sociocultural Effects Evaluation Report

National Environmental Policy
Act Study

Broward Commuter Rail South

Broward County, Florida

June 7, 2024

Financial Project ID: 452240-1

Revision: Final

SOCIOCULTURAL EFFECTS EVALUATION REPORT

Florida Department of Transportation District 4
Broward Commuter Rail South
Broward County, Florida
Financial Project Identification Number: 452240-1

June 2024

Executive Summary

The proposed Broward Commuter Rail South Project will add commuter rail service on the existing Florida East Coast Railway corridor between the City of Aventura, located in Miami-Dade County and the City of Fort Lauderdale, located in Broward County. The project proposes three new passenger stations. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, and Executive Order 12898.

The project is not expected to contribute to social isolation of communities or any special populations of elderly, handicapped, minority, low-income, or transit-dependent groups. The project would enhance connectivity, mobility and accessibility by introducing three new passenger stations and new passenger rail service.

The SCE Study Area includes Census block groups that contain minority, low-income, elderly, disabled and Limited English Proficiency populations. The Build Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations. In accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further measures to minimize, mitigate, or avoid impacts from the project are required.

The project would require acquisition of property to accommodate commuter parking needs. No residential displacements are anticipated under the proposed project. Business displacements from parking were avoided at the Hollywood Station, which will utilize existing parking to accommodate commuter parking needs. The proposed station at the Fort Lauderdale-Hollywood International Airport (FLL) would not require any public parking. Parking at the South Fort Lauderdale Station would require acquisition of two commercial properties. The displaced business owners and tenants will be compensated and relocated per the federal Uniform Relocation Assistance and Real Property Acquisition Act, which provides protection and assistance for people affected by a federally funded project by ensuring the displaced owners and tenants are treated fairly and equitably and receive just compensation and assistance.

Table of Contents

1.0	Introduction	5
1.1	Project Description	5
1.2	Purpose and Need	7
2.0	Alternatives.....	7
2.1	General	8
2.1.1	Stations.....	8
2.1.2	Track Work.....	9
2.1.3	Parking.....	9
2.2	Hollywood Station	9
2.2.1	Track Layout	10
2.2.2	Parking.....	11
2.2.3	Bus Stops/Vehicle Drop-offs.....	12
2.2.4	Traffic Signals / Crosswalks.....	13
2.2.5	Railroad Crossings.....	13
2.3	Fort Lauderdale-Hollywood International Airport (FLL Airport) Station	13
2.3.1	Track Layout	15
2.3.2	Parking.....	16
2.3.3	Bus Stops/Vehicle Drop-offs.....	16
2.3.4	Traffic Signals/Crosswalks.....	16
2.3.5	Railroad Crossings.....	16
2.4	South Fort Lauderdale Station (SFTL Station).....	18
2.4.1	Track Layout	18
2.4.2	Parking.....	19
2.4.3	Bus Stops/Vehicle Drop-offs.....	20
2.4.4	Traffic Signals/Crosswalks.....	21
2.4.5	Railroad Crossings.....	21
3.0	Existing Conditions.....	22
3.1	SCE Study Area.....	22
3.2	Land Use, Zoning, and Community Facilities/Focal Points.....	23
3.3	Demographics	31

3.3.1	Environmental Justice Populations.....	32
3.3.2	Other Specialized Populations	40
4.0	Potential Sociocultural Effects.....	48
4.1	Social Impacts.....	48
4.1.1	Environmental Justice Impacts	48
4.1.2	Community Cohesion	49
4.1.3	Community Focal Points.....	50
4.1.4	Safety	50
4.1.5	Community Goals/Quality of Life.....	51
4.1.6	Special Community Designations	52
4.2	Economic Impacts.....	52
4.2.1	Businesses And Employment.....	53
4.2.2	Tax Base	53
4.3	Land Use and Zoning Changes.....	54
4.4	Mobility.....	56
4.4.1	Mobility Choices	56
4.4.2	Accessibility	56
4.4.3	Connectivity.....	57
4.4.4	Traffic Patterns/Circulation	57
4.4.5	Public Parking	58
4.4.6	Special Needs Patrons.....	59
4.5	Aesthetics	59
4.5.1	Noise/Vibration.....	60
4.5.2	Viewshed	60
4.5.3	Compatibility.....	60
4.6	Relocation Potential	60
5.0	Findings and Project Commitments	62
5.1	Recommendations For Resolving Issues.....	62
5.2	Project Commitments.....	63

Tables

Table 3.1: Race/Ethnicity as Percent of Population for Hollywood Station.....	33
Table 3.2: Race/Ethnicity as Percent of Population for FLL Airport Station	34
Table 3.3: Race/Ethnicity as Percent of Population for South Fort Lauderdale Station.....	35
Table 3.4: Poverty Characteristics.....	38
Table 3.5: Population by Age in Broward County as Compared to Station Municipalities.....	41
Table 3.6: Age by Station SCE Area as Compared to Broward County.....	36
Table 3.7: Limited English Proficiency by Station SCE Area	47
Table 3.8: Limited English Proficiency by Station SCE Area.....	41
Table 4.1: Station Area Direct Impacts by Land Use.....	55
Table 4.2: Build Alternative Parking Area Direct Impacts by Land Use.....	55

Figures

Figure 1.1: BCR South Project Location and Alignment Map.....	6
Figure 2.1: Example of Dual Side Platform Station Typical Section	9
Figure 2.2: Hollywood Station Track Schematic	11
Figure 2.3: Hollywood Station Parking Build Alternative	11
Figure 2.4: Hollywood Boulevard Complete Streets Bus Stop	12
Figure 2.5: FLL Station Layout (No Parking)	14
Figure 2.6: FLL Station Track Layout.....	15
Figure 2.7: FLL Station Pond Modification.....	17
Figure 2.8: SFTL Station Track Schematic.....	19
Figure 2.9: SFTL Station Location & Parking Alternatives.....	20
Figure 3.1 Land Use in Hollywood Station Project Area.....	25
Figure 3.2 Land Use in FLL Airport Station Project Area	26
Figure 3.3 Land Use in South Fort Lauderdale Station Project Area.....	27
Figure 3.4 Hollywood Station SCE Study Area and Community Focal Points.....	28
Figure 3.5 FLL Airport Station SCE Study Area and Community Focal Points.....	29
Figure 3.6 South Fort Lauderdale Station SCE Study Area and Community Focal Points.....	30
Figure 3.7: Minority Populations	36
Figure 3.8: Low-Income Population by Block Group	39
Figure 3.9: Population Over 65 by Block Group	43
Figure 3.10: Limited English Proficiency by Block Group	46

1.0 Introduction

1.1 Project Description

The proposed Broward Commuter Rail (BCR) South Project will add commuter service to the existing freight rail and intercity passenger rail services that currently operate on the Florida East Coast Railway Corridor (FEC Corridor) between the City of Aventura, located in Miami-Dade County, and the City of Fort Lauderdale, located in Broward County, approximately 11.5 miles. The project proposes three new passenger stations, depicted on **Figure 1.1** and at the following locations:

- Hollywood (between Tyler Street and Taylor Street)
- Fort Lauderdale-Hollywood International (FLL) Airport
- South Fort Lauderdale (between SW 15th Street and SW 17th Street)

The proposed BCR South weekday commuter service is intended to have 60-minute base headways, with 30-minute peak service, and 60-minute weekend and holiday service. The weekday peak hours are estimated to be between 5:00 a.m. and 9:00 a.m. and 4:00 p.m. to 8:00 p.m. Detailed schedules will be based on additional corridor modeling and adjusted during subsequent phase. The BCR South project entered Federal Transit Administration's (FTA) Project Development (PD) phase in December of 2022.



CONCEPTUAL - SUBJECT TO CHANGE

Figure 1.1: BCR South Project Location and Alignment Map

1.2 Purpose and Need

The purpose of this project is to implement commuter rail service along the existing FEC Corridor from Aventura in Miami-Dade County into Broward County, Florida. The project would provide a new and reliable option for north-south commuters by connecting to major activity centers and neighborhoods adjacent to the line and support economic development and land use plans and policies in eastern Broward County.

BCR South will provide a sustainable and permanent transportation investment that is strongly supported by local land use plans, Broward County, the City of Hollywood, the City of Hallandale, the City of Dania Beach, the City of Fort Lauderdale, and the surrounding communities.

The primary needs for the project are based on providing an alternate mode of transportation for critical north-south regional and local travel capacity and serving the existing and future population growth in the region and corresponding sustainable land use and economic development in the study area.

The secondary needs for the project are based on enhancing intermodal connectivity by developing a seamlessly integrated multimodal network and improving transit service in the eastern high-density travel market. The project enhances intermodal connectivity by providing quality access to transit-dependent populations and improving the environment and transportation safety. It will help address congestion issues by providing person trip capacity via a regional commuter rail transit option in the FEC Corridor.

2.0 Alternatives

This section provides a description of the Build Alternative used to evaluate the environmental impacts of the BCR South Commuter Rail Project.

2.1 General

The Build Alternative includes track modifications at the approaches to the proposed commuter rail station, proposed commuter rail stations, and commuter parking improvements. Three stations are proposed along the corridor with the northern termini occurring at the South Fort Lauderdale Station in Broward County. The BCR South platforms will be located next to siding tracks and an additional dwell track is proposed north of the South Fort Lauderdale station.

2.1.1 Stations

The proposed BCR South stations include:

- Hollywood Station located between Fillmore Street and Tyler Street
- Fort Lauderdale-Hollywood International Airport (FLL) Station located between the two Terminal Drive overpasses that access the airport from I-595 and US 1
- South Fort Lauderdale Station located between SW 15th Street and SW 17th Street

All three stations include the following amenities:

- Ticket Zone with at least two Ticket Vending Machines (TVM) (Operator Specific)
- Staff Information Booth
- ADA Compliant Clear Zone(s)
- Fixed Canopy
- Benches for Seating Compliant with Department of Justice 28 CFR Part 36 ADA Standards for Accessible Design
- Lighting (direct with minimum 5-foot candles (FC) on all portions of platform and off-platform areas)
- Information Sign(s) (e.g., passenger information, logo, route maps, and schedules)
- Station Stop ID Sign(s)
- Trash Receptacle(s)
- Hose bibs along platform for maintenance
- Emergency Fire Hydrant
- Wayfinding Totem

- Public-Address System (Operator Specific)
- Emergency Call Boxes
- CCTV (Operator Specific)
- Wi-Fi Access
- Handrails as necessary along platform, ramps, and sloping sidewalk
- Inter-Track Fence
- Level-Boarding Platform (Operator Specific)
- Staff and Customer Bathroom Facilities

2.1.2 Track Work

The corridor consists of existing double mainline tracks previously constructed by FEC Corridor and Brightline for freight and intercity passenger service. Track work proposed in the Build Alternative includes adding sidings for the station platform locations and mainline track shifts at Hollywood Station. The sidings run the length of the stations and extend an addition to the length needed to tie back into the mainline double tracks. See **Figure 2.1** for example of dual side platform with sidings. Crossovers are included in the vicinity of the stations to allow for flexibility of train operations as the commuter trains approach the stations.

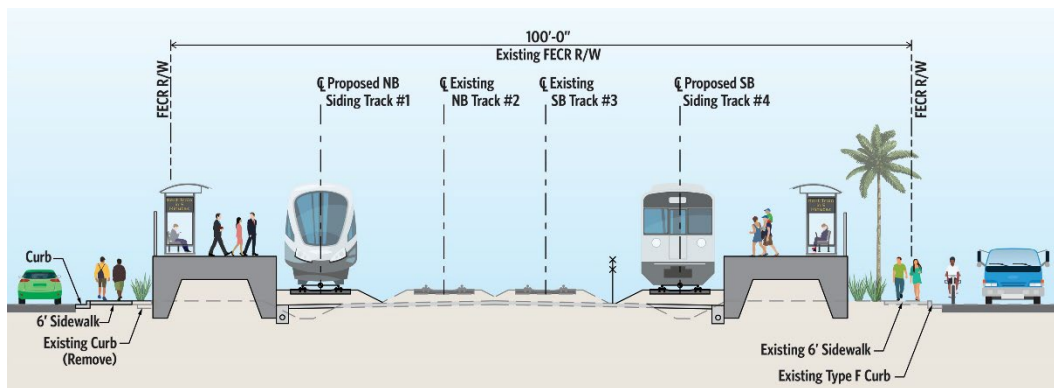


Figure 2.1: Example of Dual Side Platform Station Typical Section

2.1.3 Parking

Provisions for commuter parking at two of the three stations proposed were also examined in developing the Build Alternative. These parking alternatives are further described below in detailing station improvements proposed.

The following Sections describe the Build Alternative in detail at each station.

2.2 Hollywood Station

The Hollywood Station is located between Filmore Street and Tyler Street in Hollywood, FL, west of downtown. At this station the rail corridor is bordered by N 21st Avenue to the east and Dixie Highway to the west.

The station concept includes providing the following:

- Two track sidings with two mainline track shifts to center the tracks and platforms within the FEC Corridor right-of-way (ROW).
- Two 17 feet wide by 500 feet long side platforms
- 150 feet bus drop-offs along N 21st Avenue and Dixie Highway (south of Fillmore Street)
- 100 feet vehicle drop-offs along N 21st Avenue and Dixie Highway (south of Fillmore Street)
- Sidewalk connectivity between the parking garage alternatives, the bus drop-off, and the vehicle drop-offs; this includes existing sidewalk repairs or reconstruction along the route and ADA ramps at the intersections along the route
- In coordination with the City of Hollywood and Broward County Traffic Department, the project will reconstruct two existing through lanes (one-way traffic) on North 21st Avenue and Dixie Highway between Fillmore Street and Tyler Street to accommodate bus and vehicle drop-offs
- Mill and overlay work at all at-grade highway-rail grade crossings
- Pedestrian access via Fillmore Street and Tyler Street highway-rail grade crossings (no pedestrian overpass). Platform will be end loaded 17 feet wide platforms.
- The City's Complete Streets program was reviewed, and the station concept should accommodate future City construction without having to impact the main BCR South features.

2.2.1 Track Layout

Per the Timetable Speeds chart dated 3/18/2021 and the Track Charts dated 3/22/2021 provided by Brightline, the following existing train speeds are running through Hollywood Station:

- 60 MPH Freight (FEC Corridor)
- 79 MPH Passenger (Brightline)

Due to the close highway-rail grade crossing spacing, the siding / dwell tracks are extended south of Van Buren / Harrison Street before they can connect back to the mainline tracks. To accommodate the four tracks in the station area, the existing FEC Corridor mainline tracks will be shifted to be centered within the FEC Corridor ROW. Crossovers are proposed on either side of the stations to provide flexibility on accessing either siding for passenger commuter service. The Hollywood Station track schematic is shown in **Figure 2.2**. Refer to the Preliminary Engineering Report (PER) Appendix A Concept Plans for track layout details, for roadway detailed layouts and dimensioning, and for typical sections.

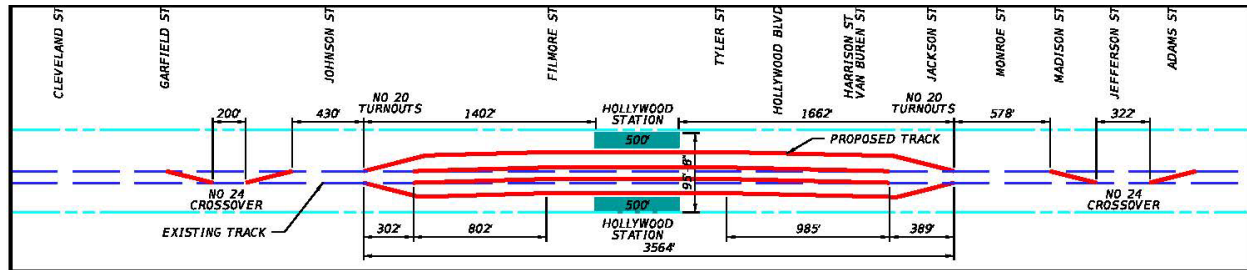


Figure 2.2: Hollywood Station Track Schematic

2.2.2 Parking

The City of Hollywood has indicated they can provide the BCR South parking spaces with their University Station project jointly developed by the city and private sector for attainable housing and 15,000 square feet of retail space for Barry University's College of Health Sciences. No additional improvements to the parking garage shown in purple in **Figure 2.3** are proposed as part of this project.

The Build Alternative includes additional ADA parking spaces provided on either side of Polk Street just east of the N 21st Avenue intersection. Pedestrian connectivity between parking and the station is included as part of this Build Alternative.

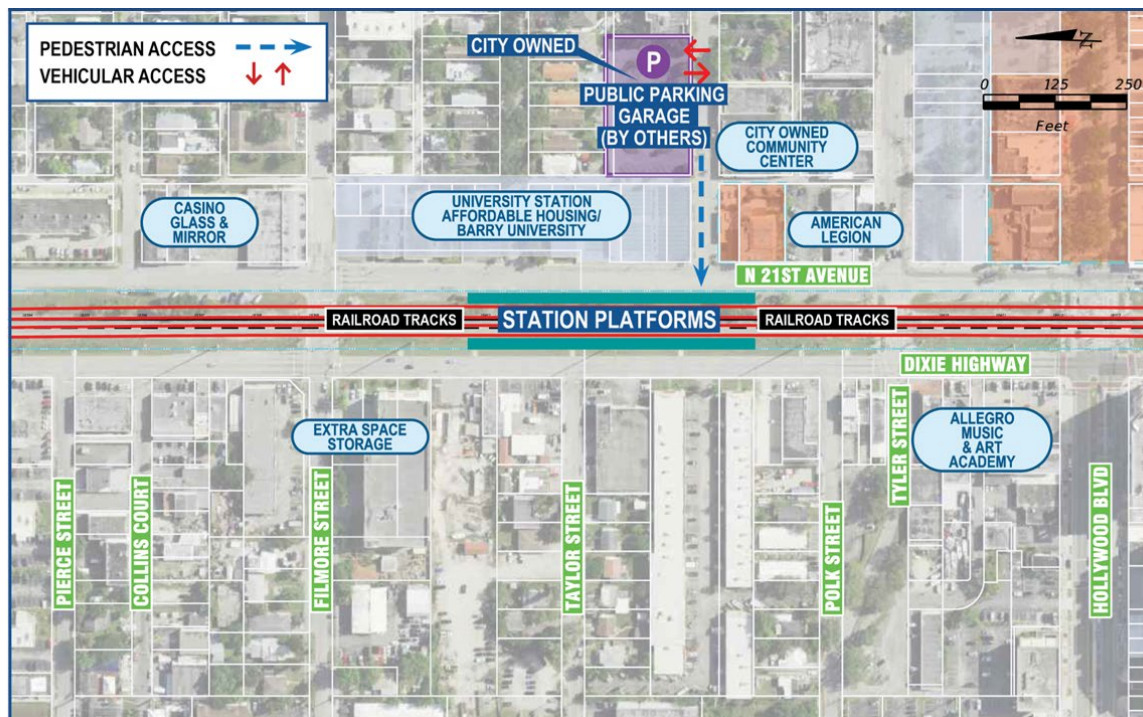


Figure 2.3: Hollywood Station Parking Build Alternative

2.2.3 Bus Stops/Vehicle Drop-offs

Planned and existing bus stops, as identified below, will meet the same style as the recently constructed Hollywood Boulevard Complete Streets project (2023) as shown in **Figure 2.4**, if practicable.

The following is a summary of the bus stops near Hollywood Station:

- The recently constructed Hollywood Boulevard complete streets eastbound and westbound bus stops just west of Dixie Highway will remain.
- A southbound bus stop will be added at Dixie Highway on the far side of Fillmore Street.
- To provide for passenger and ride share vehicles, a drop-off is proposed on the far side of the new Dixie Highway bus stop. The existing northbound bus stop along North 21st Avenue on the near side of Fillmore Street will be moved to the far side to allow for the left turn lane on the narrower North 21st Avenue Complete Streets roadway section at the station.
- A new North 21st Avenue northbound vehicle drop-off will be located on the far side of Polk Street.



Figure 2.4: Hollywood Boulevard Complete Streets Bus Stop

2.2.4 Traffic Signals / Crosswalks

Due to the track shifts and additions for the station, several of the parallel street traffic signals and crosswalks will be affected.

- Eleven relocated or new traffic signals including pedestrian push buttons, mast arms, loop detection, signal preemption, signal timings, etc.
- New pedestrian mid-block signal across N 21st Avenue at Polk Street
- New pedestrian mid-block signal across Dixie Highway at Polk Street

2.2.5 Railroad Crossings

The Build Alternative includes upgraded highway-rail grade crossings at Filmore Street, Tyler Street, Hollywood Boulevard and Van Buren / Harrison Street, including:

- New railroad flashers / gates set outside the new siding track on the east and west sides.
- New or relocated advance warning devices (signs, detectable warning surface, etc.).
- New and reconstructed sidewalks for station access and connectivity.
- Additional railroad crossing panels for siding and on mainline FEC Corridor track shifts.
- Other safety features to be determined from the Safety Analysis Memorandum and coordination with FEC Corridor, Brightline and FRA.

Safety and traffic analysis were performed, and the results show that the Build Alternative would have no significant impact on safety or traffic.

2.3 Fort Lauderdale-Hollywood International Airport (FLL Airport) Station

Passengers at the BCR South FLL Airport Station will primarily be airport travelers who have arrived via airplane to the station terminal or passengers who are departing the commuter train to reach the airport terminal. The FLL Airport station will support commuter passengers arriving by car but no additional parking is being provided at the station for commuters. In this way, the FLL Airport Station will function as a connecting commuter service to bring commuter rail passengers to the airport and take airport passengers to other stations on the BCR South commuter rail line.

The curved platform will be elevated with a pedestrian walkway to connect to the bus-drop off area on the west side of the tracks, shown in **Figure 2.5**. See PER Attachment A-2 for roadway concept and dimensions.

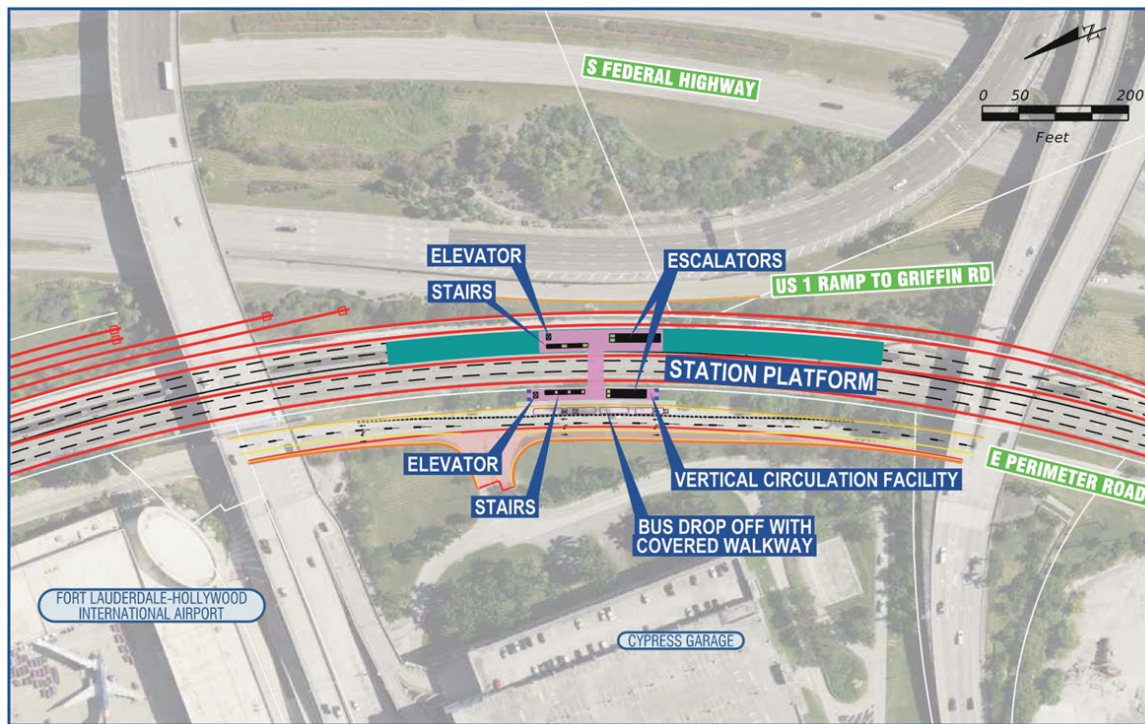


Figure 2.5: FLL Station Layout (No Parking)

Pedestrians will be able to take a designated shuttle bus going to and from the station covered platform to the airport terminals. County buses may also access the drop-off area for the station.

The station concept includes providing the following:

- A single 30-foot wide 675-foot-long station platform centered between sidings/dwell tracks
- Relocated freight storage tracks via several ladder tracks north of westbound Terminal Drive bridge to offset the storage lost from introducing the platform and sidings/dwell tracks
- Reconfigured existing stormwater pond due to relocated freight storage tracks
- Vertical circulation on platform to to/from pedestrian overpass (escalator, stairs, elevator)
- Pedestrian overpass (23'-6" vertical clearance over tracks, 58' span, 20' wide)
- Staff parking spaces next to the bus drop-off
- Vehicle drop-off for commuters
- Sidewalk connectivity to the airport terminals is being evaluated for potential inclusion
- Widening of Perimeter Road between Terminal Drive overpasses to accommodate bus drop-off lane
- Shuttle bus drop-off facility with vertical circulation (escalator, stairs, elevator) includes 195-foot bus drop-off lane along Perimeter Road

- Upgraded highway-rail grade crossing at Griffin Road due to mainline track shifts
 - New railroad flashers / gates on the east and west sides
 - New or relocated advance warning devices (signs, detectable warning surface, etc)
 - Additional railroad crossing panels for mainline FEC Railway track shifts
 - Other safety features to be determined from Safety Analysis Memorandum and coordination with FEC Railway, Brightline and FRA

2.3.1 Track Layout

Refer to the PER Appendix A Concept Plans for more detailed track layouts with dimensions and stationing and for typical sections.

Per the Timetable Speeds chart dated 3/18/2021 and the Track Charts dated 3/22/2021 provided by Brightline, the following existing train speeds are running through FLL Airport Station:

- 40 MPH Freight (FEC Railway)
- 40 MPH Passenger (Brightline)

The existing mainline and storage track curvature limits the ability of trains to travel fast through this airport area. The proposed station platform is in the center of two new siding / dwell tracks with the two mainline tracks relocated to the outside. The station work and existing bridge piers will require the existing FEC Railway storage tracks to be reconfigured. Refer to **Figure 2.6** for a schematic of track work

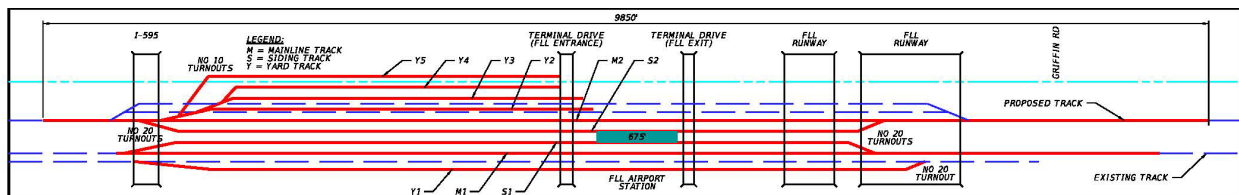


Figure 2.6: FLL Station Track Layout

To accommodate the storage track reconfiguration, the following will be provided:

- Proposed single storage track 14 feet to the west of the west Mainline track.
- Continuation of the northeast ladder storage tracks to the east to add four new storage tracks at 14 feet centers. These storage tracks will be stubbed out prior to the passenger station area near the Terminal Drive Overpass.
- Crash protection walls will be provided at the Terminal Drive overpass structures and under I-595, as required.

- The additional ladder storage tracks will require the modification of the existing US 1 pond on the east side of tracks to fill in more to the south infield area. The offset storage will be achieved by expanding the pond to the south and reconnecting the airport's irrigation facilities. See **Figure 2.7** for the pond modifications and ladder track layout.

2.3.2 Parking

Parking will not be provided at the FLL Airport station.

2.3.3 Bus Stops/Vehicle Drop-offs

The FLL Airport station will have a covered walkway leading from the bus stop to the vertical circulation/pedestrian bridge to access the platform. Pedestrians will only be able to take a designated shuttle bus circulating to and from the platform to the airport terminals. The County buses will have limited access to the bus drop-off areas for the station.

Passenger vehicle drop-off areas will also be available at the station for commuters.

2.3.4 Traffic Signals/Crosswalks

There are no existing traffic signals nor crosswalks in the vicinity of the FLL Airport station.

2.3.5 Railroad Crossings

There are no railroad crossings in the vicinity of the FLL Airport station. However, the Griffin Road highway-railway grade crossing, south of the FLL Airport, will have profile adjustments related to the main track shifts.

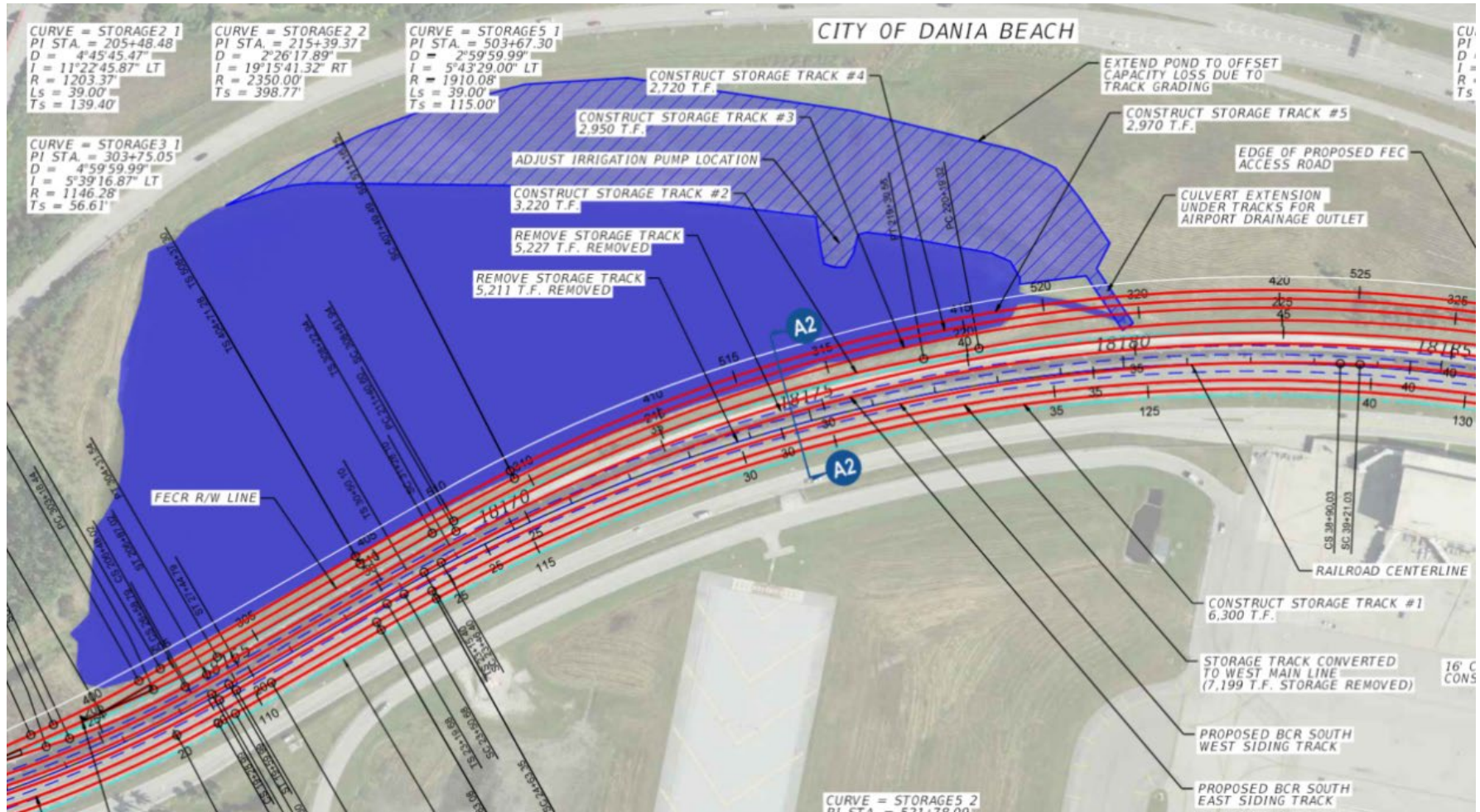


Figure 2.7: FLL Station Pond Modification

2.4 South Fort Lauderdale Station (SFTL Station)

The SFTL Station is located between SW 15th Street and SW 17th Street in Fort Lauderdale, south of downtown. The platform is centered on SW 16th Street between Flagler Avenue and the FEC Railway tracks. Flagler Avenue remains an alley from SW 16th Street to SW 17th Street.

The station concept includes providing the following:

- A single 17 feet wide by 500 feet long side platform on the east side.
- A temporary dwell track extension of the siding on the east side of mainline tracks, all within existing rail ROW
- Separate 150 feet bus drop-off lane either along Andrews Avenue or SW 1st Avenue (Broward County is holding internal transit meetings to determine various services)
- 100 feet vehicle drop-off along SW 16th Street circular drive.
- Sidewalk connectivity between the parking garage, the bus drop-off, and the vehicle drop-offs; this includes existing sidewalk repairs or reconstruction along the route and ADA ramps at the intersections along the route.
- Accommodation for a future City Complete Streets typical section at SW 17th Street will include the new warning devices and railroad crossing surface (concrete panels) placed so the City does not have to rework these elements with the future project.
- Pedestrian access via SW 15th Street and SW 17th Street highway-rail grade crossings (no pedestrian overpass). Platform will be end loaded and have a center access point in line with the SW 16th Street Plaza vehicle drop-off area.
- Parking garage with access from SW 1st Avenue
 - Turn lane into the proposed SW 1st Avenue parking garage

2.4.1 Track Layout

Per the Timetable Speeds chart dated 3/18/2021 and the Track Charts dated 3/22/2021 provided by Brightline, the following existing train speeds are running through SFTL Station:

- 60 MPH Freight (FEC Railway)
- 79 MPH Passenger (Brightline)

A single platform and siding/dwell track are proposed on the east side of the mainline tracks. A 845 foot dwell track (575 functional length) stub out will be provided on the north side of the station north of SW 15th Street. This component will provide a location for holding a commuter train as needed to meet operational goals and safety inspections.

BCR South track work construction will require coordination with FEC Railway for “track windows” to accomplish the mainline track connections at the No. 20 turnouts and No. 24 crossover south

of the station. See **Figure 2.8** for track schematic and refer to the PER Appendix A Concept Plans for full track layout details, roadway layout details, and typical sections.

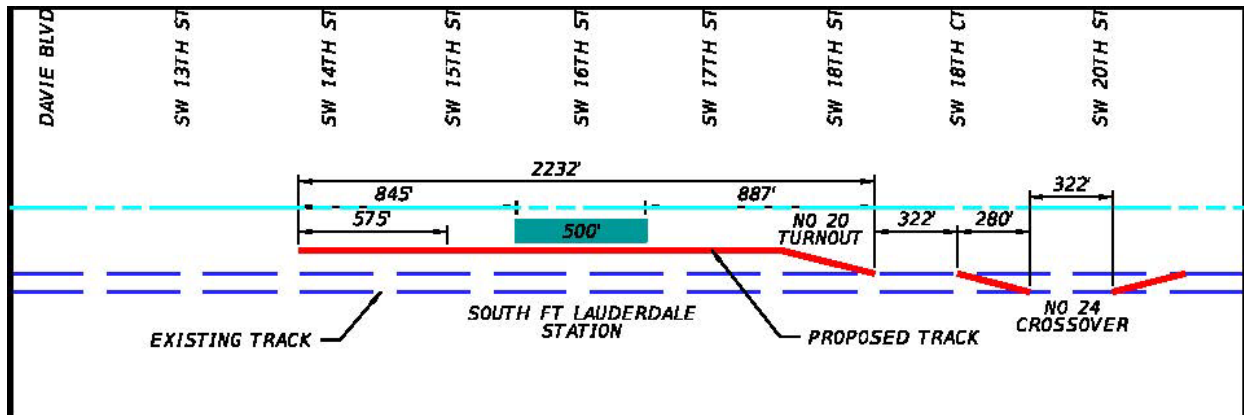


Figure 2.8: SFTL Station Track Schematic

2.4.2 Parking

The City of Fort Lauderdale does not have any large public parking facilities within the ¼-mile area of the station, only on-street parking. Therefore, parking alternative screening was analyzed for this station. Two candidate sites within ¼ mile of the station location were identified that could be developed as parking structures and are shown in **Figure 2.9**. Both sites screened and evaluated can accommodate the required parking for the station. Note that each parking alternative site will be accommodated within the current zoning height of 100 ft.

A new parking garage would be constructed, as part of the project, to accommodate the parking needs of the station.

Parking Alternative 1: Parking Alternative 1 is located between SW 1st Avenue and Flager Ave alley close to the station platform in the block south of SW 16th Street (shown in purple). This potential parking site has no historic resources, has one property owner, and would require the relocation of two separate business tenants. There is an existing historic resource, the (former) Fort Lauderdale Antique Car Museum/1527 SW 1st Avenue (8BD8182) (shown in orange), across the street from Alternative 1. The proposed parking garage Alternative 1 would have no adverse effects on the historic resource.

Parking Alternative 2: Parking Alternative 2 is located between Andrews Avenue and SW 1st Avenue and is further away from the station platform in the block south of SW 16th Street (shown in yellow). This potential parking site is accessible from SW 17th Street via SW 1st Avenue entrance. This potential parking site has no historic resources, has three property owners, and may require two business relocations. The existing historic resource, the (former) Fort Lauderdale

Antique Car Museum/1527 SW 1st Avenue (8BD8182) (shown in orange) would be no adverse effects to historic resources from the proposed parking garage Alternative 2.

The BCR South proposes to build a new parking garage for the commuter station on one of these sites. A Preferred Parking Alternative will be selected during final design.

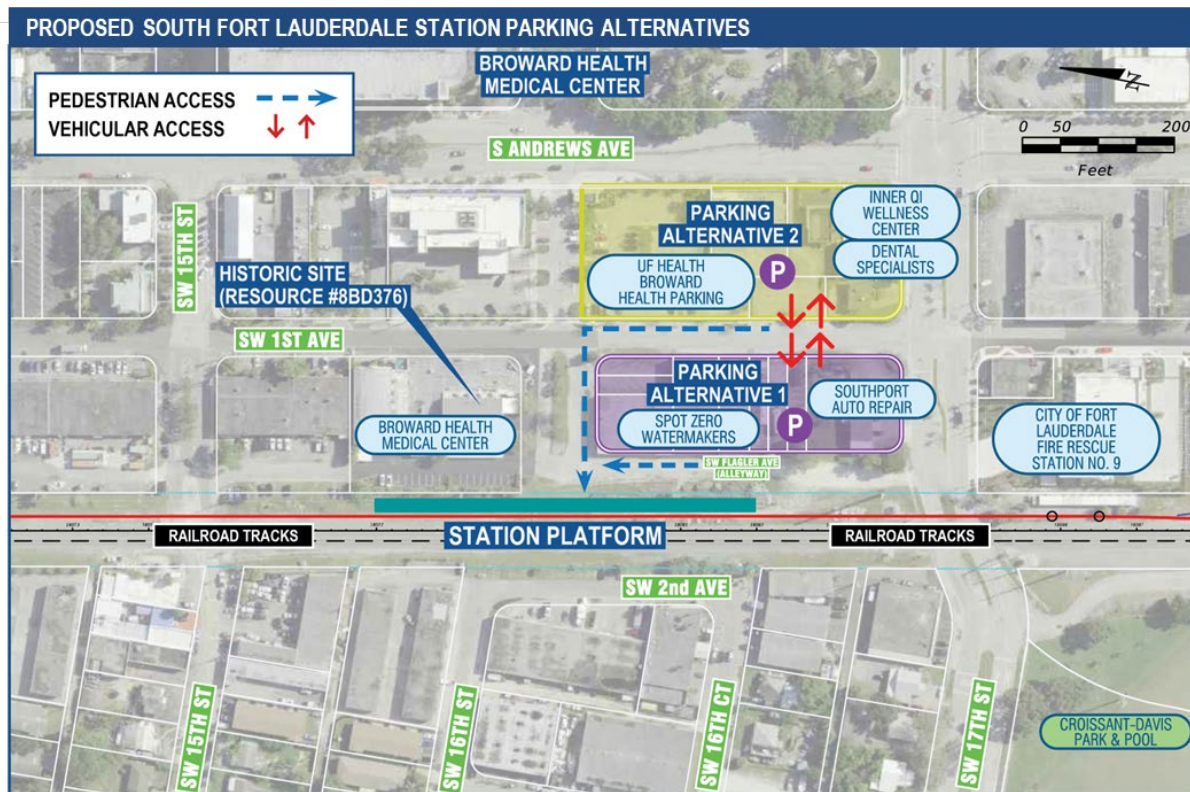


Figure 2.9: SFTL Station Location & Parking Alternatives

2.4.3 Bus Stops/Vehicle Drop-offs

Any new or relocated bus stop for BCR South will meet the same style as the recently constructed Andrews Avenue bus stop project, if practicable. The following is a summary of the bus stops and new vehicle drop-offs near the South Fort Lauderdale Station.

- New northbound and southbound bus stops may be added at SW 1st Avenue on the far side of SW 16th Street (BCT is developing a revised regional transit operation plan).
- New vehicle drop-offs will be accommodated along the reconstructed SW 16th Street as a horseshoe turn around with a pedestrian plaza in the median.
- The existing northbound and southbound bus stops along Andrews Avenue on the far side of SW 16th Street will remain. These sites have a covered waiting area for customers.

2.4.4 Traffic Signals/Crosswalks

The existing traffic signals will remain along Andrews Avenue and SW 17th Street in the project vicinity. The following crosswalks will be included in the project:

- Potential new mid-block pedestrian signal and crosswalk on Andrews Avenue to the north of SW 16th Street to provide pedestrian connectivity between the station and Broward Health complex.
- Potential new pedestrian signal and crosswalk on SW 17th Street at SW 1st Avenue to provide connectivity between the station and Poinciana Crossings affordable housing site.
- Potential modifications or new traffic signal interconnection with railroad active warning device systems, existing fire station emergency signal and new pedestrian signal.

2.4.5 Railroad Crossings

Upgraded highway-rail grade crossings at SW 15th Street and SW 17th Street, including:

- New railroad flashers / gates set outside the new siding track on the east side.
- New or relocated advance warning devices (signs, detectable warning surface, etc)
- New and reconstructed sidewalks for station access
- Additional railroad crossing panels for siding and on mainline FEC Railway tracks
- Other safety features to be determined from Safety Analysis Memorandum and coordination with FEC Railway, Brightline and FRA.

3.0 Existing Conditions

The sociocultural effects evaluation (SCE) process is supported first by the development of a Community Characteristics Inventory (CCI). The CCI is a comprehensive summary of the quantitative and qualitative community data used during the SCE Evaluation process. This SCE utilized a CCI to summarize the existing sociocultural conditions in the study area. The CCI incorporates social, economic, land use change, mobility, and aesthetics conditions to help identify communities and any special populations in the study area. Those existing conditions are discussed in this section. To better understand the SCE Study Area, community characteristics, and the locations of special populations, 2020 US Census and American Community Survey Data, Geographic Information System (GIS) analysis results, the FDOT Environmental Screening Tool (EST), and available regional documentation were reviewed for the SCE Study Area and Broward County.

3.1 SCE Study Area

The term “Project Area” is used in this document to represent a smaller area that encompasses the existing and proposed rights-of-way for each of three new passenger stations and parking at the South Fort Lauderdale Station. The term “SCE Study Area” represents a broader area that encompasses everything within one-quarter mile of the Project Area.

The proposed project would use the existing FEC Railway from the existing Aventura Station in Miami-Dade County to the proposed new passenger stations in south Broward. The FEC Railway was originally constructed in the late 19th and early 20th century and in 1896 it reached Fort Lauderdale, linking south Florida with Jacksonville. Dixie Highway runs adjacent to the FEC Railway and was one of the first major roadways in the region. The FEC Railway passes through the cities of Aventura, Hallandale Beach, Hollywood, Dania Beach, and Fort Lauderdale. Under the proposed project, construction activities would only occur in three distinct areas with proposed new passenger stations (Hollywood, FLL Airport, Fort Lauderdale), all of which are in Broward County.

The SCE Study Area overlaps the limits of the cities of Hollywood, Dania Beach, and Fort Lauderdale. The City of Hollywood is located immediately north of the City of Hallandale Beach, which extends from the southern edge of Broward County north to Pembroke Road. The City of Hollywood extends north to City of Dania Beach and covers the area from the Atlantic Ocean to as far west as SR 817. The SCE Study Area in the City of Hollywood includes the Parkside, Highland Gardens, Royal Poinciana, and North Central neighborhoods. According to the 2020 Census, the City of Hollywood had a population of 153,067. The City of Hollywood was founded in 1925 and hosts the corporate headquarters of the Invicta Watch Group and HEICO, an aerospace and electronics parts manufacturer. The top employers in the city are the Memorial Healthcare System,

the City of Hollywood, Chewy, Inc., and Publix. The City of Hollywood is also a tourist destination with beaches and a bay system that includes the Intercoastal Waterway. Enterprise Zones are also located in the cities of Hollywood and Dania Beach. Enterprise Zones are geographic areas that are granted special tax breaks, regulatory exemptions, or other public assistance to encourage private economic development and job creation.

The SCE Study Area around the FLL Airport Station overlaps the limits of the City of Dania Beach and includes the neighborhood of Melaleuca Gardens, just south of the FLL Airport and north of the Dania Cutoff Canal. The SCE Study Area around the proposed FLL Airport Station also overlaps the City of Fort Lauderdale and the Edgewood and Poinciana Park neighborhoods.

The SCE Study Area around the City of Dania Beach is located immediately north of the City of Hollywood and one portion of it extends as far north as the South Fork of the New River. The city includes an area of Atlantic coastal beach and reaches as far west US 441. A disjunct portion of the City of Dania Beach is located just northeast of the FLL Airport. In the 1800's the area that would become the City of Dania Beach was a neighborhood called Modello. The city was incorporated in 1904 and, according to the 2020 US Census, had a population of 31,723. The city is home to the International Game Fish Association Hall of Fame and Museum and a major jai alai court as well as the corporate headquarters of Chewy, Inc., and Sun Air International. The Dania Cutoff Canal runs along the northern edge of the City of Dania Beach and the FLL airport is located immediately to the north.

The SCE Study Area around the proposed South Fort Lauderdale station includes the communities of Croissant Park and Poinciana Park. The City of Fort Lauderdale was incorporated in 1911, is the county seat, and one of the major cities in South Florida. The city limits reach from the FLL Airport north to McNab Road and extend from the Atlantic Ocean west to Florida's Turnpike. The city is a popular tourist destination that offers a convention center, a cruise terminal at Port Everglades, FLL International Airport, Atlantic beaches on a barrier island, and a bay system that includes the intercoastal waterway. According to the 2020 Census, the city had a population of 182,760. The proposed Fort Lauderdale passenger station is located just east of the Broward Health Medical Center complex.

3.2 Land Use, Zoning, and Community Facilities/Focal Points

Land use cover descriptions provided for both uplands and wetlands are classified utilizing the *Florida Land Use, Cover, and Forms Classifications System* (FLUCFCS, FLUCCS) designations. Previous and existing land uses in the project area were initially determined utilizing US Geological Survey (USGS) maps, historical images, aerial photographs, and land use mapping from the South Florida Water Management District (SFWMD) (2017-2019). Land use categories in the project area reported by SFWMD were verified in the field. Field reviews generally confirmed the SFWMD land

use mapping with very minor adjustments. Zoning was reviewed and is consistent with land use findings herein.

The SCE Study Area is heavily urbanized and contains major transportation features including the FEC Railway, roads and highways, overpasses, and the FLL Airport. Single and multi-story buildings occur throughout the SCE Study Area which, along with the transportation features, dominate the visual environment. Noise and vibration are currently generated by regular freight traffic on the existing rail line.

The land use within the Hollywood Station Study Area primarily consists of Low Rise, Multiple Dwelling Units (FLUCCS 1330) and Commercial and Services (FLUCCS 1400). Land use in the FLL Airport Station Study Area includes mostly Airports (FLUCCS 8110) and Roads and Highways (FLUCCS 8140) with smaller acreages of Commercial and Services (FLUCCS 1400) at the northern terminus. Land use within the South Fort Lauderdale Study Area primarily consists of Commercial and Services (FLUCCS 1400), Residential, Medium Density (FLUCCS 1210), Institutional (FLUCCS 1700), and Educational Facilities (FLUCCS 1710). Land use categories in the project area as mapped by SFWMD are shown in **Figures 3.1** through **3.3**.

Community facilities or focal points are any public or private places where members of a community gather or are relied upon for goods or services. Parks, churches, emergency services, and community organizations are just some of the facilities that may be important to the residents of a community. Those community focal points are shown on **Figures 3.4** through **3.6**. The SCE Study Area around Hollywood Station includes four social service organizations, one education and entertainment center, four parks, five religious centers, and two schools. Community facilities within the SCE Study Area around FLL Airport Station include one social service organization, one education center, one law enforcement facility, two religious centers, and one transportation hub. Community facilities within the SCE Study Area around South Fort Lauderdale Station includes three community/fraternal centers, one cultural center, one hospital, one recreational facility, two public schools, one veteran organization facility, and three group care facilities. Additionally, there are four eligible or potentially-eligible historic resources in the project's Area of Potential Effect for cultural resources. Those historic resources are the FEC Railway (8BD4087) itself and Hollywood Boulevard Commercial Historic District (8BD3284) along with the Broward Building/2032-2050 Hollywood Boulevard (8BD573) and Ingram Arcade/2033-2051 Hollywood Boulevard (8BD574) as contributing resources.

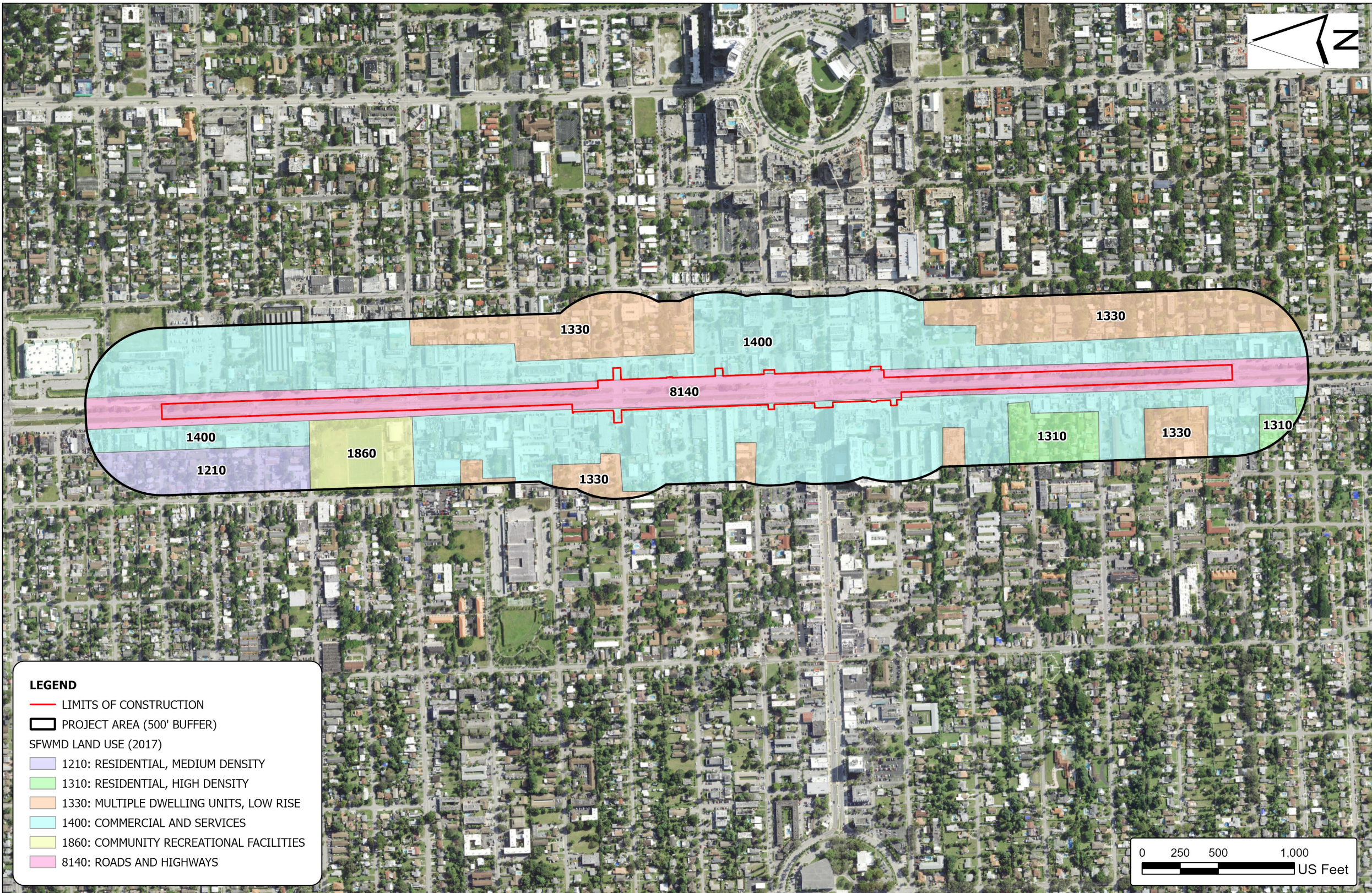


Figure 3.1 Land Use in Hollywood Station Project Area

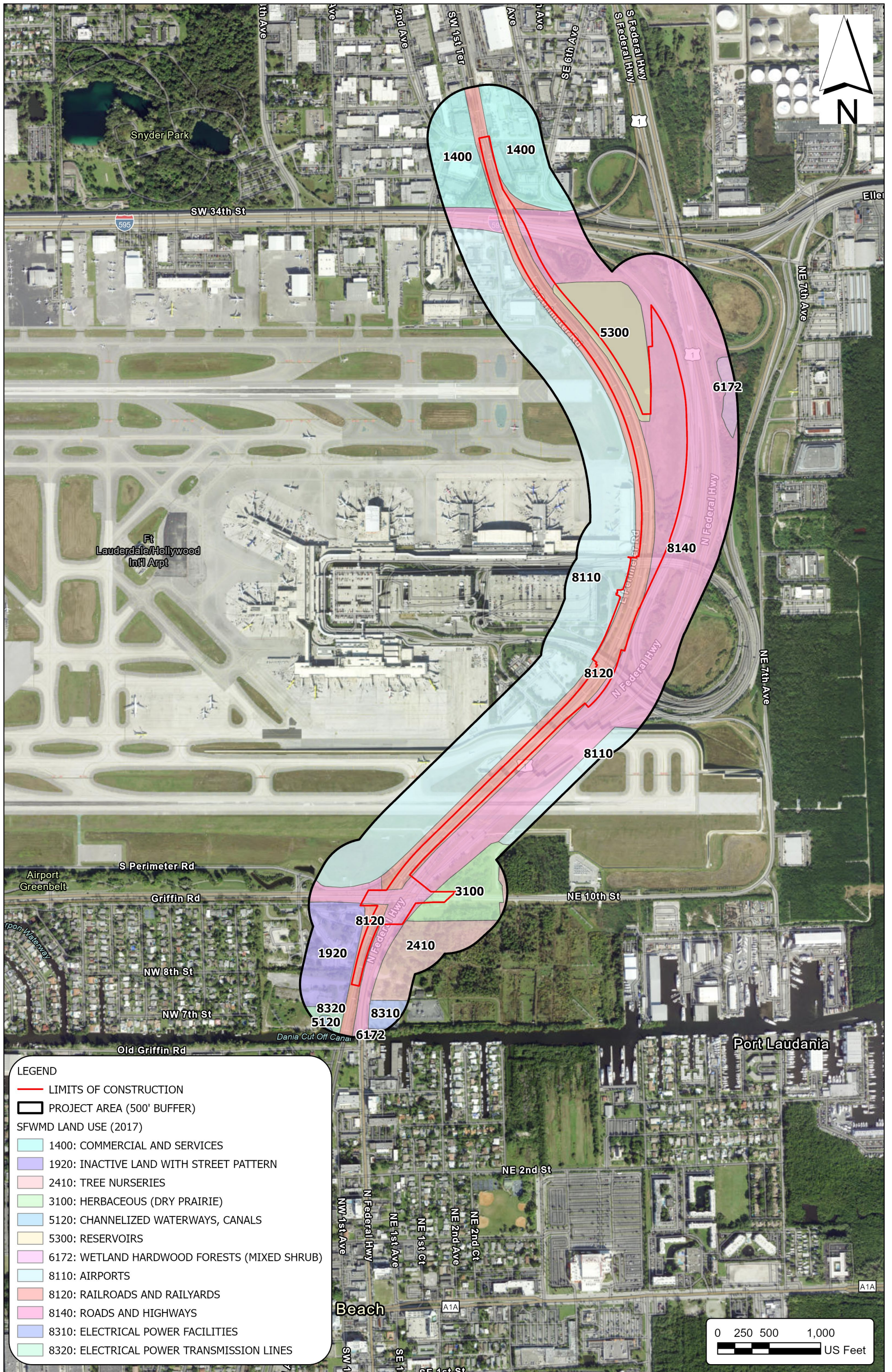


Figure 3.2 Land Use in FLL Airport Station Project Area

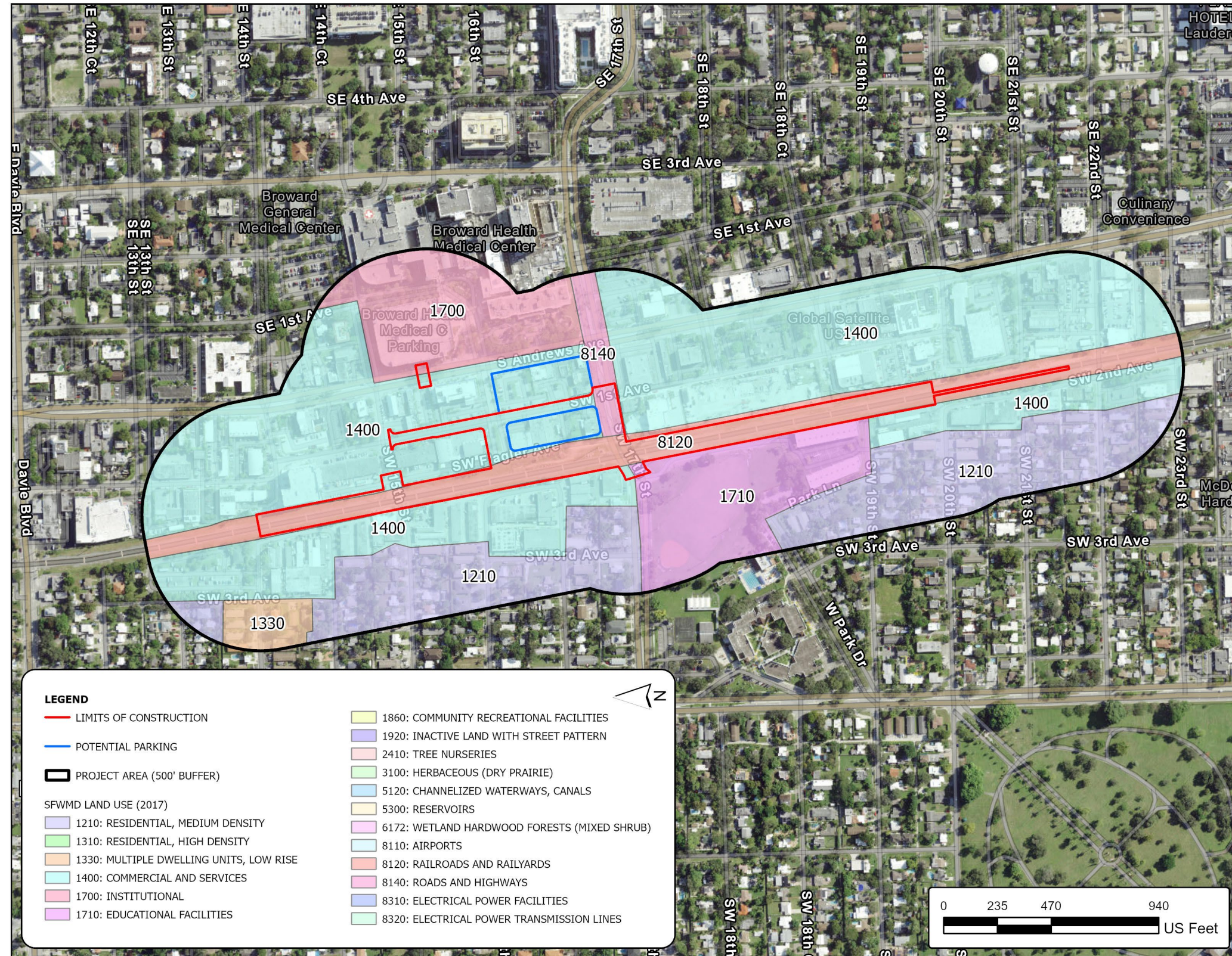


Figure 3.3 Land Use in South Fort Lauderdale Station Project Area

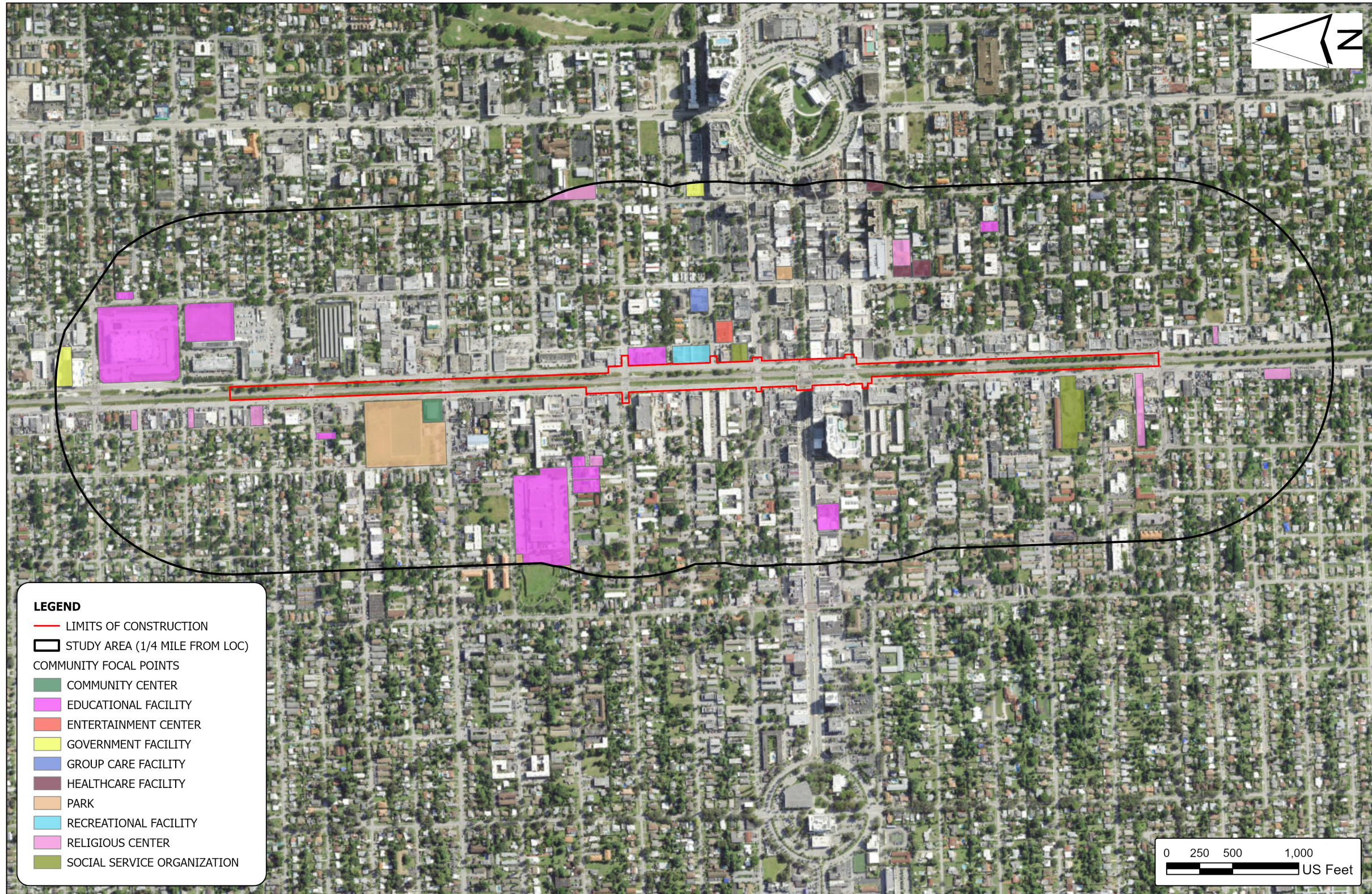


Figure 3.4 Hollywood Station SCE Study Area and Community Focal Points

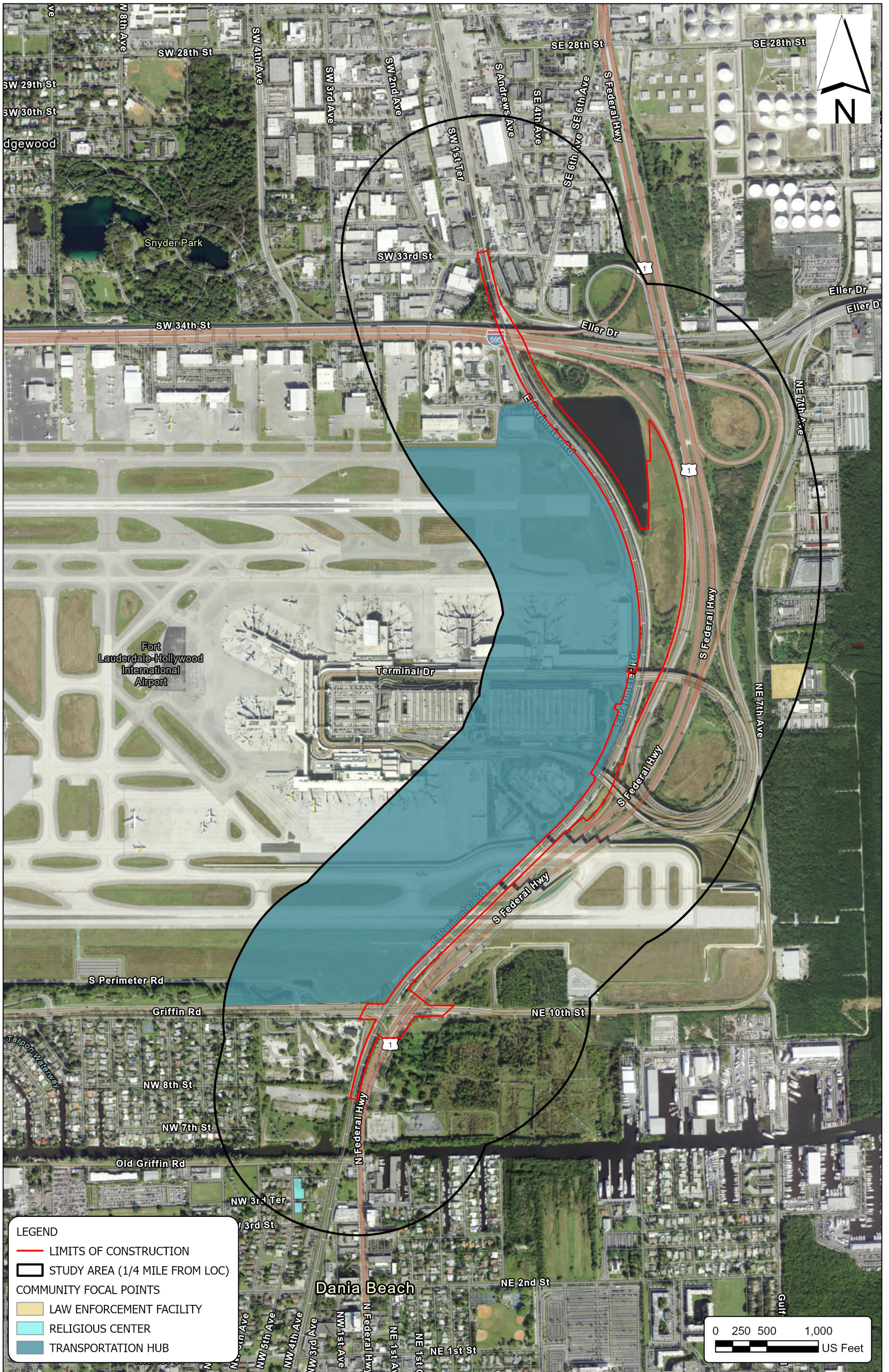


Figure 3.5 FLL Airport Station SCE Study Area and Community Focal Points

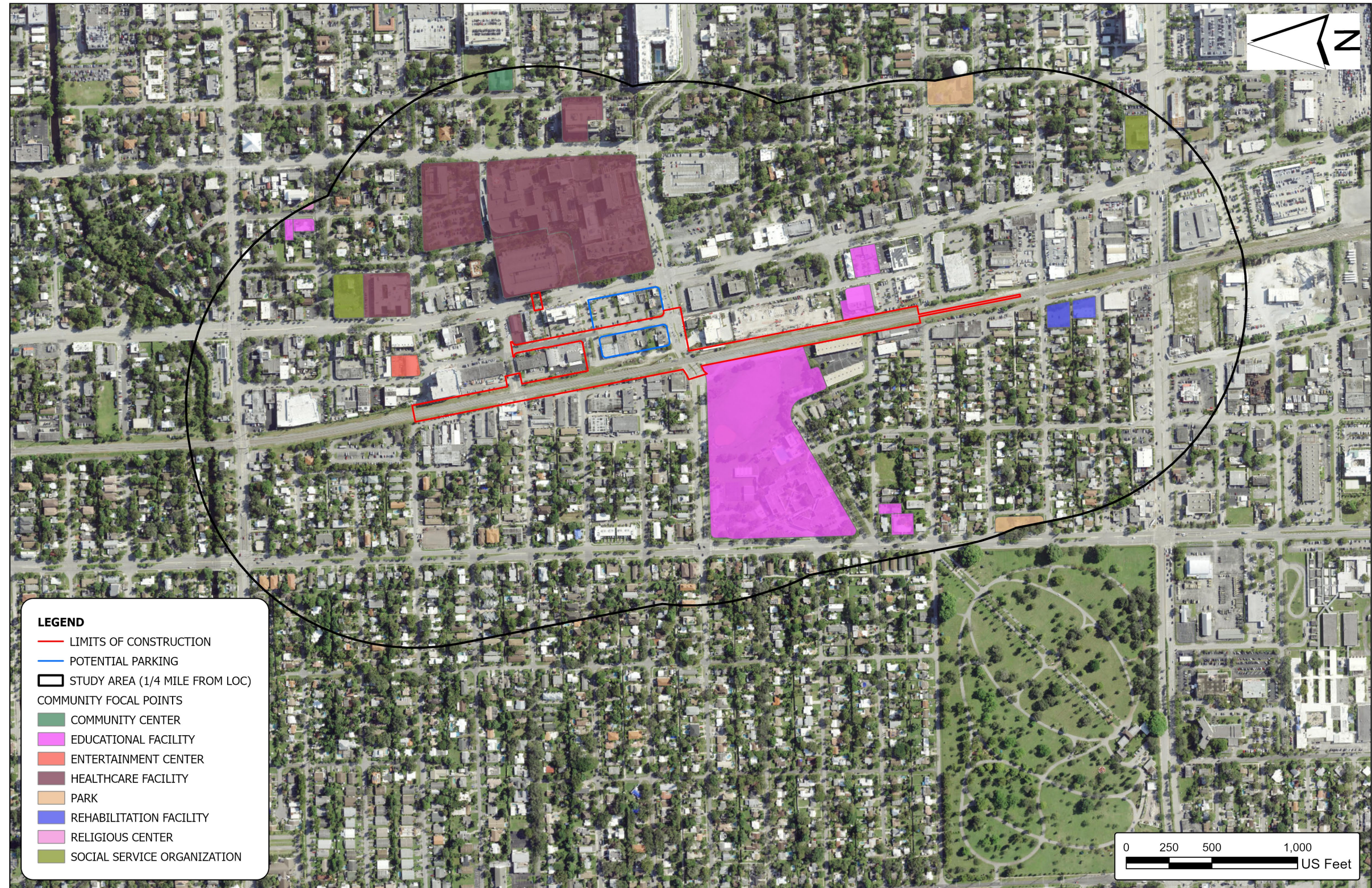


Figure 3.6 South Fort Lauderdale Station SCE Study Area and Community Focal Points

There are four emergency response stations in the SCE Study Area. At the proposed Hollywood Station the SCE Study Area includes the Hollywood Fire Department and Rescue Station 5 (1819 N 21st Ave., Hollywood). The SCE Study Area around the proposed FLL station includes the US Customs and Border Protection - Dania Beach Station (1800 NE 7th Ave., Dania Beach), the Broward County Fire Department and Rescue Station 1 (116 W. Dania Beach Blvd, Dania Beach), and the Broward County Sheriff's Office at the FLL Airport (100 Terminal Drive).

3.3 Demographics

To better understand the demographics within the SCE Study Area, 2020 US Census data and American Community Survey data, Geographic Information System (GIS) analysis results, the FDOT Environmental Screening Tool (EST), and available regional documentation were reviewed and analyzed. The area around each proposed station is analyzed by Census block groups because they represent the most detailed and complete datasets for applicable social resources and demographic groups. Census data on race/ethnicity is provided in **Table 3.1** for Broward County and cities that overlap the SCE Study Area so that those communities can be compared to census block group data in the SCE Study Area.

Table 3.1: Population by Race/Ethnicity for County and Municipalities

Population	Broward County	Hallandale Beach	Hollywood	Dania Beach	Fort Lauderdale
White	763,913 (39.56%)	20,073 (48.70%)	71,051 (46.42%)	15,568 (49.07%)	94,692 (51.82%)
Black or African American	548,131 (28.39%)	6,774 (16.43%)	26,523 (17.33%)	6,661 (21.00%)	50,509 (27.64%)
American Indian and Alaska Native	4,092 (0.21%)	159 (0.39%)	1,109 (0.72%)	175 (0.55%)	595 (0.33%)
Asian	69,798 (3.61%)	763 (1.85%)	4,109 (2.68%)	708 (2.23%)	3,640 (1.99%)
Native Hawaiian or Pacific Islander	1,121 (0.06%)	21 (0.05%)	72 (0.05%)	31 (0.10%)	88 (0.05%)
Some Other Race	106,585 (5.52%)	4,527 (10.98%)	16,305 (10.65%)	3,071 (9.68%)	10,739 (5.88%)
Two or More Races	437,343 (22.65%)	8,900 (21.59%)	33,898 (22.15%)	5,509 (17.37%)	22,497 (12.31%)
Hispanic or Latino (of any race)	618,443 (32.03%)	15,661 (38.00%)	67,442 (44.06%)	10,978 (34.61%)	42,688 (23.36%)
TOTAL	1,930,983	41,217	153,067	31,723	182,760

3.3.1 Environmental Justice Populations

Executive Order 12898 and implementing regulations under FTA Circular 4703.1 direct federal agencies to make environmental justice part of their mission in implementing all programs. The first step in an Environmental Justice analysis is to identify whether minority and or low-income populations are located within the project area. This step allows for further analysis of whether Environmental Justice populations would experience potential environmental or health impacts from a proposed project.

Minority Populations

Census data on race/ethnicity is provided in **Tables 3.2** through **3.4**. For a comparative point of reference, the study team reviewed racial composition within each Census block group to county-wide averages from the US Census. Broward County had a minority population of approximately 60 percent. The largest minority percentage in a Census block group is 76.56 percent at the Hollywood Station, 88.82 percent at the FLL Airport Station, and 46.37 percent at the SFTL Station..

The percentage of minorities in the Title VI Program Update service area was 70.6 percent. According to the Title VI Program Update, in that service area minorities comprise 81 percent of transit passengers and of those 49 percent are Black/African America, 20 percent are Hispanic, 12 percent are Asian, American Indian, Multiracial or Other. Non-Hispanic White Passengers comprise 20 percent of ridership.

Table 3.2: Race/Ethnicity as Percent of Population for Hollywood Station

Block Group	White Alone	Black or African American Alone	American Indian or Eskimo Alone	Asian Alone	Native Hawaiian and other Pacific Islander Alone	Some Other Race Alone	Population of Two or More	Hispanic or Latino
Broward County	39.56%	28.39%	0.21%	3.61%	0.06%	5.52%	22.65%	32.03%
120110903012	77.66%	3.62%	0.00%	1.32%	0.00%	0.00%	17.4%	38.76%
120110903031	100%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	34.88%
120110903032	86.41%	0.00%	0.00%	0.00%	0.00%	0.00%	13.59%	64.56%
120110904031	38.52%	8.55%	0.00%	0.00%	0.00%	3.07%	49.86%	76.56%
120110904032	46.63%	40.33%	0.00%	0.58%	0.00%	3.6%	8.86%	28.19%
120110904043	34.47%	33.81%	0.00%	1.23%	0.00%	2.09%	28.4%	31.53%
120110918031	36.79%	27.51%	0.00%	4.35%	0.00%	6.01%	25.34%	47.22%
120110918041	39.29%	26.24%	0.00%	1.06%	0.00%	3.23%	30.19%	41.84%
120110919031	76.89%	11.42%	0.00%	0.00%	0.00%	0.00%	11.69%	28.06%
120110919032	51.01%	15.02%	0.00%	4.9%	0.00%	9.08%	19.99%	32.01%
120110904041	48.84%	26.76%	0.00%	0.00%	0.00%	1.65%	22.75%	33.71%
120110919041	65.84%	8.13%	0.00%	0.00%	0.00%	0.78%	25.26%	63.55%
120110918032	20.07%	63.46%	0.00%	0.00%	0.00%	15.77%	0.71%	33.34%
120110903033	69.98%	12.65%	0.00%	0.00%	0.00%	1.85%	15.51%	18.90%

Table 3.3: Race/Ethnicity as Percent of Population for FLL Airport Station

Block Group	White Alone	Black or African American Alone	American Indian or Eskimo Alone	Asian Alone	Native Hawaiian and other Pacific Islander Alone	Some Other Race Alone	Population of Two or More	Hispanic or Latino
Broward County	39.56%	28.39%	0.21%	3.61%	0.06%	5.52%	22.65%	32.03%
120110433021	64.74%	3.42%	0.00%	0.85%	0.00%	0.00%	30.98%	46.37%
120110802001	95.23%	0.00%	0.81%	0.27%	0.00%	0.09%	3.6%	6.66%
120110801025	64.77%	11.5%	0.00%	0.00%	0.00%	0.00%	23.73%	24.94%
120110801021	55.38%	22.05%	0.00%	0.26%	0.00%	17.51%	4.8%	41.63%
120110805001	3.86%	88.82%	0.00%	0.00%	0.00%	0.00%	7.32%	4.27%

Table 3.4: Race/Ethnicity as Percent of Population for South Fort Lauderdale Station

Block Group	White Alone	Black or African American Alone	American Indian or Eskimo Alone	Asian Alone	Native Hawaiian and other Pacific Islander Alone	Some Other Race Alone	Population of Two or More	Hispanic or Latino
Broward County	39.56%	28.39%	0.21%	3.61%	0.06%	5.52%	22.65%	32.03%
120110423021	71.5%	3.91%	0.00%	0.76%	0.00%	9.96%	13.87%	26.36%
120110423022	72.31%	18.13%	0.00%	0.00%	0.00%	1.79%	7.77%	17.73%
120110433022	59.24%	16.25%	8.26%	0.00%	0.00%	10.36%	5.88%	41.88%
120110426011	91.06%	2.56%	0.00%	0.00%	0.00%	0.37%	6.01%	13.99%
120110433021	64.74%	3.42%	0.00%	0.85%	0.00%	0.00%	30.98%	46.37%
120110433012	87.86%	2.24%	0.00%	4.47%	0.00%	0.00%	5.43%	0.00%
120110426013	75.79%	14.78%	0.00%	0.00%	0.00%	2.83%	6.60%	23.79%
120110433013	72.24%	4.16%	0.00%	2.27%	0.00%	1.00%	20.33%	31.08%
120110433023	30.26%	10.74%	0.00%	25.60%	0.00%	12.04%	21.37%	43.60%
120110433014	87.77%	3.31%	0.00%	0.00%	0.00%	8.92%	0.00%	10.36%

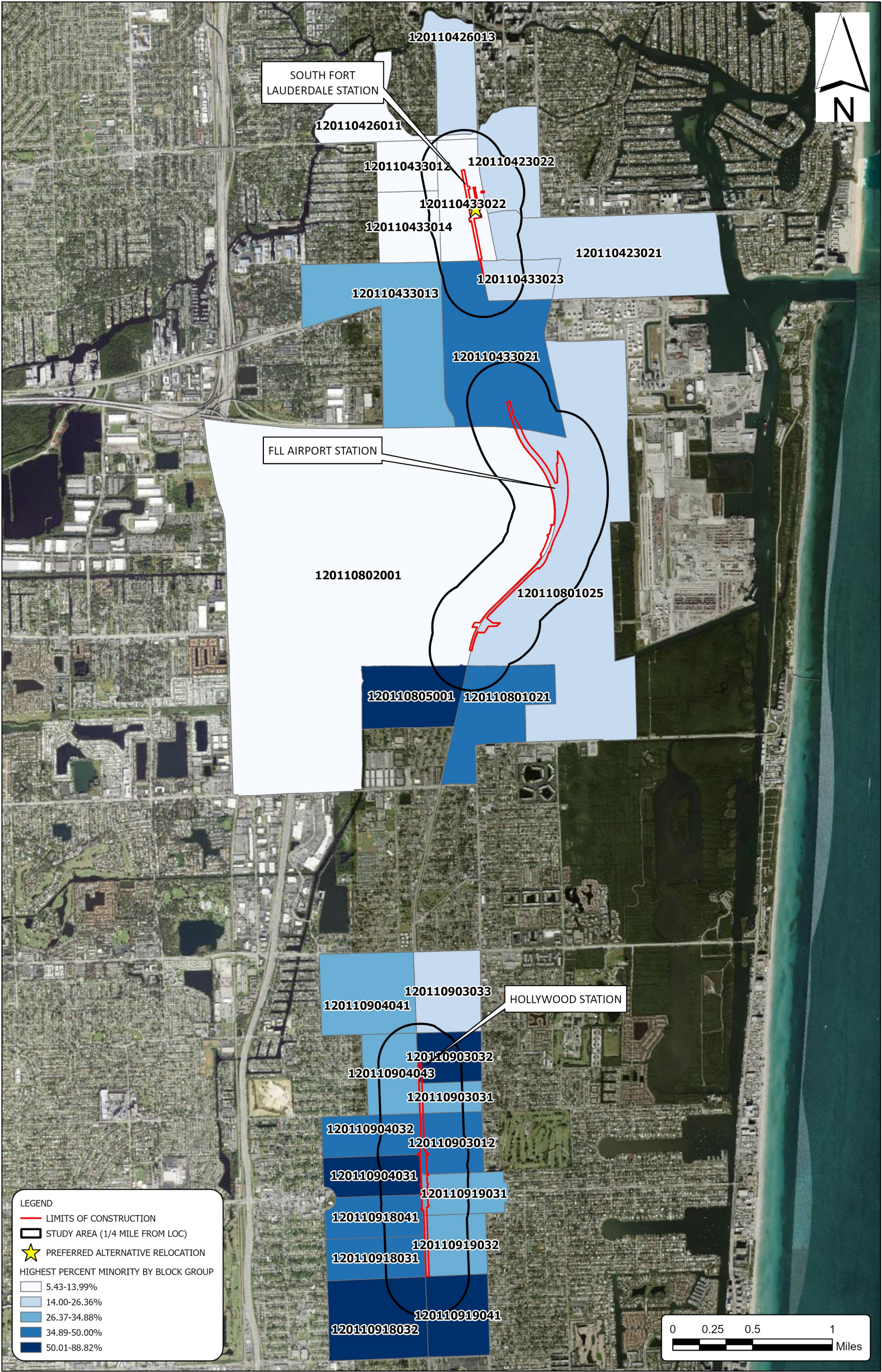


Figure 3.7: Minority Populations

Low-Income Populations

The U.S. Department of Health and Human Services poverty guidelines were used to help identify low-income populations, which are summarized in **Table 3.5** and shown by Census block group in **Figure 3.8**. In Broward County, the percentage of the population below the poverty line (12.49 percent) is slightly less than the Florida average (13.1 percent). The Low-income population in the Title VI Program Update service area was 14.2 percent and that report noted that 56 percent of riders have incomes of less than \$20,000 per year.

The percent of low-income populations in Census block groups at the Hollywood Station ranges from as low as zero percent to as high as 31.50 percent. There are four Census block groups in the Hollywood Station SCE Study Area with a low-income population greater than 20 percent. The majority of the SCE Study Area around the Hollywood Station is under high density residential use.

Low-income populations at the FLL Airport Station range from 8.69 to 41.46 percent. The SCE Study Area at the FLL Airport Station contains fewer residential areas and most of the land is devoted to transportation uses for highways and the FLL Airport. Only one Census block group in the FLL Airport Station SCE Study Area has a low-income population exceeding 20 percent.

Low-income populations in Census block groups in the SFTL Station SCE Study Area range from 1.84 percent to 19.9 percent. There are four Census block groups in the SFTL SCE Study Area that have low-income populations exceeding 12 percent.

Table 3.5: Poverty Characteristics

Block Group	Percent Population Below Poverty Level
Broward County	
12.49%	
Hollywood Station	
120110903012	21.42%
120110903031	0.00%
120110903032	29.37%
120110904031	19.66%
120110904032	18.23%
120110904043	27.07%
120110918031	6.46%
120110918041	11.36%
120110919031	13.36%
120110919032	10.32%
120110904041	10.60%
120110919041	19.90%
120110918032	17.40%
120110903033	31.50%
FLL Airport Station	
120110433021	11.57%
120110802001	13.08%
120110801025	8.69%
120110801021	17.81%
120110805001	41.16%
South Fort Lauderdale Station	
120110423021	8.60%
120110423022	19.90%
120110433022	17.23%
120110426011	11.28%
120110433012	2.56%
120110426013	19.71%
120110433013	1.84%
120110433023	10.20%
120110433014	5.61%

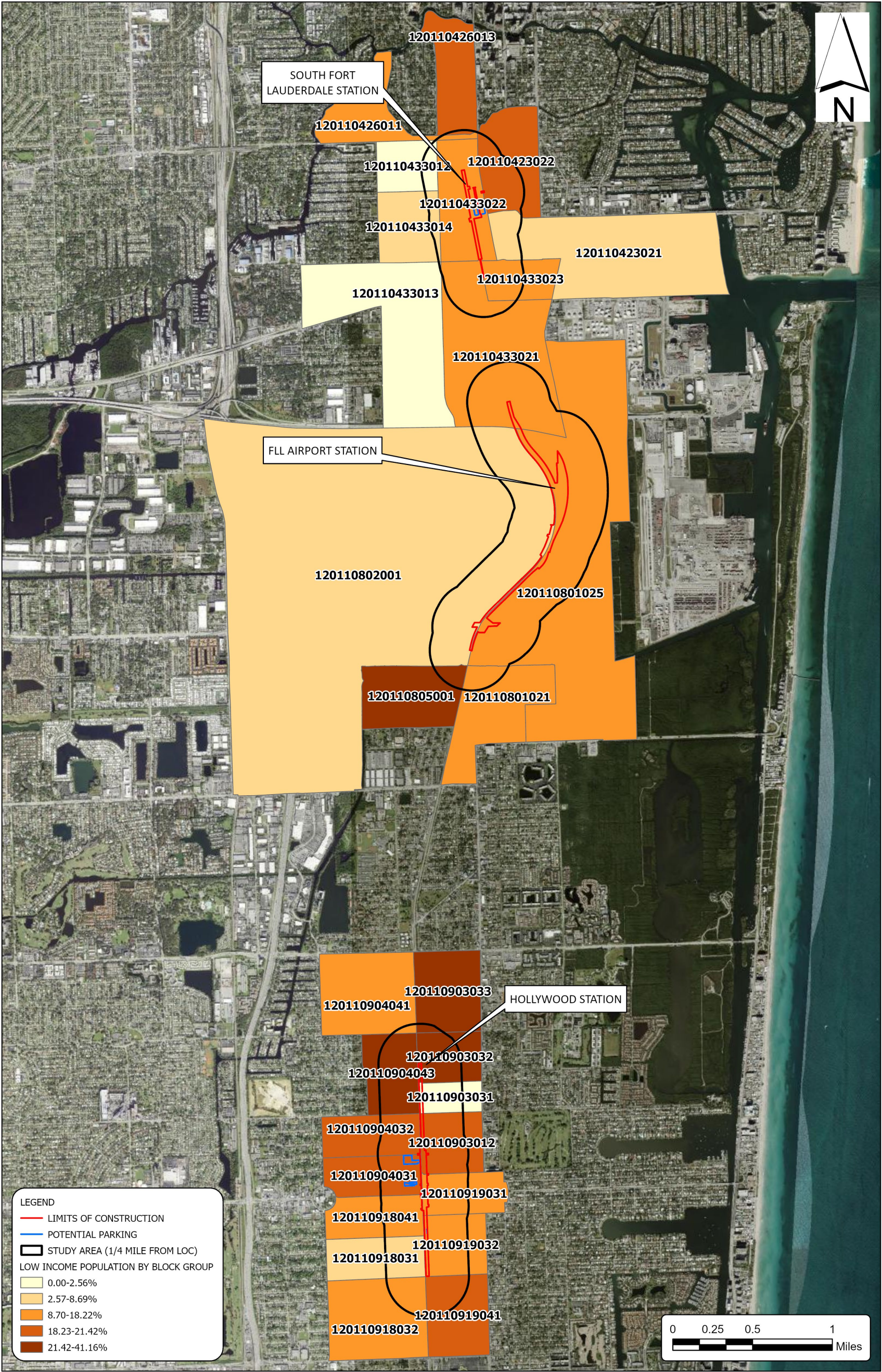


Figure 3.8: Low-Income Population by Block Group

3.3.2 Other Specialized Populations

In addition to Environmental Justice populations, age and disabled population demographics as well as limited English proficiency (LEP) populations were identified. These demographic characteristics helped to define additional specialized considerations and outreach efforts that should be considered in evaluating and obtaining input on the Build Alternative.

Age and Disability

Census data on age from Broward County and municipalities overlapping the SCE Study Area is presented in **Table 3.6**. Populations over 65 years of age were identified because they may be more reliant on public transportation. The percentage of those populations over 65 years of age ranges from 17.52 percent (Broward County) to 22.81 percent (Hallandale Beach). For comparison with Broward County, the percentage of elderly populations is presented by Census block group in **Table 3.7** and shown in **Figure 3.9**. According to Title VI Program Update, in that service area over 83 percent of respondents are between the ages of 18 and 64, 7 percent were under the age of 17, and 10 percent were under the age of 65.

The proposed relocations at the South Fort Lauderdale Station would occur in Census block group 120110433022, where 14.99 percent of the population is over 65 years of age. The Hollywood, FLL Airport, and South Fort Lauderdale Stations each have one Census block group in the SCE Study Area where the percent populations over 65 years of age are substantially greater than the average for Broward County.

US Census data was also used to identify disabled populations in the SCE Study Area (**Table 3.8**). Broward County is used for comparison and has a disabled population of 11.4 percent. Disabled populations at the Hollywood Station range from 4.91 to 14.97 percent and disabled populations at the FLL Airport Station range from 7.25 percent to 17.02 percent. At the SFTL Station, disabled populations range from 7.25 percent to 13.29 percent.

Table 3.6: Population by Age in Broward County as Compared to Station Municipalities

Age Group	Broward County	Hallandale Beach	Hollywood	Dania Beach	Fort Lauderdale
Age <5	5.46%	6.17%	5.86%	7.08%	5.13%
Age 5 – 9	5.46%	4.15%	5.69%	5.43%	3.91%
Age 10 - 14	6.34%	3.81%	6.58%	5.91%	3.97%
Age 15 – 19	5.71%	3.77%	4.91%	4.62%	5.31%
Age 20 – 24	5.44%	5.11%	5.19%	4.13%	5.32%
Age 25 – 34	12.92%	13.95%	12.11%	15.18%	14.11%
Age 35 – 44	13.66%	11.87%	14.87%	13.54%	12.11%
Age 45 - 54	13.56%	11.34%	13.94%	12.79%	15.38%
Age 55 - 59	7.16%	9.39%	5.30%	6.34%	7.74%
Age 60 - 64	6.76%	7.63%	6.01%	7.46%	6.36%
Age > 65	17.52%	22.81%	19.55%	17.52%	20.66%

Table 3.7: Age by Station SCE Area as Compared to Broward County

Block Group	65 and older
Broward County	17.52%
Hollywood Station	
120110903012	12.80%
120110903031	48.84%
120110903032	15.78%
120110904031	7.42%
120110904032	5.13%
120110904043	0.85%
120110918031	1.15%
120110918041	8.76%
120110919031	18.29%
120110919032	9.99%
120110904041	16.52%
120110919041	6.28%
120110918032	23.24%
120110903033	13.43%
FLL Airport Station	
120110433021	8.12%
120110801025	31.35%
120110802001	24.71%
120110801021	7.91%
120110805001	10.57%
South Fort Lauderdale Station	
120110423021	6.05%
120110423022	41.63%
120110433022	14.99%
120110426011	31.58%
120110433012	18.85%
120110426013	27.46%
120110433013	7.59%
120110433023	8.57%
120110433014	2.88%

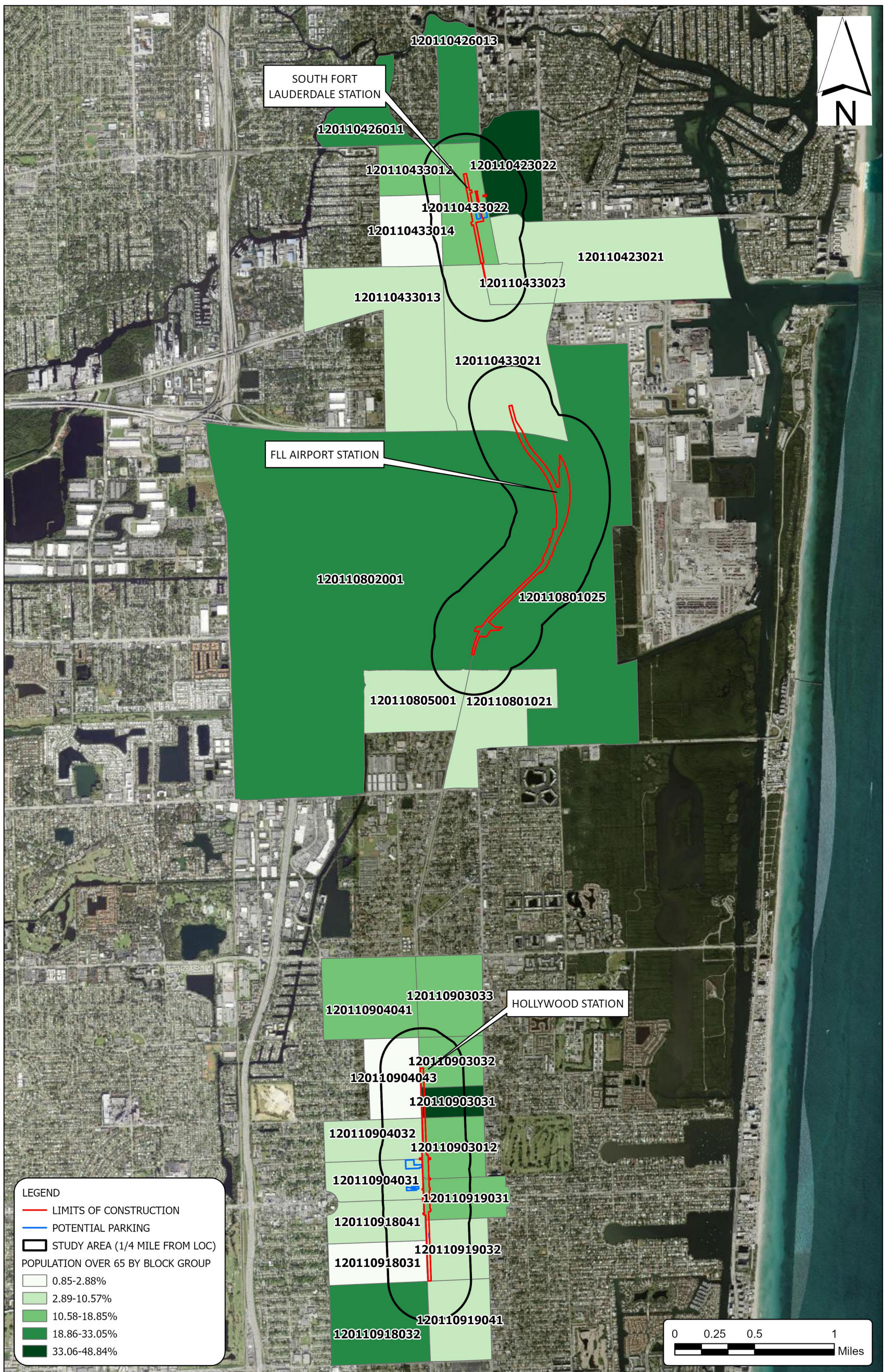


Figure 3.9: Population Over 65 by Block Group

Table 3.8: Disabled Populations in SCE Study Area

Block Group	Percent Disabled Population
Broward County	11.4%
Hollywood Station	
120110903012	14.97%
120110903031	12.62%
120110903032	12.62%
120110904031	12.62%
120110904032	12.62%
120110904043	8.83%
120110918031	10.92%
120110918041	7.27%
120110919031	12.43%
120110919032	12.43%
120110904041	8.83%
120110919041	4.91%
120110918032	10.92%
120110903033	12.62%
FLL Airport Station	
120110433021	7.25%
120110801025	15.96%
120110802001	8.19%
120110801021	15.96%
120110805001	17.02%
South Fort Lauderdale Station	
120110423021	13.29%
120110423022	13.29%
120110433022	7.25%
120110426011	10.80%
120110433012	9.14%
120110426013	10.80%
120110433013	9.14%
120110433023	7.25%
120110433014	9.14%

Limited English Proficiency (LEP)

In order to identify any language-isolated groups that may require additional services to obtain their input, Census block group data was compiled for LEP populations within the SCE Study Area. Census data on LEP populations by block group are summarized in **Table 3.9** and shown in **Figure 3.10**. LEP populations in Census block groups at the Hollywood Station range from 0 to 43.95 percent and from 0 to 2.63 percent at the FLL Airport Station. LEP populations at the SFTL Station range from 0 to 17.5 percent. At the South Fort Lauderdale Station, the population in the Census block group where relocations would occur (120110433022) is 11.18 percent LEP. English followed by Spanish are the most common single language groups within SCE study area. According to the Title VI Program Update, LEP populations in that service area are 19.8 percent.

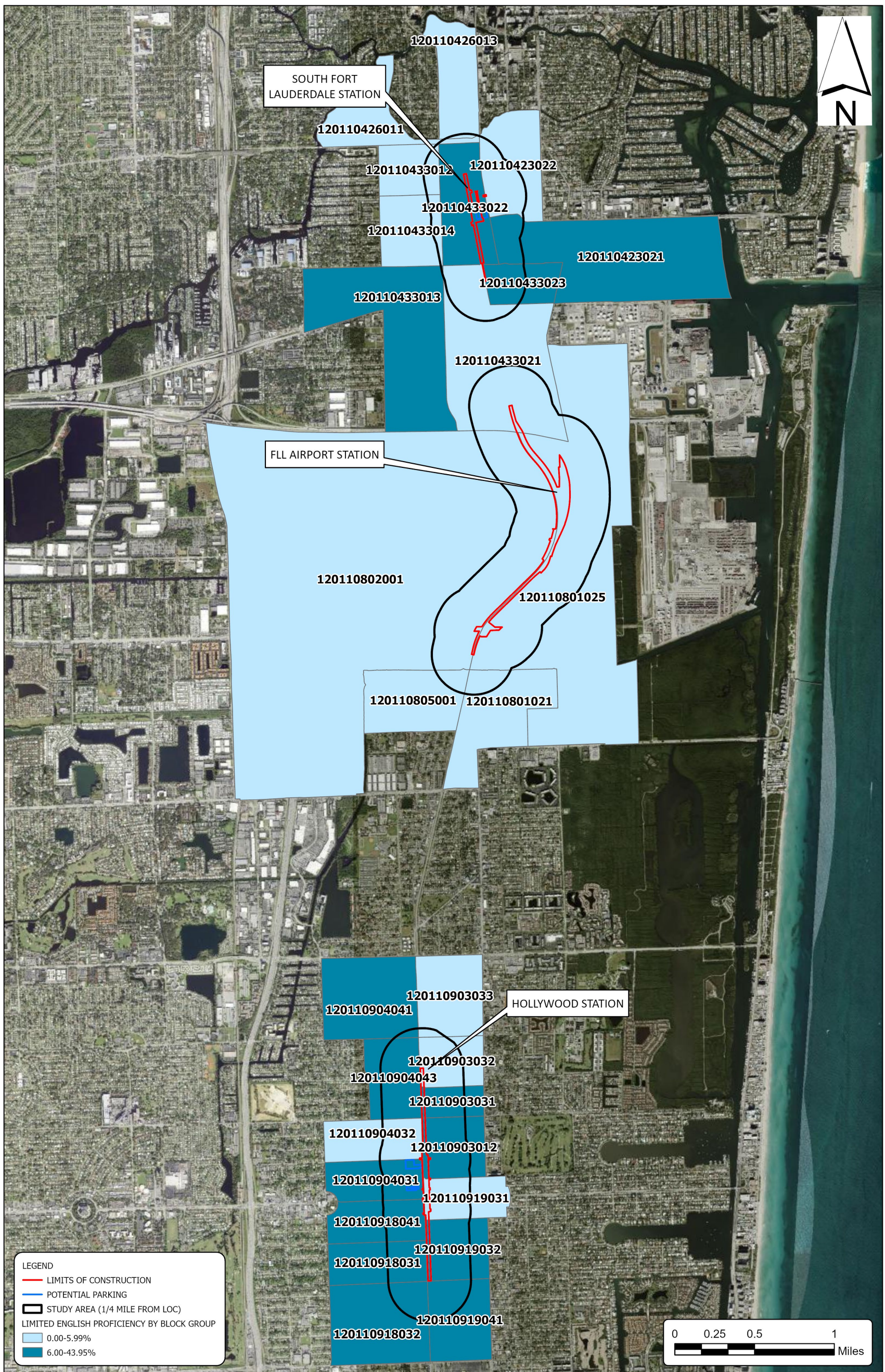


Figure 3.10: Limited English Proficiency by Block Group

Table 3.9: Limited English Proficiency by Station SCE Area

Block Group	Speaks English Less Than Very Well (% Block Group)
Hollywood Station	
120110903012	19.79%
120110903031	6.98%
120110903032	0.00%
120110904031	43.95%
120110904032	4.23%
120110904043	9.88%
120110918031	6.38%
120110918041	13.34%
120110919031	2.75%
120110919032	13.86%
120110904041	18.23%
120110919041	19.02%
120110918032	16.96%
120110903033	5.82%
FLL Airport Station	
120110433021	1.02%
120110801025	0.64%
120110802001	2.63%
120110801021	1.43%
120110805001	0.00%
South Fort Lauderdale Station	
120110423021	5.99%
120110423022	4.98%
120110433022	11.18%
120110426011	0.00%
120110433012	0.00%
120110426013	3.35%
120110433013	11.17%
120110433023	17.5%
120110433014	2.88%

4.0 Potential Sociocultural Effects

This section presents potential social, economic, land use, mobility, aesthetic, and relocation impacts from the proposed project. It uses US Census data and the CCI and also incorporates comments received through the public involvement process into an analysis of potential impacts from the Build Alternative, including Parking Alternative 1 and Parking Alternative 2. Direct, indirect, and cumulative impacts that could occur as a result of the project are presented and discussed.

Direct effects are caused by the action and occur at the same time and place. These include changes in the community that principally occur as a result of implementing a transportation project, such as acquisition of right-of-way and associated business displacements. Indirect effects occur later in time or are further removed in distance and may extend beyond the boundary of a community. Indirect effects may include growth-inducing impacts such as changes in land use patterns, population density, or growth rate. Cumulative effects result from the incremental impact of the action when added to other past, present, and reasonably future actions.

The project would introduce three new passenger stations on an existing FEC Railway, including a new station in Hollywood, one near the FLL airport and another near the Broward Health Medical Center. Overall, these new passenger stations will enhance connectivity, mobility, and accessibility and have a beneficial effect on the region. Two business relocations are anticipated at the South Fort Lauderdale Station to accommodate parking. Short-term disruptions during construction are anticipated. No cumulative effects were identified. A more detailed discussion of potential social, economic, land use, mobility, aesthetic and relocation impacts is provided below.

4.1 Social Impacts

To assess the potential for social impacts that could result from the project, impacts to demographics, community cohesion, safety, and community goals/quality of life were evaluated and are described below. No changes in population sizes are anticipated as a result of the project. This project is expected to have a positive effect on the social environment by enhancing connectivity and improving mobility and accessibility. Minor direct impacts are anticipated during construction due to noise or disruption, but these impacts will be limited in area and short-term in duration. No significant social impacts are anticipated.

4.1.1 Environmental Justice Impacts

An important goal of Environmental Justice regulations involves obtaining meaningful input from Environmental Justice populations in project decision making. A project website was established and includes contact information, a project description with maps, details about public meetings

and how to participate, and links to request project materials translated into Spanish and Creole. Project information and public notices were directly mailed to those whose property lies within 300 feet of the centerline of the FEC Railway, as well as other local citizens who may be impacted by the proposed project. An in-person Public Information Meeting was held on December 4, 2023 and a virtual Public Information Meeting was held on December 6, 2023.

As noted in Section 3.3.1, the SCE study area includes minority and low-income populations (**Tables 3.1** through **3.4** and **Figures 3.7** and **3.8**). At the South Fort Lauderdale Station, the Census block group where relocations would occur has a population that is 41.88 percent Hispanic and 17.23 percent of the population is below the poverty level.

In accordance with Executive Order 12898 and its implementing regulations under FTA Circular 4703.1 and US DOT Order 5610.2(a), federal projects must consider the potential for impacts to Environmental Justice populations and whether the project has the potential to cause disproportionately high and adverse effects to Environmental Justice populations. An adverse effect is defined as one that:

- Is predominately borne by a minority or low-income population, or
- will be suffered by the minority or low income population and is appreciably more severe or greater in magnitude than adverse effects suffered by non EJ populations.

Impacts from the proposed project are anticipated to be experienced equally by all populations in the SCE Study Area and will not be predominantly borne by minority or low-income populations. The impacts from noise and traffic disruption during construction will be short-term and localized around the sites of construction. No significant long-term impacts from noise are anticipated and a Noise Study Report was prepared to evaluate potential impacts.

The project is anticipated to enhance community cohesion, safety, connectivity, and mobility. Those benefits will be available to minority and low-income populations, many of which may not own vehicles and may be more reliant on public transportation. Impacts will not be appreciably more severe or greater in magnitude where there are minority or low-income populations and there are no disproportionately high or adverse effects from the project to Environmental Justice communities.

4.1.2 Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood or community, including commitment to the community, or level of attachment to neighbors, institutions, or particular subgroups. A community can be a well-defined geographic area such as a neighborhood or subdivision or it can be an unincorporated area recognized by

local residents. A community can be further defined as a social group whose members share similar culture, history, religion, occupation, or other common characteristics. A group who perceives themselves as distinct in some respect from society can also be considered a community.

The project would not result in any barriers dividing established neighborhoods and is not expected to change social relationships or patterns. The proposed project would enhance connectivity and accessibility to communities by introducing passenger rail service and three new passenger stations.

The FEC Railway was one of the earliest developments in Broward County and preceded the establishment of many cities and some communities in Broward County. Although the FEC Railway forms the border between several neighborhoods in the SCE Study Area, the proposed project will not separate residences from existing community facilities or divide any existing communities. For these reasons, the proposed project is not anticipated to contribute to social isolation of any special populations (elderly, disabled, LEP, minority, or low-income) and no significant impacts to community cohesion are anticipated.

4.1.3 Community Focal Points

The SCE Study Area contains multiple community facilities and focal points. The proposed project would not directly impact any of the community facilities or focal points identified in this document (**Figures 3.4 through 3.6**). The project is anticipated to enhance connectivity and access to many community facilities and points of interest with three new passenger stations on an existing rail line.

No direct impacts to community service or religious facilities, schools, cemeteries, or historical sites are expected as part of the proposed project. Community leaders and residents have had multiple opportunities to provide input throughout the NEPA study (additional detail is available in the Public Involvement Plan) in order to ensure the proposed project is consistent with the community vision. For these reasons, no significant impacts to community facilities or focal points is anticipated.

4.1.4 Safety

The proposed project is not anticipated to result in any significant impacts to safety or emergency response times. No fire or law enforcement facilities will be directly impacted, and additional safety features will be installed. Under the Build Alternative, improvements at the Hollywood Station would include sidewalk improvements extending from the parking garage, bus drop-off, and drop-offs to the passenger station. Pedestrian access across the existing tracks would be

improved at Filmore Street, Tyler Street, Hollywood Boulevard and Van Buren / Harrison Street, including new railroad flashers / gates set outside the new siding track on the east and west sides, new or relocated advance warning devices, and new and reconstructed sidewalks for station access. There would be a total of 11 relocated or new traffic signals including pedestrian push buttons, mast arms, loop detection, signal preemption, and signal timings devices.

At the FLL Airport station, safety enhancements under the Build Alternative include an upgraded highway-rail crossing at Griffin Road. This would entail new railroad flashers and gates and new or relocated advance warning devices. Crash protection walls will be provided at the Terminal Drive overpass structures, as required.

Under the Build Alternative, the South Fort Lauderdale Station would include multiple features to enhance safety. These include sidewalk improvements extending from the parking garage, bus drop-off and kiss and ride drop-off to the passenger station. Pedestrian access across the existing tracks will be provided via SW 15th Street and SW 17th Street with at-grade rail crossings. Safety will be enhanced at these crossings with new railroad flashers and warning devices as well as reconstructed sidewalk. A new mid-block pedestrian crosswalk will be added on Andrews Avenue, and a new pedestrian signal and crosswalk on SW 17th Street at SW 1st Avenue would provide safe connectivity between the station and the Poinciana Crossings affordable housing site. The above improvements would enhance safety and no significant impacts to safety are anticipated from the proposed project.

4.1.5 Community Goals/Quality of Life

Community goals and other relevant information were identified in documents like Comprehensive Plans as well as more generally through public involvement efforts. The City of Hollywood Comprehensive Plan identifies a major goal to provide and maintain a sustainable and integrated transportation system that provides modal choices for residents and visitors. That plan also identifies an objective of increasing transit usage, improving pedestrian access to transit facilities, and participation in developing and coordinating multimodal transportation options. These goals and objectives are consistent with improvements proposed as part of the Build Alternative because it would increase transit usage and modal opportunities.

Broward County has a Comprehensive Plan that seeks to expand the multimodal transportation system, including retrofitting existing roadways to incorporate bicycle, pedestrian, and transit networks. It establishes a goal of aligning transportation funding with multimodal mobility goals of providing a safe and convenient transportation system for all users. Another identified goal is to expand regional mobility options that enhance connection within Southeast Florida and

beyond. The Build Alternative is in-line with the goals and objectives laid out in the Broward County Comprehensive Plan and would enhance transit and multimodal opportunities.

The Comprehensive Plan for the City of Fort Lauderdale establishes an objective of ensuring the safe, efficient, and reliable movement of people and goods throughout Fort Lauderdale. It also establishes an objective of ensuring the development of a complete network that supports general mobility. This would include supporting pedestrians, special populations, and handicapped persons through multi-modal transportation options and through coordinating transportation improvements regionally. The Build Alternative would increase opportunities for multi-modal options through the introduction of new passenger stations. The project is consistent with the goals and objectives identified in relevant Comprehensive Plans.

Because of the consistency with local Comprehensive Plans and general community goals, no significant impacts to community goals/quality of life are anticipated from the proposed project.

4.1.6 Special Community Designations

Historic cultural resource sites were identified within the SCE Study Area. A Cultural Resources Assessment Survey identified four eligible or potentially-eligible historic resources in the project's Area of Potential Effect. The four resources are: the National Register eligible FEC Railway (8BD4087), the National Register listed Hollywood Boulevard Commercial Historic District (8BD3284) and two contributing resources: Broward Building/2032-2050 Hollywood Boulevard (8BD573) and Ingram Arcade/2033-2051 Hollywood Boulevard (8BD574). No adverse effects to cultural resources are anticipated as a result of the proposed project.

4.2 Economic Impacts

The proposed project is anticipated to enhance the economy by improving connectivity, mobility and access to residential, employment, and travel centers. The project would introduce three new passenger stations on an existing rail line. The project is compatible with county and municipal Comprehensive Plans and Land Use Plans, including those from the City of Hollywood, City of Fort Lauderdale, and Broward.

One Enterprise Zone is located within the project area. An Enterprise Zone is a specific geographic area targeted for economic revitalization. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The Hollywood Enterprise Zone overlaps the project at the proposed Hollywood Station and the Dania Beach Enterprise Zone overlaps the project at the FLL Airport Station. The project is anticipated to enhance mobility and connectivity and no significant impacts to enterprise zones are anticipated.

The Build Alternative at the South Fort Lauderdale Station includes Parking Alternative 1 or Parking Alternative 2, each of those parking alternatives would require two business relocations. No relocations are proposed under the Build Alternative at the Hollywood or FLL Airport Stations. Minor direct impacts to the economic environment are anticipated during construction due to noise or disruption but these impacts will be limited in area and short-term in duration. No significant direct impacts on the economic environment or Enterprise Zones are anticipated. For the above reasons, no significant changes to tax bases are anticipated.

4.2.1 Businesses And Employment

At the Fort Lauderdale Station, impacts from the Parking Alternative 1 and Parking Alternative 2 would each require two business relocations. No other relocations are anticipated under the Build Alternative. Impacts to these two businesses are not considered significant, and the Uniform Relocation Assistance and Real Property Acquisition Act will ensure compensation to these business owners.

Short term business impacts are anticipated during construction from minor traffic delays and noise/vibration. However, those impacts will be temporary and localized and access to businesses will be maintained throughout the project. FDOT and Broward County are developing a plan to maintain access to businesses during construction and minimize traffic impacts. The project is not anticipated to cause any changes in travel patterns that would affect access to a business and no significant changes to traffic through business areas are expected under the proposed project.

No long term impacts to businesses or employment are anticipated as a result of the Build Alternative except two business relocations for parking at the proposed South Fort Lauderdale Station. Local businesses and employees will benefit from the enhanced connectivity and mobility provided by the Build Alternative. For the above reasons, no significant impacts to businesses or employment are anticipated under the Build Alternative.

4.2.2 Tax Base

When considering effects on the tax base, many variables can be incorporated into the review and analysis. These variables may include property values, the millage rate of a community, total ad valorem revenue collected by the community, the percentage of the community's budget that is funded by ad valorem revenue, the percentage of the total ad valorem revenue collected in the study area, and the effect of the project on property values in the study area.

Under the Build Alternative and either Parking Alternative 1 or Parking Alternative 2, two business relocations would occur, both at the South Fort Lauderdale Station. The tax revenues from those businesses would longer be available, representing a shrinking in the tax base due to a change in

land use and ownership. Additionally, any future tax revenues or potential parking revenues from the parking garage that would be used at the Hollywood Station would also be lost. Because no commercial or residential properties occur at the FLL Airport Station, no reductions in the tax base are anticipated at that station.

The number of unavoidable relocations was minimized such that no significant impacts to the tax base or the taxable value of properties are anticipated as a result of the Build Alternative.

4.3 Land Use and Zoning Changes

The limits of construction under the Build Alternative were superimposed onto land use mapping from the SFWMD (**Figures 3.1 to 3.3**) to identify where land use may potentially be changed by the project. The land uses that overlap the limits of construction for the Build Alternative are reported in **Table 4.1** for each proposed passenger station and in **Table 4.2** for proposed parking areas. It is important to note those areas, reported by land use, are within the limits of construction but would not experience a change in land use. No significant conversion of land use is anticipated at the Hollywood Station or the South Fort Lauderdale station under the Build Alternative. The lands mapped as commercial and services (FLUCCS 1400) at the Hollywood Station and reported in **Table 4.1** are actually local streets and within public rights-of-way. Under Parking Alternative 1 or Parking Alternative 2 at the South Fort Lauderdale Station, there would be two business relocations that would occur, both to land mapped as Commercial and Services (FLUCCS 1400).

The area around the Hollywood Station is zoned as part of the Downtown Regional Activity Center. The FLL Airport Station project area partially overlaps the limits of the City of Fort Lauderdale as well. No zoning changes are anticipated under the BCR South project at either the Hollywood or FLL Airport Stations. The parking that will be available at the Hollywood Station will be completed by another project.

The implementation of Parking Alternative 1 or Parking Alternative 2 at the SFTL Station may necessitate zoning changes. According to the City of Fort Lauderdale 3d Interactive Zoning map and Code Information (available at: <https://www.fortlauderdale.gov/government/departments-a-h/development-services/urban-design-and-planning/property-zoning-and-land-use-information>), the proposed SFTL Station and the area of Parking Alternatives 1 and 2 is zoned as part of the South Regional Activity Center-South Andrews west (SRAC-SAw). The SRAC-SAw

Table 4.1: Station Area Direct Impacts by Land Use

Land Use Type	Land Use Code	Direct Impacts (acres)	Total acres
Hollywood Station			
Roads and Highways	8140	4.09	5.13
Commercial and Services	1400	1.04	
FLL Station			
Railroads and Railyards	8120	5.23	28.17
Reservoirs	5300	2.24	
Airports	8110	0.43	
Commercial and Services	1400	0.0001	
Roads and Highways	8140	19.78	
Herbaceous (Dry Prairie)	3100	0.49	
South Fort Lauderdale Station			
Railroads and Railyards	8120	0.49	2.95
Educational Facilities	1710	0.08	
Institutional	1700	0.05	
Commercial and Services	1400	1.82	
Roads and Highways	8140	0.51	

Table 4.2: Build Alternative Parking Area Direct Impacts by Land Use

Land Use Type	Land Use Code	Direct Impacts (acres)
Hollywood Station		
-	-	-
FLL Station		
-	-	-
South Fort Lauderdale Station		
Commercial and Services	1400	2.8
Roads and Highways	8140	0.001

zoning district is intended to meet the shopping and service needs of the community as well as limited wholesale uses. Residential uses are permitted and encouraged to promote a diverse character. The SRAC-SAE zoning district is generally located within the same zoning boundaries of the previous Community Business District zoning district of the area. Parking for the SFTL Station will be compatible with the SRAC-SAW Zoning District. No specific zoning changes were

discussed with City of Fort Lauderdale or Broward County. Any zoning changes and proposed parking will be compatible with the South Regional Activity Center. Any necessary zoning changes will be identified and carried out in coordination with Broward County and the City of Fort Lauderdale.

4.4 Mobility

Mobility is the ease with which people and goods move throughout their community, state, and world. Mobility is valuable because it provides access to jobs, services and markets. The proposed project is anticipated to enhance mobility by providing three new passenger stations along the existing FEC Railway. Those passenger stations will help link residential and employment centers as well as the FLL airport and the Broward Health Medical Center. The proposed project would also provide non-driving populations additional transportation opportunities.

4.4.1 Mobility Choices

The Build Alternative would expand the modes of transportation available to the public and provide a means of transportation other than the use of roadways. The introduction of transit options may be particularly important for special populations that rely on public transportation, such as low-income populations or those that are over 65 years of age. Providing additional modes of transportation would have a positive impact on these populations as it allows them to travel easier between areas.

The FLL Airport Station would provide visitors with alternatives to transportation options like car rentals or ride share services but is not accessible to pedestrians. The Hollywood and South Fort Lauderdale Stations would provide new ways to access and move between residential and commercial areas as well as the Broward Health Medical Center and FLL Airport. This includes incorporating passenger rail with micromobility options like bicycles or scooters. All trains will be able to accommodate bicycles and the Hollywood and SFTL Stations will each have bicycle storage. The exact type and configuration of bicycle storage has not yet been determined. The project is anticipated to enhance mobility choices.

4.4.2 Accessibility

Access to public transportation will be increased as a result of the Build Alternative because it would introduce three new passenger stations on an existing rail line. All stations will have ADA-compliant clear zones and benches for seating compliant with Department of Justice 28 CFR Part 36 ADA Standards for Accessible Design. Crosswalks and sidewalks in the vicinity of the passenger stations will be made ADA-compliant. The Build Alternative would expand transportation options for disabled persons and provide a link to the Broward Health Medical Center and FLL Airport. It would also improve accessibility to businesses and other places of employment, particularly in

Hollywood. For these reasons, impacts to accessibility would be beneficial. The BCR South project will accommodate a future connection to the pedestrian bridge and connection to the people-mover. These items will be further coordinated in the design phase. The Build Alternative is anticipated to enhance accessibility.

4.4.3 Connectivity

The proposed project would establish three new passenger stations on an existing rail line, further connecting South Florida communities with the international travel hub at the FLL Airport. The project would also enhance the connectivity between local residential and commercial areas in Hollywood and Fort Lauderdale, and the medical center in Fort Lauderdale. The Build Alternative is consistent with the policy laid out in the Broward County Comprehensive Plan that encourages connectivity between all modes of transportation and seeks to improve access to and availability of low carbon emission mobility options. Connectivity and mobility will be enhanced under the Build Alternative, which represents a positive effect on the quality of life. No roads or rail crossings would be removed under the Build Alternative, so no significant impacts to connectivity are anticipated.

4.4.4 Traffic Patterns/Circulation

The project team conducted a study of traffic volumes on east-west roadways in the vicinity of the project. Under the Build Alternative, the BCR South commuter trains will traverse through railroad grade crossings at similar speeds and durations to Brightline trains. The preliminary analysis indicates that the queues generated by a commuter train crossing will generally clear prior to the next train crossing. As the study progresses, additional traffic analysis will be conducted to determine what, if any, traffic control strategies can be implemented to help minimize travel time delays caused by the trains.

Under the Build Alternative, impacts to traffic patterns at the Hollywood Station may result from the reconstruction of N 21st Avenue and Dixie Highway between Filmore Street and Tyler Street and the introduction of new bus and drop-offs. Those drop-offs and the new destination of a passenger station are anticipated to generate additional traffic in this area. There would be a total of 11 relocated or new traffic signals including pedestrian push buttons, mast arms, loop detection, signal preemption, and signal timings devices to enhance safety and improve traffic circulation.

Under the Build Alternative, the FLL Airport station would introduce new bus drop-off facilities and an improved highway-rail crossing at Griffin Road. No pedestrian access or parking are planned, so pedestrians and parking are not expected to impact traffic patterns. Crash protection walls will be provided at the Terminal Drive overpass structures, as required.

Traffic patterns could potentially be impacted at the Fort Lauderdale Station by the introduction of a new destination with bus stops at SW 1st Avenue and new drop-offs along SW 16th Street. A new mid-block pedestrian crosswalk will be added on Andrews Avenue along with a new pedestrian signal and crosswalk on SW 17th Street at SW 1st Avenue.

Under the Build Alternative, impacts to traffic circulation at the Hollywood Station may result from the reconstruction of N 21st Avenue and Dixie Highway between Filmore Street and Tyler Street and the introduction of new bus and drop-offs. Those drop-offs and the new destination of a passenger station are anticipated to generate additional traffic in this area. There would be a total of 11 relocated or new traffic signals including pedestrian push buttons, mast arms, loop detection, signal preemption, and signal timings devices to enhance safety and improve traffic circulation.

Under the Build Alternative, the FLL Airport station would introduce new bus drop-off facilities and an improved highway-rail crossing at Griffin Road. The presence of the drop-off and the passenger station could increase traffic in the immediate area. No pedestrian access or parking are planned, so pedestrians and parking are not expected to impact traffic circulation. Crash protection walls will be provided at the Terminal Drive overpass structures, as required.

Traffic patterns could potentially be impacted at the Fort Lauderdale Station by the introduction of a new destination in the passenger station as well as a bus stop at SW 1st Avenue and new drop-offs along SW 16th Street. New crosswalks would also be added that could impede traffic circulation while in use by pedestrians.

Impacts to traffic circulation during construction are anticipated to be short term and will be minimized while maintaining access to businesses. During Public Involvement efforts, concerns were expressed about rail crossings being closed to traffic. It was explained that the traffic study indicated all queues of cars would have time to clear the intersection before the next train caused the railroad crossing to be closed. Although the presence of passenger stations along with parking, bus loading, and drop-offs may have some direct impact on traffic circulation, no significant impacts are anticipated as a result of the Build Alternative.

4.4.5 Public Parking

Dialogue with the public during Public Involvement revealed general concerns about the project reducing public parking. At the proposed Hollywood Station parking would be provided at a public parking garage constructed separately by the City of Hollywood on Polk Street, just east of the new BCR South station platform. That parking garage is not part of the Build Alternative and is considered an existing condition because the City is constructing it absent of the BCR South

project. The City of Hollywood has a plan to preserve parking and more parking will be provided for the public and commuter rail passengers at the University Station being developed by the City of Hollywood. For these reasons, no significant impacts to parking are anticipated.

The FLL Airport Station will not service people arriving by car and no public parking is being provided as part of the Build Alternative. At the South Fort Lauderdale Station, the Build Alternative would construct a new parking garage at either of two locations, identified as Parking Alternative 1 and Parking Alternative 2 in **Figure 2.7**. Parking Alternative 1 and Parking Alternative 2 would each require two business relocations. Because sufficient parking will be available at the Hollywood and provided at the South Fort Lauderdale Stations, and no parking is required at the FLL Airport station, no significant adverse impacts to parking are anticipated.

4.4.6 Special Needs Patrons

All three proposed stations will be accessible to special needs patrons and the proposed BCR South service would provide special needs patrons with additional transportation options and improved access to critical areas like the Broward Medical Center and FLL Airport. Improvements to sidewalks and crosswalks to ensure ADA compliance are proposed at the Hollywood and South Fort Lauderdale Stations where existing facilities are sub-standard. All stations will have ADA-compliant clear zones and benches for seating compliant with Department of Justice 28 CFR Part 36 ADA Standards for Accessible Design. The proposed project would not divide any existing communities and so is not expected to contribute to social isolation of any special populations of elderly, handicapped, minority or the transit dependent.

4.5 Aesthetics

Managing aesthetics in transportation planning involves assessing how a community's aesthetic values are compatible with the noise, vibration, and physical appearance of a project. The type and intensity of impacts can be evaluated in relation to a variety of resources, depending on what is present in the community. This may include noise sensitive sites (e.g., residences, hotels, parks), vibration sensitive sites (e.g., eye clinics, hospitals), special viewsheds and vistas, community focal points, historic resources, and community character (e.g., streetscaping, canopy roads).

The parking garages, bus stops, and drop-offs that would be introduced by the project are similar to existing infrastructure in the SCE Study Area. Proposed station platforms will have Ticket Vending Machines, an information booth, a fixed canopy, benches, lighting, and restroom facilities. The architecture and final aesthetic design elements of each station have not been determined at this time and will be further developed in subsequent project phases. The project is located along an existing rail line that already experiences regular passenger and freight rail traffic, with associated noise and vibration. No unique landscape or aesthetic resources that might

be impacted by the proposed project were identified in the SCE Study Area. The proposed project would not introduce any new type of aesthetic elements and no significant direct impacts to aesthetics are anticipated as a result of the proposed project.

4.5.1 Noise/Vibration

A NOISE STUDY REPORT WAS DEVELOPED AS PART OF THIS NEPA STUDY AND TEXT WILL BE PROVIDED IN THIS SECTION WHEN THE REPORT IS FINALIZED. BASED ON PRELIMINARY RESULTS OF THAT NOISE ANALYSIS, NO MODERATE OR SEVERE NOISE OR VIBRATION IMPACTS HAVE BEEN IDENTIFIED AND NO NOISE OR VIBRATION MITIGATION IS ANTICIPATED.

4.5.2 Viewshed

The project area is heavily urbanized and no vistas or viewsheds were identified that would be blocked by the proposed improvements. The rail line is previously existing and surrounded by urbanization and the project is anticipated to blend visually with the area. The Hollywood and South Fort Lauderdale Station Platforms will be at ground-level and will include fixed canopies. The FLL Airport Station will include elevators and stairs/escalators to access a raised platform and pedestrian overpass. The area around the FLL Airport Station includes large highway interchanges with flyovers and large buildings at the airport, and the FLL Airport Station platform is anticipated to blend in visually with the existing urban surroundings. For these reasons, no significant impacts to viewshed are anticipated.

4.5.3 Compatibility

The project is adjacent to several community focal points, including two parks (Croissant Park and Dowdy Field) and the FLL Airport. The project is also located near the Broward Health Medical Center. This project has been endorsed and is consistent with local and regional land use plans. Public involvement efforts and coordination efforts were undertaken and the project is anticipated to be perceived as being compatible and in character with the community's values. Therefore, it is anticipated that there will be no significant impacts to compatibility.

4.6 Relocation Potential

Some property acquisition would be required to accommodate new commuter parking for the project. No residential relocations are anticipated under the proposed project. The only business relocations that are part of the proposed project would occur at the South Fort Lauderdale Station and are related to new commuter parking facilities (see **Figure 2.7**). Two alternatives for locations of commuter parking are being evaluated. The parcel that would be impacted under Parking Alternative 1 has one property owner and would require the relocation of two separate business tenants. The area proposed for Parking Alternative 2 has three property owners and would require

two business relocations. Most of the Parking Alternative 2 site is fenced off for future construction and is owned by Broward Health, which is considered a development to include parking.

Displaced owners and tenants would be compensated and relocated per the Uniform Act and FTA guidelines. To minimize the unavoidable effects of right of way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

5.0 Findings and Project Commitments

The FDOT Sociocultural Effects Handbook recommends four strategies to resolve adverse sociocultural effects from a transportation project: avoidance, minimization, mitigation, and enhancement. Some of the solutions address short-term effects (like restricting construction times to minimize noise disruption) and others could be implemented to address long-term effects (like installing noise walls to lower noise levels). Additionally, solutions to resolve one effect might create another adverse effect (like the visual impacts of noise walls).

Impacts to the social, economic, land use, mobility, aesthetic, or relocation status of the existing environment from the proposed project would cause either no or minimal impacts or be beneficial for the communities in the study area through enhanced connectivity, mobility, and access. Potential impacts include two business relocations and disruption during construction from traffic, construction, noise and vibration.

5.1 Recommendations For Resolving Issues

Impacts were avoided and minimized by using the existing right-of-way as much as possible, thereby reducing potential relocations and land use changes. Coordination with local and regional governments occurred to ensure compatibility with Comprehensive Plans, Transportation Plans, and Land Use Plans, further minimizing potential impacts. Important community resources and points of interest (like parks and fire stations) were identified and mapped so that impacts could be avoided during the alternatives development process. A traffic study and a noise study were conducted to evaluate potential impacts as well as minimization measures.

No disproportionately high or adverse effects are anticipated to any protected populations (elderly, minority, LEP, low-income, or disabled populations). No changes in population sizes are anticipated as a result of the project. This project is expected to have a positive effect on the social environment by enhancing connectivity and improving mobility and accessibility. Minor direct impacts are anticipated during construction due to noise/vibration or traffic disruption, but these impacts will be limited in area and short-term in duration. A project website was established and includes links to request project materials translated into Spanish and Creole. No significant direct impacts are anticipated under the Build Alternative.

To enhance safety and ensure accessibility for all members of the public, each station will be ADA compliant and traffic signals, warning devices, and crosswalks will be improved or installed. At the Hollywood Station, rail crossings will be upgraded to enhance safety and accessibility at SW 15th Street and SW 17th Street, including new flashers and gates, advance warning signs, and new or reconstructed sidewalks.

No vehicular access would be provided to the FLL Airport Station and visitors would arrive by city or shuttle bus, reducing potential conflicts from pedestrian crossings. Walkways from bus drop-offs will be elevated and a pedestrian overpass will be provided to further reduce conflict points and enhance safety. The highway-rail crossing at Griffin Road would be upgraded with new railroad flashers / gates set outside the shifted tracks on the east and west sides and new or relocated advance warning devices.

The South Fort Lauderdale Station safety and accessibility improvements include the reconstruction of portions of N 21st Avenue and Dixie Highway between Fillmore Street and Tyler Street to safely accommodate bus and drop-offs. The Build Alternative involves 11 relocated or new traffic signals including pedestrian push buttons, mast arms, loop detection, signal preemption, and signal timing devices. The Build Alternative also includes a new pedestrian mid-block signal across N 21st Avenue at Polk Street and a new pedestrian mid-block signal across Dixie Highway at Polk Street. Highway-rail crossings at the South Fort Lauderdale Station would be upgraded at Fillmore Street, Tyler Street, Hollywood Boulevard and Van Buren / Harrison Street and could include new railroad flashers / gates set outside the new siding track on the east and west sides, new or relocated advance warning devices (signs, detectable warning surface, etc.), and new and reconstructed sidewalks for station access.

5.2 Project Commitments

Broward County will carry out a Right-of-Way 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 Public Law 100-17). No commitments related to sociocultural impacts or relocations have been identified.