METRO CONSULTING GROUP, LLC

HOOKS STREET ALTERNATIVE CORRIDOR EVALUATION

From Hancock Road to Hartle Road (CR 455)

LAKE COUNTY, FL

REAL FLORIDA • REAL CLOSE

Sociocultural Effects Evaluation

June 2021

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1.0 INTRODUCTION

Lake County Public Works Department is conducting an Alternative Corridor Evaluation (hereinafter referred to as Hooks Street Study) for the Hooks Street Extension on new alignment from Hancock Road to Hartle Road (CR 455), a distance of approximately 1.4 miles. This Sociocultural Effects Evaluation Report (SCE) contains detailed information that fulfills the purpose and need for the project. This project has been developed in compliance with *Title VI of the Civil Rights Act of 1964* and other related federal and state nondiscrimination authorities. Neither Lake County nor this project will deny the benefits of, exclude from participation in, or subject to discrimination, anyone on the basis of race, color, national origin, age, sex, disability, or family status.

1.1 Project Description

The Hooks Street Study Area is located within the City of Clermont in southeast Lake County. The project begins at Hancock Road and ends at Hartle Road (CR 455), a length of 1.4 miles. A project study area map is shown in **Figure 1**.

Lake County is conducting the Hooks Street Study to determine the viability of a new alignment extending Hooks Street from its current terminus at Hancock Road further east to connect to Hartle Road (CR 455). The existing Hooks Street west of Hancock Road is a four-lane divided urban facility. The extension of Hooks Street was planned as a four-lane divided urban facility as well; however, after a traffic analysis was completed for the design year 2045, it was determined that a two-lane facility is acceptable to meet 2045 traffic capacity. Consideration on Hooks Street extension alternatives will be given to minimizing impacts to the natural, social, cultural, and physical environment.

Figure 1: Hooks Street Study Area

1.2 Purpose and Need

The purpose of the Hooks Street Study is to develop and evaluate proposed transportation improvements on new alignment from Hancock Road to Hartle Road (CR 455), provide system linkage within the City of Clermont, reduce existing traffic congestion on nearby roadways, accommodate future traffic demand, enhance mobility for non-vehicular traffic, and support the economic development goals for the City of Clermont.

SYSTEM LINKAGE: Improve Transportation Network Connectivity

The proposed project will improve traffic operations by extending Hooks Street to provide an alternative east-west facility within the City of Clermont. This local connection would relieve congestion on SR 50, functioning as a bypass to separate local traffic from regional through-traffic.

Hartle Road and the existing portion of Hooks Street west of Hancock Road have bicycle lanes and sidewalks present on both sides of the roadways. This proposed improvement project would provide a multimodal link between the two ends of the study area, connecting the transportation network for bicyclists and pedestrians in this area of Clermont.

ECONOMIC DEVELOPMENT: Support Local Economic Development Goals

The City of Clermont is experiencing significant residential and commercial growth adjacent to the Hooks Street Extension. There are seven properties along the study corridor available for development. Those undergoing planning or construction for development include the following:

- Rehabilitation Center by Encompass Health Corporation
- Waterbrooke PUD
- The Shops at Waterbrooke
- Indoor Soccer Complex
- Senninger Irrigation Parking Addition
- Wise Property Development (PUD)

With this future development consisting of residential and commercial development, and with the only east-west corridor near these developments being SR 50, Hooks Street Extension will be crucial for the vehicular and multimodal accessibility to these properties.

MODAL INTERRELATIONSHIPS: Enhance Mobility

Traffic congestion through Clermont via SR 50 creates delays for vehicular modes and conflict with bicycles and pedestrians. Separating local traffic from regional traffic would enhance mobility for vehicular traffic, and the proposed Hooks Street Extension would provide an alternate route for pedestrians and bicyclists traveling between East and West Clermont. Freight and transit mobility would also be enhanced due to the separation of local traffic to Hooks Street, reducing congestion on SR 50.

1.3 Proposed Alternatives

Three corridors were evaluated for the Hooks Street Extension from Hancock Road to Hartle Road (CR 455). All three corridors follow the same alignment at the eastern and western ends, but they differ in between.

Hooks Street Extension is classified as an urban major collector with two 11-foot-wide travel lanes divided by a median, two seven-foot-wide buffered bicycle lanes, intermittent turn lanes, and a closed drainage system. The posted speed limit on Hooks Street is 40 miles per hour (mph).

GREEN ALTERNATIVE begins at the Hancock Road and Hooks Street intersection. It immediately begins a reverse curve along the north side of the Hills of Clermont subdivision, then traverses east toward Emil Jahna Road where it curves south to a roundabout at Emil Jahna Road and the Waterbrooke PUD entrance. East of the roundabout, the green alternative travels east between Orange Lake community and Waterbrooke until it reaches its terminus at Hartle Road (CR 455).

BLUE ALTERNATIVE begins at the Hancock Road and Hooks Street intersection. It immediately begins a reverse curve along the north side of the Hills of Clermont subdivision, then traverses east toward Emil Jahna Road where it meets Emil Jahna Road as a roundabout, just north of the Waterbrooke PUD entrance. East of the roundabout, the blue alternative introduces a reverse curve through the southwest corner of Orange Lake community and then traverses east until it reaches its terminus at Hartle Road (CR 455).

YELLOW ALTERNATIVE begins at the Hancock Road and Hooks Street intersection. It immediately begins a reverse curve along the north side of the Hills of Clermont subdivision, then traverses east toward Emil Jahna Road. The yellow alternative curves south earlier than the green alternative into another reverse curve, crossing the lake at the Waterbrooke PUD until it meets Emil Jahna Road and the Waterbrooke entrance as a roundabout. East of the roundabout, the yellow alternative travels east between Orange Lake community and Waterbrooke until it reaches its terminus at Hartle Road (CR 455).

Figure 2 depicts the Hooks Street alternative corridors.

Figure 2: Hooks Street Alternative Corridors

2.0 COMMUNITY CHARACTERISTICS SUMMARY AND MAP

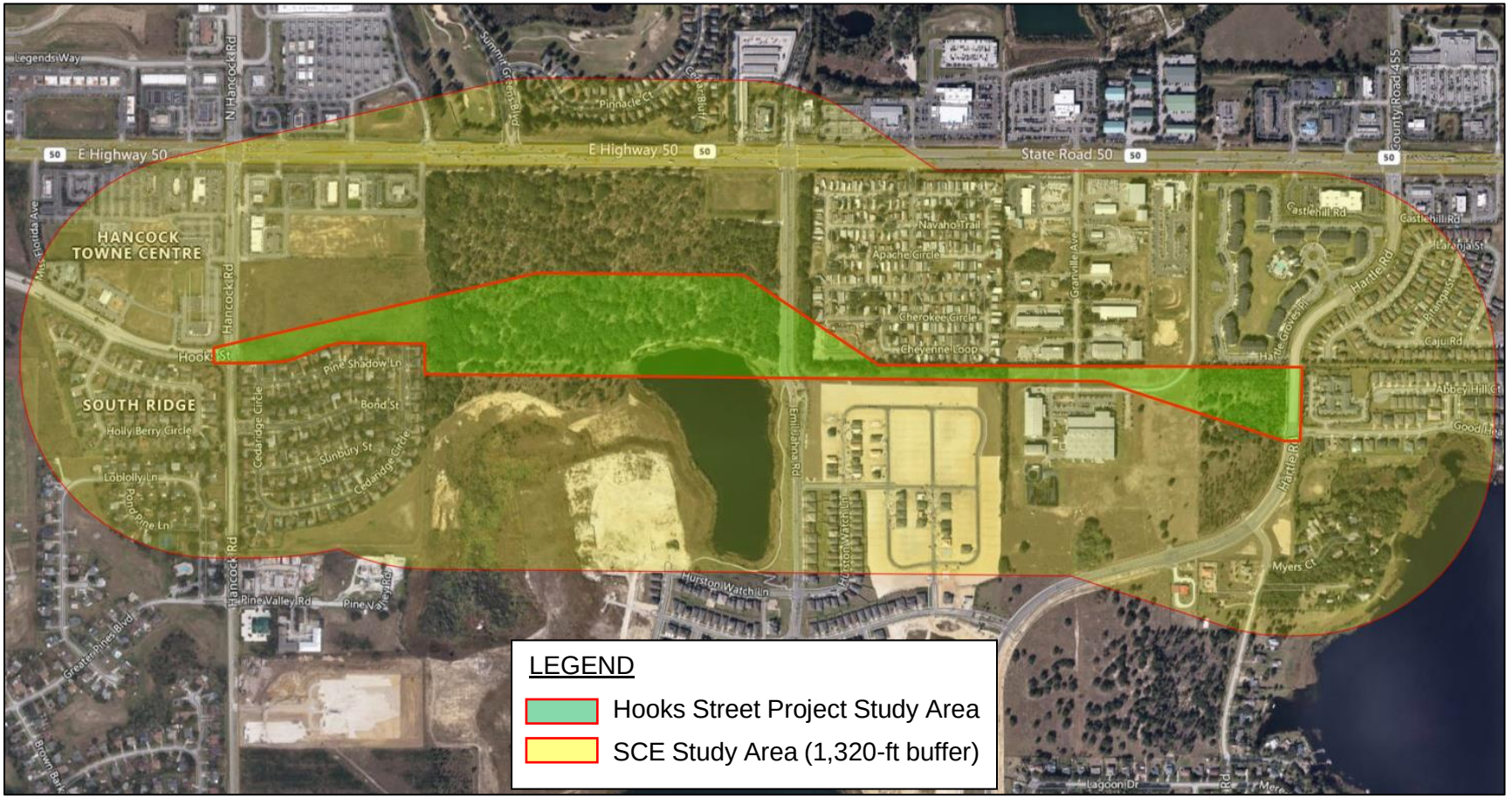
The SCE Evaluation process is supported by the development of a Community Characteristics Inventory (CCI) and Impact Analysis for each defined community within the study area. The CCI is a comprehensive summary of the quantitative and qualitative data used to support the decisions made during the SCE Evaluation process. The CCI is used to acquire a better understanding of the affected community characteristics, such as population demographics, socioeconomic history and community values, valued resources, and plans for the future, as well as other potential issues in an effort to evaluate the effect of a transportation action on the community. A CCI is valuable to the identification and later resolution of issues.

2.1 Study Area

The Study Area is defined as the geographic areas that include all communities/community resources with the potential to be affected by a transportation action. The Study Area typically includes communities and community resources that are immediately surrounding the project but may also extend beyond the project corridor.

The locations of sociocultural resources within 1,320-ft (one-quarter mile) from the Hooks Street project boundary are shown in **Figure 3**. A 1,320-ft buffer is used as it is the largest recommended buffer width from the Environmental Screening Tool (EST). Potential adverse sociocultural effects are not likely to occur.

Figure 3: Sociocultural Effects Study Area



3.0 POTENTIAL EFFECTS

3.1 Social

How a transportation project impacts social issues is a function of the existing communities in the project study area. These potential social issues may impact community cohesion, demographics, safety and emergency response times, compatibility with community goals, and quality of life.

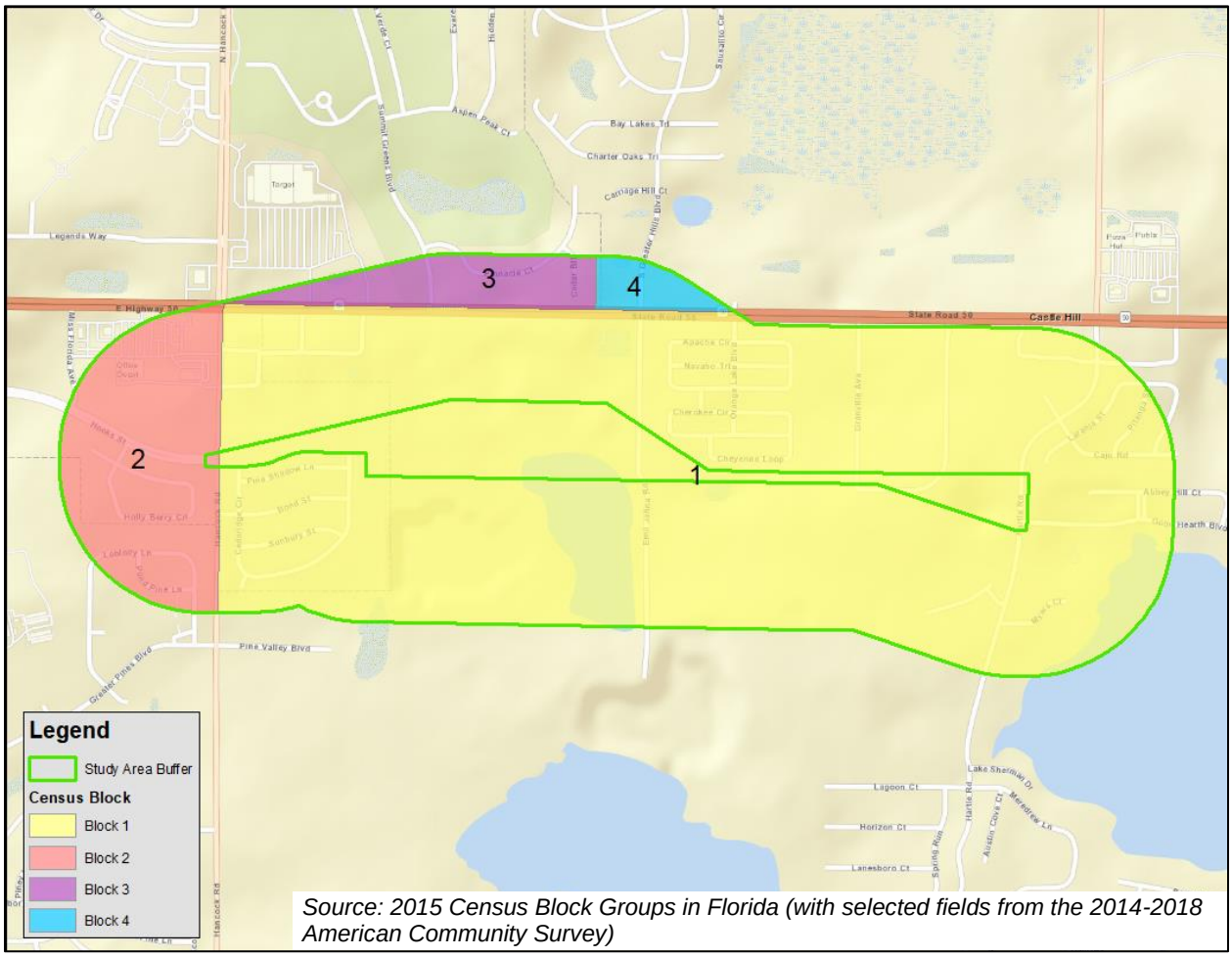
There are no major impacts to social resources associated with the proposed project. Through the Public Involvement Plan, the study team reached out to the communities located along the project corridor. This project is expected to have a positive effect on the area by improving traffic operations and enhancing connectivity and accessibility to major collectors.

3.1.1 Demographics

Demographic data describes the community's population. It is primarily collected by local, state, or federal agencies such as the United States Census Bureau and other local government departments. The data includes a range of topics about people in communities, such as population size, gender, age composition, ethnic backgrounds, household characteristics, and geographic distribution. Such data assists in the design of public participation, outreach, and education strategies that reflect the various ages and socioeconomic backgrounds present in the community. According to the 2019 U.S. Census Bureau, demographic data for Lake County is 68.7% White (not Hispanic or Latino), 16.7% Hispanic, 11.5% Black or African American and 3.1% Other. In the SCE Study Area, the population is mostly White, Non-Hispanic (60%). Race and ethnicity within the SCE Study Area are characterized as follows: Black or African American (13%), Hispanic or Latino (16%), and Other (11%), according to the U.S. Environmental Protection Agency's (USEPA) environmental justice screening and mapping tool (EJSCREEN).

The SCE Study Area includes four Census Blocks shown in **Figure 4**. Median household incomes, percentage of population below the poverty level, and median age for each Census Group within the Study Area are listed in **Table 1**.

Figure 4: US Census Blocks Within SCE Study Area



Source: 2015 Census Block Groups in Florida (with selected fields from the 2014-2018 American Community Survey)

Table 1: US Census Block Data

	Median Household Income	Population Below Poverty Level (%)	Median Age (Years)
Block 1	$85,148	9.65	45.0
Block 2	$55,349	8.17	45.0
Block 3	$55,021	10.86	46.9
Block 4	$62,134	1.11	30.5

Source: 2015 Census Block Groups in Florida (with selected fields from the 2014-2018 American Community Survey)

The median household income for each Census Block in the Study Area varies between $55,021 to $85,148, and the percentage of the households below the poverty level is no more than 10.84% compared to Lake County's median household income of $54,513 and 10.9% of the population below the poverty level. According to the USEPA EJSCREEN, the population in the Study Area is 40% minority compared to the state average of 46.8%. According to the 2019 U.S. Census Bureau, Lake County has a median household income of $54,513 compared to the State's median of $55,660.

According to the US Census data provided in **Table 1**, the median household income within the Study Area is mostly higher than the State of Florida and Lake County median incomes. The median age for the population within the Study Area is lower than the overall median age for Lake County (47.1) and mostly higher than the State of Florida (42.4).

3.1.2 Community Cohesion

Community cohesion refers to the quantity and quality of interaction among people in a community and is exhibited by the degree to which residents know and care about their neighbors and participate in neighborhood activities. A cohesive community often exhibits an outward identity. Each alternative is evaluated to identify if the proposed action will influence the way community members interact with one another.

Of the three Build Alternatives, none involve neighborhood division or social isolation including impacts to existing access ways and routes. Most of the properties within the Hooks Street Study Area are undeveloped; thus, the neighborhoods that abut the corridor should experience minimal change. None of the Build Alternatives have relocation impacts on residential or commercial properties. The Build Alternatives, when compared to the No-Build Alternative, would reduce congestion on local roadways within the surrounding community, improving access to existing and planned local businesses.

Community outreach is being implemented to mitigate potentially negative community effects. The integrity of existing communities will be maintained and impacts to community cohesion are anticipated to be minimal.

3.1.3 Safety

The SCE Evaluation includes the effects of the transportation project on neighborhood safety. In this context, the evaluation of safety considers whether residents feel safe in their neighborhood and includes issues ranging from emergency response times, access to community facilities, and livable community features. There are three emergency facilities near the project corridor: 1) Lake County Fire Rescue Station 90/Clermont Fire Station 104 located to the southeast of the project corridor on Hartle Road (CR 455); 2) City of Clermont Fire Station 3 located northwest of the project corridor on SR 50; and 3) Lake County Sheriff's South Lake District Office located north of the project corridor on SR 50.

Each of the Build Alternatives would have a positive impact on safety and emergency response. By diverting some of the future local traffic onto the Hooks Street Extension, congestion on SR 50 will reduce. This is critical because SR 50 is designated as an emergency evacuation route, according to the Florida Division of Emergency Management. The addition of Hooks Street will enhance emergency

evacuation on SR 50 and will shorten emergency response service times within the community.

3.1.4 Community Goals/Quality of Life

To understand community goals, it is necessary to review the local government comprehensive plan(s) and any special area plans to assess the project's consistency with community goals. All local governments in Florida are required to adopt a Comprehensive Plan. The Comprehensive Plan includes goals related to future land use, transportation, housing, recreation, and capital improvements. As transportation actions can affect communities and influence the quality of life of its citizens, it is important for compatibility with community goals and issues to be evaluated as described below.

The Goals, Objectives, and Policies presented in the Lake County Comprehensive Plan Elements reflect the directives of the citizenry and the Board of County Commissioners. According to the Comprehensive Plan, it is among the Goals of Lake County to:

- Provide for the efficient allocation of public facilities and services concurrent with the impacts of development and in compliance with adopted Levels of Service.
- Facilitate a balanced multi-modal transportation system that encourages increased mobility options and provides for efficient transportation alternatives while minimizing and reducing greenhouse gas emissions and other environmental impacts.
- Create a safe, accessible, convenient, and efficient transportation system for residents, employees, and visitors, in coordination with the needs of land use activities, population densities, and housing and employment patterns.
- Develop a financially feasible multi-modal transportation plan that meets the future needs of Lake County.

3.2 Economic

This section presents a summary of the potential economic impacts of the project in the study area, local area, and region. Potential project effects on businesses and employment activity in the study area are discussed. Economic-oriented land uses/designations are assessed. Consideration is given to potential impacts on the local government tax base. Changes to routes, access, and parking affecting businesses, employment centers, or community facilities are identified.

3.2.1 Business and Employment

There are a few of commercial establishments that are located within the SCE Study Area immediately adjacent to the Hooks Street Extension. Such establishments include a church, auto repair shops, an irrigation manufacturer, and light manufacturers. These businesses, which are also important community resources, contribute to the quality of life, and provide employment opportunities for residents near the Study Area.

The proposed improvements for the Hooks Street Extension will enhance the mobility of goods by alleviating current and future congestion on SR 50. The

reduced congestion will serve to maintain and improve access to the major transportation facilities and businesses within the area.

3.2.2 Tax Base

The effect of a project on the tax base of a community may range from negligible to very significant. This project will not have any adverse effects on the tax base of Lake County or the other adjacent municipalities. The extension of Hooks Street will have the potential to support vehicular traffic in the project area and future development areas.

The project proposes right-of-way acquisition on mostly undeveloped properties, with the exception of one developed parcel; however, the proposed alternatives partially impact a small area of property that will not require business relocation. As a result, there will be minimal impact to the businesses and to the community.

3.2.3 Traffic Patterns / Business Access

Most of the Hooks Street Study Area is on undeveloped properties. This project is anticipated to alleviate traffic on surrounding roadways, and because most of the parcels are undeveloped within the Study Area, the project will not negatively impact businesses operating near the corridor. The Hooks Street alternatives will only enhance travel and access to businesses that will be developed on these parcels in the future.

3.3 Land Use

Land use is defined as the human use of land, while land use planning is the systematic assessment of land. This information describes how communities govern their use of land to best meet the needs of the people while safeguarding resources for the future. Examples include such issues as local plan consistency, open space, sprawl, and focal points. This section identifies the project's consistency with local and regional land use and transportation plans and evaluates the project's consistency with the physical character of the area.

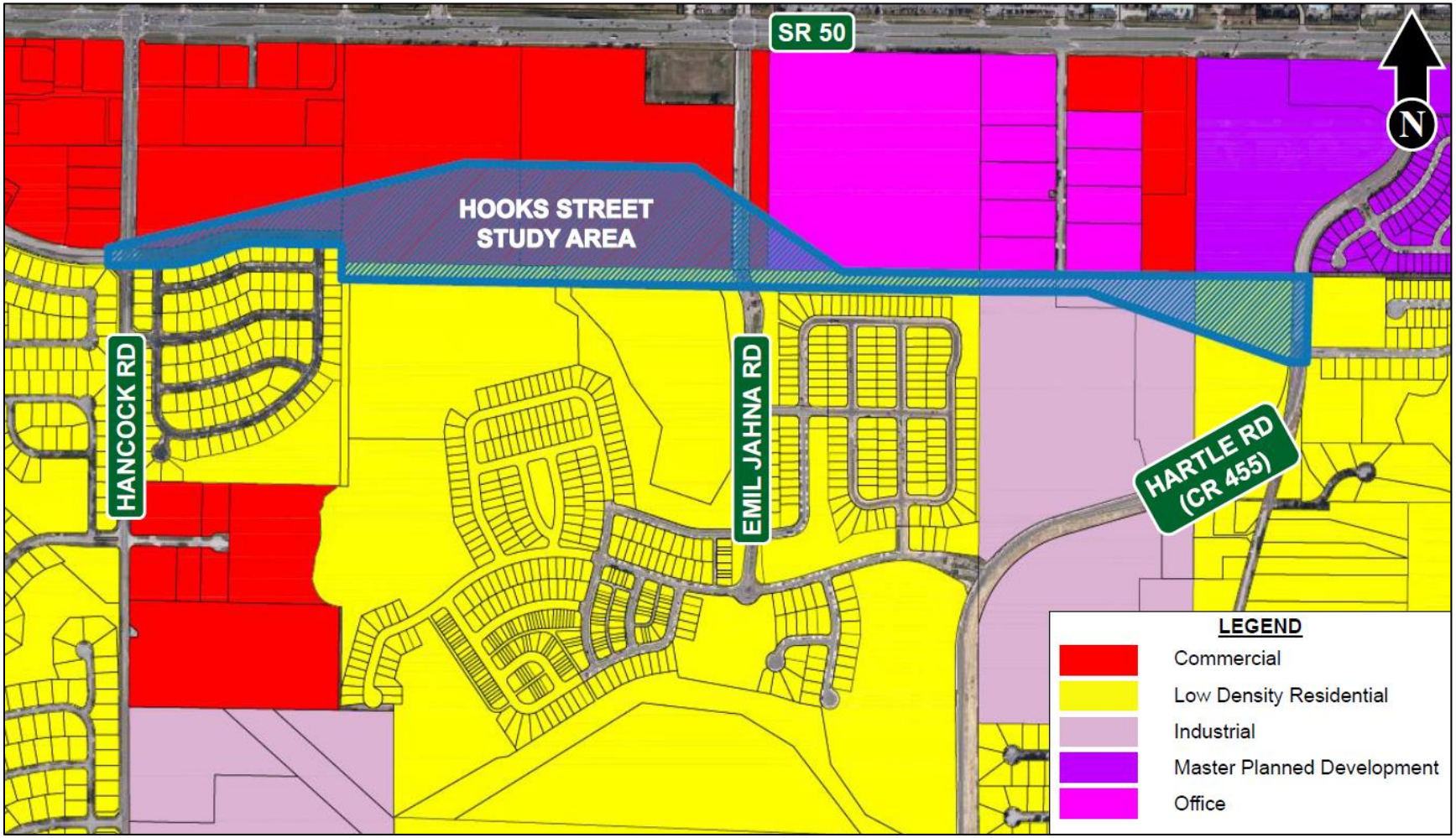
3.3.1 Land Use – Urban Form

The existing land use along the project corridor is mainly commercial and residential land use. **Figure 5** shows the existing neighborhoods surrounding the project area. As the project improvements are mainly on undeveloped parcels, the proposed improvements are anticipated to have minimal effect on the project area's character. The project is expected to support the residential and commercial uses in the project area.

The existing project area does not support a walking corridor to the parcels anticipated for future development; however, the proposed project will provide access to and from various land uses through multi modes of transportation. The Lake County Future Land Use Map is included in **Figure 6**.

Figure 5: Existing Neighborhoods

Figure 6: Future Land Use (2030)



3.3.2 Plan Consistency

The Hooks Street Extension was first listed in the Lake County 2030 Comprehensive Plan to be constructed as a four-lane urban section, funded by Road Impact Fees Benefit District 5 for construction. The project was planned to be funded for construction in Fiscal Year (FY) 2013-2014.

The Hooks Street Extension is also listed in Lake County's Five-Year Transportation Improvement Plan to be funded $842,000 in Road Impact Fees for the design of a four-lane road in FY 2020.

Lastly, the Hooks Street Extension project is included in the Lake-Sumter Metropolitan Planning Organization's (LSMPO) 2040 Long Range Transportation Plan (LRTP) – Roadway Needs Plan Map as a new road. It is also included in LSMPO's 2045 LRTP Adoption/Summary Report – DRAFT document as a new two-lane facility. The 2045 LRTP lists this project under the Cost Feasible Capacity Projects as Tier 2 priority, County unfunded need, which means the project will be considered for funding as funds become available.

The Hooks Street Study was created as a separate project from the Hooks Street Extension Design phase and will be completed by Spring 2021. The design phase will begin in Spring 2021 (FY 2021). The proposed project is compatible with local growth management policies and adopted land use plans.

3.3.3 Growth Trends and Issues

The population of Lake County is expected to grow from 367,118 in 2019 to approximately 563,400 in 2045 (2019 Census Bureau and FDOT Forecasting and Trends Office 2020-2070 Florida Population Projections). Population growth will result in higher-density populations and new housing developments, commercial and industrial space demand, and increased transportation.

The surrounding area is mostly undeveloped; however, planning and design efforts are ongoing in this area for commercial and residential developments. Any changes in land use identified in the Future Land Use Plan were considered as part of the future traffic development through the transportation modeling process. The character of the study area remains relatively unchanged. The proposed project improvements aim to achieve acceptable LOS in the future condition by accommodating future travel demand projected as a result of Lake County population and employment growth.

3.4 Mobility

This section identifies potential project effects on mobility and accessibility in the study area, with emphasis on non-driving population groups (i.e., elderly, young, disabled, and low-income individuals). Changes to existing travel patterns, traffic circulation, or accessibility were assessed.

3.4.1 Accessibility and Connectivity

The proposed corridor will provide multimodal access between communities and improve viable access to other major transportation facilities and businesses from future developments in the area. Additionally, the proposed project is anticipated to enhance operational capacity and relieve congestion on nearby roadways.

Hooks Street Extension will maintain access to Waterbrooke on Emil Jahna Road as a proposed roundabout and maintain access to Senninger Irrigation as a full

median opening. A directional median opening and a full median opening are proposed between Hancock Road and Emil Jahna Road to provide access to parcels along the corridor anticipating future development.

Hooks Street Extension will provide connectivity between Hancock Road and Hartle Road (CR 455), as well as to the residential areas and future commercial areas along the corridor.

3.4.2 Traffic Circulation

The proposed Hooks Street Extension will improve traffic operations of the roadway network in the area. The corridor is an alternative east-west route for local traffic and will alleviate some traffic on SR 50.

3.4.3 Public Parking

There are no public parking facilities within the corridor.

3.5 Aesthetics

Aesthetic issues in transportation planning encompass how the community is affected visually by a project. Potential impacts include actual or perceived changes to viewsheds, exposure to noise and vibration, and compatibility of the project with the surrounding area. The placement and design of a transportation facility can diminish the aesthetic character of the surrounding area due to contrasts between natural landforms or existing structures. Roadway elements, blocked views, or a facility with a scale that is out of proportion to the surrounding landscape elements are other factors that can interfere with the aesthetic character of an area. There are land uses, such as residential communities and businesses, within or near the Study Area that could be affected by visual impacts. Construction activities could result in temporary disturbances to the existing visual environment near the project.

There are surrounding communities, businesses, and a religious facility located along the project corridor. The proposed improvements include the construction of a two-lane roadway on new alignment through mostly undeveloped land. It is expected that this improvement will have aesthetic impacts; however, roadway aesthetics/landscaping is being considered for both motorists and citizens living along the corridor. During the Design phase, coordination with the City of Clermont will occur to determine if they desire landscaping.

3.5.1 Noise/Vibration

Potential project-related impacts to noise- and vibration-sensitive land uses, as well as any measure proposals to abate the impacts, are addressed in the Noise Study Report for the proposed project.

Noise-sensitive sites along the project corridor are at the Hills of Clermont subdivision, Waterbrooke subdivision, and Orange Lake Mobile Home Park. These noise-sensitive sites include a total of 100 single-family residences.

Construction activities may generate temporary noise and vibrations that impact those businesses and residents within the immediate project vicinity. Construction noise and vibration will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

3.5.2 Viewshed

Impacts to the existing viewshed are anticipated to change moderately due to the project involving construction of a new roadway on new alignment. The Hills of Clermont subdivision has an existing privacy wall adjacent to the proposed project, so minimal impacts to the viewshed will be anticipated at this location; however, the Waterbrooke subdivision, Orange Lake Mobile Home Park, some businesses, and an apartment complex will have minor viewshed impacts due to the proposed project.

Landscaping is being considered as part of the project, with the possibility of landscape buffers adjacent to residential areas that will have their viewshed impacted by the proposed corridor. Landscaping will be coordinated during the Design phase of the project.

Construction activities for the proposed project will generate visual impacts of a temporary nature for those businesses and residents within the immediate project vicinity. The Contractor will adhere to the measures outlined in the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

3.5.3 Compatibility

The project entails improvements on mostly undeveloped property with commercial, office, and residential future land use. The project is compatible with the surrounding areas and no impacts to community resources are anticipated as a result of this project.

The public was afforded the opportunity to review the project alternatives and comment through the Alternative Concepts Public Workshop, where the Preferred Alternative was presented. There are no parks or recreational facilities directly adjacent to the project corridor. The community, local governments, and the Study Team did not identify any unique or historic features, and no potential impacts to notable aesthetic characteristics were anticipated by the public.

3.6 Relocations

There are no relocations anticipated with any of the alternatives proposed for this project.

4.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

This project complies with the *Title VI of the 1964 Civil Rights Act* which states that no person shall discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status. Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency (LEP)" was signed into law by President Clinton in 2000, which requires that people with LEP have meaningful access to programs and activities of agencies receiving federal financial assistance. Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" was issued by President Clinton in 1994 to focus attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. This project is in accordance with the provisions of Executive Orders 13166 and 12898 and Title VI of the 1964 Civil Rights Act.

4.1 Protected Populations in Study Area

Compared to Lake County, the project Study Area has a higher Black or African American population percentage and a lower White population percentage. According to EJSCREEN, it is important to note that 5% of the population encompassing the project Study Area "speak English less than very well." The number of individuals who speak less than proficient English has been evaluated to provide public information in appropriate language(s). Civil Rights issues and impacts on minorities, low-income populations, and other potentially underrepresented population groups have been fully considered for the proposed project.

4.2 Coordination and Participation

Public involvement has been conducted by Lake County to ensure transportation needs are addressed throughout the project. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

A Project Kickoff Newsletter was released informing the public of the project early in the Study, and an Alternative Concepts Public Workshop was held to inform the public of the alternative corridors for Hooks Street Extension. This outreach is detailed in the project's Public Involvement Plan (PIP).

4.3 Summary of Project Effects

The proposed project is expected to enhance mobility throughout the project corridor by providing vehicular, bicycle, and pedestrian access to the area, businesses, and residential properties. There are no full acquisitions of properties. The Preferred Alternative is a two-lane divided roadway on new alignment, extending existing Hooks Street from Hancock Road to Hartle Road (CR 455). Dedicated buffered bicycle lanes are proposed, enhancing safety for cyclists utilizing the corridor. There is minimal impact on businesses, residents, or any social resources as a result of right-of-way acquisition. Proposed right-of-way takes are limited to clips and strips at seven properties along Hooks Street with no relocations anticipated. There will be equal benefit to all population groups throughout the project corridor, and no individual population groups will be isolated or adversely impacted because of this project; therefore, there are no disproportionate impacts to minority or low-income populations within the Study Area.

4.4 Mitigation and Enhancement Actions

Civil Rights impacts to minorities, low-income populations, and other potentially underrepresented population groups as a result of the proposed improvements have been fully considered. This project has been developed in accordance with the Civil Rights Act of 1964 and Executive Order 13166, Executive Order 12898, and Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The project is not anticipated to affect or adversely impact minority or low-income populations, as the project is expected to enhance pedestrian safety and mobility throughout the project corridor. It is not anticipated to alter the demographic makeup of the project area. There are no disproportionately high adverse effects on minority, low-income, or other potentially underrepresented populations as a result of this project. Since there are no impacts to minority, low income or other populations, mitigation measures are not included for this project.

5.0 RECOMMENDATIONS AND COMMITMENTS

Review and consideration of all potential sociocultural effects that could result from construction of the Preferred Alternative indicate that the project will have minimal impacts to the communities within the Study Area. The community will benefit from improved traffic operations, improvements to the existing multimodal transportation facilities, and capacity improvements by relieving congestion throughout the local roadway network.

There is right-of-way acquisition proposed at seven properties; however, this acquisition is limited to clips and strips with no relocations anticipated. Minor temporary noise impacts will occur during construction to residences and businesses immediately adjacent to the project corridor. Efforts will be made in the Design Phase of this project to further minimize noise impacts.

5.1 Recommendations for Resolving Issues

In light of the analysis presented, the Hooks Street Extension project is expected to have positive effects on local economic activity and mobility with limited negative sociocultural effects. Continued public engagement efforts are suggested to identify the level of concern present within the community related to changes in land use and increased noise and vibration.

Impacts will be managed and addressed as appropriate before, during, and after the project in accordance with Lake County and other agency policies, programs, and procedures.

5.2 Project Commitments

There are currently no commitments related to SCE issues.

6.0 APPENDICES

6.1 APPENDIX A – Preferred Alternative Conceptual Design