

Prepared for



CR 545 (Avalon Road) South US 192 to Hartzog Road

Project Development and Environment (PD&E) Study

SOCIOCULTURAL EFFECTS EVALUATION

April 2026

Submitted by



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Appendices

Appendix A Public Involvement Plan (PIP)

1. PROJECT OVERVIEW

1.1. Introduction

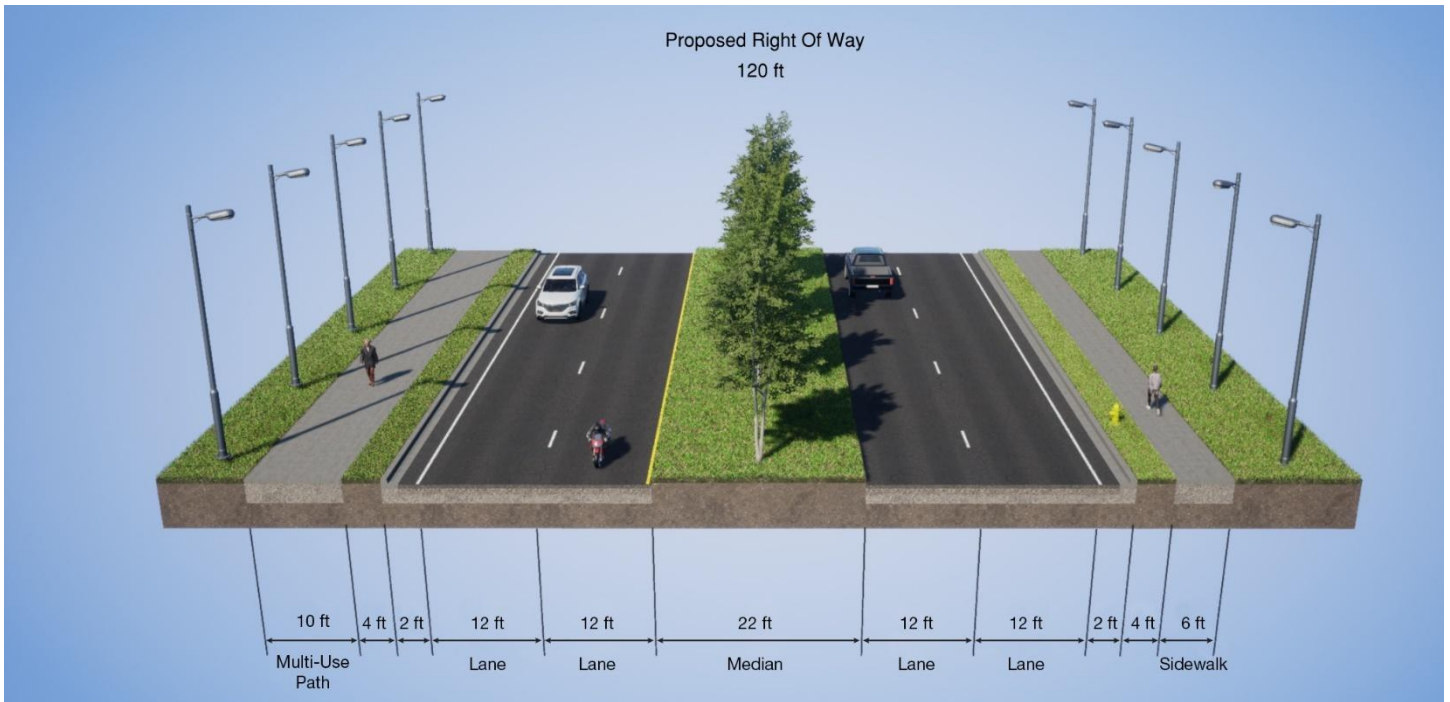
Orange County plans to widen approximately 1.6 miles of Avalon Road (CR 545) from US 192 (West Irlo Bronson Memorial Highway) to north of Hartzog Road. The County completed a Roadway Conceptual Analysis (RCA) in 2024 and is currently conducting a Project Development and Environment (PD&E) Study, including updating the RCA to a Project Environmental Impact Report (PEIR) to support and document compliance with state and federal environmental laws. This Sociocultural Effects (SCE) Evaluation Report provides information in support of the Avalon Road (CR 545) PD&E Study. The project location is shown in **Figure 1-2**.

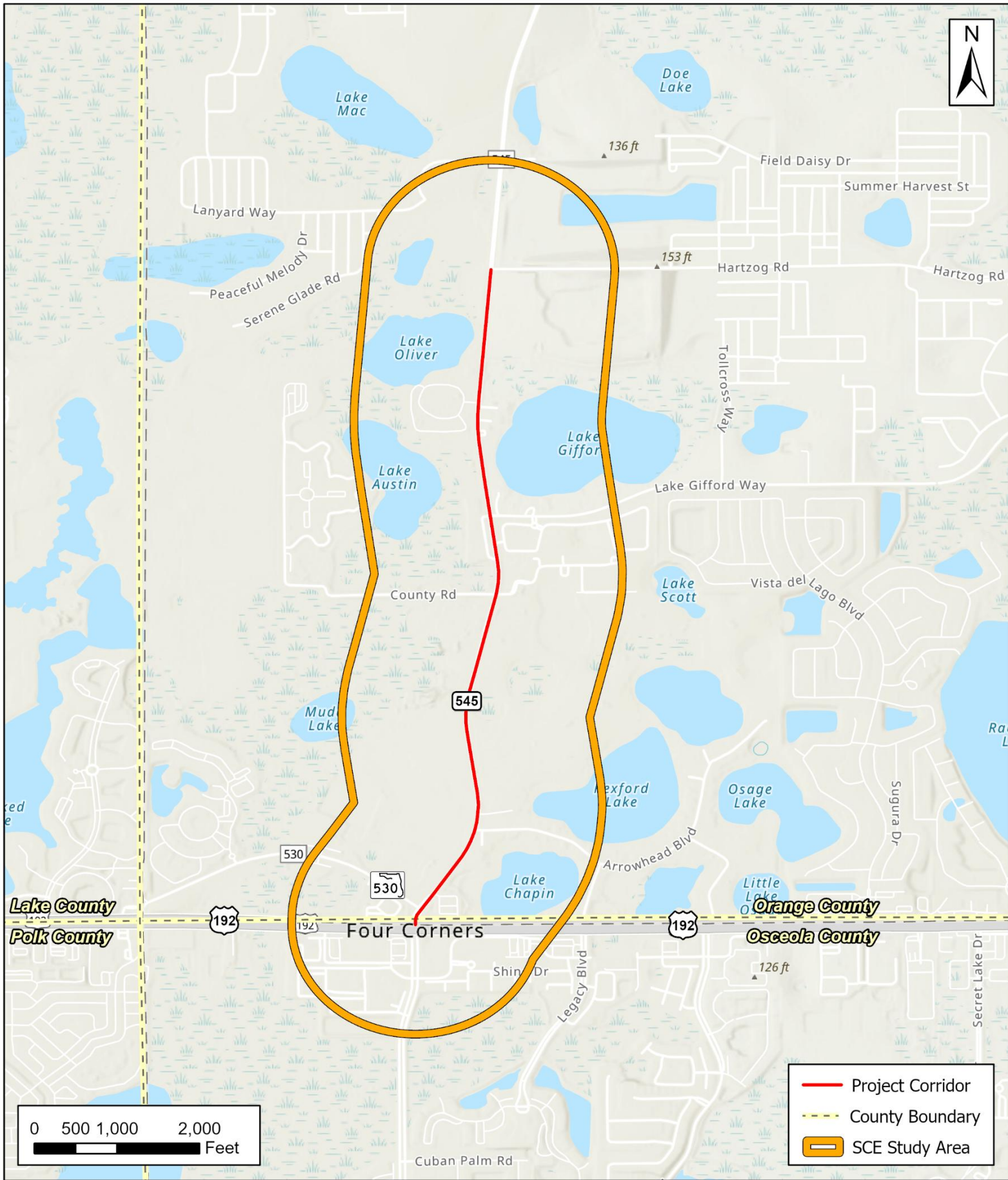
1.2. Project Description

Orange County conducted this PD&E Study to evaluate capacity and multimodal improvements along Avalon Road in Orange County, Florida. The proposed project includes widening the existing two-lane roadway to four 12-foot travel lanes with curb and gutter, a 22-foot raised median, a six-foot-wide sidewalk on the east side of the roadway, and a 10-foot-wide multi-use path on the west side to accommodate pedestrians and bicyclists (see **Figure 1-1**). These facilities will be separated from the roadway by a grass utility strip and will connect to planned regional pedestrian and bicycle facilities north of Hartzog Road. Pedestrian features, including crosswalks and pedestrian signals, will be provided at US 192, which is the only signalized intersection within the project limits. All facilities will comply with the American with Disabilities Act (ADA).

This project is being designed to minimize, to the extent possible, right-of-way impacts to adjacent existing and planned developments. The Preferred Alternative accommodates projected future traffic demands, improves roadway operations and safety, and incorporates stormwater management features designed to meet South Florida Water Management District (SFWMD) and Orange County requirements. Three stormwater management ponds and a floodplain compensation site are planned to provide water quality treatment and runoff attenuation while avoiding impacts to nearby wetlands and floodplain areas, where feasible.

Figure 1-1. Proposed Typical Section





**Avalon Road (CR 545)
PD&E Study**
Orange County, FL

Project Location

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026

**Figure
1-2**

1.3. Project Background

Following the completion of a Roadway Conceptual Analysis in March 2024, the Avalon Road project has advanced to further evaluate transportation improvements that enhance mobility, safety, and connectivity within the corridor. The project focuses on addressing existing and future travel demands while supporting the surrounding area's continued growth and development. Efforts include consideration of multimodal enhancements to better accommodate pedestrians, bicyclists, and vehicular traffic, as well as identifying opportunities to improve overall corridor efficiency. A Project Environmental Impact Report (PEIR) is currently being prepared to assess potential environmental considerations and inform the next phase of project development.

1.4. Sociocultural Effects Evaluation

This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, effective July 31, 2024.

The PD&E Study considers the potential environmental impacts of a project and the community's need for safe and efficient transportation. The Sociocultural Effects (SCE) evaluation is the component of the PD&E study that considers potential effects, both positive and negative, on human environments. During the SCE evaluation process, particular attention is devoted to environmental justice, civil rights, and vulnerable population groups.

It is the policy of FDOT, pursuant to Title VI of the Civil Rights Act of 1964; Section 504 of the Rehabilitation Act of 1973; Age Discrimination Act of 1975; Section 324 of the Federal-Aid Highway Act of 1973; Civil Rights Restoration Act of 1987; and related statutes and regulations, that no person in the United State shall, on the basis of race, color, national origin, sex, age, disability/handicap, religion, family status, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any federally or non-federally funded program or activity administered by FDOT or its sub-recipients.

The SCE evaluation study area, which is where potential project-related effects are examined, is generally the 0.25-mile area surrounding the project (project buffer area). The size of the study area may vary depending on the SCE topic and affected stakeholders. The findings in Section 2.0 Community Characteristics Inventory influenced the selection of appropriate study areas for the SCE evaluation.

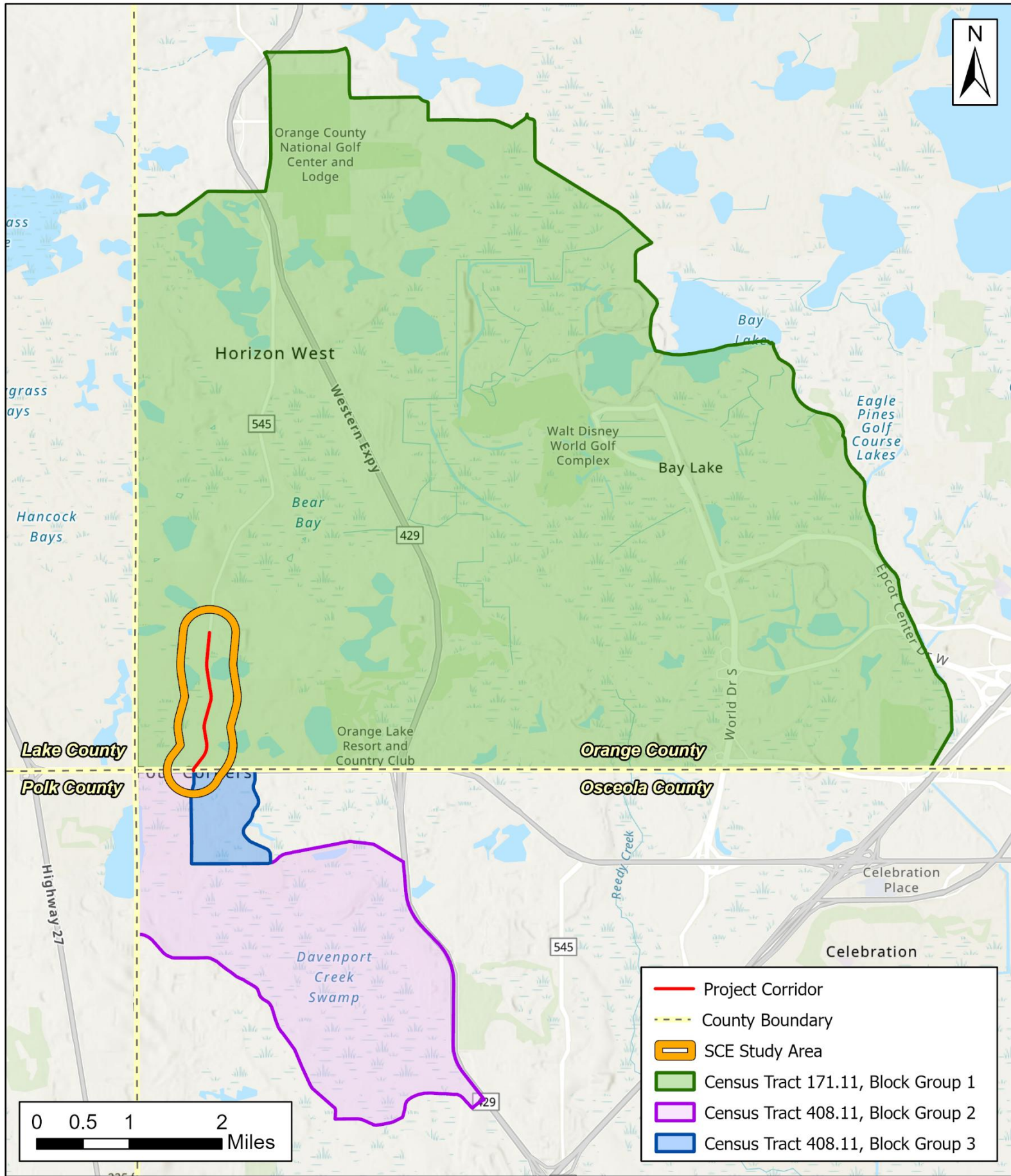
2. COMMUNITY CHARACTERISTICS INVENTORY

2.1. Demographic Analysis

Demographic data reported is from the US Census Bureau's American Community Survey (ACS) 5-year

estimate for years 2020-2024 and the 2020 Decennial Census. The analysis covers three block groups, the SCE study area, Orange County, and Florida. Block groups are defined by the United States Census Bureau as “statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people.” Census blocks are statistical areas bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits.

The SCE study area is within three block groups. The majority of the SCE study area is located within one block group in Orange County, while a small southern portion extends into two block groups in Osceola County, as shown in **Figure 2-1**. This information is shown in **Tables 2-1** through **2-5**.



**Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)**
Orange County, FL

**Census Block
Groups**

**Figure
2-1**

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026

Table 2-1. Demographic Comparison: Population

| Evaluation Criteria | Florida | Orange County | CT 171.11, BG 1 | CT 408.11, BG 2 | CT 408.11, BG 3 |
|---|-------------------|------------------|-----------------|-----------------|-----------------|
| Total Population | 21,538,187 | 1,429,908 | 18,071 | 3,026 | 1,798 |
| White, alone | 51.5% | 37.2% | 56.2% | 44.8% | 45.1% |
| Black or African American, alone | 14.5% | 18.4% | 4.6% | 5.4% | 7.1% |
| American Indian, alone | 0.2% | 0.2% | <0.1% | 0.2% | 0.2% |
| Asian, alone | 2.9% | 5.4% | 6.1% | 2.5% | 2.0% |
| Pacific Islander, alone | <0.1% | 0.1% | <0.1% | 0.1% | 0.1% |
| Some Other Race, alone | 0.6% | 1.1% | 1.7% | 1.7% | 3.2% |
| Two or More Races | 3.7% | 4.5% | 8.5% | 6.3% | 9.3% |
| Hispanic or Latino | 26.5% | 33.1% | 22.8% | 39.0% | 33.0% |
| Minority | 48.5% | 62.8% | 43.8% | 55.2% | 54.9% |
| Median population age (number of years old) | 42.6 | 36.6 | 36.1 | 43.0 | 42.1 |
| Population above 65 years old | 21.3% | 13.0% | 6.7% | 11.5% | 18.3% |

Source: US Census 2020 Decennial Census, P9; US Census 2020-2024 ACS, S0101, B01001

Table 2-2. Demographic Comparison: Density

| Evaluation Criteria | Florida | Orange County | CT 171.11, BG 1 | CT 408.11, BG 2 | CT 408.11, BG 3 |
|--|------------|---------------|-----------------|-----------------|-----------------|
| Total Number of Housing Units | 10,256,470 | 586,805 | 8,951 | 2,080 | 1,359 |
| Average Household Size | 2.51 | 2.72 | 3.17 | 2.28 | 2.41 |
| Percentage of Housing Units Occupied | 85.3% | 89.9% | 90.5% | 40% | 44.7% |
| Percentage of Housing Units Vacant | 14.7% | 10.1% | 9.5% | 60% | 55.3% |
| Percentage of Housing Units Renter Occupied | 32.4% | 43.2% | 32.8% | 56.0% | 37.5% |
| Percentage of Occupied Housing Units with no vehicle | 6.2% | 6.1% | 2.0% | 8.7% | 0.0% |

Source: US Census Bureau 2020-2024 ACS, B25003, B25010, B25002, B25044, S1101, S2504

Table 2-3. Demographic Comparison: Income

| Evaluation Criteria | Florida | Orange County | CT 171.11, BG 1 | CT 408.11, BG 2 | CT 408.11, BG 3 |
|---|----------|---------------|-----------------|-----------------|-----------------|
| Median Household Income (\$) | \$74,568 | \$79,719 | \$128,444 | \$85,213 | \$71,090 |
| Percentage of Population Below the Poverty Line | 12.6% | 13.0% | 10.8% | 23.9% | 15.6% |

Source: US Census Bureau 2020-2024 ACS, B19013, B17017, S1701, S1901

Table 2-4. Demographic Comparison: Language

| Evaluation Criteria | Florida | Orange County | CT 171.11, BG 1 | CT 408.11, BG 2 | CT 408.11, BG 3 |
|---|---------|---------------|-----------------|-----------------|-----------------|
| Percentage of population 5 years and older that speaks only English | 68.0% | 59.8% | 75.3% | 79.6% | 52.4% |
| Percentage of population 5 years and older that speaks a language other than English | 32.0% | 40.2% | 24.7% | 20.4% | 47.6% |
| Percentage of population 5 years and older that speaks English less than "very well" (Limited English Proficient) | 42.3% | 40.5% | 7.8% | 7.4% | 23.2% |

Source: US Census Bureau 2020-2024 ACS, B16004, S1601

Note: People with Limited English Proficiency (LEP) speak English "less than very well" or "not at all". These people have a limited ability to read, write, speak, or understand English.

Table 2-5. Demographic Comparison: Education

| Evaluation Criteria | Florida | Orange County | CT 171.11, BG 1 | CT 408.11, BG 2 | CT 408.11, BG 3 |
|---|---------|---------------|-----------------|-----------------|-----------------|
| Percentage of the Population over 25 years old with Less than a High School Diploma | 10.3% | 9.4% | 1.9% | 0.7% | 20.3% |
| Percentage of the Population over 25 years old with a High School Diploma or Higher | 88.5% | 89.0% | 98.1% | 99.3% | 79.7% |
| Percentage of the Population over 25 years old with a Bachelor's, Master's, Doctorate, or Professional Degree | 31.9% | 35.8% | 53.6% | 23.7% | 39.0% |

Source: US Census Bureau 2020-2024 ACS, B15003, S1501

As shown in the tables above, the SCE study area encompasses portions of three block groups (BGs), with the majority of the project corridor located within Census Tract (CT) 171.11, BG 1. The demographic composition of this block group is generally consistent with Orange County and statewide trends, though it contains a lower percentage of minority residents (44 percent) compared to Orange County (63 percent). The median age in CT 171.11, BG 1 is 36.1 years, which is similar to the Orange County median age (36.6 years) and younger than the statewide median age (42.6 years).

Housing characteristics within the SCE study area vary among the three block groups. In CT 171.11, BG 1 the average household size (3.17) is higher than both Orange County (2.72) and Florida (2.51). The percentage of occupied housing units in this block group (91 percent) is also comparable to Orange County (90 percent) and higher than Florida (85 percent). In contrast, the other block groups within the study area have higher vacancy rates. Overall, households without access to a vehicle represent a small portion of the population within the SCE study area.

Most residents (75 percent) in CT 171.11, BG 1 speak only English, higher than Orange County (60 percent) and Florida (70 percent). The Limited English Proficient (LEP) population is about eight percent for this block group, significantly lower than the county (41 percent) and state (42 percent). Additionally, 98 percent of residents in CT 171.11, BG 1 over the age of 25 have a high school diploma or higher, exceeding both the state (89 percent) and the county (89 percent).

2.2. Land Use

2.2.1. Existing Land Use

The SCE study area is primarily located within an unincorporated area of Orange County. Surrounding land is largely undeveloped, consisting of open areas, wetlands, and agriculture. Limited development can be found at the south end of the project at US 192 and at the Palisades Condominiums near the center of the project. In addition to these properties, there are some low-density, single-family housing found along Arrowhead Boulevard and Lake Gifford Road. The nearest development is Vista Del Lago, located to the east of the project corridor. As shown in **Figure 2-2** and **Table 2-6**, land within the SCE study area is predominantly residential, though much of it remains vacant or agricultural.

Table 2-6. Existing Land Use

| Existing Land Use Description | Area (Acres) | Land Use Proportion |
|-----------------------------------|--------------|---------------------|
| Acreage Not Zoned for Agriculture | 69.4 | 12.2% |
| Agricultural | 126.8 | 22.3% |
| Industrial | 2.4 | 0.4% |
| Other | 12.2 | 2.1% |
| Public/Semi-Public | 25.8 | 4.5% |
| Residential | 173.7 | 30.5% |
| Retail/Office | 16.4 | 2.9% |
| Vacant Nonresidential | 100.6 | 17.7% |
| Vacant Residential | 35.9 | 6.3% |
| Water | 5.7 | 1.0% |

Source: Florida Geographic Data Library, Generalized Land Use derived from 2024 Florida parcels

2.2.2. Future Land Use

Growth and development along the corridor are guided by policies in the *Orange County Comprehensive Plan 2010-2030* (updated July 2022). As shown on the Future Land Use Map (**Figure 2-3**), most adjacent land is designated for planned development or existing development. While the SCE study area does extend into neighboring Osceola County, future land use data presented here is limited to Orange County; therefore, the small southern portion of the SCE within Osceola County is not reflected in the data.

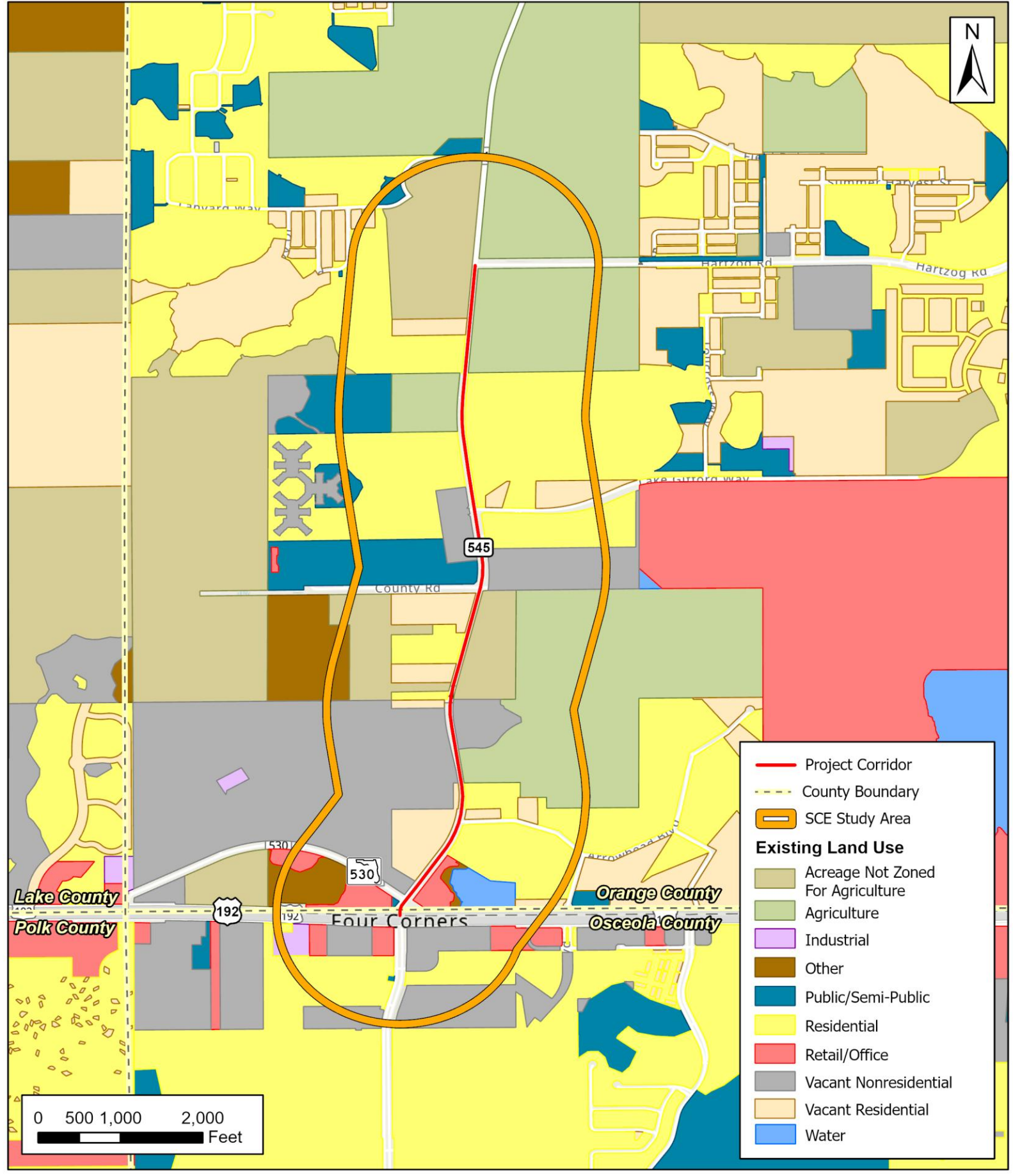
As seen in **Table 2-7**, primary future land uses within the SCE study area include Planned Development, Village, Commercial, and Low Density Residential.

Table 2-7. Future Land Use

| Future Land Use Description | Area (Acres) | Land Use Proportion |
|-----------------------------|--------------|---------------------|
| Commercial | 23.4 | 4.5% |
| Low Density Residential | 8.9 | 1.7% |
| Planned Development | 210.2 | 40.3% |
| Village | 161.4 | 30.9% |
| Water | 118.0 | 22.6% |

Source: Orange County GIS Data Hub, Future Land Use

The Horizon West Special Planning Area, located within the SCE study area, is designated as Village on the Future Land Use Map. Horizon West is a planned community consisting of five mixed-use villages and a town center surrounded by greenbelts. The planning area encompasses approximately 20,704 gross acres, including about 11,850 developable acres.



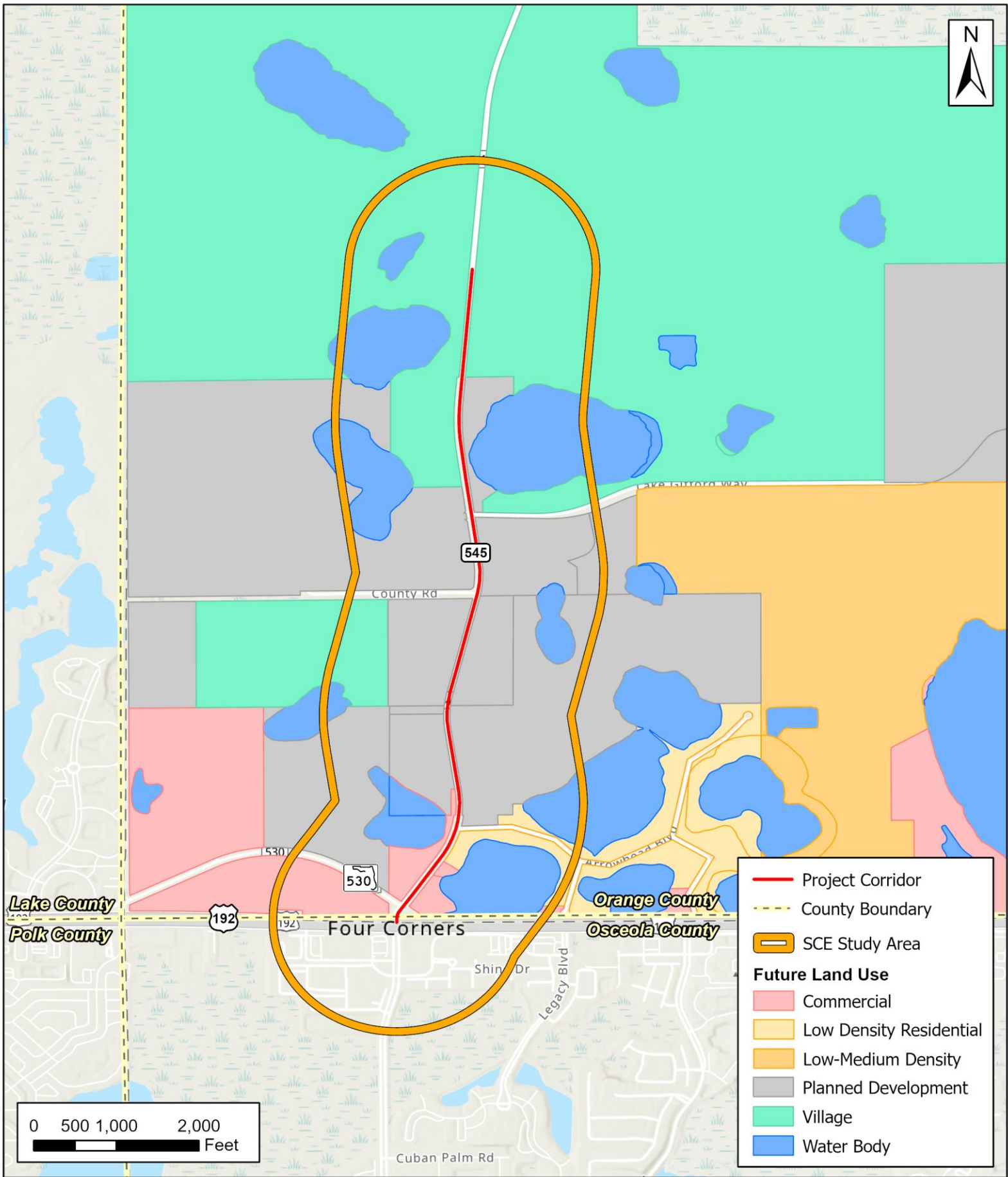
**Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)**
Orange County, FL

**Existing
Land Use**

**Figure
2-2**

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026



**Avalon Road (CR 545)
Project Environmental Impact Report (PEIR)**
Orange County, FL

**Future
Land Use**

**Figure
2-3**

DATA SOURCE:
Aerial Map - ESRI 2026

March 2026

2.3. Transportation Facilities and Services

2.3.1. Existing Transportation Facilities and Services

Transportation facilities and services present within the SCE study area are identified in **Table 2-8**.

Nearby transit includes LYNX Bus Route 55, which travels along US 192 and provides a connection from Four Corners/US 27 to downtown Kissimmee. There are two bus stops within the SCE study area, one on the northern side on US 192 and one on the southern side of US 192. LYNX does not provide service along Avalon Road.

Table 2-8. Transportation Facilities and Designations in the SCE Study Area

| Facility Type | Description/Location |
|------------------|--|
| Sidewalk | <ul style="list-style-type: none"> • Sidewalk along Avalon Road (eastern side) for about 850 feet, beginning at the intersection of US 192 • Sidewalk on the northern section of Grove Blossom Way • Sidewalk on the western side of Avalon Road for approximately 1,900 feet, beginning at Grove Blossom Way |
| Crosswalk | <ul style="list-style-type: none"> • Crosswalks at Avalon Road/US 192 intersection • Two separate crosswalks parallel to Avalon Road on the western side, at Lake Gifford Way intersection • Crosswalk at Grove Blossom Way intersection |
| Trails | None |
| Bridges | None |
| Evacuation Route | US 192 |

2.3.2. Transportation Plans and Programs

Improvements to Avalon Road are consistent with the goals, objectives, and policies of the adopted *Orange County Comprehensive Plan 2010-2030*. The project is identified in full or in part in the following local plans/programs listed in **Table 2-9**.

Table 2-9. Project Identification in Local and State Plans/Programs

| Local and State Plans/Programs | Description |
|--|---|
| MetroPlan Orlando 2050 Metropolitan Transportation Plan (MTP) (Amended March 11, 2026) | <ul style="list-style-type: none"> Listed as a local transportation need and/or opportunity |
| MetroPlan Orlando Transportation Improvement Program (TIP) (Amended Feb. 11, 2026) | <ul style="list-style-type: none"> Identified as a Partner Funded Project |
| Orange County Capital Improvement Program (CIP) | <ul style="list-style-type: none"> Identified as the design of an urban four-lane divided roadway for 1.6 miles of Avalon Road (CR 545) from US 192 to Hartzog Road. Special treatment and/or additional lanes at major intersections and widening of crossroads up to 600 feet in each direction. |
| Orange County Comprehensive Plan 2010-2030 (updated July 1, 2022) | <ul style="list-style-type: none"> Discusses need for improvements on Avalon Road |

2.4. Economics

The University of Florida’s Bureau of Economic and Business Research (BEBR), projects that the medium population growth for Orange County will increase to 1,899,600 by 2050, a 33 percent increase from its 2020 population of 1,429,908. Employment is expected to increase with this population growth, particularly in sectors such as healthcare, retail, and construction, with projections estimating a steady increase in job opportunities through 2050. The growth in population and employment will increase traffic volumes, increasing the demand for the transportation system and leading to increased congestion and delays for both residents and visitors. The project is anticipated to enhance long-term mobility options in and around the SCE study area, improving connectivity, ease of access, and quality of life. Information about jobs and workers in the SCE study area is shown in **Table 2-10**.

Table 2-10. Employment Characteristics in SCE Study Area

| | |
|--|-----------|
| Total Jobs | 60 |
| Jobs by NAICS Industry Sector | % |
| Accommodation and Food Services | 56.7 |
| Administration & Support, Waste Management and Remediation | 1.7 |
| Professional, Scientific, and Technical Services | 5.0 |
| Real Estate and Rental and Leasing | 3.3 |
| Retail Trade | 31.7 |
| Transportation and Warehousing | 1.7 |
| Jobs by Worker Educational Attainment | % |
| Less than high school | 8.3 |
| High school or equivalent, no college | 6.7 |
| Some college or associate degree | 10.0 |
| Bachelor's degree or advanced degree | 11.7 |
| Jobs by Earnings | % |
| \$1,250 per month or less | 38.8 |
| \$1,251 to \$3,333 per month | 43.4 |
| More than \$3,333 per month | 18.3 |
| Jobs by Worker Race/Ethnicity | % |
| Racial minority (not White alone) | 23.3 |
| Ethnic minority: Hispanic or Latino of any race | 33.3 |

Source: 2023 LEHD Origin-Destination Employment Statistics, US Census Bureau

2.5. Neighborhoods

There are several neighborhoods within the SCE study area, including Integra Avalon, Registry on Grass Lake, Arrowhead Lakes, Liki Tiki Village 3 South, the Palisades Condominiums, Avalon Pointe, and Serenade at Ovation Phase 1. These neighborhoods include a mix of apartment communities, single-family homes, condominiums, and resort-style accommodations. Collectively, these areas reflect a blend of permanent residential living and accommodations that may serve visitors, contributing to the area's overall residential and lodging character.

2.6. Community Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to residents and communities. Community focal points can include schools, places of worship, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, healthcare facilities, and social service facilities. There are limited community resources in the SCE study area. There are no cemeteries, places of worship, schools, community centers, fire stations, or police stations in the SCE study area. The SCE study area is serviced by Orange County Public Schools. The AdventHeath Four Corner

Emergency Room is located at the northwestern intersection of Avalon Road and US 192. The following sections discuss the community focal points in the SCE study area. **Figure 2-4** identifies these community resources.

2.6.1. Government Services

The area is serviced by the Orange County Sheriff's Department and Orange County Fire & Rescue. Orange County Fire Station 32 is located just outside the SCE study area, on Hartzog Road. The AdventHealth Four Corners Emergency Room is located at the northwestern corner of the Avalon Road/US 192 intersection. There are no USPS locations within the SCE study area.

2.6.2. Places of Worship/Religious Centers

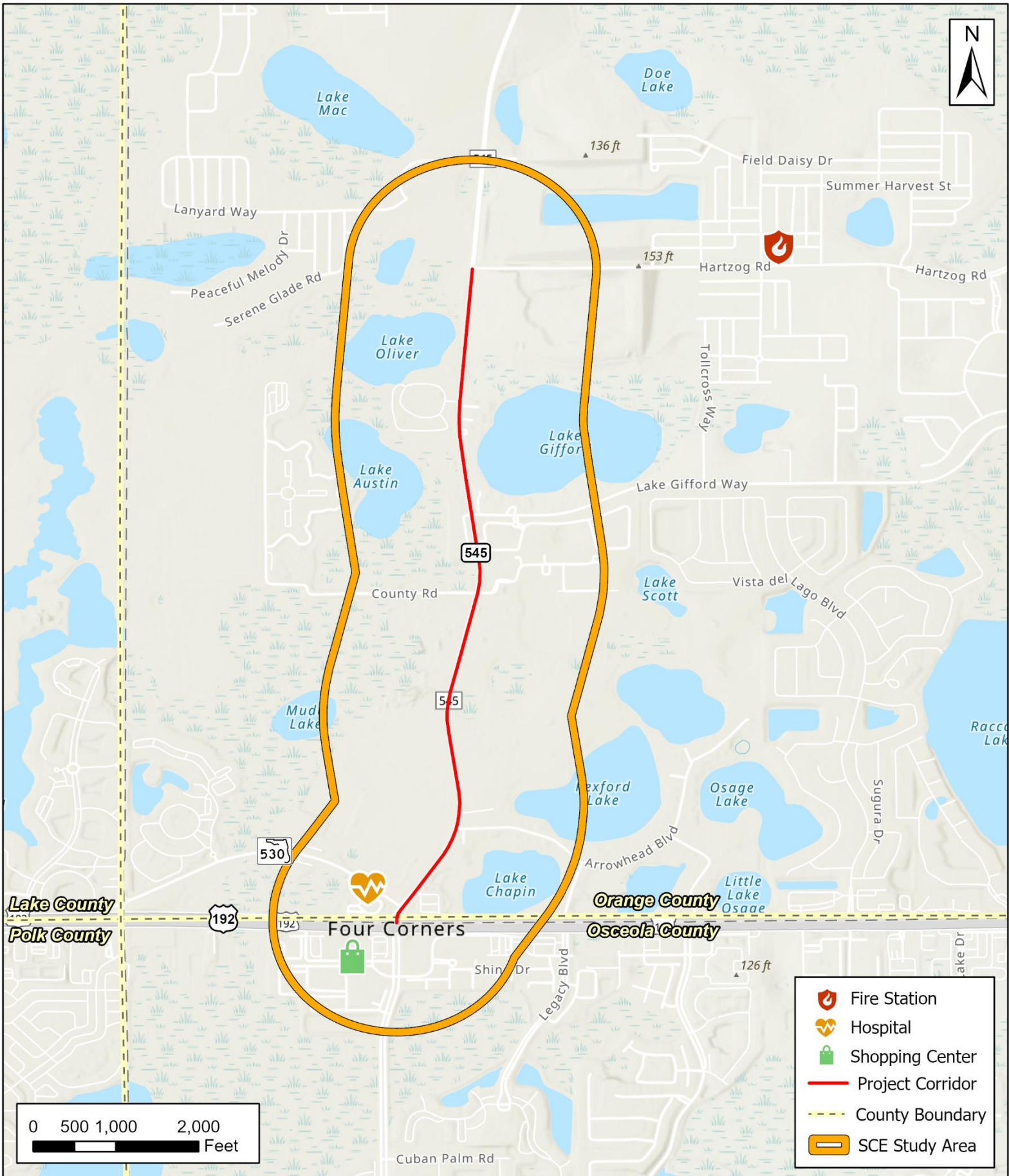
There are no places of worship within the SCE study area.

2.6.3. Recreation

There are no public parks or trails located within the SCE study area. The nearest parks are Tibet-Butler Preserve and West Beach Park, both of which are several miles northeast of the project corridor.

2.6.4. Shopping and Restaurants

The area is primarily characterized by residential developments and planned future development, with limited commercial activity located directly along Avalon Road. Existing businesses within the corridor include a Wawa convenience store and Zaatar Grill & Pizza. Additional retail and restaurant uses are located just south of the Avalon Road intersection with US 192 within the Westside Shopping Center, including Starbucks, Culver's, Dunkin', an ice cream shop, a storage facility, and gated residential communities. While commercial services within the corridor are limited, the surrounding area includes several large resort properties that generate visitor activity and support demand for nearby shopping and dining establishments.



2.7. Community Goals and Special Designations

As noted in Section 2.3.2, the proposed Avalon Road improvements are identified in several local and regional plans, including the *Orange County Comprehensive Plan 2010-2030*, *MetroPlan Orlando MTP*, *MetroPlan Orlando TIP*, and *Orange County CIP*. These plans emphasize the need to enhance roadway capacity, improve multimodal mobility, and support the growth of Horizon West and the surrounding areas. The project is consistent with the County's Comprehensive Plan, which promotes coordinated land use and transportation planning, expanded mobility options, and the development of complete streets that safely accommodate pedestrians, bicyclists, and motorists. In addition, the corridor serves a rapidly developing area with designated growth management objectives, and the proposed improvements will support community goals related to connectivity, safety, and access while accommodating future demand.

3. POTENTIAL SOCIOCULTURAL EFFECTS

3.1. Social

3.1.1. Demographics

As previously discussed, the SCE study area falls within three US Census block groups, with the majority located in CT 171.11, BG 1. According to the US Census Bureau 2024 ACS, CT 171.11, BG 1 contains approximately 8,951 households and a population of 18,071. The median income is \$128,444, and about 11 percent of the population is considered low income. In comparison, Orange County has a median income of \$79,719, with approximately 13 percent of residents living below the poverty line.

Minority populations account for about 44 percent of the population in CT 171.11, BG 1. Of the total population, approximately 23 percent identify as Hispanic or Latino of any race, followed by about nine percent identifying as Two or More Races and six percent identifying as Asian alone.

The 2024 ACS also indicates that approximately 75 percent of residents in CT 171.11, BG 1 speak only English. Of the remaining 25 percent who speak another language, about eight percent report speaking English "less than very well".

The project is not expected to alter the population or demographic characteristics of the SCE study area.

3.1.2. Community Cohesion

The SCE study area has several complete neighborhoods (i.e., within short distances to shops, services, parks, workplaces, and places of worship). It is typical to see people walking and biking to and from destinations in the study area. Additionally, "Watch for Children" and "Low Speed Vehicle Sharing Road" signs are present throughout the community, promoting safety and awareness for pedestrians, cyclists, and slow-moving

vehicles.

The project would not divide or isolate portions of the community or generate new development, change the neighborhood character, nor impact travel patterns that could affect neighborhood quality of life. The project includes the improvement of non-motorized transportation options, which are expected to enhance community cohesion by creating safe routes, encouraging physical activity, and increasing opportunities for social interaction. These improvements will foster long-term benefits such as a healthier lifestyle and a stronger sense of connection among residents, without dividing or isolating neighborhoods, altering the area's character, or disrupting travel patterns. The project supports the livability and mobility goals of the County and surrounding communities, contributing to ongoing efforts to strengthen community cohesion. Although temporary impacts to access for nearby residences, businesses, and recreational features may occur during construction, these effects are expected to be minimal.

3.1.3. Safety

The project is anticipated to enhance overall safety in the study area by addressing existing operational deficiencies and incorporating features that accommodate all users. Widening the roadway from two to four lanes with a raised median will improve traffic flow, reduce congestion, and minimize conflict points associated with turning movements, which are currently contributing to poor LOS conditions. The addition of dedicated pedestrian and bicycle facilities, including a sidewalk and multi-use path separated from vehicular traffic by a grass utility strip, will provide a safer environment for non-motorized users and reduce the potential for vehicle-related incidents. Pedestrian safety will be further improved through the installation of marked crosswalks and pedestrian signals at US 192, enhancing visibility and providing controlled crossing opportunities. Additional elements such as roadway lighting and improved corridor design will increase visibility during low-light conditions, while access management considerations and median design will help organize traffic movements. Collectively, these improvements will enhance safety for motorists, pedestrians, and bicyclists while supporting more efficient and predictable travel along the corridor.

3.1.4. Community Goals/Quality of Life

All local governments in Florida are required to adopt a Comprehensive Plan that includes goals for 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 that potential impacts and benefits to community facilities, cultural resources, parks and recreation areas, community cohesion, safety/emergency response, and compatibility with community goals and issues be considered.

This project aligns with local and regional goals of managing growth through coordinated land use and transportation planning, enhanced connectivity within rapidly developing areas, and providing a safe and efficient multimodal transportation network. As identified in *Orange County Comprehensive Plan 2010-2030*, these goals include increasing roadway capacity where needed, improving north-south mobility, and

implementing complete streets that accommodate pedestrians, bicyclists, and motorists. The proposed improvements will support access to existing and planned developments, improve overall system connectivity, and help meet long-term mobility needs while maintaining consistency with the County's growth management framework.

3.2. Economic

3.2.1. Business and Employment

The proposed project is anticipated to support economic activity in the surrounding area by improving overall accessibility and mobility within the rapidly developing portion of Orange County. While there are currently limited businesses directly along the corridor, the improvements will enhance access to nearby residential and commercial developments in the Horizon West area and surrounding communities. By increasing roadway capacity and providing multimodal options, the project will improve connectivity for residents, employees, and service providers, supporting existing and planned development. In addition, enhanced roadway aesthetics and infrastructure will contribute to a more attractive and functional corridor, which may encourage future investment and economic growth in the area.

3.2.2. Tax Base

By definition, tax base is the sum of taxable activities, collective value, or real estate, and assets subject to tax within a community. Many variables are reviewed when considering the effects on the tax base of a community. These variables include property values, the millage rate of a community 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.

In 2024, the total millage rate for Orange County was 4.4, with the estimated just value of real property about \$331.73 billion.

The proposed project is not anticipated to negatively impact the tax base of Orange County within the study area. Since there are no changes to business activities or relocations from the proposed improvements, there are no anticipated revenue losses from property taxes. The project is anticipated to provide an economic benefit, such as the potential to attract new businesses in areas of responsible development and thereby support growth within the tax base.

3.2.3. Business Access

The proposed project will have no permanent adverse impact on existing business access. The project will provide new multimodal access to businesses within the SCE study area. Temporary impacts during construction would be minimized through adherence to the controls listed in the *FDOT Standard Specifications for Road and Bridge Construction*.

3.3. Land Use Changes

The project is compatible with existing and planned land uses within the project corridor and surrounding neighborhoods and employment areas. The county government that manages land use and development have adopted several layers of plans and programs to direct growth, preserve neighborhoods, and protect natural resources in the study area.

3.3.1. Land Use/Urban Form

The proposed improvements along Avalon Road are not anticipated to substantially alter the overall land use pattern within the corridor but are intended to support and accommodate ongoing and planned growth in southwest Orange County. The corridor currently functions as a key north-south connection serving residential and commercial development, and the planned capacity and multimodal enhancements are consistent with the County's vision for a more connected and accessible transportation network. By improving mobility, safety, and access for all users, the improvements will reinforce existing and future land uses and support continued development in the surrounding area.

The project corridor is rapidly developing, with several planned and approved developments that are shaping the evolving urban form. In many locations, the developments have already dedicated additional right-of-way to accommodate future roadway widening, resulting in varying existing right-of-way widths along the corridor. These prior dedications help minimize potential impacts in certain areas and serve as a constraint on where additional right-of-way could be acquired. The Preferred Alternative is anticipated to require approximately 17.9 acres of additional right-of-way across 40 parcels. Where further right-of-way is ultimately required, it is anticipated that acquisition would generally occur on the opposite side of the roadway to avoid affecting approved development plans. While final right-of-way needs have not yet been determined, the design is being advanced to avoid and minimize impacts to adjacent properties to the extent practicable. Overall, the addition of travel lanes, sidewalks, a multi-use path, and landscape enhancements is expected to promote a more complete, multimodal corridor that enhances functionality and aligns with the area's planned urban form.

3.3.2. Plan Consistency

As stated in **Section 2.3**, this project is consistent with the community's vision and will improve the quality of life for those living in the SCE study area, as well as visitors to the area.

3.3.3. Growth Trends and Issues

The population in Orange County has experienced substantial and sustained growth over the past two decades. The county's population increased steadily from 2000 to 2020 and has continued to rise in recent years, driven by strong regional economic activity, employment opportunities, and ongoing residential

development. Growth throughout the Orlando metropolitan area, including expansion in tourism, healthcare, and technology sectors, has contributed to increasing population and development pressures across the county.

As Orange County continues to grow, infrastructure systems are experiencing increased demand. Rapid residential and commercial development, particularly in the western and southwestern portions of the county, has contributed to higher traffic volumes on major corridors and collector roadways. This growth has created a need for transportation improvements that increase roadway capacity, improve safety, and provide multimodal accommodations for pedestrians and bicyclists. This project is intended to address increasing transportation demand while supporting continued development in the surrounding area.

3.3.4. Focal Points

Community focal points in the study area are listed in **Section 2.6** and shown in **Figure 2-4**.

The project is expected to facilitate multimodal travel and access to community focal points in and beyond the study area. The Preferred Alternative is anticipated to require approximately 17.9 acres of additional right-of-way across 40 parcels, in addition to temporary right-of-way needs at road and street crossings. Right-of-way acquisition will be coordinated to avoid and minimize impacts to adjacent properties to the greatest extent possible. No community focal points will be adversely impacted by the proposed project.

3.4. Mobility

The US 192 corridor through the SCE study area is designated as a major east-west evacuation route. Pedestrian accommodations are provided in portions of the SCE study area, including segments of sidewalks and ADA compliant crosswalks with striping and signals.

The development of the continuous sidewalk and multi-use path will provide more desirable alternatives for transportation disadvantaged populations. The project will improve overall mobility and accessibility in the SCE study area for non-driving population groups (i.e., elderly, young, disabled, and low-income individuals). According to the US Census Bureau 2024 ACS for the primary block group (CT 171.11, BG 1), about two percent of the area households have no vehicle. The median age of those in this block group is 36 with about seven percent of individuals above the age of 65 years old.

3.4.1. Accessibility

The project will improve accessibility throughout the SCE study area by enhancing pedestrian and bicycle infrastructure along the corridor. Currently, sidewalk segments exist along portions of one side of the roadway, resulting in gaps that limit continuous pedestrian access. The project will address these gaps by constructing a continuous sidewalk on one side of the roadway and a multi-use path on the opposite side, creating an accessible and continuous facility for pedestrians, bicyclists, and other non-motorized users.

These improvements will provide accessible connections to intersecting streets along the corridor and improve access to nearby destinations and activity centers. The corridor also provides access to major developments in the area, including Horizon West and Walt Disney World via Western Way, and the proposed multi-use path would connect to a planned trail north of Hartzog Road, expanding accessible opportunities for non-motorized travel. The proposed facilities will be designed to meet current accessibility standards, enhancing mobility and connectivity for users of all ages and abilities.

3.4.2. Connectivity

The project will improve connectivity within the area and the surrounding transportation network by addressing existing gaps in the transportation network and strengthening connections between local and regional routes. Currently, pedestrian facilities along the corridor are not continuous, which limits the ability of pedestrians to travel along the roadway without interruption. By closing these gaps and providing continuous non-motorized facilities, the project will create more direct and reliable connections between intersecting streets and nearby land uses. In addition, improvements to the roadway will enhance linkages between surrounding communities and key destinations by providing a more efficient corridor to travel. Overall, the project will strengthen network connectivity by improving the continuous and functionality of both the roadway and non-motorized transportation system.

3.4.3. Traffic Patterns and Circulation

Traffic patterns and circulation along the corridor have been evaluated through the Design Traffic Technical Memorandum and the Design Traffic Engineering Report, which assessed existing conditions and projected future travel demand through the year 2048. These analyses indicated that traffic volumes are expected to exceed the capacity of the existing two-lane roadway, resulting in degraded operations. The proposed widening to a four-lane facility is intended to improve overall traffic circulation, increase roadway capacity, and provide an acceptable LOS along the corridor.

The addition of a raised median and improved intersection features will also help organize traffic movements and reduce conflict points, contributing to more efficient and predictable travel. While long-term improvements to traffic operations are anticipated, temporary impacts to traffic patterns may occur during construction, including lane closures and short-term detours, which will be managed through a Maintenance of Traffic plan to minimize disruption.

3.5. Aesthetic Effects

Aesthetic impacts are subjective and are best defined by the collective community vision of what constitutes a pleasing environment. It includes actual or perceived impacts to noise/vibration, viewshed, including above-grade crossings, and compatibility with the surrounding area.

The project is anticipated to enhance the aesthetic character of the corridor and surrounding areas through

the addition of landscaping and lighting along the corridor. These features are designed to enhance visual appeal and create a more attractive environment for residents and visitors.

3.5.1. Noise/Vibration

The proposed roadway improvements will increase traffic capacity and is expected to result in higher traffic noise levels along the corridor. Noise-sensitive land uses, including residential communities and adjacent single-family residences, are located throughout the project area. A noise analysis conducted for the project indicates that, under the 2048 Build Alternative, traffic noise levels are predicted to meet or exceed the Noise Abatement Criteria (NAC) at 38 residential receptor sites. No receptors are predicted to experience a substantial increase of 15 dBA or more. A noise barrier system totaling approximately 1,415 feet in length and 12 feet in height was evaluated and found to be both feasible and cost reasonable.

Temporary noise and vibration impacts associated with construction activities are anticipated but will be minimized through adherence to the *FDOT Standard Specifications for Road and Bridge Construction*.

3.5.2. Viewshed

There will be no impacts to the viewshed within the SCE study area as a result of the project. The views are anticipated to be enhanced by the addition of a dedicated path and landscaping along the path. While there may be minimal and temporary visual impacts associated with clearing and grubbing, storage of construction materials, and establishment of temporary construction facilities, these effects are expected to be temporary and not significant to the overall viewsheds.

3.5.3. Compatibility

As noted in Section 2.3, the project is consistent with local planning documents and the community's transportation and land use visions for the corridor. Avalon Road is identified in Orange County's long-range transportation planning framework as a corridor planned for capacity improvements to accommodate continued population and employment growth in the Horizon West area. Planned improvements, including widening Avalon Road from US 192 to Hartzog Road, are included in the County's Long Range Transportation Plan and its 10-year Capital Improvement Program.

The *Orange County Comprehensive Plan 2010-2030* promotes coordinated infrastructure investment and multimodal transportation systems that support walkable, connected communities. The proposed multi-use path supports these objectives by enhancing pedestrian and bicycle connectivity and improving safety within the Avalon Road corridor.

The project complements planned roadway improvements by providing dedicated facilities for pedestrians and bicyclists, enhancing safety and accessibility for non-motorized users while supporting the County's long-term transportation and land use vision for the corridor.

3.6. Relocation Potential

The project has been designed to avoid relocations to the greatest extent practicable. There will be no residential or business relocations as a part of this project. However, the Preferred Alternative will impact a garage structure belonging to the parcel in the northeast quadrant of Lake Gifford Road and Avalon Road.

4. CIVIL RIGHTS AND RELATED ISSUES

4.1. Protected Populations in the Study Area

The proposed project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition be excluded from participation in, or be denied benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

4.2. Public Involvement

A Public Involvement Plan (PIP) was developed and is being implemented for the project. The PIP is a working document which will be updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques. The PIP outlines the public involvement approach and activities required to be undertaken. A project website, newsletter, and public hearing are a few of the public involvement activities included. The PIP is attached in **Appendix A**.

4.2.1. *Prior Public Involvement Activities and Results*

Public involvement for this project included coordination with key stakeholders, community outreach, and formal public hearings. Early in the process, small group meetings were held with representatives from property owners, utility companies, and other interested parties to discuss project consideration and gather input. In addition, two community public meetings were conducted using an open house format to facilitate informal discussions between the public and project team, followed by a formal presentation and an open question-and-answer session.

The recommendations were presented to the Orange County Planning and Zoning Commission/Local Planning Agency at a workshop on February 6, 2023, and a public hearing on March 16, 2023, where the project was approved to move forward. Final approval was obtained from the Orange County Board of County Commissioners at a public hearing on April 11, 2023. These efforts reflect a comprehensive public involvement process that supported project development and decision making.

4.2.2. PEIR Public Involvement Activities and Results

As outlined in the PIP, several outreach activities were conducted during the RCA process to solicit public input to help inform the selection of the preferred alternative. It has been updated to reflect additional efforts as part of the PEIR process. A previously established project website will be updated to provide current information, including the project location map, notification materials, design concepts, the PEIR document, and supporting materials.

A formal public hearing will be conducted to present the PEIR findings to stakeholders and the public in conjunction with a regularly scheduled Orange County Board of County Commissioners meeting. The PEIR will be made available for public review and comment at least 21 days prior to the hearing at locations determined by the County. Public notification will include newspaper advertisements, press releases, and other outreach materials issued in advance of the hearing. The hearing will include a formal presentation followed by a structured question-and-answer session. Written responses will be prepared for all comments received during the formal comment period, ensuring that public input is documented and considered as part of the process.

5. RECOMMENDATIONS AND COMMITMENTS

5.1. Summary of Project Effects

The SCE Evaluation serves as a proactive planning tool to ensure that community values, quality of life, and socioeconomic considerations are incorporated into the project development process. As documented in this evaluation, the proposed roadway and multimodal improvements are not expected to result in adverse long-term effects within the SCE study area. Instead, the improvements are anticipated to enhance the quality of life by improving mobility, accessibility, and safety for all users.

Project impacts related to the six key socioeconomic areas are summarized in **Table 5-1**. In addition to identifying potential benefits and impacts, the table includes a degree of effect to characterize the overall nature and extent of anticipated changes. Overall, the project is expected to provide enhanced mobility and accessibility, support planned growth, and improve corridor safety and aesthetics, with only minor and temporary impacts primarily associated with construction activities.

Table 5-1. Project Effects Overview Summary

| Issue | Benefits/ Impacts | Effects | Degree of Effect |
|-----------------------------|----------------------|---|---------------------|
| Social | Benefits | <ul style="list-style-type: none"> • Long term quality of life improvements • Enhanced mobility options • Improved pedestrian and bicycle accommodations • No neighborhood division or social isolation • Supports community goals | Enhanced |
| | Impacts | <ul style="list-style-type: none"> • Temporary disruptions during construction | |
| Economic | Benefits | <ul style="list-style-type: none"> • Supports economic vitality of the area • Improved access to existing and planned developments • Enhances connectivity for residents and visitors to local businesses | Enhanced |
| | Impacts | <ul style="list-style-type: none"> • Temporary disruptions during construction | |
| Land Use Changes | Benefits | <ul style="list-style-type: none"> • Consistent with existing and future land use vision for the project area • Supports planned growth and development patterns | Minimal |
| | Impacts | <ul style="list-style-type: none"> • Minor conversion of land to transportation use (right-of-way needs to be determined) | |
| Mobility | Benefits | <ul style="list-style-type: none"> • Provides transportation options for transportation disadvantaged • Improved mobility, connectivity, and accessibility • Improved safety at key crossings and along the corridor • Accommodates future traffic demand | Enhanced |
| | Impacts | <ul style="list-style-type: none"> • Temporary disruption to traffic patterns | |
| Aesthetic Effect | Benefits | <ul style="list-style-type: none"> • Corridor enhancements including landscaping and lighting • Improved overall visual character of the corridor • Consideration of noise impacts and evaluation of a feasible and cost-effective noise barrier to reduce traffic noise at impacted residential locations | Minimal |
| | Impacts | <ul style="list-style-type: none"> • Temporary noise, vibration, and visual impacts during construction • Minor increase in long-term traffic noise levels due to roadway widening and higher traffic volumes • Potential loss of some existing vegetation | |
| Relocation Potential | Benefits | <ul style="list-style-type: none"> • No relocations anticipated | None |
| | Impacts | <ul style="list-style-type: none"> • None anticipated | |

5.2. Mitigation and Enhancement Actions

The proposed improvements have been developed to avoid and minimize potential impacts to the surrounding community to the greatest extent practicable. The design incorporates previously dedicated right-of-way where available and considers the location of existing and planned developments to reduce the need for additional acquisition. While final right-of-way requirements have not yet been determined, no relocations are anticipated, and substantial adverse effects to neighborhoods, community cohesion, or public services are not expected. In addition to minimizing impacts, the project included enhancements such as multimodal facilities, improved pedestrian accommodations, roadway lighting, and landscape features, which will improve safety, accessibility, and overall corridor aesthetics. As a result, no mitigation specific to sociocultural effects is proposed.

5.3. Findings Regarding Disproportionate Adverse Effects

Based on the above discussion and analysis, the proposed improvements are not anticipated to result in disproportionately high and adverse effects on any minority or low-income populations. Potential impacts and benefits are expected to be distributed equitably across the surrounding community, and no further analysis is warranted.

5.4. Conclusions

The project will enhance overall mobility and accessibility within a rapidly growing area of southwest Orange County by improving roadway capacity and providing a safe and efficient multimodal corridor. The addition of travel lanes, pedestrian facilities, and a shared-use path will support motorists, pedestrians, and bicyclists, offering improved connectivity between residential communities, employment centers, and nearby destinations. By addressing existing congestion and accommodating future traffic demand, the project is expected to improve traffic operations, reduce travel delays, and enhance safety for all users.

The proposed improvements will also support the County's long-term growth management objectives by providing infrastructure that aligns with planned development. While minor impacts associated with right-of-way acquisition and construction activities may occur, the overall benefits of the project, including improved traffic operations, increased safety, and enhanced accessibility, are expected to outweigh any potential adverse effects. The project represents an important investment in the transportation network that will serve current and future residents and contribute to the overall quality of life in the community.

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APPENDIX A

Public Involvement Plan

Prepared for



CR 545 (Avalon Road) South US 192 to Hartzog Road

Project Development and Environment (PD&E) Study

PUBLIC INVOLVEMENT PLAN

APRIL 2026

Submitted by



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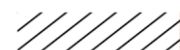
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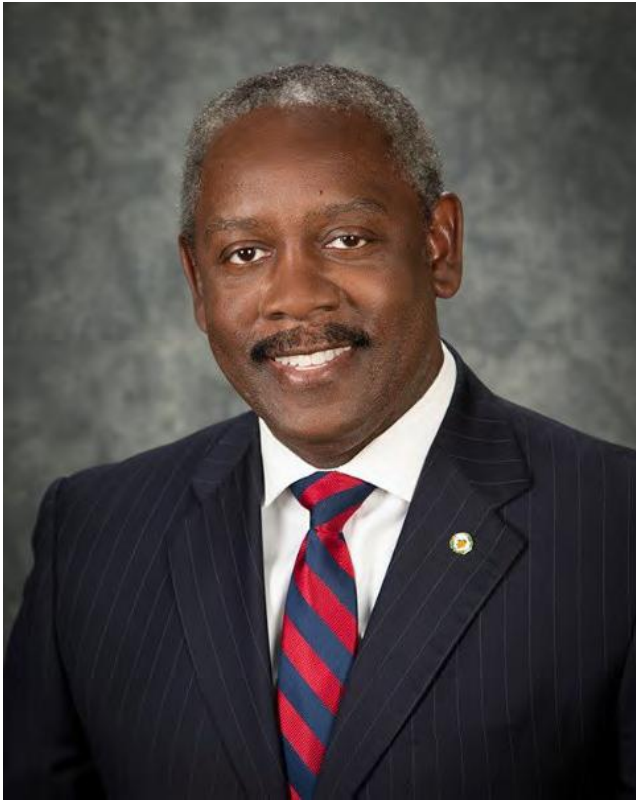
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AVALON ROAD PROJECT ENVIRONMENTAL IMPACT REPORT (PEIR)

On behalf of Orange County Mayor Jerry L. Demings and District 1 County Commissioner Nicole H. Wilson, Orange County presents this Public Involvement Plan (PIP) to guide the public outreach efforts for the conversion of the Avalon Road Roadway Conceptual Analysis (RCA) to a Project Development and Environmental (PD&E) Study and Project Environmental Impact Report (PEIR) to support and document compliance with state and federal environmental laws.



*Jerry L. Demings
Orange County Mayor*



*Nicole H. Wilson
Orange County District 1 Commissioner*

1. INTRODUCTION

Orange County Government has begun the design phase for widening approximately 1.6 miles of CR 545 (Avalon Road) from US 192 to Hartzog Road (see **Figure 1**).

1.1 Project History

Orange County completed a Roadway Conceptual Analysis (RCA) for the project in 2024. The County is currently conducting a Project Development and Environment (PD&E) Study and converting the RCA to a Project Environmental Impact Report (PEIR) to support and document compliance with state and federal environmental laws. This Public Involvement Plan (PIP) is an update to the 2024 PIP and serves as a framework for engaging stakeholders, with a particular focus on communities adjacent to the project area. The County's primary goal is to actively involve residents, agencies, interest groups, and the public throughout the PD&E process.

The PIP provides the framework for outreach, ensuring it aligns with Orange County's principles and complies with Title VI requirements and all applicable federal and state regulations, as well as Orange County ordinances, codes, and policies.

The strategies outlined in the PIP ensure stakeholders have opportunities to stay informed and participate. This plan details the approach taken to achieve an appropriate level of public engagement for the Avalon Road PD&E. The process is designed to educate the public about the design effort and provide consistent opportunities for input and involvement.

A summary of public involvement activities will be included in the final Avalon Road PEIR.

1.2 Project Overview

The proposed project includes widening the existing two-lane roadway to four 12-foot travel lanes with curb and gutter, a 22-foot raised median, a six-foot-wide sidewalk on the east side of the roadway, and a 10-foot-wide multi-use path on the west side to accommodate pedestrians and bicyclists. These facilities will be separated from the roadway by a grass utility strip and will connect to planned regional pedestrian and bicycle facilities north of Hartzog Road. Pedestrian features, including crosswalks and pedestrian signals, will be provided at US 192, which is the only signalized intersection within the project limits. All facilities will comply with the American with Disabilities Act (ADA).

This project is being designed to minimize, to the extent possible, right-of-way impacts to adjacent existing and planned developments. The Preferred Alternative accommodates projected future traffic demands, improves roadway operations and safety, and incorporates stormwater management features designed to meet South Florida Water Management District (SFWMD) and Orange County requirements. Three stormwater management ponds and a floodplain compensation site are planned to provide water quality treatment and runoff attenuation while avoiding impacts to nearby wetlands and floodplain areas, where feasible.

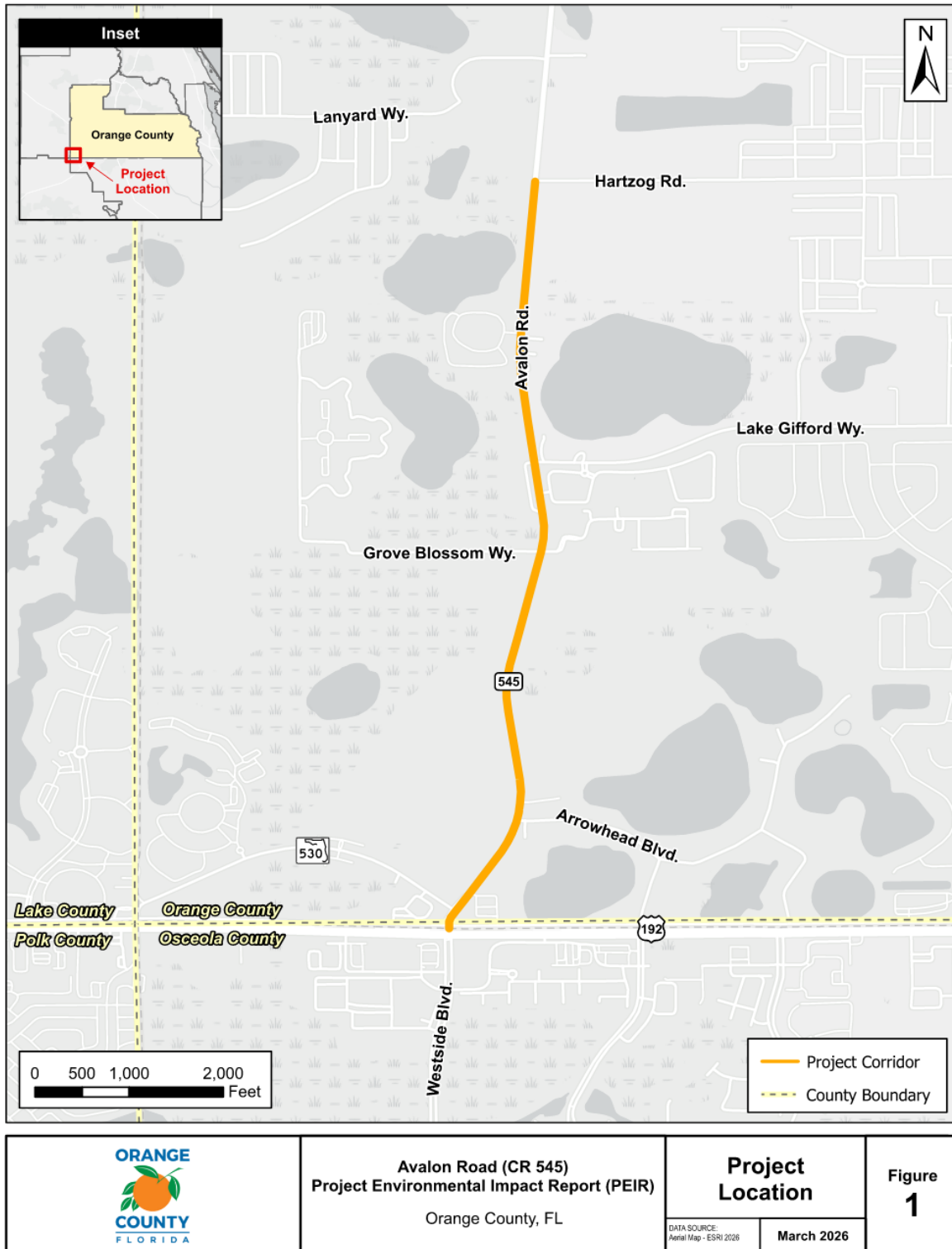


Figure 1. Project Location Map



2. PROJECT CONTACT INFORMATION

The project contacts for the Avalon Road PEIR are provided below:

Table 1. Contact Information

| | |
|---------------------------------|--|
| County Project Manager | Cathy Evangelo, P.E., Senior Engineer Orange County Public Works Department 4200 South John Young Parkway Orlando, FL 32839 (407) 836-8034 Cathy.Evangelo@ocfl.net |
| County Contact (Español) | Esther Fernandez Canizares, Engineer II Orange County Public Works Department Engineering Division 4200 S. John Young Parkway Orlando, FL 32839 407-836-7982 Esther.Fernandez@ocfl.net |

3. IDENTIFICATION OF STAKEHOLDERS

A stakeholder database that includes elected and appointed officials, county departments, agencies, community organizations, advocacy groups, major businesses, property owners, and other interested parties was updated from the original RCA for this PEIR.

Information will be shared with stakeholders, including study updates and hearing notifications. The County will also implement strategies to reach underserved and underrepresented populations, if necessary, by partnering with service providers to post hearing announcements at designated corridor locations.

Elected & Appointed Officials

- Orange County Board of County Commissioners, Commissioner Nicole Wilson (District 1)
- Orange County Planning and Zoning Commissioners
- Orange County School Board
- MetroPlan Orlando Board
- LYNX Board of Directors
- State Representative Jennifer "Rita" Harris (District 44)
- State Senator LaVon Bracy Davis (District 15)
- US Congressman Maxwell Frost (10th Congressional District)
- US Senators Rick Scott and Ashley Moody

Orange County Departments

- Orange County Environmental Protection Department (EPD)
- Planning, Environmental, and Development Services (PEDS) Department
 - Department Director



- Transportation Planning Manager
- Planning Manager
- Environmental Protection Manager
- Neighborhood Manager
- Public Works Department
 - Director
 - Deputy Director
 - Transportation Planning Manager
 - Chief Planner
 - Engineering Manager
 - Traffic Engineering Manager
 - Highway Construction Manager
 - Development Engineering Manager
 - Roads & Drainage Manager
 - Stormwater Management Manager
- Orange County Utilities
- Orange County Administrator's Office
- Orange County Attorney's Office
- Orange County Public Information Office
- Orange County Fire Rescue
- Orange County Sheriff John W. Mina
- Orange County Parks and Recreation

Other Agencies

- Florida Department of Transportation (FDOT) District Five
- Florida Department of Environmental Protection (FDEP)
- Florida Fish & Wildlife Conservation Commission (FFWCC)
- LYNX
- MetroPlan Orlando
- Orange County Public Schools (OCPS)
- South Florida Water Management District (SFWMD)
- U.S. Army Corps of Engineers (USACOE)
- U.S. Fish and Wildlife Service (USFWS)
- Regional Power Providers
- Osceola County

Community Interests, Assets, and Advocacy Groups

- Bike/Walk Central Florida
- Yes in My Backyard (YIMBY Orlando)
- Florida Trail Association - Central Florida Chapter
- 1000 Friends of Florida
- Orange County's Walk-Ride-Thrive! Initiative
- Homeowners Associations
- Gilead Church

Schools

- None Identified

Parks

- Winding Bay Preserve

Major Businesses

- AdventHealth Four Corners ER
- Wawa
- Jodi's Ski Skool
- RockWell Homes - Winding Bay
- Rhino Commercial Cleaning
- McDonald's
- Jersey Mike's Subs
- ZENSHI Handcrafted Sushi
- Publix Super Market at Waterleigh Village

Housing Apartments

- Palisades Condominium
- Integra Avalon Apartments
- Winding Bay Community
- Lennar at Storey Grove
- Solay Horizon West Apartments
- Vintage Hills Way Apartments
- M/I Homes Tribute at Ovation

Property Owners

Property owners within 275 feet of each side of the right-of-way along the corridor.

4. PUBLIC OUTREACH ACTIVITIES

The following outreach efforts will be employed during the project to notify key stakeholders and the affected public of the study and to solicit public input into the process.

Project Website – The County previously developed a project website for the Avalon Road RCA <https://www.orangecountyfl.net/TrafficTransportation/TransportationProjects/CR545AvalonRdRCA.aspx>. The website will be updated with project information, including a location map, notification flyer, project designs, PEIR, and other supporting project documents.

Study Newsletters – An updated newsletter will be issued to share PD&E Study updates and announce a scheduled (May 2026) public hearing.

The newsletter will serve as a flyer to be distributed electronically to identified stakeholders, mailed to property owners within the project study area (21 days prior to hearing), and posted on the project website.

Media Contact – Orange County’s Public Information Officer will serve as the primary point of contact for all media inquiries, including coordination with local newspapers and social media. Study-specific information will be provided by the study team to the County’s Public Information Officer for the preparation of press releases, media interviews, and news articles.

Public Hearing – A formal public hearing will be conducted to present the PD&E Study findings/PEIR document. The PEIR will be available for public review on the project website and the County Public Works Building at least 21 calendar days prior to the hearing (May 5, 2026). The hearing will be held in concurrence with a regularly scheduled Orange County Board of County Commissioners meeting.

Public notification materials, including newspaper advertisements and press releases, will be prepared to inform the community of the scheduled hearing. The County will publish newspaper notices in the Orlando Sentinel and El Sentinel (English and Spanish). All notices will include the hearing date, time, location, procedures, and agenda topics. Notices will be issued at least two (2) weeks prior to the hearing.

The public may provide written or verbal comments to the contacts noted previously during the public document review period. The public hearing will include a formal presentation by the project team, followed by a structured comment period. The public comment period will close following the conclusion of the public hearing. Written comments may be submitted prior to the hearing. The County will prepare written responses to all individuals or groups who submit comments or questions.

5. TITLE VI / NONDISCRIMINATION

This project is conducted in compliance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq. (Title VI, and related laws and regulations), applicable federal and state regulations, and Orange County policies to promote outreach to underserved and underrepresented populations, as summarized in the following sections.

5.1 Special Accommodations for Persons with Disabilities

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against those with disabilities. Notification of Orange County’s intent to comply with the ADA will be provided in the public hearing notification, newsletters/notification flyer, and public hearing materials/presentation.

The County is committed to ensuring that its facilities, programs, services, and activities are accessible to individuals with disabilities. The public is encouraged to report on any facility, program, service, or activity that may be inaccessible. The County will provide reasonable accommodation to individuals with disabilities who wish to participate in public involvement activities or require assistance to access County services or facilities. To allow sufficient time for coordination, accommodation requests should be submitted at least seven (7) calendar days in advance.

Questions, concerns, comments, or accommodation requests will be directed to the County's ADA Coordinator:

Nicola Norton

County ADA Coordinator

Email: Norton@ocfl.net

Phone: (407) 836-6568

Hearing Impaired: Florida Relay 7-1-1

5.2 Limited English Proficiency

Title VI of the Civil Rights Act of 1964 requires recipients of Federal financial assistance, such as Orange County, to take reasonable steps to make their programs, services, and activities accessible to eligible persons with limited English proficiency (LEP). LEP specifically refers to the population of the study area where English is not the primary language. This segment of the population has difficulty communicating effectively in English and may need an interpreter or document translation to provide meaningful project input.

People who require language translation or interpretation services, which are provided at no cost, should contact Orange County Human Resources, at least seven (7) days prior to the hearing:

Email: HumanResources@ocfl.net

Phone: (407) 836-5661

6. PUBLIC INVOLVEMENT SUMMARY

All hearing comments, questions, and responses will be documented in a *Comments and Coordination Report* following comment period closeout. The report will include copies of hearing exhibits materials, the presentation, public comments/questions, and responses. The report will be incorporated by reference into the Avalon Road PEIR.