



US 1 Corridor Planning Study

Existing Conditions Technical Memorandum

Project Limits: Pineda Causeway (State Road (S.R.) 404)
to Park Avenue in Brevard County

FM #:433604-1-12-01

Date: May 2019

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1. Memorandum Purpose

This memorandum is intended to provide a summary of the existing conditions on the approximately nine-mile section of US 1 from Pineda Causeway (State Road (S.R.) 404) to Park Avenue in Brevard County.

The information contained herein documents the baseline conditions related to the environmental setting and identifies social, natural, cultural and physical features present in the study area. The memorandum also documents planning and a range of engineering items such as roadway, drainage, traffic, operations and similar items.

The information collected will serve as a starting point for the development of the project's purpose and need, identify the alternative(s) to be developed and evaluated, as well as the constraints and characteristics of the study area.

2. Project Background and Purpose

The project is documented in the Space Coast Transportation Planning Organization's (TPO) Adopted Fiscal Year (FY) 2019 Transportation Project Priorities FY 2020 to FY 2024 list as number 7 in the highway component section as a potential four lane to six lane widening project. Local agency planning documents are provided in **Appendix A**.

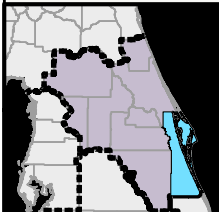
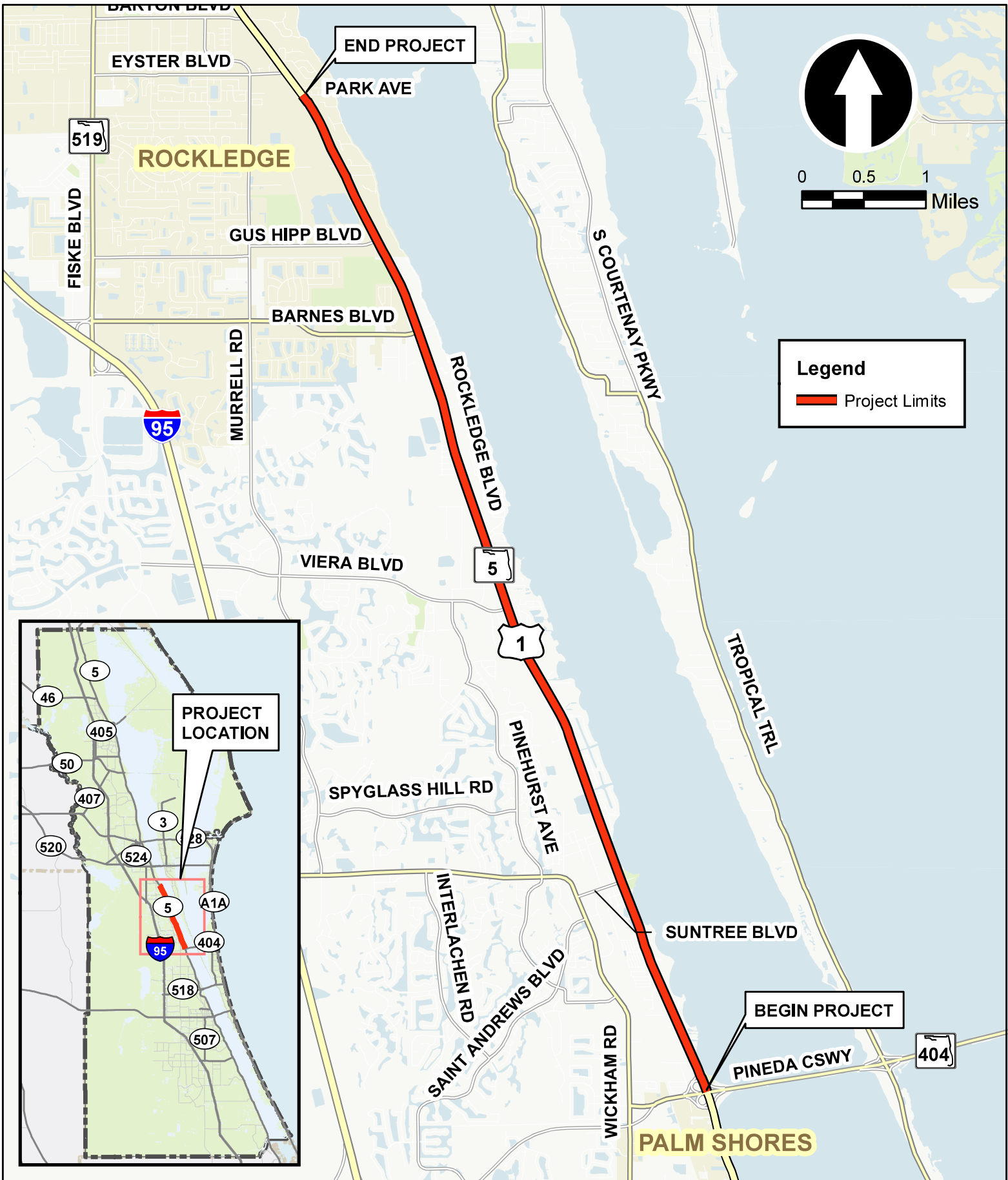
As part of the planning process, the Space Coast TPO submitted an application to the Florida Department of Transportation (FDOT) requesting a corridor planning study be conducted in Fiscal Year 2019. This process is also consistent with FDOT's internal process of conducting a corridor planning study on projects that may advance to the Project Development and Environment (PD&E) Study phase.

The purpose of the planning study is to identify the project's purpose and need, identify the environmental setting, develop and evaluate alternative(s) to meet the project's need.

3. Project / Facility Description

3.1. Project Description

As shown in **Figure 1**, the limits of the study begin at Pineda Causeway (SR 404) and extend nine miles to the north to Park Avenue. The corridor traverses both the City of Rockledge and Brevard County and is bound by the Florida East Coast Railway (FECR) on the west and the Banana River on the east. Within the study limits, US 1 is a four-lane divided suburban arterial roadway. South of Pineda Causeway, US 1 is a six-lane divided, suburban arterial roadway. At Park Avenue, US 1 transitions to a six-lane divided urban arterial roadway. It should be noted the project is not evaluating capacity or operational improvements at the Pineda Causeway (SR 404) interchange.



4. Summary of Transportation Plans

4.1. Location in Local Plans

The project is documented in the Space Coast Transportation Planning Organization's (TPO) Adopted Fiscal Year (FY) 2019 Transportation Project Priorities FY 2020 to FY 2024 list as number 7 in the highway component section as a potential four lane to six lane widening project.

The Space Coast Transportation Planning Organization (SCTPO) identifies the widening of US 1 from Pineda Causeway to Barnes Boulevard to six lanes with interchange improvements at Pineda Causeway/SR 404 and the widening of US 1 from Barnes Boulevard to Park Ave to six lanes under their Cost Feasible Plan located in their 2040 Long Range Transportation Plan (LRTP).

4.2. Funding and Sources

The project is documented in the Space Coast Transportation Planning Organization's (TPO) Adopted Fiscal Year (FY) 2019 Transportation Project Priorities FY 2020 to FY 2024 list as number 7 in the highway component section as a potential four lane to six lane widening project.

The Corridor Planning Study is being funded by Surface Transportation Program funds, known as "SU" funds. These are federal funds for urban areas with populations greater than 200,000.

4.3. Previous / Ongoing Planning Studies

There are no previous or ongoing planning studies on this segment of US 1. All Aboard Florida, now known as Virgin Trains, completed a Final Environmental Impact Statement (FEIS) in August 2015. A Record of Decision (ROD) was not identified. This action was completed to facilitate passenger rail between Miami and Orlando. The number of trains operating on the FEC line is unknown at this time; however, the double tracking of this line may influence future intersection layouts and geometry.

5. Study Area Description

5.1. Existing and Future Land Use

The existing land use was identified using St. Johns River Water Management District (SJRWMD), 2009 data. The existing land uses within a 300-foot buffer of the project limits are shown on **Figure 2**. The dominant land use classifications are Bays and Estuaries, Roads and Highways, and Commercial and services. Within the study limits, there are substantial industrial land uses / facilities that are severed by the FECR. These are generally manufacturing, light industrial, industrial and similar uses.

Within a 300-foot buffer of the project limits, the dominant Future Land Use listed are CC- Community Commercial, IND- Industrial, and NC- Neighborhood Commercial, as shown on **Figure 3**.

Legend

- 1100 Residential - low density - less than 2 dwelling units/acre
- 1190 Low density under construction
- 1200 Residential - medium density - 2-5 dwelling units/acre
- 1300 Residential - high density - 6 or more dwelling units/acre
- 1390 High density under construction
- 1400 Commercial and services
- 1480 Cemeteries
- 1510 Food processing
- 1520 Timber processing
- 1540 Oil & gas processing
- 1550 Other light industrial
- 1560 Pre-stressed concrete plants (includes 1564)
- 1620 Sand & gravel pits (must be active)
- 1700 Institutional
- 1810 Swimming beach
- 1840 Marinas & fish camps
- 1850 Other recreational (stables, go-carts, ...)
- 2210 Citrus groves
- 2400 Nurseries and vineyards
- 2450 Ornamentals
- 3100 Herbaceous upland nonforested
- 3200 Shrub and brushland (wax myrtle or saw palmetto, occasionally scrub oak)
- 3300 Mixed upland nonforested
- 4110 Pine thickets
- 4130 Sand pine
- 4200 Upland hardwood forests
- 4210 Xeric oak
- 4340 Upland mixed conifer/hardwood
- 4400 Forest regeneration
- 5100 Streams and waterways
- 5300 Reservoirs - pits, retention ponds, dams
- 5400 Bays and estuaries
- 6110 Bay swamp (if distinct)
- 6170 Mixed wetland hardwoods
- 6181 Cabbage palm hammock
- 6300 Wetland forested mixed
- 6450 Wet prairies
- 6460 Emergent aquatic vegetation
- 6460 Mixed scrub/hub wetland
- 7400 Disturbed land
- 7410 Rural land in transition without positive indicators of renewed activity
- 8120 Fall fields
- 8140 Roads and highways (divided 4-lanes with medians)
- 8370 Surface water collection ponds



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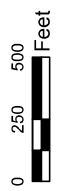
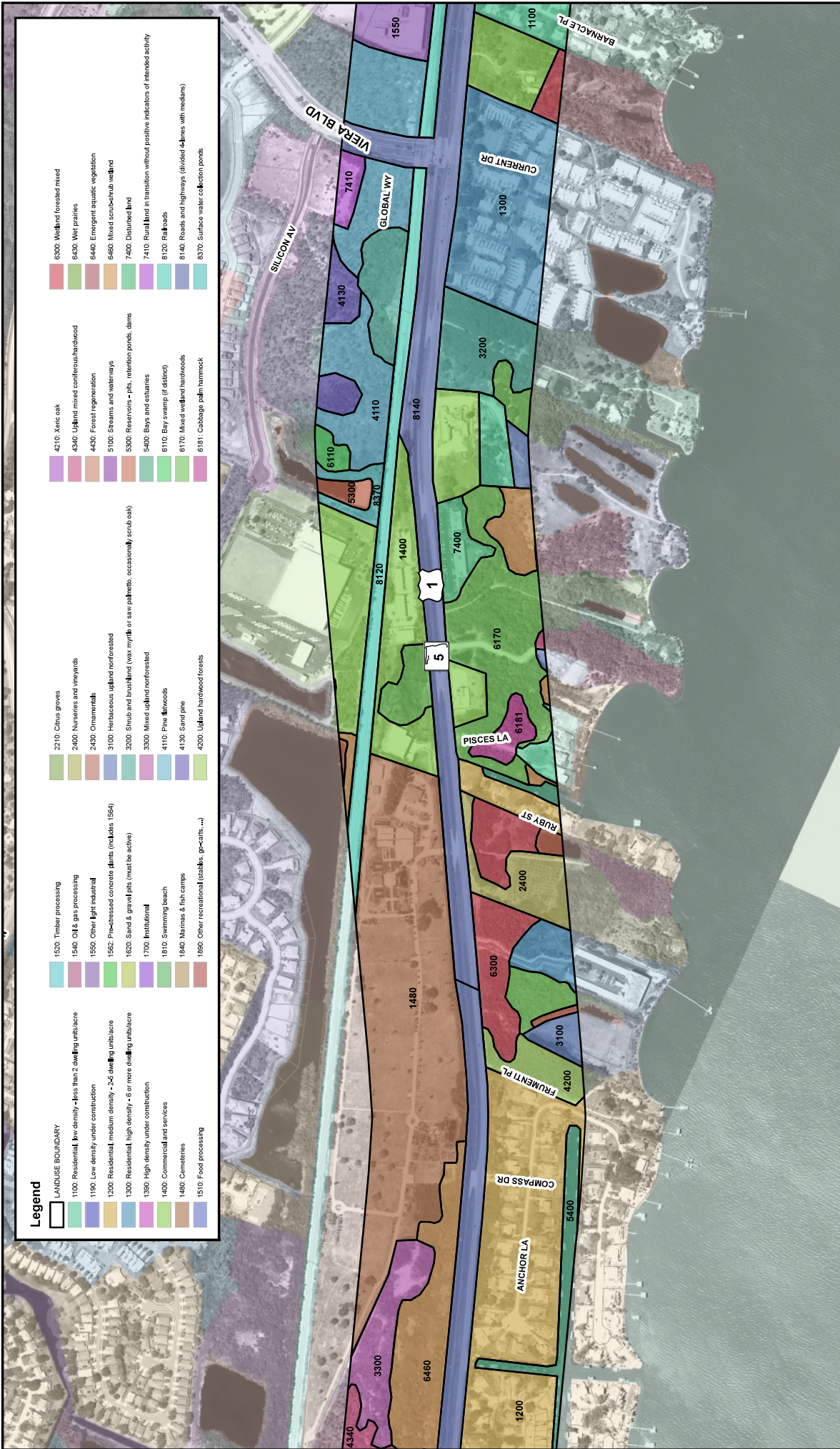


FIGURE 2
EXISTING LAND USE

Legend

- 1100 Residential - low density - less than 2 dwelling units/acre
- 1190 Low density under construction
- 1200 Residential - medium density - 2-5 dwelling units/acre
- 1300 Residential - high density - 6 or more dwelling units/acre
- 1390 High density under construction
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- 1480 Cemeteries
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- 5300 Reservoirs - pits, retention ponds, dams
- 5400 Bays and estuaries
- 6110 Bay swamp (if distinct)
- 6170 Mixed wetland hardwoods
- 6181 Cabbage palm hammock
- 6300 Wetland forested mixed
- 6450 Wet prairies
- 6460 Emergent aquatic vegetation
- 6460 Mixed scrub/hub wetland
- 7400 Disturbed land
- 7410 Rural land in transition without positive indicators of renewed activity
- 8120 Fall roads
- 8140 Roads and highways (divided 4-lanes with medians)
- 8370 Surface water collection ponds



**FIGURE 2
EXISTING LAND USE**

0 250 500 Feet



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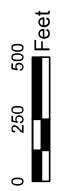
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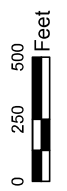
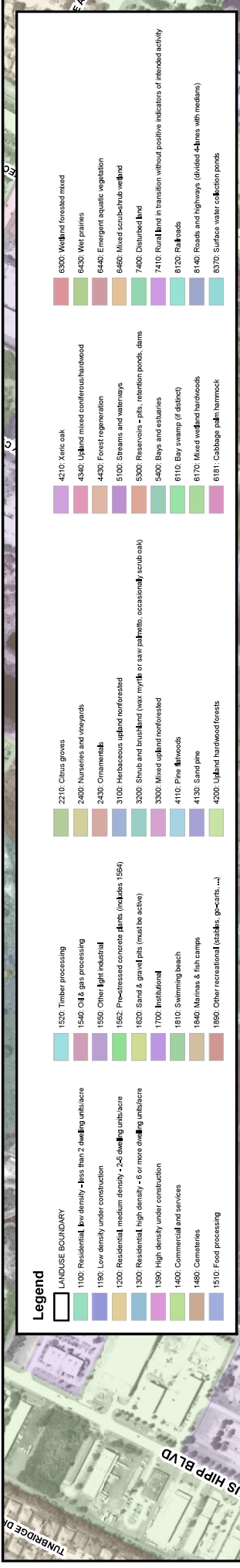


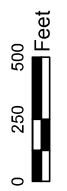
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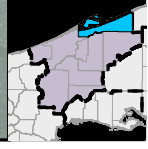
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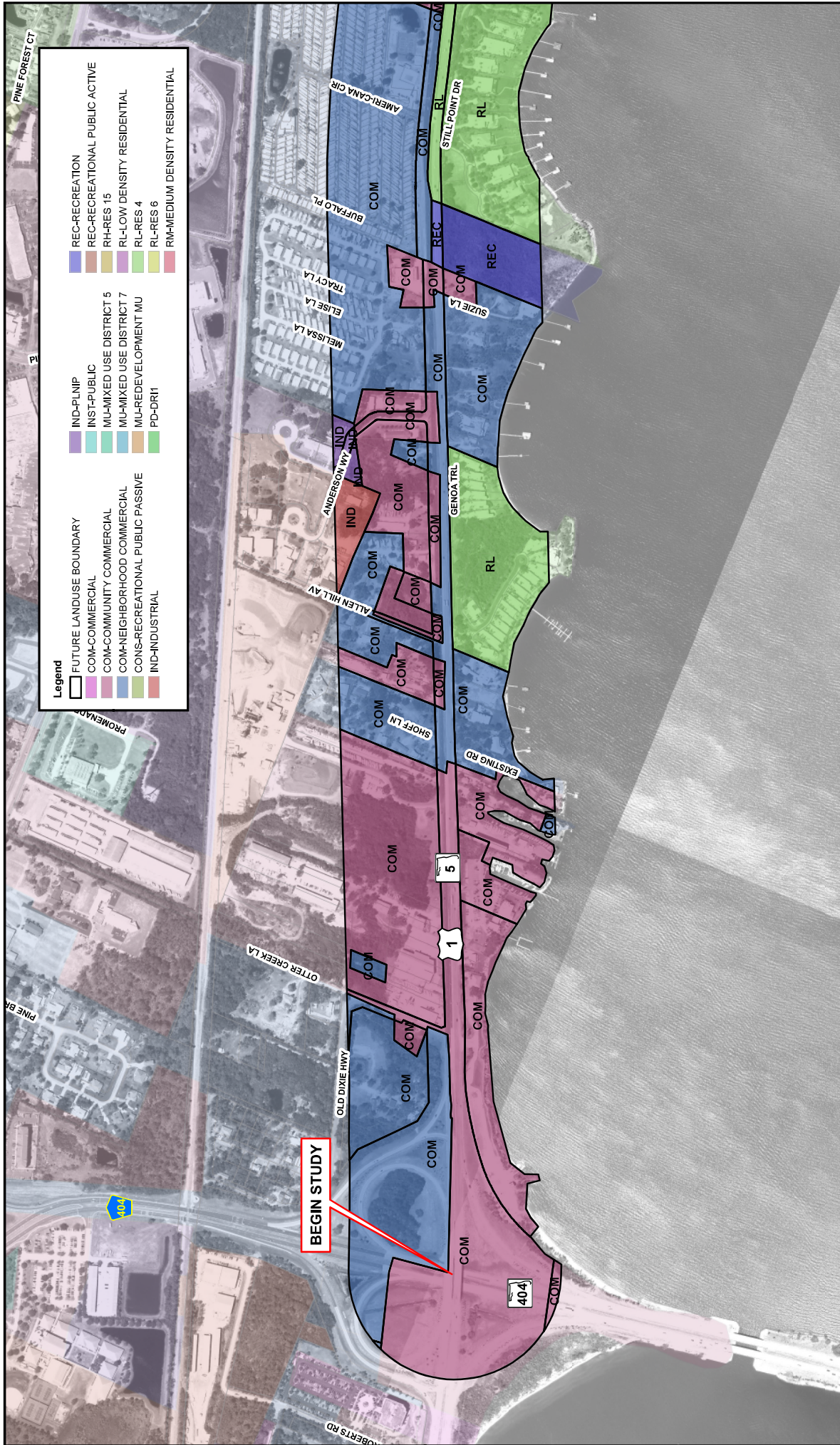
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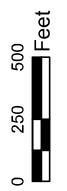
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Legend	
[Black outline]	FUTURE LANDUSE BOUNDARY
[Pink]	COM-COMMERCIAL
[Purple]	COM-COMMUNITY COMMERCIAL
[Light Blue]	COM-NEIGHBORHOOD COMMERCIAL
[Light Green]	COMS-RECREATIONAL PUBLIC PASSIVE
[Red]	IND-INDUSTRIAL
[Light Purple]	IND-PLNIP
[Light Blue-Green]	INST-PUBLIC
[Light Green]	MU-MIXED USE DISTRICT 5
[Light Green]	MU-MIXED USE DISTRICT 7
[Light Green]	MU-REDEVELOPMENT MU
[Light Green]	PD-DR11
[Blue]	REC-RECREATION
[Light Blue]	REC-RECREATIONAL PUBLIC ACTIVE
[Orange]	RH-RES 15
[Light Green]	RL-LOW DENSITY RESIDENTIAL
[Light Green]	RL-RES 4
[Light Green]	RL-RES 6
[Light Green]	RM-MEDIUM DENSITY RESIDENTIAL

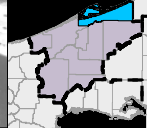


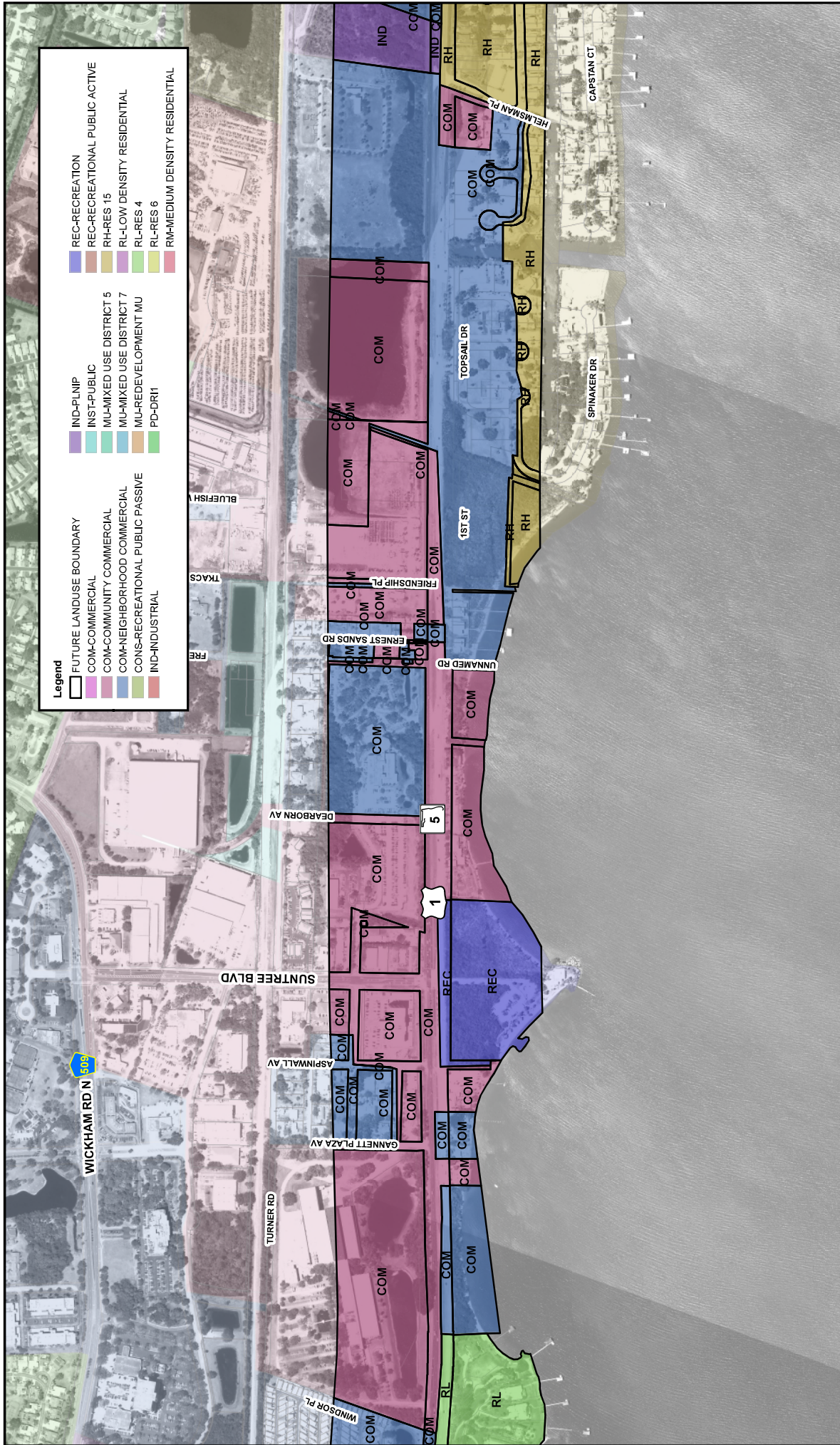
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FIGURE 3
FUTURE LAND USE

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Legend

	FUTURE LANDUSE BOUNDARY		IND-PLNIP		REC-RECREATION
	COM-COMMERCIAL		INST-PUBLIC		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMUNITY COMMERCIAL		MU-MIXED USE DISTRICT 5		RH-RES 15
	COM-NEIGHBORHOOD COMMERCIAL		MU-MIXED USE DISTRICT 7		RL-LOW DENSITY RESIDENTIAL
	CONS-RECREATIONAL PUBLIC PASSIVE		MU-REDEVELOPMENT MU		RL-RES 4
	IND-INDUSTRIAL		PD-DR11		RL-RES 6
					RW-MEDIUM DENSITY RESIDENTIAL



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FIGURE 3
FUTURE LAND USE

