

# TCAR Report

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## APPENDIX B

### ETDM Programming Screen Summary Report



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## ***Florida Department of Transportation***

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# **ETDM Summary Report**

**Project #14055 - Brooklyn Skyway Extension and Station Development**

**Programming Screen - Published on 09/25/2014**

**Printed on: 5/02/2018**

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## Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project commitments resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

# #14055 Brooklyn Skyway Extension and Station Development

**District:** District 2

**Phase:** Programming Screen

**County:** Duval

**From:** Skyway O&M Center

**Planning Organization:** FDOT District 2

**To:** 750 foot ext on JTA property

**Plan ID:** Not Available

**Financial Management No.:** Not Available

**Federal Involvement:** Maintain Federal Eligibility Federal Funding

**LAP Agency:** Jacksonville Transportation Authority (Already PD&E LAP Certified)

**Agency Completing NEPA Document:** Local Agency (with FDOT oversight)

**Contact Information:** Terri Newman (386) 961-7713 x7713 terri.newman@dot.state.fl.us

**Project Web Site:** <http://www.jtafla.com/AboutJTA/ShowFull.aspx?Sel=288>

**Snapshot Data From:** Summary Report Re-Published 9/25/2014

*Issues and Categories are reflective of what was in place at the time of the screening event.*

	Social and Economic						Cultural			Natural				Physical							
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: Skyway O&M Center To: 750 foot ext on JTA property Re-Published: 09/25/2014 Reviewed from 07/29/2013 to 09/12/2013	1	2	0	0	2	1	1	2	2	0	2	2	2	2	0	2	2	2	0	N/A	0

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## Purpose and Need

### Purpose and Need

#### System Linkage

Currently, one-third of a mile infrastructure for the Skyway connects only to the Operations and Maintenance facility. The purpose of the Brooklyn Skyway Extension and Station development is to maximize use of existing Skyway infrastructure to provide service to the re-developing Brooklyn area. The Brooklyn extension uses this existing infrastructure and extends it 0.14 miles to provide Skyway service to Brooklyn. This extension to the southwest in Brooklyn has been contemplated since 1983, with the JTA acquiring an easement in 2006 along the north side of the Riverside Avenue corridor for this explicit purpose. This effort also builds upon the findings of previous feasibility and conceptual engineering studies which specifically evaluated the extension of the Skyway within this easement, particularly the October 2009 JTA Riverside O&M/Conceptual Planning Study. This study identified a preferred alignment and developed a concept plan for a new station in Brooklyn adjacent to JTAs Operations and Maintenance facility at the corner of Leila Street and Riverside Avenue.

The Skyway has been limited in connectivity to major activity centers, particularly between the historic neighborhoods of Brooklyn and Riverside with the Downtown core. The existing Jefferson and Convention Center stations are too distant to capture these markets by foot and essentially function as park and ride locations. Extending the system south to this area will provide the opportunity to directly connect the Skyway to an area which will have the immediate population and employment density necessary to support greater and routine use by local, neighborhood residents and employees via walking.

#### Economic Development

This extension will also establish a new Skyway-focused TOD framed around the recently approved development activity in the adjacent four block area to the immediate south of the station. This new mixed-use development includes the 220 Riverside and Riverside Park projects, encompassing over 17 acres of multifamily, retail, and office uses at an estimated cost of \$92 million. The two projects combined consist of over 600 new residential units and 70,000 square feet of retail/commercial, including a new grocery store anchor. This will have the immediate benefit of improved transit connectivity for the neighborhood as well as capturing a new market to increase ridership to the system. Most importantly, long-term economic development benefits for the area are expected to accrue based on this recent development activity and the anticipated rising property values, continued redevelopment and tax revenues surrounding the proposed station.

The Brooklyn Skyway Extension would also support continued economic growth in the Jacksonville Enterprise Zone and Jacksonville Empowerment Zone. The location is within a transitional neighborhood that has struggled with blight and economic decline over the past 50 years. The historic Brooklyn neighborhood represents one of Jacksonvilles oldest neighborhoods and has been a primary redevelopment target for Downtown following the Citys Master Plan adopted in 2000, as well as the identification of the adjacent McCoys Creek as a future greenway connecting neighborhoods from the west of Riverside Avenue to the St. Johns River. For years, the community has been dominated by vacant and underutilized commercial and industrial buildings. What was once one of the Citys densest, streetcar neighborhoods, with a diverse collection of residential and institutional buildings, has since deteriorated and, save for a number of riverfront office buildings, has largely been awaiting investment since the last part of the 20th century.

#### Enhanced Mobility

The project also enhances the Skyways role in supporting Downtown mobility, specifically for regional and community events. The Skyway has been instrumental in facilitating mobility for large Downtown events, including the Super Bowl, the annual Jacksonville Jazz Festivals, Riverside Arts Market and First Wednesday Art Walks. Most recently, the Skyway was a key component to the implementation of the innovator festival known as One Spark. The One Spark event alone brought 44,000 riders to the system over a single weekend. Fare and programmatic changes to the Skyway have served to more than double average daily ridership numbers from FY 2010 through the end of 2012.

The importance of targeting this specific area for the extension of the Skyway is that Brooklyn will continue to emerge as a key entrance way for travelers into Downtown from both the immediate area and via the new Interstate 95/10 access ramps at Forest and Myrtle Streets. The Brooklyn area represents great promise as a key linkage neighborhood between the historic Riverside and Five Points areas to the south and the core of Downtown. By complementing the already strong employment and residential opportunities further south along Riverside Avenue, the redevelopment of Brooklyn will allow for future low and mid-rise mixed use development with residential and retail supporting work force and affordable housing opportunities distinct from the high rise options found in the Downtown core.

### Local and Regional Plan Consistency

JTA has coordinated with the North Florida Transportation Planning Organization (TPO) who is scheduled to amend the project into the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). JTA has also coordinated with the Florida Department of Transportation who will include the project in the State Transportation Improvement Program (STIP) upon approval by the TPO.

### Purpose and Need Reviews

#### FL Department of Economic Opportunity

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	09/04/2013	Chris Wiglesworth (chris.wiglesworth@deo.myflorida.com)	No Purpose and Need comments found.

#### FL Department of Environmental Protection

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	09/11/2013	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

#### FL Department of State

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/12/2013	Daniel McClarnon (daniel.mcclarnon@dos.myflorida.com)	No Purpose and Need comments found.

#### FL Fish and Wildlife Conservation Commission

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/26/2013	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

#### Federal Transit Administration

Acknowledgement	Date Reviewed	Reviewer	Comments
Accepted	10/23/2013	Stan Mitchell (stanley.a.mitchell@dot.gov)	No Purpose and Need comments found.

#### National Marine Fisheries Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/15/2013	Brandon Howard (Brandon.Howard@noaa.gov)	None

#### National Park Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/19/2013	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

### Natural Resources Conservation Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/01/2013	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

### North Florida TPO

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/21/2013	Denise Bunnewith (dbunnewith@northflorida.tpo.com)	This project is not in the North Florida TPO's 2035 Long Range Transportation Plan. A streetcar line was planned for this corridor, however, if funded the TPO will amend the plan to include this project. The TPO is currently developing the 2040 Long Range Transportation Plan, this plan will include the Skyway Extension."

### US Army Corps of Engineers

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	09/11/2013	Andrew Phillips (andrew.w.Phillips@usace.army.mil)	No Purpose and Need comments found.

### US Coast Guard

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	08/12/2013	Randall Overton (randall.d.overton@uscg.mil)	No Coast Guard involvement.

### US Environmental Protection Agency

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	09/04/2013	Madolyn Sanchez (sanchez.madolyn@epa.gov)	No Purpose and Need comments found.

### US Fish and Wildlife Service

Acknowledgement	Date Reviewed	Reviewer	Comments
Understood	09/04/2013	Jane Monaghan (Jane_Monaghan@fws.gov)	No Purpose and Need comments found.

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## Project Description Data

### Project Description

The Brooklyn Skyway Extension and Station Development is a 0.14 mile extension of the Skyway infrastructure and station construction adjacent to the existing Skyway Operations and Maintenance (O&M) Center. The project will impact the current parking at the O&M Center, so the project includes relocation of the parking to the other side of the O&M center and sidewalk improvements for connections. The project will be constructed exclusively on property owned by the Jacksonville Transportation Authority (JTA).

### Summary of Public Comments

Summary of Public Comments is not available at this time.

### Justification

State and local government officials and agency support letters are attached.

### Planning Consistency Status

Planning Consistency Status



No

Currently Adopted CFP-LRTP?

JTA has coordinated with the North Florida Transportation Planning Organization (TPO) who is scheduled to amend the project into the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). JTA has also coordinated with the Florida Department of Transportation who will include the project in the State Transportation Improvement Program (STIP) upon approval by the TPO.

### Federal Consistency Determination

**Date:** 09/11/2013

**Determination:** CONSISTENT with Coastal Zone Management Program.

### Lead Agency

Federal Transit Administration

### Participating and Cooperating Agencies

No Cooperating Agencies have been identified.

No Participating Agencies have been identified.

### Exempted Agencies

Agency Name	Justification	Date
US Coast Guard	This does not impact any navigable waterways.	07/29/2013
Federal Highway Administration	This is a transit project and does not involve any roadways.	07/29/2013
US Forest Service	There are no USFS resources.	07/29/2013
Federal Rail Administration	This does not involve FRA facilities.	07/29/2013

### Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

### User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

### Census Places Within 500 Feet

- java.lang.RuntimeException: ArcIMS responded with an error: [ERR0703] Unknown ArcIMS service Query

## Alternative #1

### Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	Skyway O&M Center	750 foot ext on JTA property	New Alignment	ETAT Review Complete	? mi.	\$19,738,000.00	Transit Rail	N

### Segment Description(s)

#### Location and Length

Segment No.	Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
Unnamed Segment	Unnamed Segment	Skyway O&M Center	750 ft. ext on JTA property	0.14			

#### Jurisdiction and Class

Segment No.	Jurisdiction	Urban Service Area	Functional Class
Unnamed Segment	FDOT	In	N/A

#### Base Conditions

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

#### Interim Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

#### Needs Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

#### Cost Feasible Plan

Segment No.	Year	AADT	Lanes	Config
Unnamed Segment				

#### Funding Sources

Segment No.	JTA	FEDERAL	Unknown
\$9,738,000.00	\$10,000,000.00		

### Project Effects Overview for Alternative #1

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	09/04/2013
Social	1 Enhanced	North Florida TPO	08/20/2013
Social	2 Minimal	US Environmental Protection Agency	09/10/2013
Farmlands	0 None	Natural Resources Conservation Service	08/01/2013
Economic	1 Enhanced	FL Department of Economic Opportunity	09/04/2013
<b>Cultural</b>			
Historic and Archaeological Sites	2 Minimal	FL Department of State	08/12/2013
Historic and Archaeological Sites	2 Minimal	Seminole Tribe of Florida	09/05/2013
Recreation Areas	N/A N/A / No Involvement	National Park Service	08/19/2013
Recreation Areas	0 None	US Environmental Protection Agency	09/04/2013
Recreation Areas	0 None	FL Department of Environmental Protection	09/11/2013

<b>Natural</b>				
Wetlands	0	None	National Marine Fisheries Service	08/15/2013
Wetlands	0	None	US Environmental Protection Agency	09/04/2013
Wetlands	2	Minimal	US Army Corps of Engineers	09/03/2013
Wetlands	0	None	FL Department of Environmental Protection	09/11/2013
Wetlands	N/A	N/A / No Involvement	US Fish and Wildlife Service	08/22/2013
Water Quality and Quantity	2	Minimal	Saint Johns River Water Management District	09/11/2013
Water Quality and Quantity	0	None	FL Department of Environmental Protection	09/11/2013
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	09/10/2013
Floodplains	2	Minimal	US Environmental Protection Agency	09/06/2013
Floodplains	2	Minimal	Saint Johns River Water Management District	09/11/2013
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	08/26/2013
Wildlife and Habitat	N/A	N/A / No Involvement	US Fish and Wildlife Service	08/22/2013
Coastal and Marine	0	None	National Marine Fisheries Service	08/15/2013
<b>Physical</b>				
Air Quality	2	Minimal	US Environmental Protection Agency	09/06/2013
Contamination	2	Minimal	FL Department of Environmental Protection	09/11/2013
Contamination	2	Minimal	US Environmental Protection Agency	09/10/2013
Navigation	N/A	N/A / No Involvement	US Coast Guard	08/12/2013
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	09/03/2013
<b>Special Designations</b>				
Special Designations	0	None	US Environmental Protection Agency	09/05/2013

## ETAT Reviews and Coordinator Summary: Social and Economic

### Land Use Changes

#### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 12/30/2013 by FDOT District 2

#### Comments:

FDEO DOE: Enhanced

JTA Recommended DOE: **Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect of Enhanced.

The EST GIS analysis identified bus and truck terminals, commercial and services, and railroads as the three major existing land uses within the 500-foot buffer distance. The Future Land Use for District 2 identified office, commercial, tourism, marina, and mixed use as the future land uses near the project.

The Brooklyn Skyway Extension will provide service to the redevelopment of the Brooklyn area now occurring.

FDEO noted that the project is on the City's 2030 Future Transportation Map

Series #T-5A.

FDOE also noted that the 2030 Future Land Use Map of the Comprehensive Plan shows a mix of Future Land Use Map categories surrounding the project, including Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use (Residential/ Professional/ Institutional), Community/General Commercial, Public Buildings and Facilities, Business Park, and Recreation and Open Space. The project is within a quarter mile of the following local parks: Green Space Celebration Park, Belmonte Park, Water & Broad Street Pocket Park, Native Park and Jessie Ball DuPont Park. JTA should analyze impacts to these Section 4(f) resources.

FDOE also noted that Other planning items that would affect or be enhanced by the project are as follows: Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI and Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port).

JTA anticipates the project to result in no impact to recreational areas/local parks. However, if during the project these resources could be impacted JTA will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the Federal Transit Administration (FTA) or the US Environmental Protection Agency (USEPA).

**Degree of Effect:** 1 *Enhanced* assigned 09/04/2013 by Chris Wiglesworth, FL Department of Economic Opportunity

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

**City of Jacksonville 2030 Comprehensive Plan adopted on November 10, 2009; and amended in July 2011.**

##### Comments on Effects to Resources:

The Project is compatible with community's development goals and Comprehensive Plan per discussion with the City of Jacksonville. Transportation Element Objectives 1.5 and 1.6, with associated policies, are intended to address the importance of the Skyway and its interconnection to existing and planned public transit system within the City's Central Business District (CBD). The project is consistent with the City's downtown revitalization and economic development goals. Overall, these initiatives are stated in the policies as being "a public-private partnership to decrease automobile travel on, or encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD".

The project is on the City's 2030 Future Transportation Map Series #T-5A.

The 2030 Future Land Use Map of the Comprehensive Plan shows a mix of Future Land Use Map categories surrounding the project, including Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use (Residential/ Professional/ Institutional), Community/General Commercial, Public Buildings and Facilities, Business Park, and Recreation and Open Space.

The project is within a quarter mile of the following local parks: Including Green Space Celebration Park, Belmonte Park, Water & Broad Street Pocket Park, Native Park and Jessie Ball DuPont Park. FDOT should analyze impacts to these 4(f) resources.

The project is not within an area of critical state concern, does not encroach a military base, and is not within the coastal high hazard area (CHHA).

Other planning items that would affect or be enhanced by the project are as follows, (DRIs): Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI and Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port)

##### Additional Comments (optional):

##### CLC Commitments and Recommendations:

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## Social

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

USEPA DOE: **Minimal**

North Florida TPO: **Minimal**

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Environmental Protection Agency (USEPA) and the North Florida TPO and recommends a Degree of Effect (DOE) of Minimal.

Social resources are listed in Contaminated Sites, Aesthetics, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites DOEs. The EST GIS analysis identified all of the Census Block groups located within the 500-foot buffer have a minority population greater than 40%, while only one of the Block groups located within the 5,280-foot buffer have a median family income below \$25,000. Also, based on Census data, less than 1% of the population in the study area speaks English "Not Well" or "Not at All". The census data reveals that in all but one Block group within 5,280-foot there are residents who use public transportation to work. The project is located within a HUD Empowerment Zone/Enterprise Community. The EST GIS also identified no cemeteries, no community centers, no cultural centers, no health care facilities, no parks, no schools, no religious centers located within the 500-foot buffer distance.

USEPA noted there will be social benefits from the project and that it will support continued economic growth in the Jacksonville Enterprise Zone and Jacksonville Empowerment Zone. It also will enhance mobility in the Downtown and Brooklyn areas.

USEPA noted some social issues to be considered. 1) It is in a transitional neighborhood with a 50 year struggle with blight and decline. 2) It is a primary redevelopment target. 3) Project impacts to economically disadvantaged populations, minorities; elderly or disabled population should be avoided or minimized to the best extent practicable. EPA recommends that public involvement activities be conducted throughout the PD&E phase of the project.

This project will be developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (Environmental Protection Agency [EPA], 1994).

JTA will prepare a Public Involvement Plan and conduct a SCE evaluation and a noise and vibration screening analysis for this project.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** i *Enhanced* assigned 08/20/2013 by Denise Poyant Bunnewith, North Florida TPO

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

**Identified Resources and Level of Importance:**

This project will increase connectivity to employment in the central business district without negatively impacting the community because the ROW is already owned by JTA.

**Comments on Effects to Resources:**

Transit service is currently available in this corridor, however, the commuter likely to use the Skyway may be the choice rider, not the general bus clientele. With the new development proposed for the Brooklyn area this project will encourage residents to leave their cars at home, reducing congestion.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 2 *Minimal* assigned 09/10/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

**Identified Resources and Level of Importance:**

Social and sociocultural impacts to residents and local businesses within the Brooklyn neighborhood.

**Comments on Effects to Resources:**

EPA is assigning a minimal degree of effect to this issue. There will be social benefits resulting from the project. The Skyway project will provide connectivity to major activity centers, particularly between the historic neighborhoods of Brooklyn and Riverside with the Downtown core. This extension will provide the opportunity to directly connect the Skyway to an area which will have the immediate population and employment density necessary to support greater and routine use by local, neighborhood residents and employees via walking. The project will also provide for economic development. This extension will establish a new Skyway-focused TOD framed around the recently approved development activity in the adjacent four block area to the immediate south of the station. The Brooklyn Skyway Extension would also support continued economic growth in the Jacksonville Enterprise Zone and Jacksonville Empowerment Zone. The project also has the benefit of enhanced mobility in the downtown Jacksonville area and the Brooklyn area.

There are social issues to be considered for the project. The area surrounding this project is within a transitional neighborhood that has struggled with blight and economic decline over the past 50 years. The historic Brooklyn neighborhood represents one of Jacksonville's oldest neighborhoods and has been a primary redevelopment target for Downtown following the City's Master Plan adopted in 2000, as well as the identification of the adjacent McCoy Creek as a future greenway connecting neighborhoods from the west of Riverside Avenue to the St. Johns River. For years, the community has been dominated by vacant and underutilized commercial and industrial buildings. What was once one of the City's densest, streetcar neighborhoods, with a diverse collection of residential and institutional buildings, has since deteriorated and, save for a number of riverfront office buildings, has largely been awaiting investment since the last part of the 20th century. These issues need to be considered during the PD&E process and how the project will impact the Brooklyn residents and business owners. Project impacts to economically disadvantaged populations, minorities, elderly, or disabled populations should be avoided or minimized to the best extent practicable. EPA recommends that public involvement activities be conducted throughout the PD&E phase of the project.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Relocation Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 0 None assigned 12/30/2013 by FDOT District 2

**Comments:**

No Summary Degree of Effect Found

JTA Recommended DOE: **None**

The project will be located next to the existing Skyway Operations and Maintenance facility exclusively on property owned by the Jacksonville Transportation Authority.

The proposed project is expected to result in no involvement with relocation.

None found

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**Farmlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** 0 None assigned 12/30/2013 by FDOT District 2

**Comments:**

NRCS DOE: None

JTA Recommended DOE: **None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Natural Resources Conservation Service (NRCS) and recommends a Degree of Effect of None.

The Geographic Information Systems (GIS) analysis identified and the NRCS noted that there is no Prime, Unique, or Locally Important farmland soils within any buffer distance.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 0 None assigned 08/01/2013 by Rick Allen Robbins, Natural Resources Conservation Service

**Coordination Document:** No Involvement

**Direct Effects**

### Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

### Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Prime, Unique, Local) Farmland Analysis (using existing SJRWMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils or Agricultural lands within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

### Additional Comments (optional):

### CLC Commitments and Recommendations:

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## Aesthetic Effects

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

#### Comments:

No Summary Degree of Effect Found

JTA Recommended DOE: **Minimal**

Although the EST GIS analysis identified no residential areas within 500 feet, two residential developments are under construction close to the project along Riverside Avenue. JTA is aware of aesthetic effects of the new station and will provide opportunity for community review of the station design during project development.

None found

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## Economic

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 12/30/2013 by FDOT District 2

#### Comments:

FDEO DOE: Enhanced

JTA Recommended DOE: **Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect of Enhanced.

The project is located in the Northside West Downtown Development of Regional Impact and the Jacksonville Urban Round III Empowerment Zone. The project connects the Brooklyn neighborhood to the Downtown. The 2005 permanent population of Duval County, according to the North Florida TPO's Envision 2035 Long Range Transportation Plan (LRTP), adopted in March 2010 was 855,572 and was anticipated to increase by 42% to 1,218,000 by 2035. This reflected an average annual increase of 12,029 persons, or about 1.18% per year from the 2005 estimate. The University of Florida's Bureau of Economic and Business Research estimated the April 1, 2011 population of Duval County as 864,601 and projects the 2035 population to be between 850,800 (this is the low projection, which represents a decrease of 1.5% from the 2011 population) to 1,224,400 (the high projection, which is an increase of 42%). Based on the North Florida TPO's Envision 2035 LRTP, employment in 2005 was 509,112 and is projected to be 780,676 in 2035, an increase of 53%. This reflects an average annual increase of 9,052 employees from the 2006 estimate. These socioeconomic projections are used in the Northeast Florida Regional Planning Model to estimate travel demand in the future.

FDEO noted that the project has the potential to attract new development and create jobs by being a critical component of the downtown redevelopment program to attract new development/businesses to the CBD of the City, by providing intermodal transportation connections of the Skyway to other mass transit systems, to foster cost-effective mobility of people, goods and services. The project has the potential to create jobs due to the possibility for expanding existing businesses within the CBD and approval of new businesses downtown Jacksonville. The project is not located in a Rural Area of Critical Economic Concern (RACEC).

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 1 *Enhanced* assigned 09/04/2013 by Chris Wiglesworth, FL Department of Economic Opportunity

**Coordination Document:** No Involvement

#### Direct Effects

**Identified Resources and Level of Importance:**

**City of Jacksonville 2030 Comprehensive Plan adopted on November 10, 2009; and amended in July 2011.**

#### Comments on Effects to Resources:

The project has the potential to attract new development and create jobs by being a critical component of the downtown redevelopment program to attract new development/businesses to the CBD of the City, by providing intermodal transportation connections of the Skyway to other mass transit systems, to foster cost-effective mobility of people, goods and services.

The project has the potential to create jobs due to the possibility for expanding existing businesses within the CBD and approval of new businesses downtown Jacksonville.

The project is not located in a Rural Area of Critical Economic Concern (RACEC)

#### Additional Comments (optional):

#### CLC Commitments and Recommendations:

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## Mobility

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 12/30/2013 by FDOT District 2

#### Comments:

No Summary Degree of Effect Found

JTA Recommended DOE: **Enhanced**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect of Enhanced.

The EST GIS analysis identified four Bus Transit Routes and two Transportation Disadvantaged Service Provider Areas within the 200- foot buffer distance. Two opportunities for Multi-Use Trails and one opportunity for a paddling trail are identified in the EST GIS analysis.

Existing transit service within the project limits is operated by the Jacksonville Transportation Authority (JTA). The project will serve as a mini-hub for bus transfer service from the Skyway to trolley and local bus service. The proposed project will enhance mobility resources.

No comments were received from the Federal Transit Administration (FTA).

None found

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## ETAT Reviews and Coordinator Summary: Cultural

### Section 4(f) Potential

#### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

#### Comments:

No Summary Degree of Effect Found

JTA Recommended DOE: **Minimal**

Section 4(f) involvement is unknown at this time and will depend on the results of the CRAS. There may be involvement if any NRHP-eligible resources are identified. If identified, the JTA will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources and considered to the greatest extent practicable.

No additional right-of-way is anticipated. Therefore Section 4(f) recreational resources will be avoided, but coordination will occur with the Federal Transit Administration (FTA) during Project Development if additional ROW needs are determined.



None found

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## Historic and Archaeological Sites

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

Seminole Tribe DOE: Minimal

SHPO DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Seminole Tribe of Florida and Florida Department of State (SHPO) and recommends a Degree of Effect (DOE) of Minimal.

The Seminole Tribe of Florida and SHPO noted that they would like to review CRAS before commenting.

As the proposed improvements will be constructed on the existing JTA O&M center, a desktop analysis and field review will be prepared with the purpose of identifying potentially significant resources within the project Area of Potential Effect (APE). The desktop analysis will provide recommendations regarding the need for cultural resources fieldwork or additional documentation for the project corridor. Archaeological testing may not be warranted due to the significant level of disturbance from previous development work. A Phase I cultural resource assessment survey (CRAS) will be conducted for the parking lot modification and recommended pond site. If applicable, Section 106 Consultation will be conducted to assess potential project impacts to any cultural resources that are determined eligible for listing in the National Register of Historic Places (NRHP).

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 2 *Minimal* assigned 08/12/2013 by Daniel McClarnon, FL Department of State

**Coordination Document:** PD&E Support Document As Per PD&E Manual

#### Direct Effects

**Identified Resources and Level of Importance:**

No known resources at this time.

**Comments on Effects to Resources:**

The desktop analysis proposed is reasonable, but testing should supplement the analysis in areas where the land has not been heavily modified. This office can comment after a Cultural Resources Assessment Survey report has been submitted.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 2 *Minimal* assigned 09/05/2013 by Alison Swing, Seminole Tribe of Florida

**Coordination Document:** To Be Determined: Further Coordination Required

**Coordination Document Comments:**

The STOF-THPO would like to review the results of the CRAS before commenting on possible effects.

#### Direct Effects

**Identified Resources and Level of Importance:**

There are no known cultural resources at this time.

**Comments on Effects to Resources:**

The STOF-THPO would like to review the results of the CRAS before commenting on possible effects to archaeological sites potentially located in the project area.

**Additional Comments (optional):**

The STOF-THPO would like to review the results of the CRAS before commenting on possible effects.

**CLC Commitments and Recommendations:**

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## Recreation Areas

### Project Effects

**Coordinator Summary Degree of Effect:** 0 *None* assigned 12/30/2013 by FDOT District 2

**Comments:**

NPS: N/A / No Involvement

USEPA DOE: None

FDEP DOE: None

JTA Recommended DOE: **None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the National Park Service (NPS), the US Environmental Protection Agency (USEPA), and the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect of None.

The EST GIS analysis identified two opportunities for Multi-Use Trails and one opportunity for a paddling trail.

JTA anticipates the project to result in no impact to recreational areas. However, if during the project these resources could be impacted JTA will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources.

No comments were received from the Saint Johns River Water Management District (SJRWMD) or the Federal Transit Administration (FTA).

**Degree of Effect:** N/A *N/A / No Involvement* assigned 08/19/2013 by Anita Barnett, National Park Service

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 0 *None* assigned 09/04/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 0 *None* assigned 09/11/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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## ETAT Reviews and Coordinator Summary: Natural

### Wetlands

#### Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 12/30/2013 by FDOT District 2

**Comments:**

USFWS DOE: N/A / No Involvement  
NMFS DOE: None  
FDEP DOE: None  
USEPA DOE: None  
USACE DOE: Minimal  
JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), the Florida Department of Environmental Protection (FDEP), the US Environmental Protection Agency (USEPA), and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified no wetlands within the 500-foot buffer distance.

USACE noted that a review of the EST and USACE tools identified the presence of McCoy Creek within the project limits. McCoy Creek is considered a water of the United States and impacts to its bed or banks would require Department of the Army authorization. McCoy Creek at this location has been channelized and manipulated in such a way as to reduce and or eliminate its wetland functional value. The Creek still provides some level of flood protection. The placement of fill material or pilings within the bed and bank of the creek should be avoided.

JTA anticipates the project to result in no impact to wetlands. The project will add parking that is displaced by the Skyway extension on JTA property on Magnolia Street. If during project development these resources could be impacted, JTA will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources

No comments were received from the Saint Johns River Water Management District (SJRWMD) or the Federal Transit Administration (FTA).

**Degree of Effect:** 0 None assigned 08/15/2013 by Brandon Howard, National Marine Fisheries Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 0 None assigned 09/04/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 2 Minimal assigned 09/03/2013 by Andrew Phillips, US Army Corps of Engineers

**Coordination Document:** Permit Required

**Direct Effects**

**Identified Resources and Level of Importance:**

A review of the USACE tools identifies the presence of McCoy Creek within the project limits. McCoy Creek is considered a water of the United States and impacts to its bed or banks would require Department of the Army authorization.

**Comments on Effects to Resources:**

McCoy Creek at this location has been channelized and manipulated in such a way as to reduce and or eliminate its wetland functional value. The

Creek still provides some level of flood protection.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 0 *None* assigned 09/11/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 08/22/2013 by Jane Monaghan, US Fish and Wildlife Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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## Water Quality and Quantity

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

FDEP DOE: None

SJRWMD DOE: Minimal

USEPA DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Environmental Protection (FDEP), the Saint Johns River Water Management District (SJRWMD), and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified one 303(D) 1998 Impaired Waters within the 500-foot buffer distance. Principal Aquifers of the State of Florida described as Surficial Aquifer System is 4.5 acres (100%) within the 100-foot buffer distance. The Recharge Areas of the Floridan Aquifer shows a Discharge of Less than 1 as 100% within the 100-foot buffer distance. The GIS analysis indicated McCoy Creek as the Verified Impaired Florida Waters within the 100-foot buffer distance. Watershed Conditions 305(B) Poor is 100% within the 100-foot buffer distance. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction.

FDEP noted there was no impact to water quality and no further involvement was required.

SJRWMD noted that an individual Environmental Resource Permit may be required. They noted that the project's stormwater management facilities must be designed to meet the criteria within Florida Administrative Code 62-330 as of October 1, 2013.

USEPA noted the waterbodies and impaired waters for the project. They recommended that the PD&E study should include a review of water quality standards in the 303(d) listed water bodies, sources of water quality impairments, and TMDL requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

The project will add parking that is displaced by the Skyway extension and water retention on JTA property on Magnolia Street. However, all improvements will be designed to meet state water quality and quantity requirements and JTA will implement proper best management practice (BMPs) during construction to ensure there are no violations to water quality standards. A Location Hydraulics Report (LHR) and Pond Siting Report will be

prepared for the project.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 2 *Minimal* assigned 09/11/2013 by Cara Ackley Perron, Saint Johns River Water Management District

**Coordination Document:** Permit Required

**Coordination Document Comments:**An Individual Environmental Resource Permit may be required.

#### Direct Effects

##### Identified Resources and Level of Importance:

To date, McCoy Creek is impaired for fecal Coliform only. The District does not regulate this impairment.

##### Comments on Effects to Resources:

Item considered - No Comments

##### Additional Comments (optional):

An Individual Environmental Resource Permit may be required.

##### CLC Commitments and Recommendations:

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**Degree of Effect:** 0 *None* assigned 09/11/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

##### Comments on Effects to Resources:

##### Additional Comments (optional):

##### CLC Commitments and Recommendations:

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**Degree of Effect:** 2 *Minimal* assigned 09/10/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

Resources: Surface Water Quality, Groundwater Quality

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to this issue for the proposed project (ETDM #14055 Brooklyn Skyway Extension and Station Development).

##### Comments on Effects to Resources:

The project area is within the Lower St. Johns River Watershed/Basin and encompasses the St. Johns River Above Trout River and McCoy Creek drainage basins.

The St. Johns River Above Trout River (WBID #2213D) is listed on the Clean Water Act 303(d) list of impaired waters for failure to meet water quality standards for coliforms, nutrients, turbidity and total suspended solids.

The St. Johns River Above Trout River (WBID #2213D) and McCoy Creek (WBID #2257) are listed on the Verified Impaired Waterbodies in the State of Florida list. This list includes surface waters that fail to attain designated uses or fail to meet the minimum criteria for surface waters established in the Surface Water Quality Standards (62-302, F.A.C.) and the Impaired Waters Rule (IWR, 62-303, F.A.C.). When a water body is listed as impaired, a Total Maximum Daily Load (TMDL) must be developed to determine the maximum amount of a pollutant that a water body can receive to remain healthy.

This project should have a minimal impact on water quality within the drainage basin and watershed. EPA recommends that the PD&E study should include a review of water quality standards in the above listed water bodies, including those surface waters which are listed as having water quality impairments, and any associated TDML requirements and how these regulations and/or requirements may affect the proposed project and environmental resource permits.

Potential pollutant sources to surface water quality include stormwater runoff into nearby surface water bodies via drainage ditches or other conveyance

systems. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Engineering design features and hydrological drainage structures should be such that stormwater transport, flow, and discharge meet or exceed requirements.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Floodplains**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

USEPA DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Saint Johns Water Management District (SJRWMD), and the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified 0.11 acres within the 100-Year Flood Plain within the 100-foot buffer distance and 1.85 acres within the 500-foot buffer distance. The Skyway extension project crosses the 100-Year Flood Plain for a distance of approximately 100 feet.

SJRWMD noted that an individual Environmental Resource permit may be required. They recommended that the Skyway extension remain elevated when crossing the floodplain to avoid impacts, if possible.

USEPA noted that the Project Development & Environment (PD&E) phase of the project should include an evaluation of floodplain impacts. JTA should make efforts to avoid or minimize impacts to floodplain resources and functions.

JTA will prepare a Location Hydraulic Report (LHR) during Project Development. Impacts to floodplains and regulated floodways will be avoided or minimized to the maximum practicable extent. Engineering design features and hydrological drainage structures will be intended such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 2 *Minimal* assigned 09/06/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Resources: Floodplains

Level of Importance: Development within the 100-year floodplain is of a high level of importance. Construction within the floodplain should not impede, obstruct or divert the flow of water or debris in the floodplain which would alter discharge capacity or otherwise adversely affect public health, safety and welfare, or cause damage to public or private property in the event of a flood. A minimal degree of effect is being assigned for the proposed project (ETDM#14055, Brooklyn Skyway Extension and Station Development).

**Comments on Effects to Resources:**

A review of GIS analysis data (Special Flood Hazard Areas) in the EST at the programming screen phase of the project indicates a minimal amount of acreage within the 100-year floodplain, as designated by Zone AE of the flood hazard zone designation (FEMA Special Flood Hazard Areas).

There is less than one acre of 100-year floodplain within the 100 and 200 foot buffer distances and 4.3 acres within the 500 foot buffer distance of the proposed project. This project has minimal potential to impact floodplains and their functions in the area.

General comments relating to floodplains include the fact that any development within the 100-year floodplain has the potential for placing citizens and property at risk of flooding and producing changes in floodplain elevations and plan view extent. Development (such as roadways, housing developments, strip malls and other commercial facilities) within floodplains increases the potential for flooding by limiting flood storage capacity and exposing people and property to flood hazards. Development also reduces vegetated buffers that protect water quality and destroys important habitats for fish and wildlife.

The PD&E phase of the project should include an evaluation of floodplain impacts. FDOT should consider alternatives to avoid adverse effects and incompatible development in the floodplains. Efforts should be made to avoid or minimize impacts to floodplain resources and functions.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** 2 *Minimal* assigned 09/11/2013 by Cara Ackley Perron, Saint Johns River Water Management District

**Coordination Document:** Permit Required

**Coordination Document Comments:** Individual Environmental Resource Permit may be required.

**Direct Effects**

**Identified Resources and Level of Importance:**

Item considered - No Comments

**Comments on Effects to Resources:**

Item considered - No Comments

**Additional Comments (optional):**

Individual Environmental Resource Permit may be required.

**CLC Commitments and Recommendations:**

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**Wildlife and Habitat**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

USFWS DOE: N/A/ No Involvement

FFWCC DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) and recommends a Degree of Effect of Minimal.

The EST GIS analysis identified the Sawmill Slough Preserve is located within the 200-foot buffer distance and that Rare and Imperiled Fish habitat (for the Atlantic Sturgeon) is located within the 100-foot buffer distance at Big Island Swamp and Upper Trout River. Four Woodstork Core Foraging Areas are within the 100-foot buffer distance. An Endangered Species Biological Assessment (ESBA) will be prepared for this project and will be coordinated with USFWS, the USACE and other federal and/or state resource/regulatory agencies as applicable.

USFWS noted no involvement.

FFWCC noted that there are no significant fish or wildlife resources identified in the project area and minimal impacts to fish or wildlife resources are anticipated to result from the project.

JTA will prepare an Endangered Species Biological Assessment (ESBA) for this project and will be coordinated with the USFWS and other federal and/or state resource/regulatory agencies as applicable.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 2 *Minimal* assigned 08/26/2013 by Scott Sanders, FL Fish and Wildlife Conservation Commission

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No significant fish or wildlife resources were identified in the project area.

**Comments on Effects to Resources:**

Minimal impacts to fish or wildlife resources are anticipated to result from this project.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 08/22/2013 by Jane Monaghan, US Fish and Wildlife Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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## Coastal and Marine

### Project Effects

**Coordinator Summary Degree of Effect:** 0 *None* assigned 12/30/2013 by FDOT District 2

**Comments:**

NMFS DOE: None

JTA Recommended DOE: **None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from National Marine Fisheries Service (NMFS) and recommends a Degree of Effect of None.

The EST GIS analysis identified no coastal and marine resources within the 500-foot buffer distance.

NMFS noted that based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NMFS concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, NMFS offered no comments pursuant to the EFH provisions of the Magnuson-Stevens Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and it is believed that the proposed action may result in adverse impacts to EFH.

No comments were received from the Saint Johns River Water Management District or the Federal Transit Administration (FTA).

**Degree of Effect:** 0 *None* assigned 08/15/2013 by Brandon Howard, National Marine Fisheries Service

**Coordination Document:** No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

None

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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## ETAT Reviews and Coordinator Summary: Physical

### Noise

#### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 12/30/2013 by FDOT District 2

**Comments:**

No Summary Degree of Effect Found

JTA Recommended DOE: **Minimal**

Although the EST GIS analysis identified no residential areas within 500 feet, two residential developments are under construction close to the project along Riverside Avenue. Thus, a Noise and Vibration screening analysis will be conducted and further analysis will be conducted if found to be needed. There are no eye clinics, hospitals, or other features that may be sensitive to potential noise and vibration effects located within the 500-foot buffer distance.

None found

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## Air Quality



## Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 12/30/2013 by FDOT District 2

### Comments:

USEPA DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect of Minimal.

The Geographic Information Systems (GIS) analysis identified one air quality maintenance area and one presumptive nonattainment area within the 100-foot buffer distance.

USEPA stated that this portion of Duval County and the Jacksonville area have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. The proposed project is expected to have minimal impact on air quality. Generally for transportation projects within the State of Florida, EPA recommends that the environmental review phase of this project consider the need for additional air impact analyses. These types of analyses would include documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or county. The number and types of vehicles traveling along this roadway should be considered and evaluated with regards to air quality conformity and mobile source air toxics. Current and proposed air quality requirements and standards should be used in modeling software programs. Due to the nature of the proposed project, there is expected to be little to no impact on air quality in the Jacksonville area.

The Skyway is driven by an electric source and will not add pollutants. To the contrary the project is intended to remove vehicular traffic from the currently congested area resulting in improved localized air quality. Minor localized air quality impacts could occur during construction, thus, JTA will prepare an air impact analysis for construction impacts.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** 2 Minimal assigned 09/06/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

### Direct Effects

#### Identified Resources and Level of Importance:

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect. A minimal degree of effect is being assigned to the air quality issue for the proposed project (ETDM #14055, Brooklyn Skyway Extension and Station Development).

#### Comments on Effects to Resources:

This portion of Jacksonville/Duval County and the area surrounding the proposed project have not been designated non-attainment or maintenance for ozone, carbon monoxide (CO) or particulate matter (PM) in accordance with the Clean Air Act. The proposed project is expected to have minimal impact on air quality.

Generally for transportation projects within the State of Florida, EPA recommends that the environmental review phase of this project consider the need for additional air impact analyses. These types of analyses would include documenting the current pollutant concentrations recorded at the nearest air quality monitors, an evaluation of anticipated emissions, and air quality trend analyses. It is also recommended that environmental reviews of the project include hot spot analyses at the points in time and places where congestion are expected to be greatest or in areas of sensitive receptors. Air quality modeling using an approved software program could be used as a means to determine whether any conformity issues or violations of air quality standards are anticipated within the project area and/or county. The number and types of vehicles traveling along this roadway should be considered and evaluated with regards to air quality conformity and mobile source air toxics. Current and proposed air quality requirements and standards should be used in modeling software programs.

Due to the nature of the proposed project, there is expected to be little to no impact on air quality in the Jacksonville area.

#### Additional Comments (optional):

## Contamination

### Project Effects

**Coordinator Summary Degree of Effect:**

**2** Minimal assigned 12/30/2013 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

FDEP DOE: Minimal

JTA Recommended DOE: **Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Environmental Protection Agency (USEPA) and the Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect (DOE) of Minimal.

The EST GIS analysis identified, two Brownfield sites, three Petroleum Contamination Monitoring Sites, five Storage Tank Contamination Monitoring sites, two US SPA Resource Conservation and Recovery Act Regulated Facilities, one Super Act Risk Sources, 30 Super Act Wells, and one USEPA National Pollutant Discharge Elimination System located within the 500-foot buffer distance.

FDEP requests further coordination stating the following: It appears that there are a few potential contamination sites within the proposed construction area limits. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project right-of-way considering the proximity to potential petroleum and hazardous material handling facilities.

-- Groundwater monitoring wells may be present along and near the project area. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, Florida Administrative Code) and or replace any wells that may be destroyed or damaged during construction.

-- In the event contamination is detected during construction, the DEP and Duval County should be notified and the JTA may need to address the problem through additional assessment and/or remediation activities. Dewatering projects would require permits / approval from the St. Johns River Water Management District, Water Use Section.

-- Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.

-- Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62- 782 and 62-785, F.A.C., were amended on April 17, 2005 to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website:

<http://www.dep.state.fl.us/waste/>

-- Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

-- Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

USEPA reviewed and outlined the contaminated sites from the GIS analysis data. The project should have minimal direct impact on contaminated site features. However, EPA recommends that a Contamination Screening Evaluation be conducted during the environmental review (PD&E) phase of the project. This type of study should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Documentation of the project's environmental impacts associated with contaminated sites or contaminated facilities should be included in the report. If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Screening Evaluation Report.

JTA notes that since the project will be constructed within the JTA O&M site it is anticipated that there will be no contamination issues, but a CSER will be prepared for this project to verify that there are no impacts, and relocated parking and ponds will be cleared for contamination. Any source identified will be assessed to determine the need for remediation in coordination with FDEP and USEPA. Impacts to contaminated sites will be avoided or minimized to the best extent practicable. In addition, JTA requires contractor safety practices for every construction project which includes handling of hazardous materials during construction.

No comments were received from the Federal Transit Administration (FTA) or the Saint Johns River Water Management District (SJRWMD).

**Degree of Effect:** 2 *Minimal* assigned 09/11/2013 by Lauren P. Milligan, FL Department of Environmental Protection

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

The EST GIS analysis identified two brownfield areas, three petroleum contamination monitoring sites, five storage tank contamination monitoring sites, two RCRA regulated facilities, one super act risk source and 30 super act wells within the 500-ft. buffer distance.

##### Comments on Effects to Resources:

It appears that there are a few potential contamination sites within the proposed construction area limits. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the project right-of-way considering the proximity to potential petroleum and hazardous material handling facilities.

-- Groundwater monitoring wells may be present along and near the project area. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, Florida Administrative Code) and or replace any wells that may be destroyed or damaged during construction.

-- In the event contamination is detected during construction, the DEP and Duval County should be notified and the FDOT may need to address the problem through additional assessment and/or remediation activities. Dewatering projects would require permits / approval from the St. Johns River Water Management District, Water Use Section.

-- Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.

-- Please be advised that a new rule, 62-780, F.A.C., became effective on April 17, 2005. In addition, Chapters 62-770, 62-777, 62-782 and 62-785, F.A.C., were amended on April 17, 2005 to incorporate recent statutory changes. Depending on the findings of the environmental assessments, there are "off-property" notification responsibilities potentially associated with this project. These rules may be found at the following website:  
<http://www.dep.state.fl.us/waste/>

-- Early planning to address these issues is essential to meet construction and cleanup (if required) timeframes. Innovative technologies, such as special storm water management systems, engineering controls and institutional controls, such as conditions on water production wells and dewatering restrictions, may be required, depending on the results of environmental assessments.

-- Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, lubricating oils, etc. that will be used during construction. All containers need to be properly labeled. The project managers should consider developing written construction Contingency Plans in the event of a natural disaster, spill, fire or environmental release of hazardous materials stored / handled for the project construction.

#### Additional Comments (optional):

#### CLC Commitments and Recommendations:

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**Degree of Effect:** 2 *Minimal* assigned 09/10/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

Resources: Soils, groundwater, surface water which have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial/commercial facilities with onsite storage of hazardous materials, USEPA RCRA facilities, etc.

Level of Importance: These resources are of a high level of importance in the State of Florida. A minimal degree of effect is being assigned to the contaminated sites issue for the proposed project (ETDM #14055 Brooklyn Skyway Extension and Station Development).

##### Comments on Effects to Resources:

EPA reviewed the contaminated sites GIS analysis data for buffer distances of 100, 200, and 500 feet for the proposed project. There are contaminated sites features identified in the online EST GIS analysis data search for the project. These include Brownfield Locations, compliance and enforcement tracking facilities, petroleum contamination monitoring sites, storage tank contamination monitoring sites and RCRA facilities.

EPA is assigning a minimal degree of effect for this issue. The project should have minimal direct impact on contaminated site features. However, EPA recommends that a Contamination Screening Evaluation be conducted during the environmental review (PD&E) phase of the project. This type of study

should include a survey of the area to confirm the location of current listed contaminated site features, along with other contaminated site features which may have been previously located in the area. Documentation of the project's environmental impacts associated with contaminated sites or contaminated facilities should be included in the report.

If any contaminated sites features (e.g., petroleum storage tanks) are to be impacted or removed during the construction phase of the project, sampling and analysis should be conducted to determine if pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation may be required prior to commencement of construction of the project. Any anticipated remedial, removal, or cleanup activities should be discussed and outlined in the Contamination Evaluation Screening report.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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**Infrastructure**

**Project Effects**

**Coordinator Summary Degree of Effect:** 0 None assigned 12/30/2013 by FDOT District 2

**Comments:**

No Summary Degree of Effect Found.

JTA Recommended DOE: **None**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of None.

The EST GIS analysis identified seven railways, within the 500-foot buffer distance.

The project is being constructed entirely on JTA owned property and is not anticipated to impact any infrastructure.

If there is a potential for infrastructure to be impacted as the project develops, JTA will take all measures to avoid and/or minimize harm to any resources.

None found

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**Navigation**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 12/30/2013 by FDOT District 2

**Comments:**

USACE DOE: N/A / No Involvement

USCG DOE: N/A / No Involvement

JTA Recommended DOE: **N/A / No Involvement**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Army Corps of Engineers (USACE) and the US Coast Guard (USCG) and recommends a Degree of Effect of N/A/No Involvement.

The EST GIS analysis identified two Potential Navigable Waterways within the one mile buffer distance.

USACE noted that their analysis did not reveal the presence of any navigable waterways within the project limits. No impacts are anticipated. No further involvement is required.

USCG stated no involvement.

No comments were received from the Federal Transit Administration (FTA).

**Degree of Effect:** N/A N/A / No Involvement assigned 08/12/2013 by Randall D Overton, US Coast Guard

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

Navigation - No involvement

##### Comments on Effects to Resources:

No involvement

##### Additional Comments (optional):

##### CLC Commitments and Recommendations:

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**Degree of Effect:** N/A N/A / No Involvement assigned 09/03/2013 by Andrew Phillips, US Army Corps of Engineers

**Coordination Document:** No Involvement

#### Direct Effects

##### Identified Resources and Level of Importance:

A review of the EST and USACE Tools did not reveal the presence of any navigable waterways within the project limits. No impacts are anticipated. No further involvement is required.

##### Comments on Effects to Resources:

##### Additional Comments (optional):

##### CLC Commitments and Recommendations:

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## ETAT Reviews and Coordinator Summary: Special Designations

### Special Designations

#### Project Effects

**Coordinator Summary Degree of Effect:** 0 None assigned 12/30/2013 by FDOT District 2

##### Comments:

USEPA DOE: None

JTA Recommended DOE: **None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Environmental Protection Agency (USEPA) and recommends a Degree of Effect (DOE) of None.

The EST GIS analysis indicates that there are Brownfield locations, Special Flood Hazard areas and impaired water basins within the 100-foot buffer distance.

USEPA assigned none degree of effect to this issue due to the fact that these special designation features are covered under the Contamination (Brownfield Locations) and Floodplains (Special Flood Hazard Areas).

As stated in the Contamination and Floodplains issues, JTA will take all measures to avoid and/or minimize harm to these resources should they be identified within or adjacent to the project.

No comments were received from the Florida Department of Agriculture and Consumer Services, the Saint Johns Water Management District, or the Federal Transit Administration (FTA).

**Degree of Effect:** 0 None assigned 09/05/2013 by Madolyn Sanchez, US Environmental Protection Agency

**Coordination Document:** To Be Determined: Further Coordination Required

#### Direct Effects

##### Identified Resources and Level of Importance:

##### Comments on Effects to Resources:

There are no Special Designation features other than Brownfield Locations and Special Flood Hazard Areas. These are covered under Contamination (Brownfield Locations) and Floodplains (Special Flood Hazard Areas) comments.

**Additional Comments (optional):**

**CLC Commitments and Recommendations:**

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## Eliminated Alternatives

There are no eliminated alternatives for this project.

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## Project Scope

### General Project Recommendations

There are no general project recommendations identified for this project in the EST.

### Anticipated Permits

No anticipated permits have been recorded for this project in the EST.

### Anticipated Technical Studies

No anticipated technical studies have been recorded for this project in the EST.

## Class of Action

### Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Environmental Assessment	None	Federal Transit Administration	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

### Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Terri Newman	FDOT District 2	ACCEPTED	05/14/2014	FDOT ETDM Coordinator
Stan Mitchell	Federal Transit Administration	ACCEPTED	05/14/2014	Lead Agency ETAT Member

#### Comments:

Per the document attachment named COA E-mail from FTA, dated May 14, 2014, the class of action has been accepted as an Environmental Assessment.

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## Dispute Resolution Activity Log

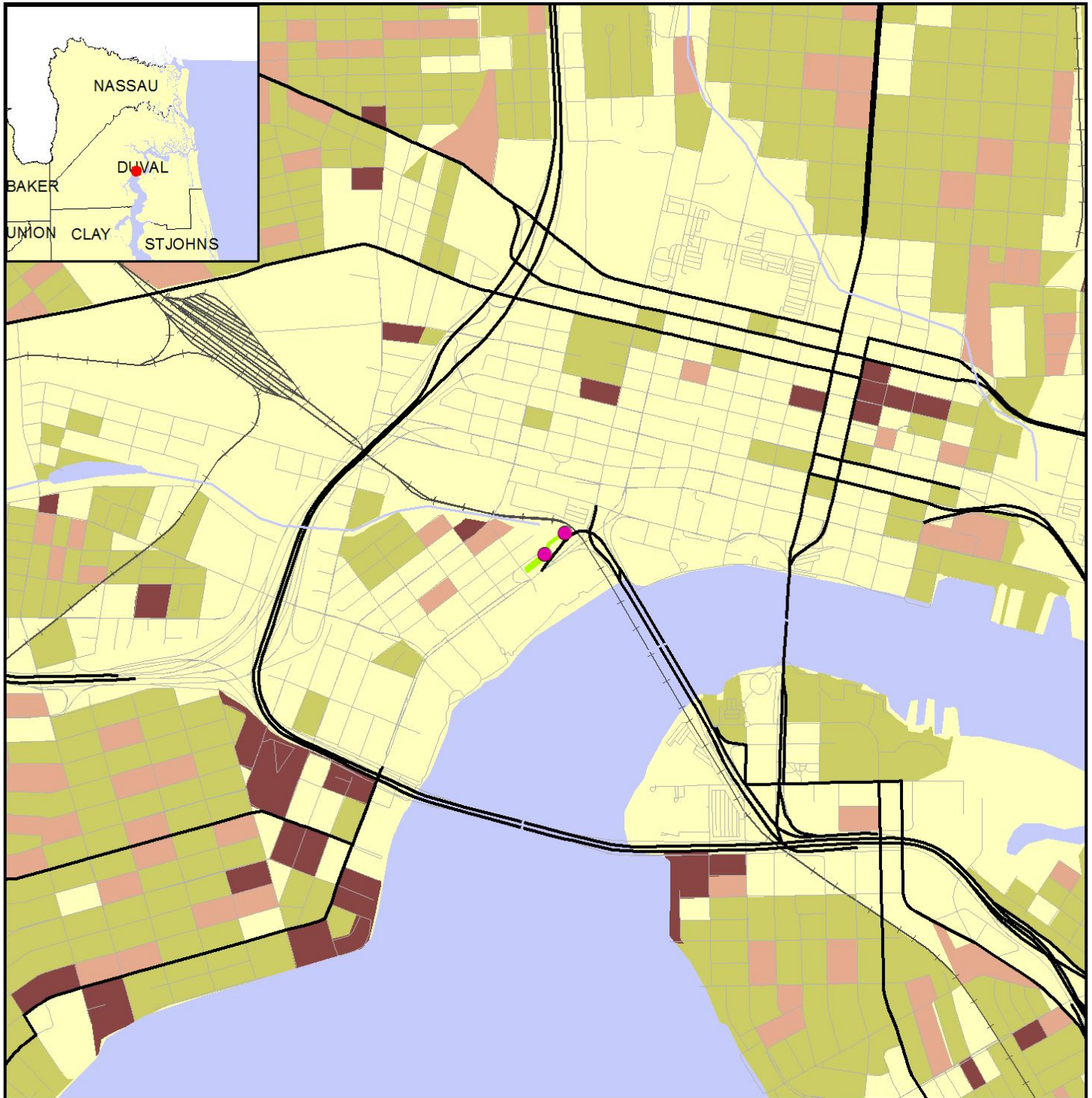
There are no dispute actions identified for this project in the EST.



# Hardcopy Maps: Alternative #1

# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



**Population Age Distribution Map**

0 1 Miles

Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

<span style="color: green;">●</span> ETDM Alternative Point	— Major Road
<span style="color: magenta;">●</span> ETDM Alternative Terminus	— Local Road or Trail
<span style="color: green;">—</span> ETDM Alternative Segment	— Railroad
<span style="background-color: green; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> ETDM Alternative Polygon	— River, Stream or Canal
	■ Water Body

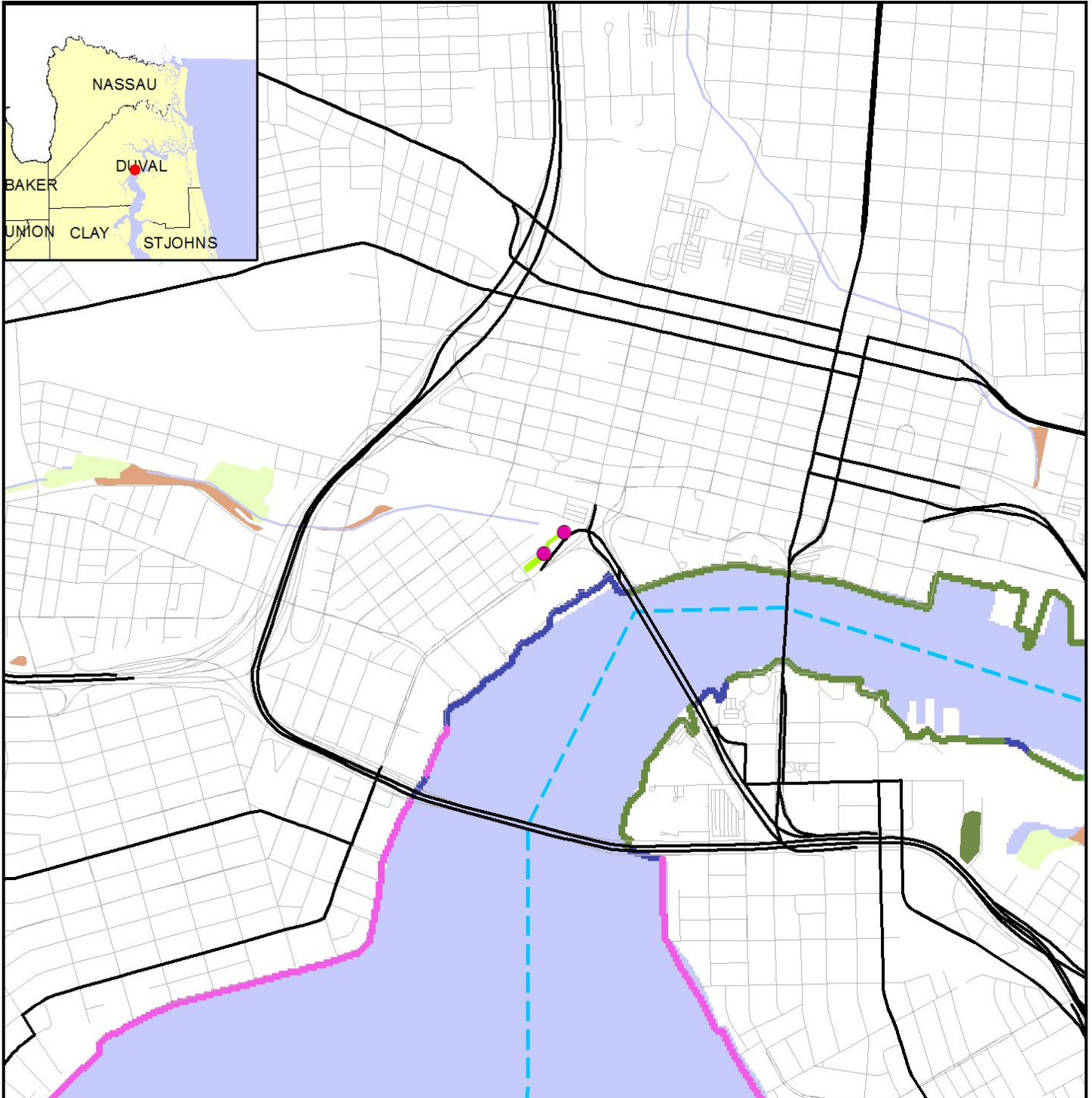
Median Age

0 - 18	18 - 30	30 - 65	> 65

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



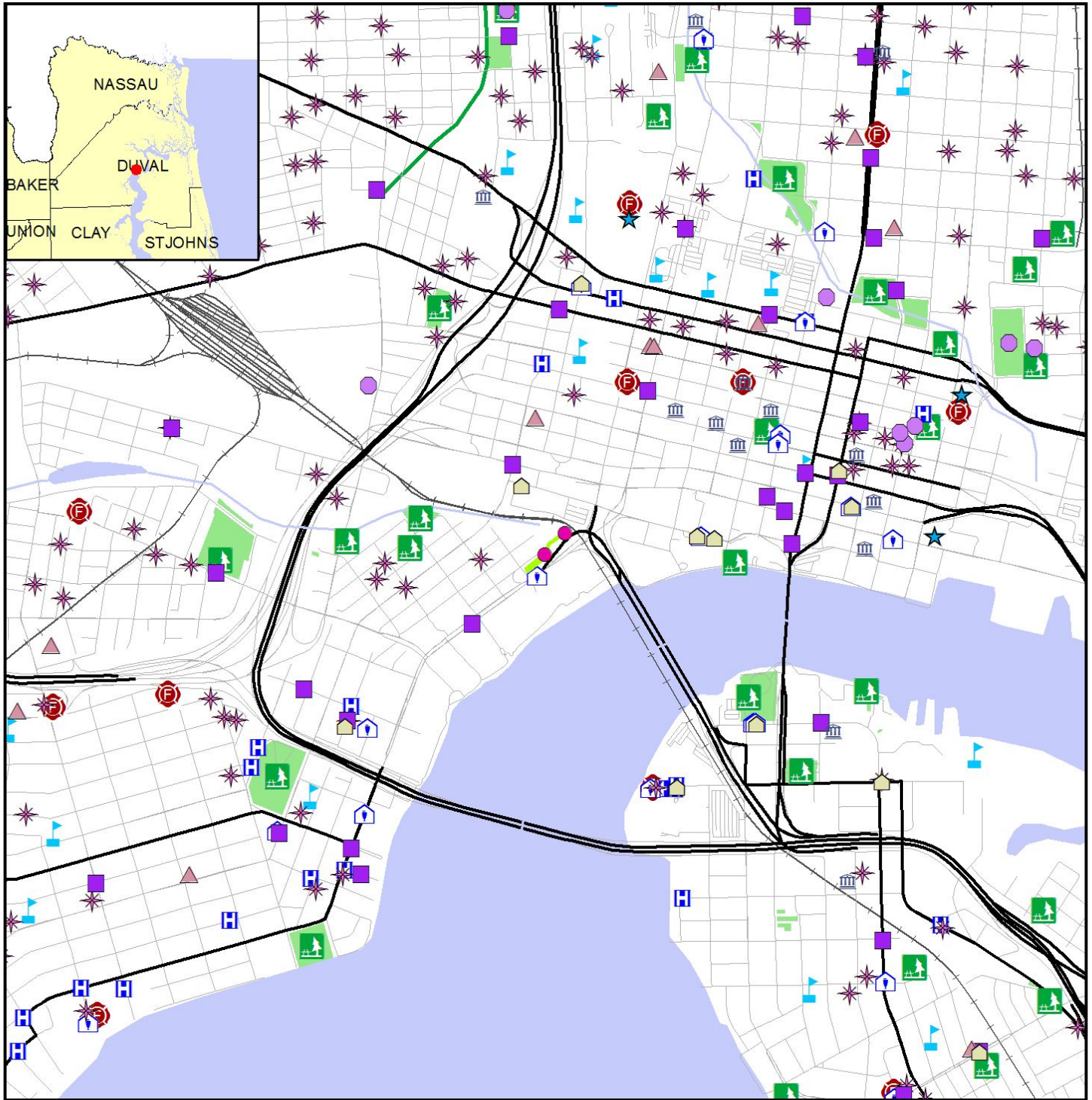
Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

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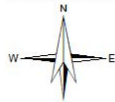


# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.06 Miles



- |                           |                  |                                 |                        |
|---------------------------|------------------|---------------------------------|------------------------|
| ETDM Alternative Point    | Government       | Cultural Center                 | River, Stream or Canal |
| ETDM Alternative Terminus | Civic Center     | Fire Station                    | Recreational Trail     |
| ETDM Alternative Segment  | Cemetery         | Health Care                     | Railroad               |
| ETDM Alternative Polygon  | Social Service   | School                          | Community Boundary     |
| Major Road                | Community Center | Park                            | Water Body             |
| Local Road or Trail       | Law Enforcement  | Conservation or Recreation Area |                        |
|                           | Place of Worship |                                 |                        |

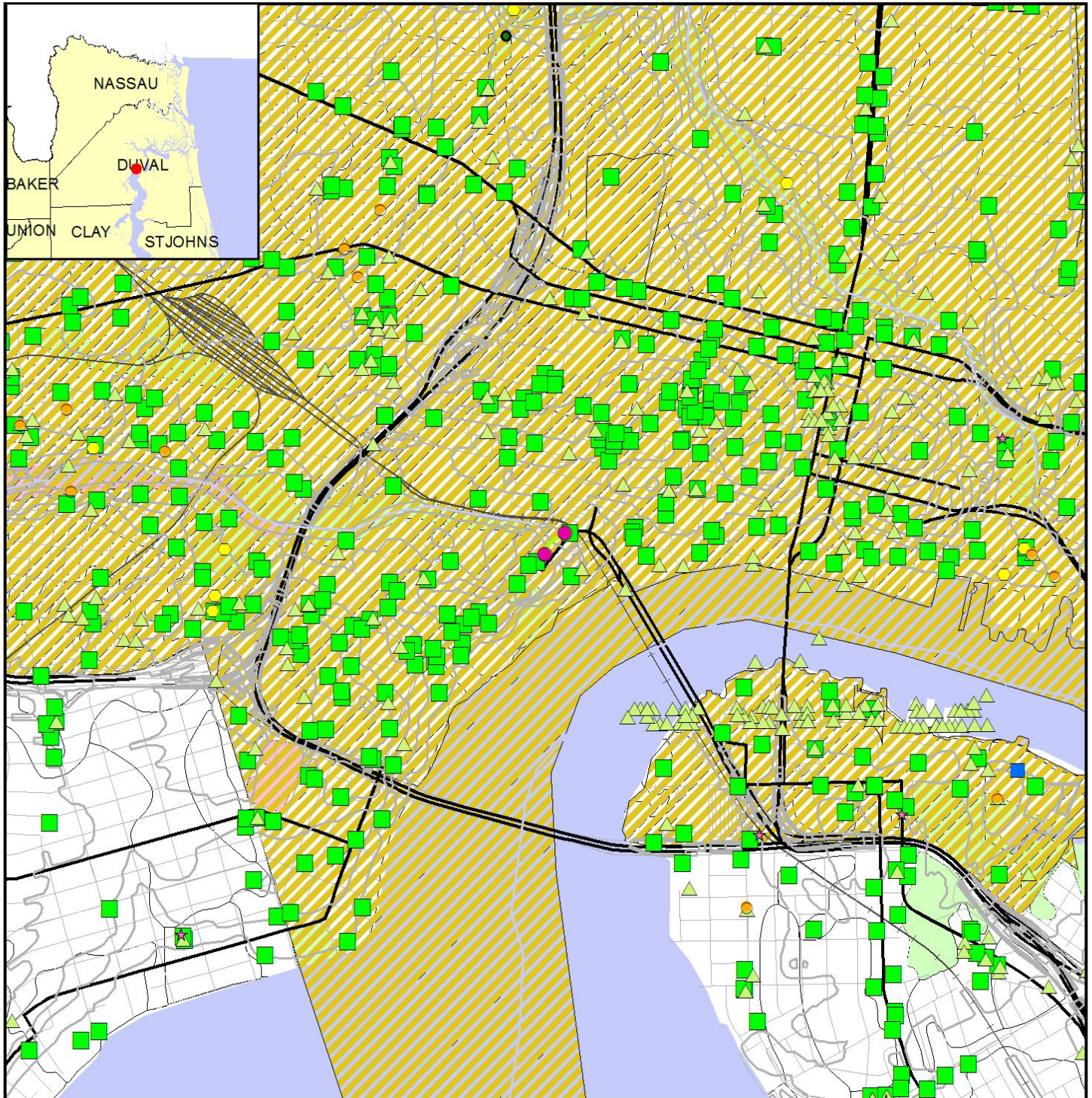
### Community Facilities and Services Map

Data Sources:  
 US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory



# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.5 Miles

**Potential Contamination Assessment Map**

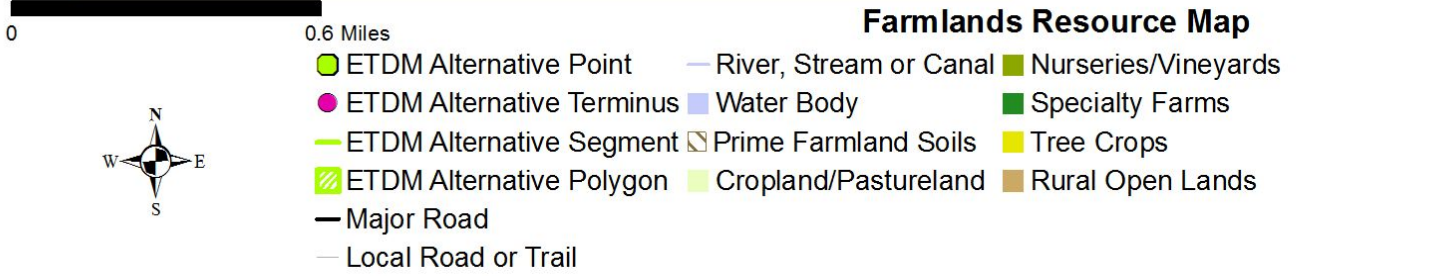
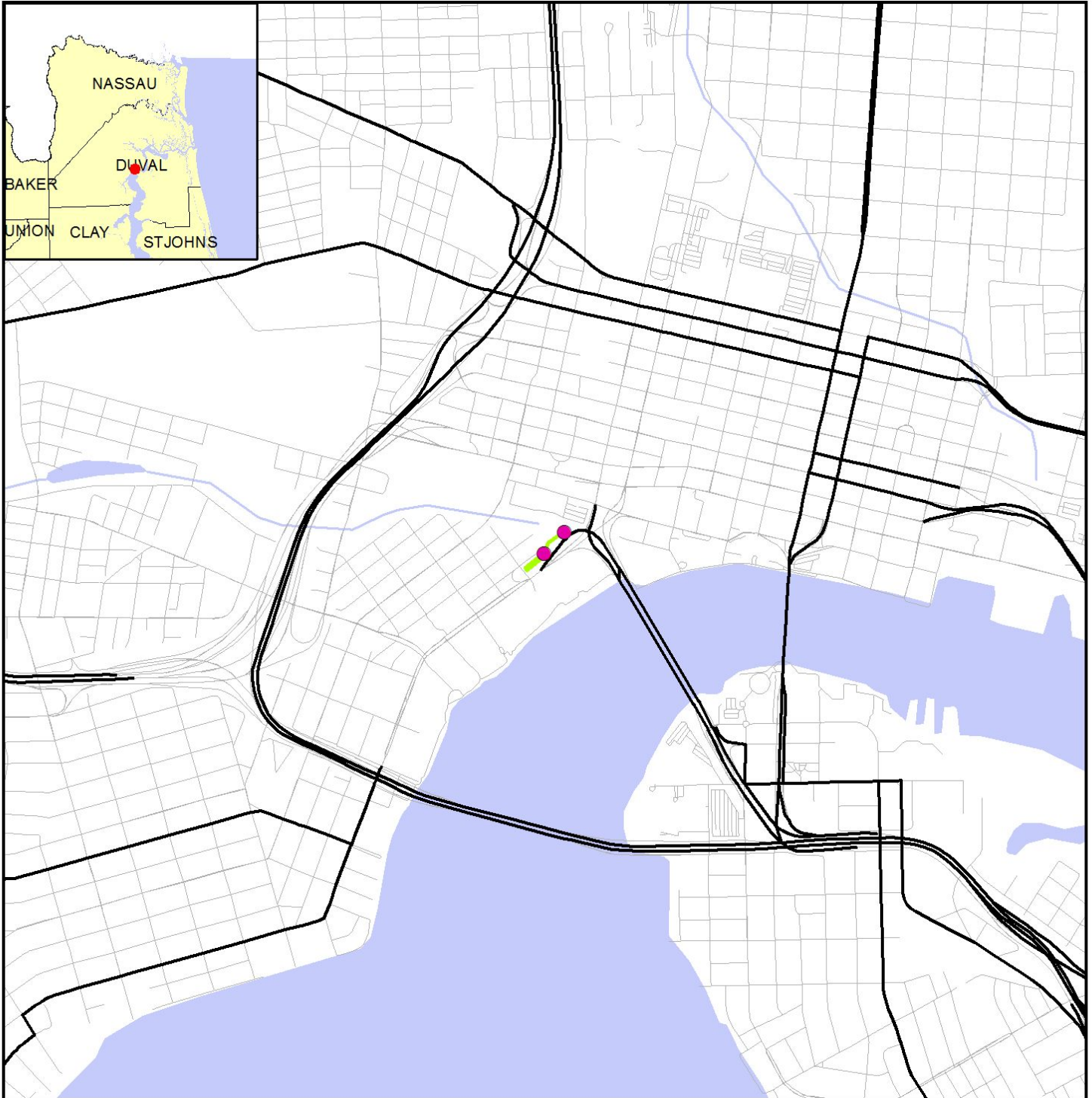
<ul style="list-style-type: none"> <li>● ETDM Alternative Point</li> <li>● ETDM Alternative Terminus</li> <li>— ETDM Alternative Segment</li> <li>▭ ETDM Alternative Polygon</li> <li>— Major Road</li> </ul>	<ul style="list-style-type: none"> <li>— Local Road or Trail</li> <li>— Railroad</li> <li>— River, Stream or Canal</li> <li>● Toxic Release Inventory</li> <li>★ Dry Cleaning Facility</li> <li>● Solid Waste Facility</li> </ul>	<ul style="list-style-type: none"> <li>▨ NPL Remediation Site</li> <li>▲ Hazardous Material Site</li> <li>■ Power Plant</li> <li>● Superfund Site</li> <li>■ Nuclear Site</li> </ul>	<ul style="list-style-type: none"> <li>■ FDEP Tanks</li> <li>▨ Brownfield Area</li> <li>— 5 FT Contour</li> <li>■ Water Body</li> <li>■ Swamp/Marsh</li> </ul>	<p><b>Soil Drainage</b></p> <ul style="list-style-type: none"> <li>■ Excessively Drained</li> <li>■ Somewhat Excessively Drained</li> <li>■ Moderately Well Drained</li> <li>■ Well Drained</li> <li>■ Somewhat Poorly Drained</li> <li>■ Poorly Drained</li> <li>■ Very Poorly Drained</li> <li>□ Unclassified</li> </ul>
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Data Sources:  
 NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;  
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service  
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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

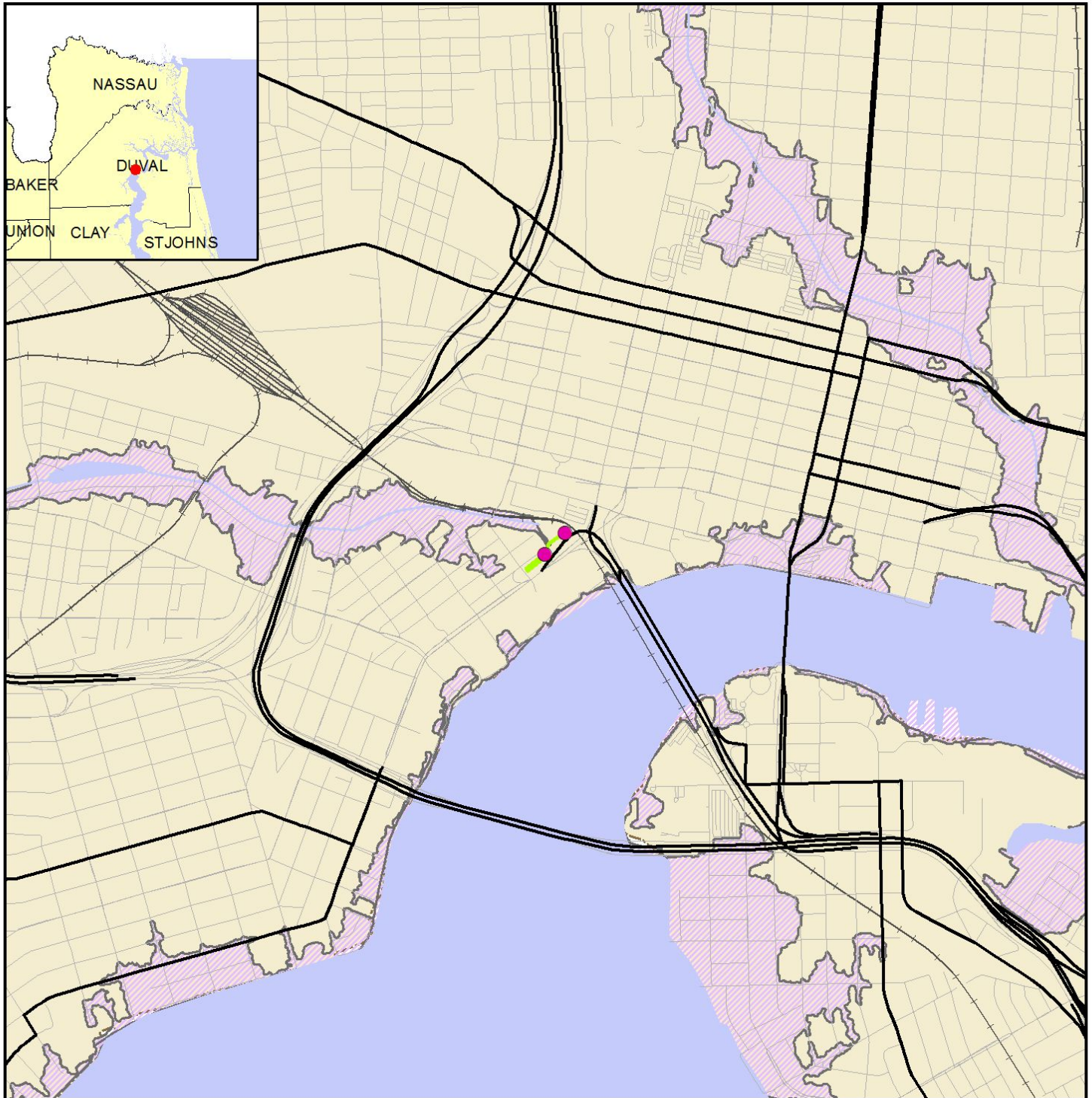
## Skyway O&M Center to 750 foot ext on JTA property



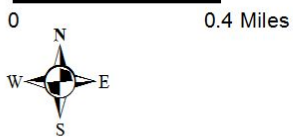
Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services  
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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



**Floodplain Resource Map**



Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency

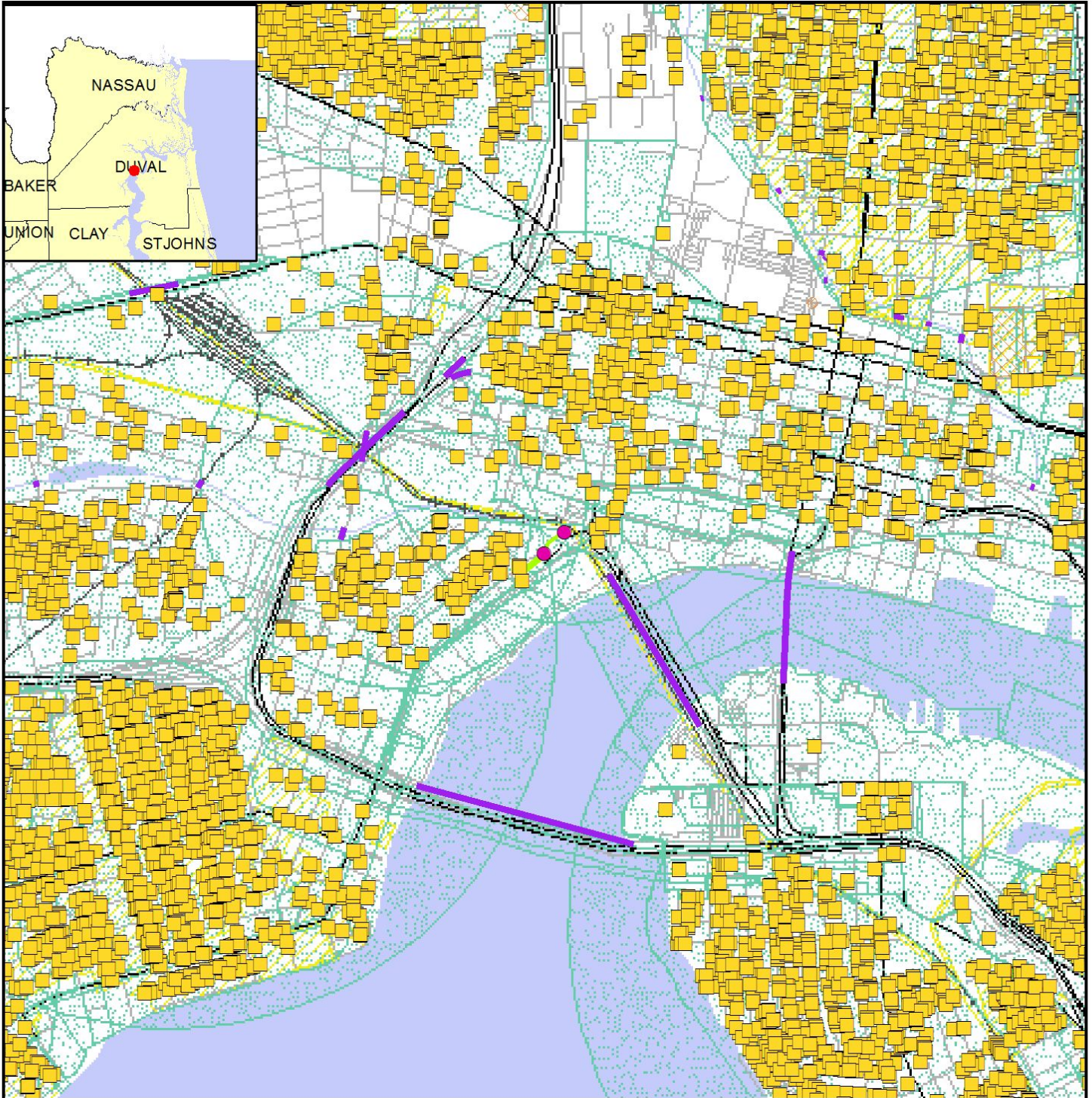
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Special Flood Hazard Area

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



**Historic Resources Map**

0 1 Miles

**Data Sources:**  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of State,  
 Bureau of Archaeological Research

● ETDM Alternative Point  
● ETDM Alternative Terminus  
— ETDM Alternative Segment  
▨ ETDM Alternative Polygon  
— Major Road  
— Local Road or Trail

— River, Stream or Canal  
■ Water Body  
■ Swamp/Marsh  
— Railroad  
■ Historic Structure  
▨ Historic Cemetery

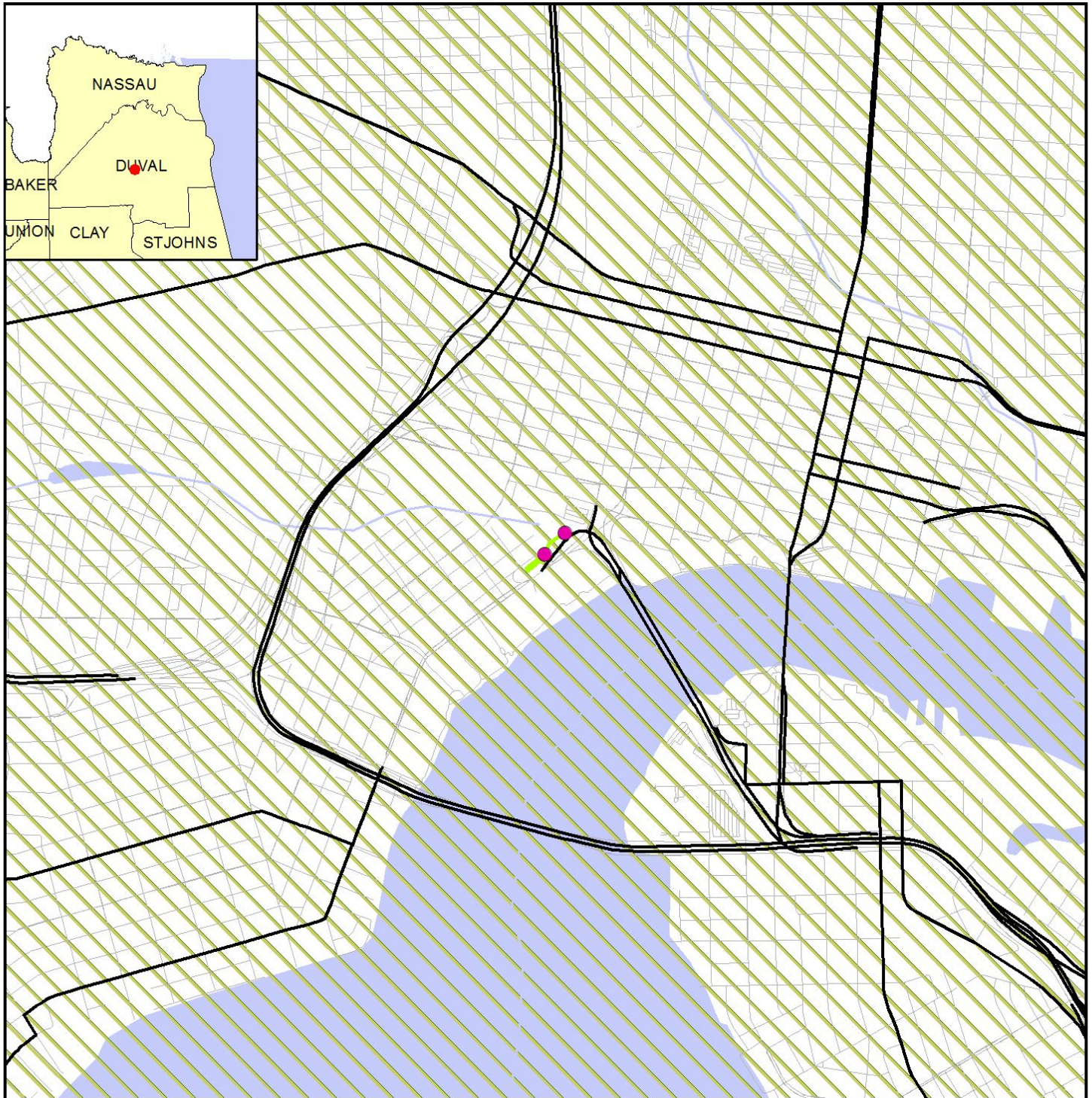
— Historic Bridge  
▨ Historic Resource Group  
▨ Cultural Resource Field Survey Area  
▨ State Historic Highway

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.



# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



### Hydrogeology Resource Map

- |                    |  |  |  |   |   |
|--------------------|--|--|--|---|---|
| <p>0 0.4 Miles</p> | <ul style="list-style-type: none"> <li><span style="color: green;">■</span> ETDM Alternative Point</li> <li><span style="color: pink;">■</span> ETDM Alternative Terminus</li> <li><span style="color: green;">—</span> ETDM Alternative Segment</li> <li><span style="color: green;">■</span> ETDM Alternative Polygon</li> <li><span style="color: black;">—</span> Major Road</li> <li><span style="color: grey;">—</span> Local Road or Trail</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> River, Stream or Canal</li> <li><span style="color: blue;">■</span> Water Body</li> <li><span style="color: green;">■</span> Swamp/Marsh</li> </ul> | <p><b>Recharge Areas of the Floridan Aquifer</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Discharge 1 TO 5</li> <li><span style="color: purple;">■</span> Discharge &gt; 5</li> <li><span style="color: green;">■</span> Discharge &lt; 1</li> <li><span style="color: pink;">■</span> Recharge 1 TO 10</li> <li><span style="color: orange;">■</span> Recharge &gt; 10</li> <li><span style="color: lightblue;">■</span> Recharge &lt; 1</li> </ul> | <p><b>Geological Epoch</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Eocene</li> <li><span style="color: yellow;">■</span> Holocene</li> <li><span style="color: green;">■</span> Miocene</li> <li><span style="color: darkgreen;">■</span> Miocene/Pliocene</li> <li><span style="color: purple;">■</span> Oligocene</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> Oligocene/Miocene</li> <li><span style="color: yellow;">■</span> Pleistocene</li> <li><span style="color: lightyellow;">■</span> Pleistocene &amp; Holocene</li> <li><span style="color: grey;">■</span> Pliocene</li> <li><span style="color: yellow;">■</span> Pliocene/Pleistocene</li> </ul> |
|--------------------|--|--|--|---|---|

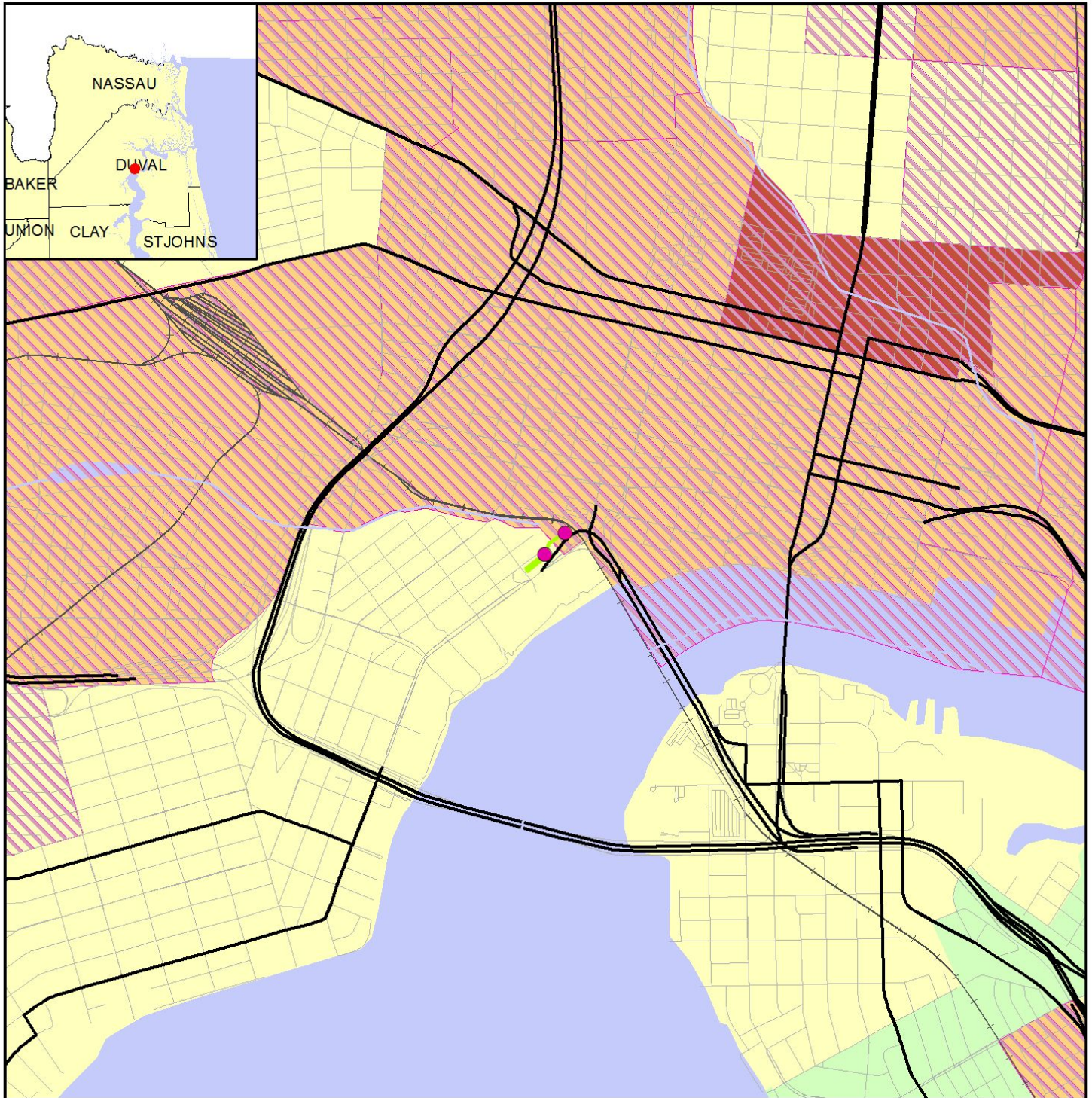
Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



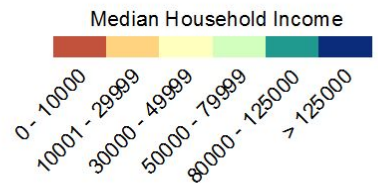
0 0.6 Miles

### Income Distribution Map



Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



### Integrated Wildlife Habitat Ranking System Map

- |                           |                        |                        |
|---------------------------|------------------------|------------------------|
| ETDM Alternative Point    | Railroad               | Low Habitat Quality    |
| ETDM Alternative Terminus | River, Stream or Canal | Medium Habitat Quality |
| ETDM Alternative Segment  | Water Body             | High Habitat Quality   |
| ETDM Alternative Polygon  | Major Road             |                        |
| Local Road or Trail       |                        |                        |

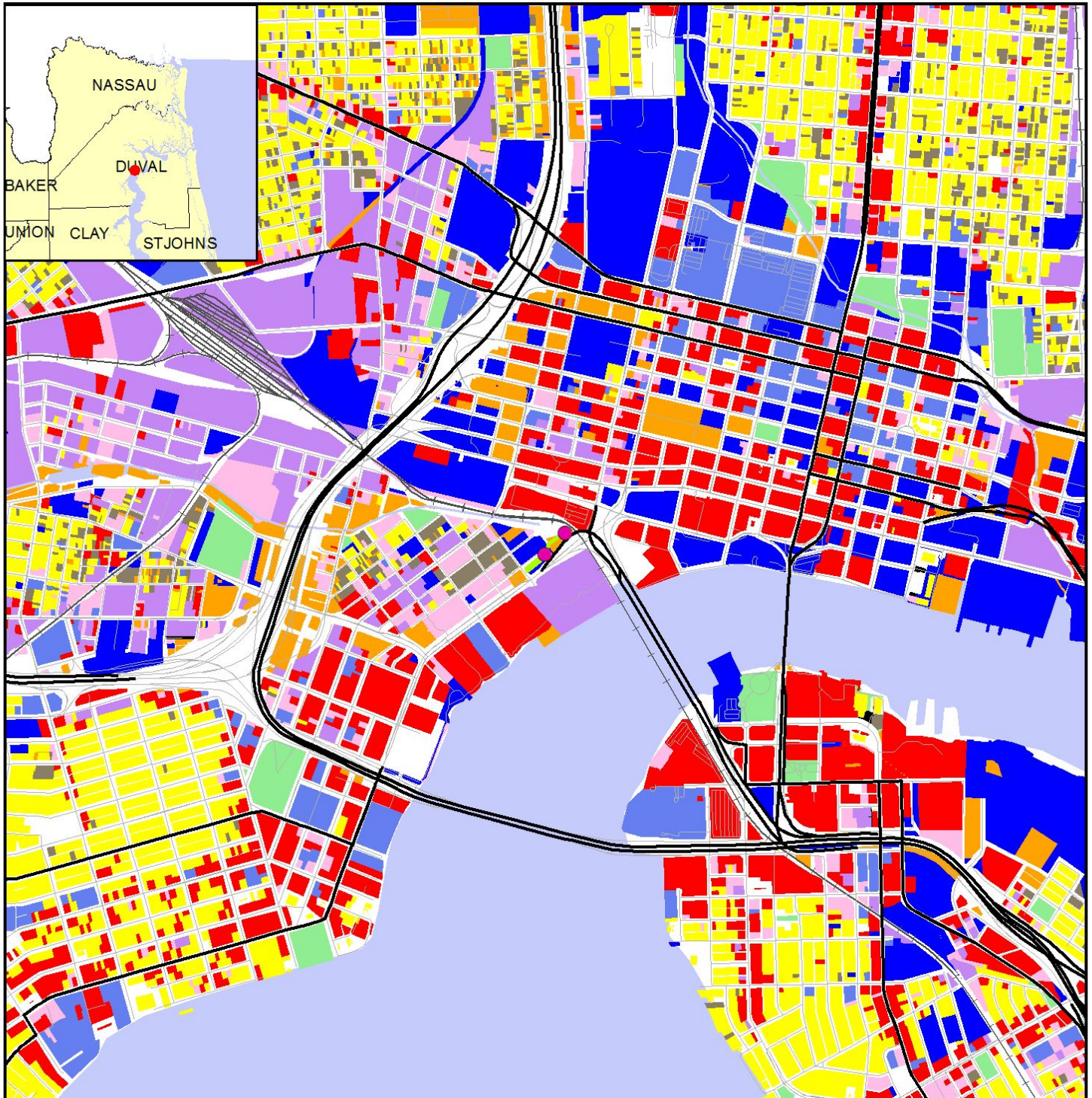
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Fish & Wildlife Conservation Commission

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.2 Miles



Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Revenue  
 Florida Department of Transportation  
 Florida County Property Appraiser Offices

- |                           |                        |                         |                         |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point    | Railroad               | Open (Not Agricultural) | Retail/Office           |
| ETDM Alternative Terminus | River, Stream or Canal | Other                   | Vacant (Residential)    |
| ETDM Alternative Segment  | Agricultural           | Public                  | Vacant (Nonresidential) |
| ETDM Alternative Polygon  | Industrial             | Right-of-Way            | Water                   |
| Major Road                | Institutional          | Recreational            | No Data                 |
| Local Road or Trail       | Mining                 | Residential             |                         |

### Land Use Map



# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



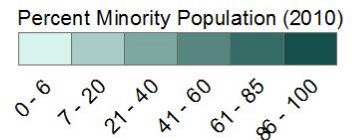
**Minority Population Distribution Map**

0 0.08 Miles



Data Sources:  
 US Geological Survey  
 FL Department of Transportation  
 NAVTEQ  
 US Census Bureau (2010)

- ETDM Alternative Point       Major Road
- ETDM Alternative Terminus       Local Road or Trail
- ETDM Alternative Segment       Railroad
- ETDM Alternative Polygon       River, Stream or Canal
- Water Body

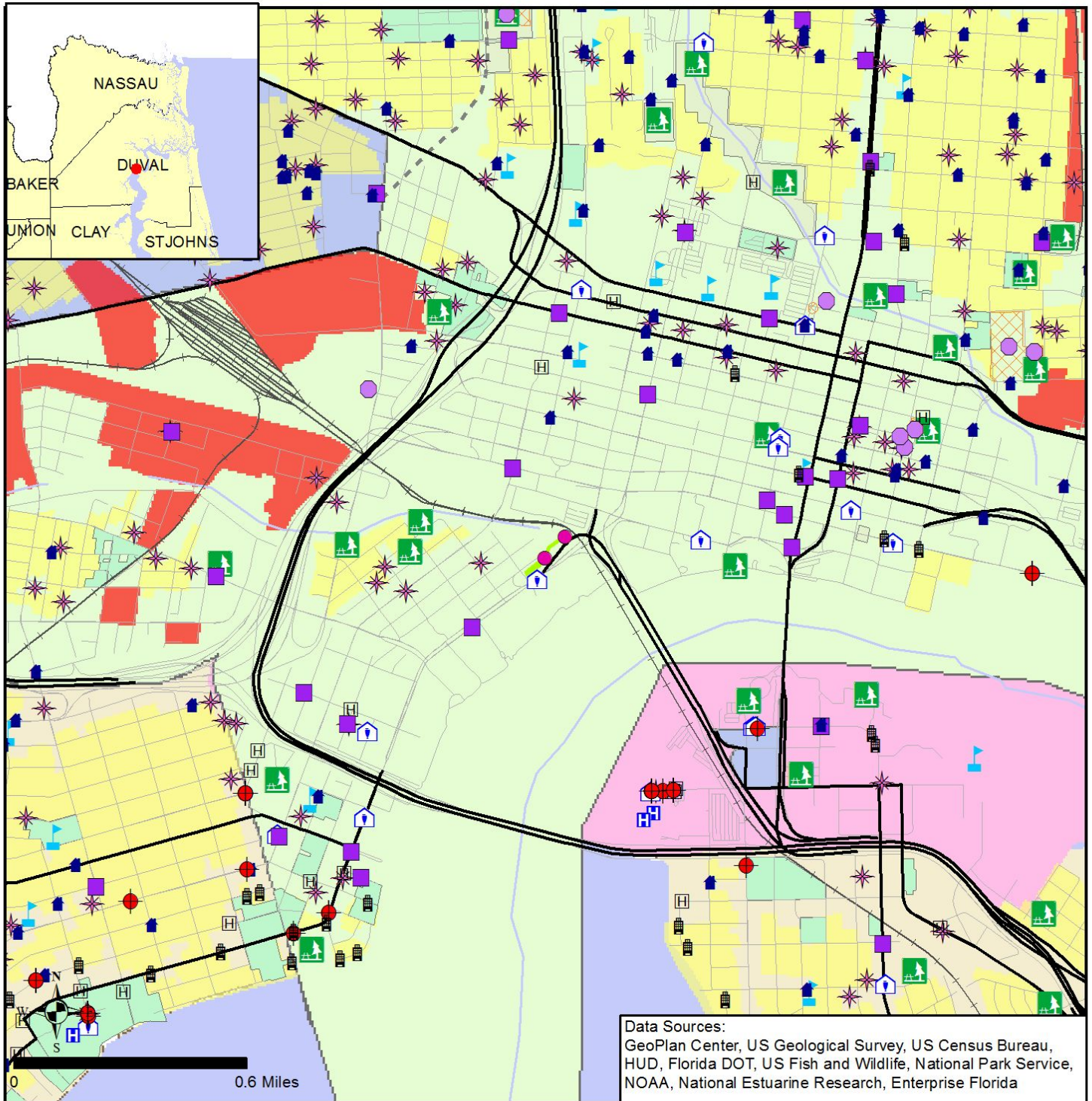


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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



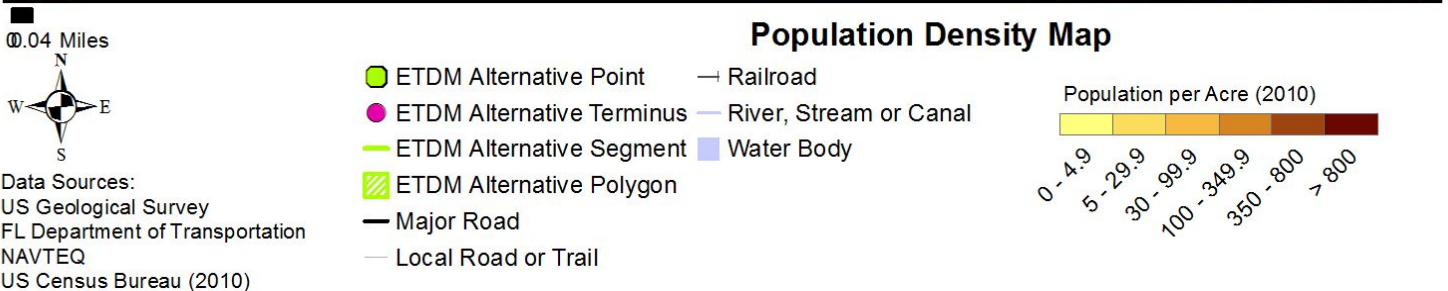
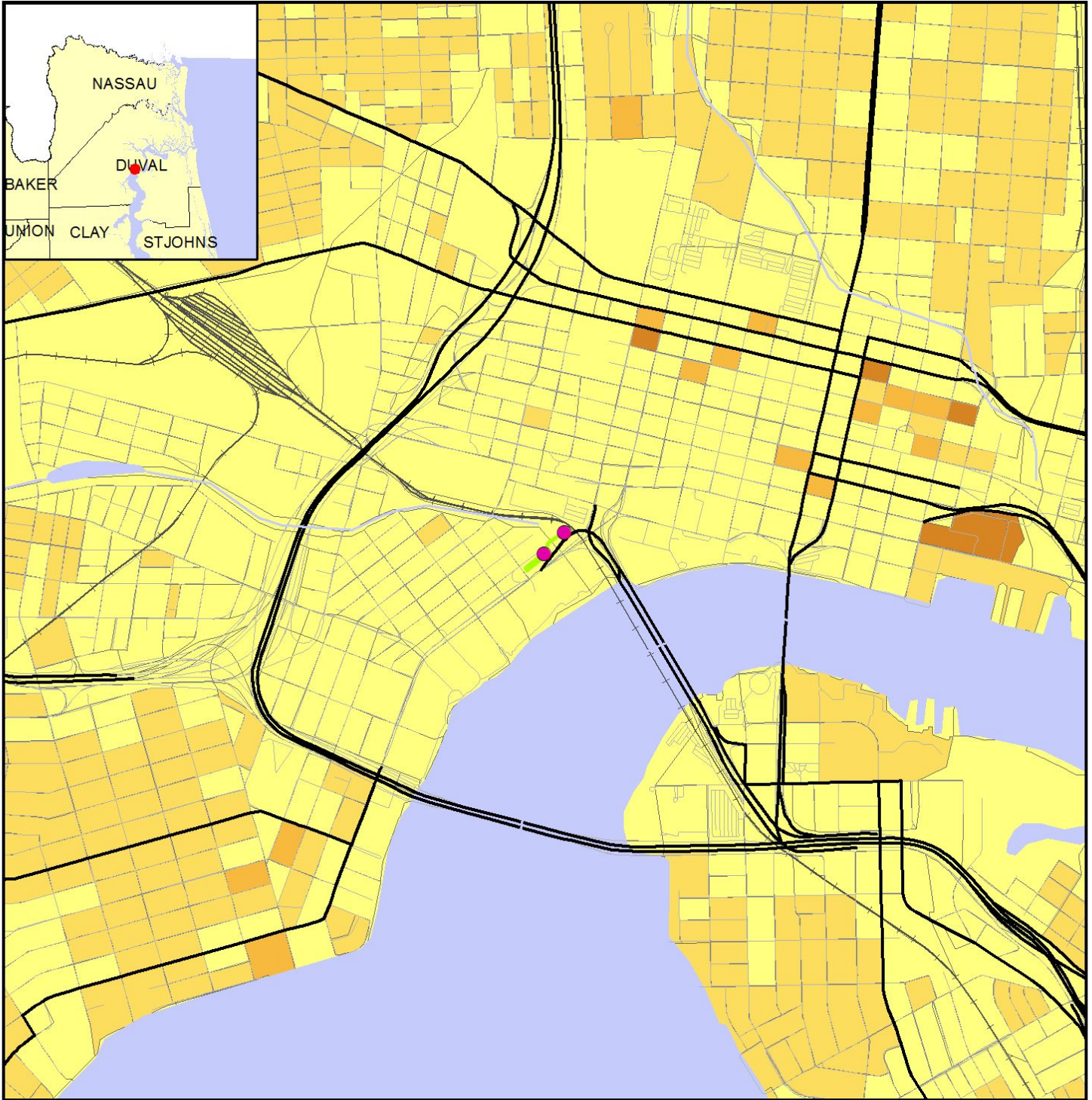
### Noise Map

- |                           |                           |                       |                           |                          |
|---------------------------|---------------------------|-----------------------|---------------------------|--------------------------|
| ETDM Alternative Point    | Existing Trails           | Laser On-site         | Place of Worship          | Military Installations   |
| ETDM Alternative Segment  | Railroad                  | Group Care Facilities | School                    | Industrial               |
| ETDM Alternative Polygon  | River, Stream or Canal    | Cemetery              | Historic Cemetery         | Residential              |
| ETDM Alternative Terminus | Water Body                | Community Center      | Planned Unit Developments | HUD Renewal              |
| County Boundaries         | Swamp/Marsh               | Cultural Center       | Wildlife Refuges          | Nat'l Estuarine Reserves |
| City Limits               | Airport                   | Health Care           | National Parks            | Enterprise Zones         |
| Major Road                | Condo Owners Associations | Hospitals             | National Park Projects    | DRI                      |
| Local Road or Trail       | Hospitals                 | Park                  | Marine Sanctuaries        |                          |
| Noise Barriers            |                           |                       |                           |                          |

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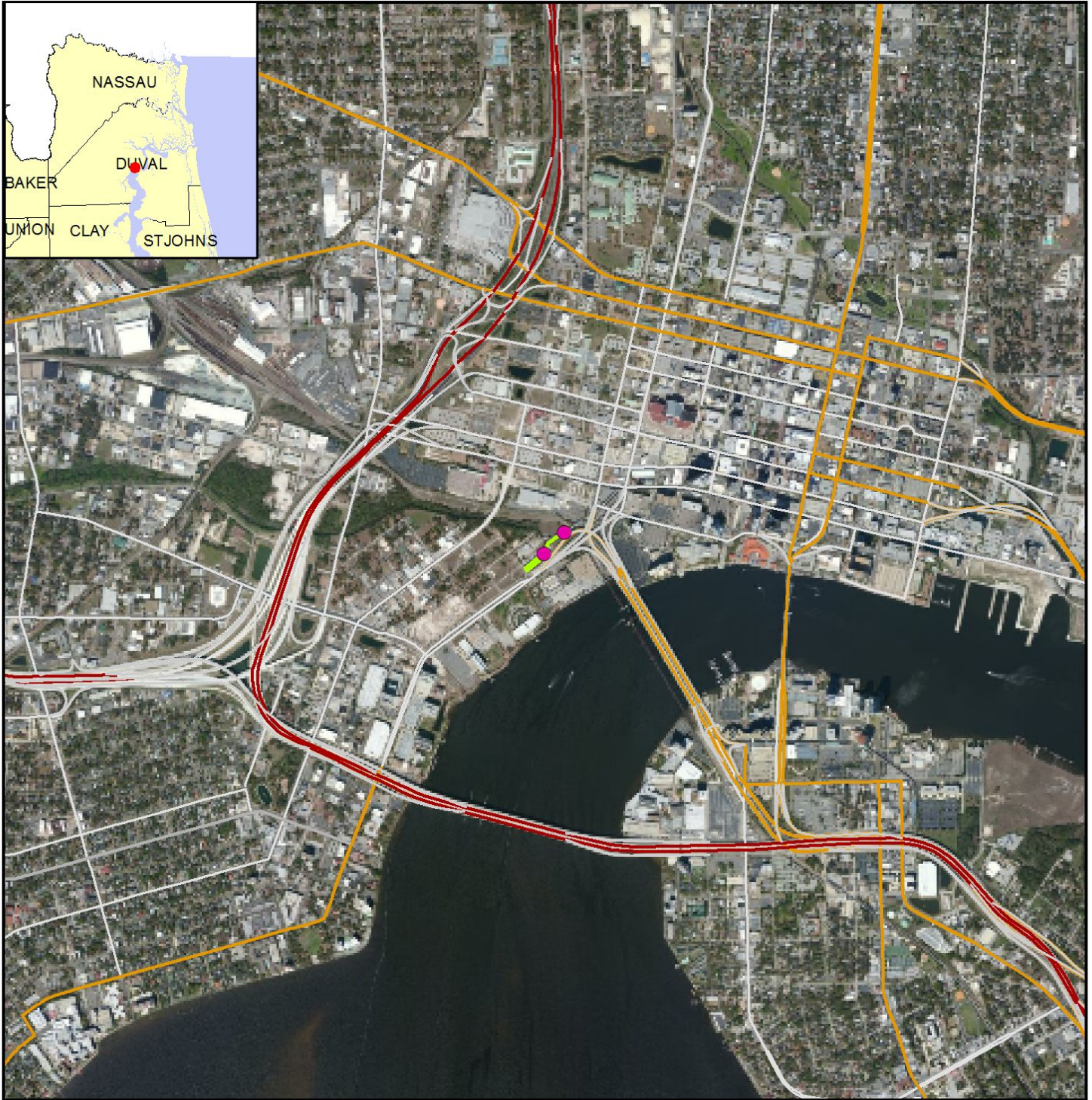
# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



**Project Aerial Map**

0 0.6 Miles



Data Sources:  
 Highways - NAVTEQ  
 Digital Orthophotograph - US Geological Survey

- ETDM Alternative Point      — Primary and Limited Access Highway
- ETDM Alternative Terminus      — Secondary, Unlimited Access Highway
- ETDM Alternative Segment      — Other Highway Feature
- ETDM Alternative Polygon      — Local Road

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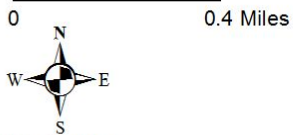


# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



**Project Location Map**



- |                           |                            |             |
|---------------------------|----------------------------|-------------|
| ETDM Alternative Point    | River, Stream or Canal     | Toll Road   |
| ETDM Alternative Terminus | Water Body                 | Railroad    |
| ETDM Alternative Segment  | Swamp/Marsh                | Airport     |
| ETDM Alternative Polygon  | Managed Conservation Lands | City Limits |
|                           | County Boundaries          |             |

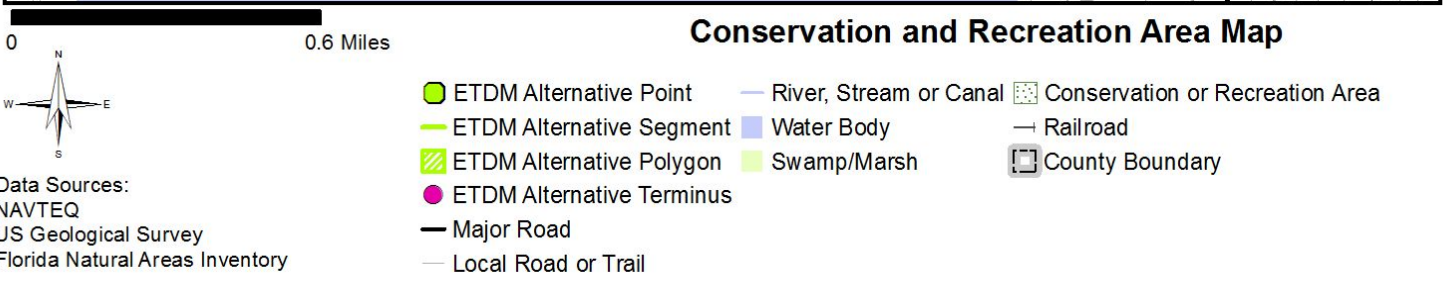
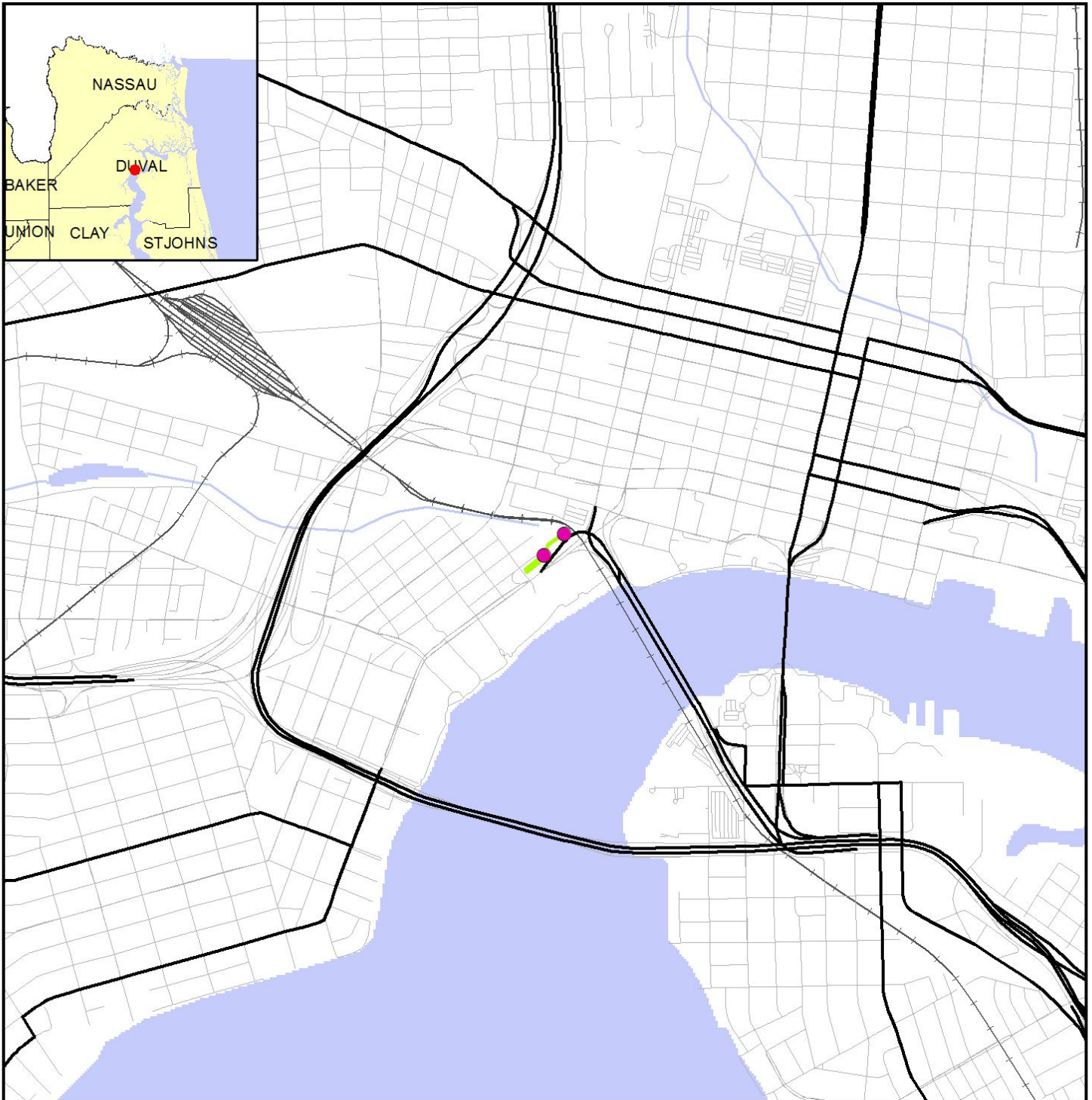
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 US Census Bureau  
 County Property Appraisers  
 Florida Natural Areas Inventory

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.5 Miles



### Species Potential Habitat Model Map

- |                           |                        |                                   |
|---------------------------|------------------------|-----------------------------------|
| ETDM Alternative Point    | Railroad               | <b>Potential Habitat Richness</b> |
| ETDM Alternative Terminus | River, Stream or Canal |                                   |
| ETDM Alternative Segment  | Water Body             |                                   |
| ETDM Alternative Polygon  |                        |                                   |
| Major Road                |                        |                                   |
| Local Road or Trail       |                        | 1 - 2 Species                     |
|                           |                        | 3 - 5 Species                     |
|                           |                        | 6 - 8 Species                     |
|                           |                        | 9 - 10 Species                    |
|                           |                        | 11 - 13 Species                   |

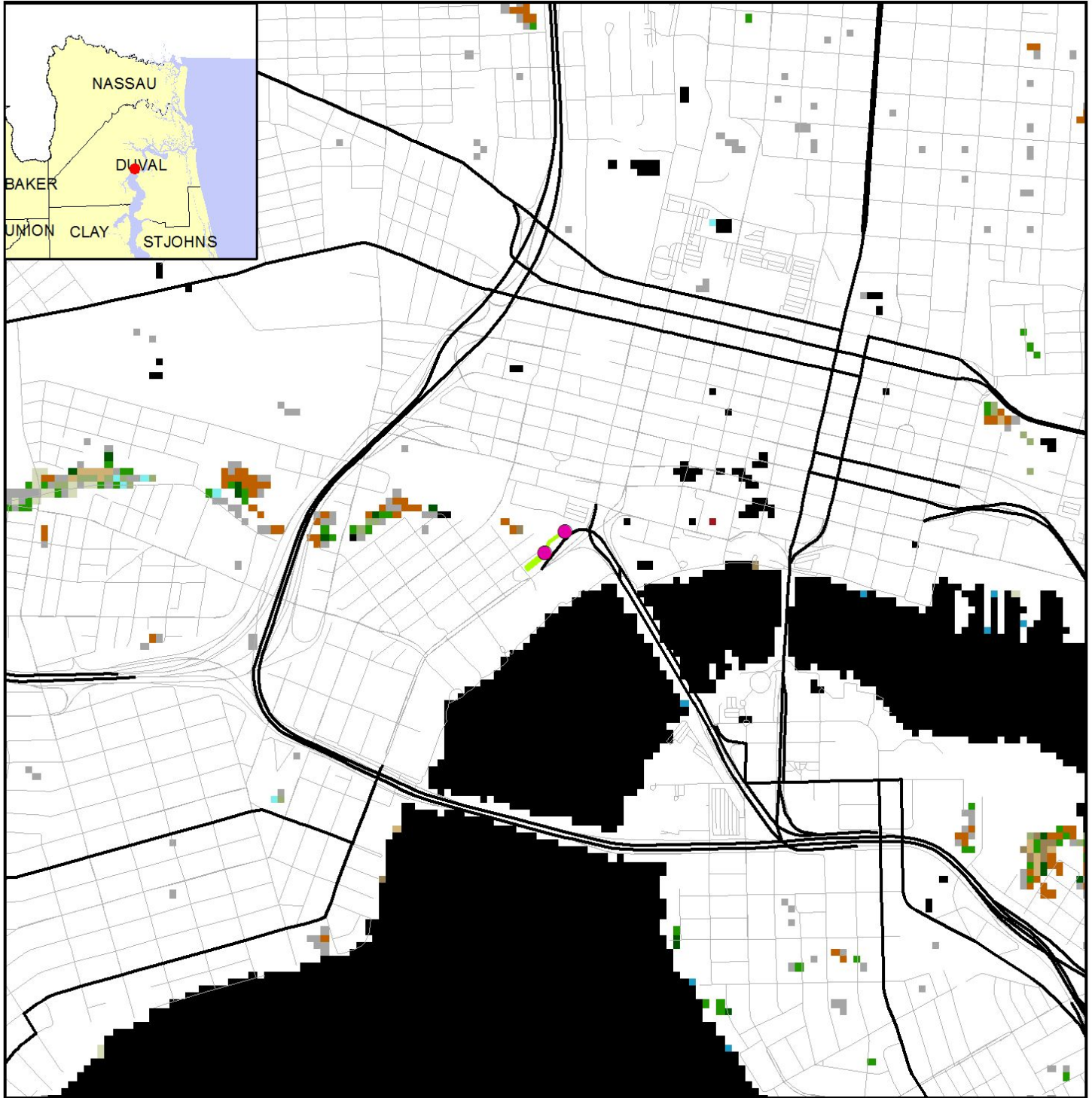
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Fish & Wildlife Conservation Commission

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.6 Miles **Vegetation and Land Cover Map**

- |                           |                            |                                  |                            |                     |                     |                   |
|---------------------------|----------------------------|----------------------------------|----------------------------|---------------------|---------------------|-------------------|
| ETDM Alternative Polygon  | Not Classified             | Hardwood Hammocks and Forests    | Bay Swamp                  | Mangrove Swamp      | Unimproved Pasture  | Brazilian Pepper  |
| ETDM Alternative Segment  | Coastal Strand             | Pinelands                        | Cypress Swamp              | Scrub Mangrove      | Sugarcane           | High Impact Urban |
| ETDM Alternative Terminus | Sand/Beach                 | Cabbage Palm-live Oak Hammock    | Cypress/Pine/Cabbage Palm  | Tidal Flats         | Citrus              | Low Impact Urban  |
| ETDM Alternative Point    | Xeric Oak Scrub            | Tropical Hardwood Hammock        | Mixed Wetland Forest       | Open Water          | Row and Field Crops | Extractive        |
| Major Road                | Sand Pine Scrub            | Freshwater Marsh and Wet Prairie | Hardwood Swamp             | Shrub and Brushland | Other Agriculture   |                   |
| Local Road or Trail       | Sandhill                   | Sawgrass Marsh                   | Hydric Hammock             | Grassland           | Exotic Plants       |                   |
|                           | Dry Prairie                | Cattail Marsh                    | Bottomland Hardwood Forest | Bare Soil/Clearcut  | Australian Pine     |                   |
|                           | Mixed Hardwood-pine Forest | Shrub Swamp                      | Salt Marsh                 | Improved Pasture    | Melaleuca           |                   |

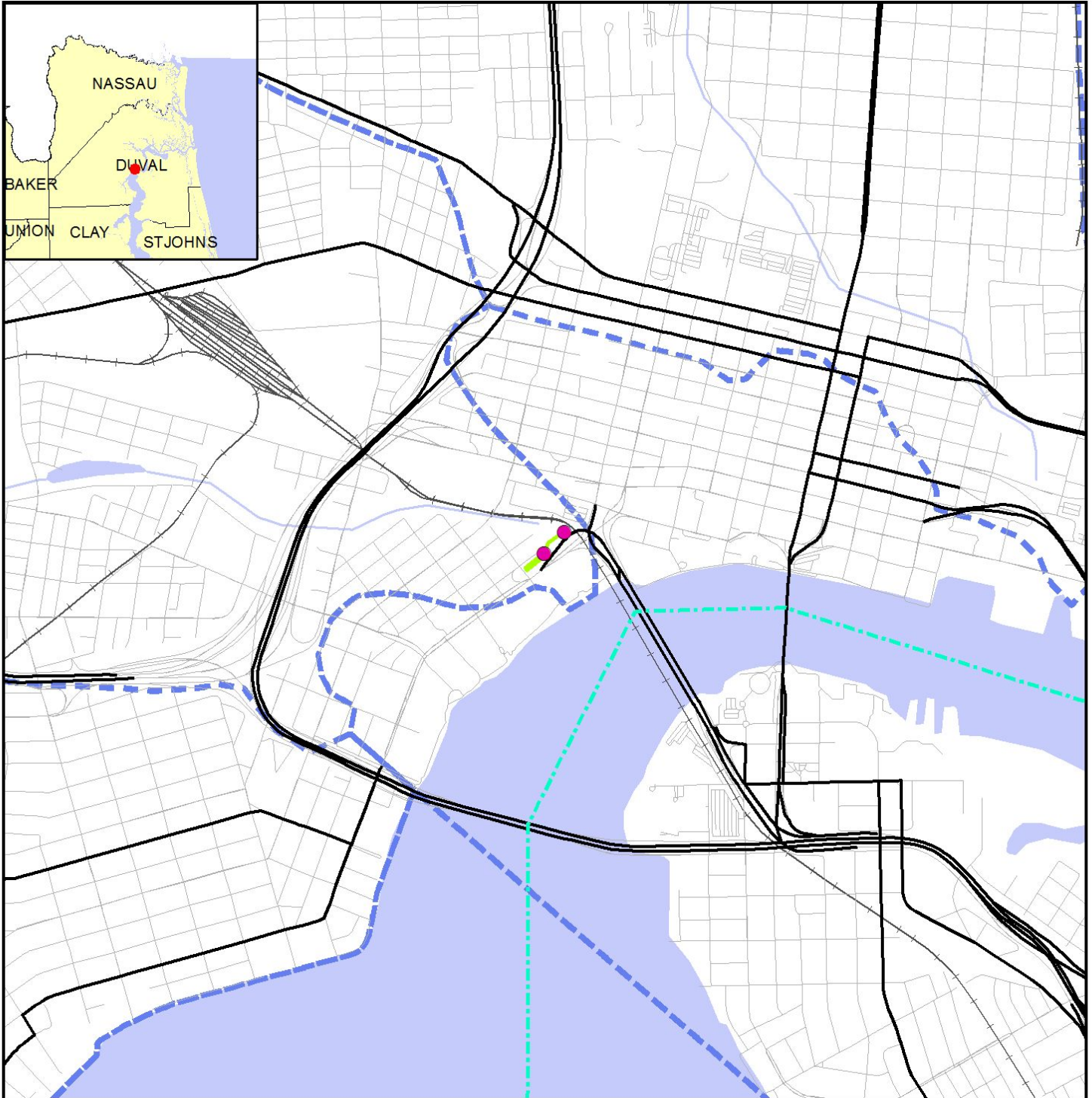
Data Sources: NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.6 Miles

**Data Sources:**

- NAVTEQ
- US Geological Survey

**Water Resources Map**

<span style="color: green;">●</span> ETDM Alternative Point	— Railroad	— SFWMD Canals	<span style="background-color: #90EE90;">■</span> Surface Water Class I
<span style="color: magenta;">●</span> ETDM Alternative Terminus	<span style="color: green;">▲</span> 1st Magnitude Spring	<span style="border: 1px dashed blue;">□</span> Drainage Basin	<span style="background-color: #4169E1;">■</span> Surface Water Class II
<span style="border: 1px dashed green;">□</span> ETDM Alternative Segment	— River, Stream or Canal	<span style="border: 1px dotted cyan;">□</span> Outstanding Florida Water	<span style="background-color: #ADD8E6;">■</span> Water Body
<span style="background-color: yellow; border: 1px dashed green;">□</span> ETDM Alternative Polygon	— Navigable Water Way		<span style="background-color: #90EE90;">■</span> Swamp/Marsh

**Data Sources:**

- Major Road
- Local Road or Trail

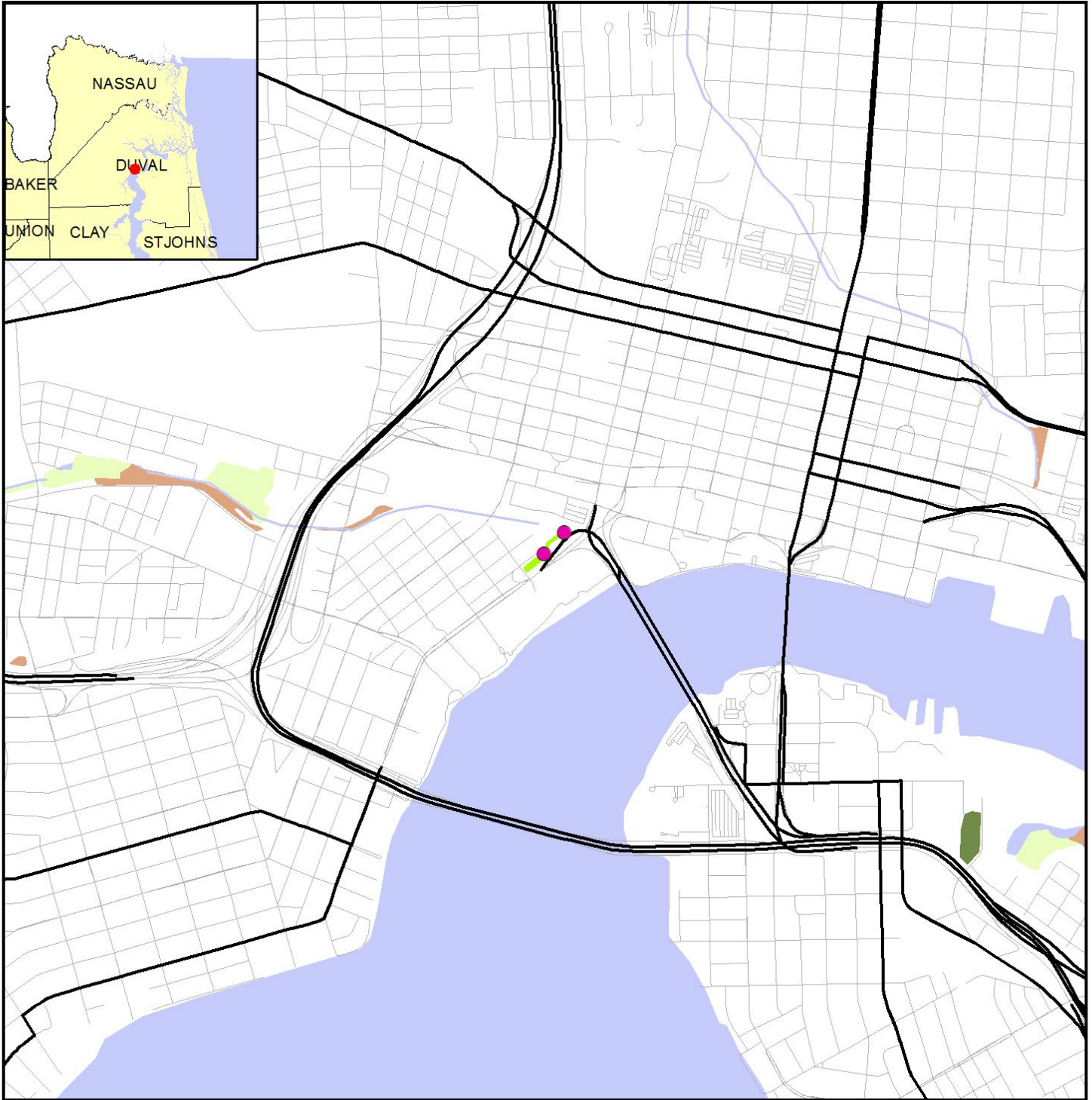
Florida Department of Transportation  
 Florida Department of Environmental Protection  
 Florida Geological Survey  
 US Bureau of Transportation Statistics

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# 14055 Brooklyn Skyway Extension and Station Development, Alternative #1

## Skyway O&M Center to 750 foot ext on JTA property



0 0.3 Miles

**Wetland Resource Map**



- |                           |                        |                                |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon  | Major Road             | Non-vegetated Wetland          |
| ETDM Alternative Segment  | Local Road or Trail    | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed         |
| ETDM Alternative Point    | Water Body             | Wetland Coniferous Forest      |
|                           |                        | Wetland Hardwood Forest        |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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## Appendices

### PED Comments

#### Advance Notification Comments

There are no comments for this project.

### GIS Analyses

Since there are so many GIS Analyses available for Project #14055 - Brooklyn Skyway Extension and Station Development, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fla-etat.org/est/index.jsp?tpID=14055&startPageName=GIS%20Analysis%20Results>

**Special Note:** Please be sure that when the GIS Analysis Results page loads, the **Summary Report Re-Published 9/25/2014 Milestone** is selected. GIS Analyses snapshots have been taken for Project #14055 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

### Project Attachments

**Note:** Attachments are not included in this Summary Report, but can be accessed by clicking on the links below:

Date	Type	Size	Link / Description
07/14/2014	Ancillary Project Documentation	163 KB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=17587">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=17587</a> COA E-mail from FTA
07/29/2013	Ancillary Project Documentation	322 KB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14891">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14891</a> State and Local Government and Agency Support Letters
07/29/2013	Ancillary Project Documentation	2.33 MB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14890">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14890</a> 2013 TIGER Discretionary Grant Application
07/29/2013	Hardcopy Map (from Attach Document Tool)	128 KB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14889">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14889</a> Brooklyn Skyway Extension Project Vicinity Map
07/29/2013	Hardcopy Map (from Attach Document Tool)	138 KB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14888">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14888</a> Brooklyn Skyway Extension Project Location Map
07/29/2013	Form SF-424: Application for Federal Assistance	87 KB	<a href="http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14887">http://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=14887</a> Form SF-424: Application for Federal Assistance

### Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.

3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	