

# *Appendix C*

## *Environmental Documentation*

- C1. Jacksonville Skyway System Expansion ETDM Summary Report
- C2. Bay Street AV Corridor Environmental Resource Evaluation
- C3. Bay Street Innovation Corridor Categorical Exclusion Letter



## Florida Department of Transportation

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# ETDM Summary Report

**Project #14424 - Jacksonville Skyway System Expansion**

**Final Planning Screen - Published on 02/10/2020**

**Generated by Wendy Lasher (on behalf of FDOT District 2)**

**Printed on: 2/10/2020**

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## Introduction to Planning Screen Summary Report

The Planning Screen Summary Report shown below is a read-only version of information contained in the Planning Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Planning Screen review. The purpose of the Planning Screen Summary Report is to summarize the results of the ETAT Planning 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 Planning Phase for the project. Available information for a Planning 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)
- Specific information regarding the potential transportation improvement such as alternatives or road segments that were reviewed; an overview of ETAT Planning Screen reviews; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources
- Summary of the Secondary and Cumulative Effects analysis conducted during the Planning Screen
- General Project Recommendations resulting from the ETAT Planning Screen review
- Dispute Resolution Activity Log (if any) for the project

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 Planning Screen Summary Report.

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 Sec. USC 168(4)(d) or the state project development process.

# #14424 Jacksonville Skyway System Expansion

**District:** District 2

**County:** Duval

**Planning Organization:** FDOT District 2

**Plan ID:** Not Available

**Federal Involvement:** Other Federal Funding

**Phase:** Planning Screen

**From:** Downtown Jacksonville

**To:**

**Financial Management No.:**

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

**Snapshot Data From:** Planning Screen Summary Report Published on 02/10/2020 by Wendy Lasher  
*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 and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
North Extension Corridor From: Rosa Parks Transit Station To: UF Health/VA Hospital <i>Published: 02/10/2020 Reviewed from 11/14/2019 to 12/29/2019</i>	1	4	2	N/A	2	1	1	2	3	2	2	2	2	2	2	2	2	3	3	0	N/A
Southeast Extension Corridor From: Kings Ave. Station/Garage To: San Marco East Area <i>Published: 02/10/2020 Reviewed from 11/14/2019 to 12/29/2019</i>	1	3	2	N/A	3	1	1	2	3	2	2	2	2	2	2	2	2	3	2	0	N/A
South Ext./Medical Complex Cor From: San Marco Station To: Adjacent Medical Complex <i>Published: 02/10/2020 Reviewed from 11/14/2019 to 12/29/2019</i>	1	3	2	N/A	2	1	1	2	3	2	2	2	2	2	2	2	2	3	3	0	N/A
West Extension Corridor From: Proposed Brooklyn Station To: Riverside <i>Published: 02/10/2020 Reviewed from 11/14/2019 to 12/29/2019</i>	1	3	2	N/A	3	1	1	2	3	2	2	2	2	2	2	2	2	3	2	N/A	N/A

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## Purpose and Need

### Purpose and Need

#### Purpose

Since 2013, the Jacksonville Transportation Authority (JTA) has focused on the evaluation of the Skyway, a 2.5-mile elevated automated people mover system, which recently celebrated 30 years in operation as an iconic downtown connector service. To address system deficiencies of an aging transportation service due to outdated technology and obsolescence of key vehicle and operating components, the JTA commissioned multiple studies to address the future of the Skyway. Specifically, based on stakeholder and JTA Board input, the guidance was to "Keep, Modernize and Expand the Skyway and enhance its role as a first file/last mile downtown circulator. Ongoing system planning studies highlighted the importance of improving connectivity to better respond to transportation and economic development demands.

#### Need

Downtown Jacksonville is experiencing an exciting renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas. Transforming downtown mobility and creating a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.
- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

### Project Description

This **Skyway System Expansion Study** is a companion study to the **Skyway System Conversion and Brooklyn Extension Study (2018 Skyway Conversion Study)** completed in December 2018. The 2018 Skyway Conversion Study focused on the conversion of the elevated guideway system and examined newer technologies to replace the vehicles and operating system. Prior studies identified using autonomous shuttles and creating an autonomous transportation network as the optimal solution to modernize and expand the Skyway.

This Skyway System Expansion Study focuses on potential alternatives to expand the system using autonomous vehicle shuttles to provide service to key destinations on the periphery of Downtown. The Skyway System Expansion Study is evaluating five corridors, focused on the termini of the existing Skyway system, considering both elevated and street level options for the extension. The goal of the study is to determine a preferred alignment for more detailed study, design and ultimately, implementation. The corridor evaluation considers key criteria including operations, safety, constructability, cost and community impact. This study is following FDOT's Transit Concept and Alternatives Review (TCAR) process.

This Programming Screen project will not include the East Extension Corridor referenced above and shown in Figure 1 since the Jacksonville Transportation Authority (JTA) has an approved Categorical Exclusion for this corridor already.

The four potential expansion corridors being screened are defined as follows and depicted in Figure 1.

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.

- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

### Summary of Public Comments

Summary of Public Comments is not available at this time.

### Planning Consistency Status

#### Federal Consistency Determination

No federal consistency determination found.

#### US Coast Guard Review

The USCG District Bridge Office for USCG District 7 has reviewed this project and provides the following determination(s):

#### No bridges were found requiring permits.

These determinations remain valid unless the proposed project changes to include additional unassessed bridges or the project scope changes.

No further involvement from the USCG is required unless the proposed project changes to include additional unassessed bridges or the project scope changes.

#### Out of Jurisdiction, No Permit Required

Analysis Area	Water Crossing	Latitude	Longitude	Comments
West Extension Corridor	CONNECTOR AT RIVERSIDE AVE MCCOY CREEK	30.3247419887	- 81.668395043	Not in USCG Jurisdiction.
North Extension Corridor	STREAM/RIVER AT 8TH ST HOGAN CREEK	30.3463349103	- 81.6624433213	Not in USCG Jurisdiction.
West Extension Corridor	CONNECTOR AT ACOSTA BRIDGE CONNEC MCCOY CREEK	30.3249975188	- 81.6685906317	Not in USCG Jurisdiction.
West Extension Corridor	CONNECTOR AT JEFFERSON ON SR-211 MCCOY CREEK	30.3248443354	- 81.6684733814	Not in USCG Jurisdiction.

#### Potential Lead Agencies

- FL Department of Transportation

#### Exempted Agencies

Agency Name	Justification	Date
National Park Service	There are no NPS facilities involved.	11/12/2019
US Forest Service	There are no USFS facilities involved.	11/12/2019
Federal Rail Administration	There are no FRA facilities involved.	11/12/2019
FDOT Office of Environmental Management	The project is being screened as state-funded.	11/14/2019

#### 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

- Jacksonville (city)

## Purpose and Need Reviews

### FL Department of Agriculture and Consumer Services

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/23/2019	Brian Camposano (Brian.Camposano@FreshFromFlorida.com)	No Purpose and Need comments found.

### FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/23/2019	Matt Preston (matt.preston@deo.myflorida.com)	No Purpose and Need comments found.

### FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/03/2019	Lindsay Rothrock (lindsay.rothrock@dos.myflorida.com)	No Purpose and Need comments found.

### FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/27/2019	Jennifer Goff (jennifer.goff@MyFWC.com)	No Purpose and Need comments found.

### National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/18/2019	Jennifer Schull (Jennifer.Schull@noaa.gov)	No Purpose and Need comments found.

### Saint Johns River Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/22/2019	Sandy Smith (ssmith@sjrwmd.com)	No comments.

### Seminole Tribe of Florida

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/17/2019	Victoria Menchaca (victoriamentchaca@seminoletribe.com)	No Purpose and Need comments found.

### US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/16/2019	Randy Turner (Randy.L.Turner@usace.army.mil)	No Purpose and Need comments found.

### US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/15/2019	Randall Overton (randall.d.overton@uscg.mil)	No Coast Guard involvement.

### US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	12/27/2019	Alya Singh-White (Singh-)	No Purpose and Need comments found.

**US Fish and Wildlife Service**

<b>Acknowledgment</b>	<b>Date Reviewed</b>	<b>Reviewer</b>	<b>Comments</b>
Understood	12/18/2019	Zakia Williams (zakia_williams@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

## North Extension Corridor

### Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
North Extension Corridor	Rosa Parks Transit Station	UF Health/VA Hospital	Transit	ETAT Review Complete	1.65 mi.		Transit	N

### Segment Description(s)

#### Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Unnamed Segment	Unnamed Segment	Rosa Parks Transit Station	UF Health/VA Hospital	1.65			

### Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Unnamed Segment	FDOT	In	N/A

### Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Funding Sources

No funding sources found.

### Project Effects Overview for North Extension Corridor

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Economic	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Social	4 Substantial	US Environmental Protection Agency	12/27/2019
<b>Cultural</b>			
Historic and Archaeological Sites	2 Minimal	Seminole Tribe of Florida	12/17/2019
Historic and Archaeological Sites	3 Moderate	FL Department of State	12/12/2019
Recreation Areas	0 None	FL Department of Environmental Protection	12/20/2019
Recreation Areas	2 Minimal	Saint Johns River Water Management District	11/22/2019
<b>Natural</b>			
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	12/27/2019
Wildlife and Habitat	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	12/23/2019



Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	2	Minimal	US Environmental Protection Agency	12/27/2019
Wetlands and Surface Waters	0	None	FL Department of Environmental Protection	12/20/2019
Wetlands and Surface Waters	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	2	Minimal	US Army Corps of Engineers	12/16/2019
Wetlands and Surface Waters	2	Minimal	Saint Johns River Water Management District	11/22/2019
Wetlands and Surface Waters	2	Minimal	National Marine Fisheries Service	11/18/2019
Coastal and Marine	2	Minimal	Saint Johns River Water Management District	11/22/2019
Coastal and Marine	2	Minimal	National Marine Fisheries Service	11/18/2019
Floodplains	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	12/27/2019
Water Quality and Quantity	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	0	None	FL Department of Environmental Protection	12/20/2019
<b>Physical</b>				
Contamination	3	Moderate	US Environmental Protection Agency	12/27/2019
Contamination	0	None	FL Department of Environmental Protection	12/20/2019
Air Quality	2	Minimal	US Environmental Protection Agency	12/27/2019
Navigation	0	None	US Army Corps of Engineers	12/16/2019
Navigation	N/A	N/A / No Involvement	US Coast Guard	11/15/2019
<b>Special Designations</b>				
Special Designations	N/A	N/A / No Involvement	US Environmental Protection Agency	12/27/2019
Special Designations	N/A	N/A / No Involvement	Saint Johns River Water Management District	12/23/2019

## ETAT Reviews and Coordinator Summary: Social and Economic

### Mobility

#### Project Effects

**Coordinator Summary Degree of Effect:** 1 Enhanced assigned 02/10/2020 by FDOT District 2

#### Comments:

##### JTA DOE: Enhanced

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Enhanced for Mobility. Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous JTA bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.

- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

None found

## Land Use Changes

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional with 71.21 acres (33.02%), Commercial and Services with 60.94 acres (28.26%), and High Density Residential with 54.93 acres (25.47%) as the three major existing land uses within the 500-foot project buffer area. There are also five Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of two Brownfield Location Boundaries; Pilot Project Area and Southside Community Redevelopment Area.

The FDEO noted that the 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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD." More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown. The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. The City has indicated its intent to amend the Future Transportation Map Series to include this project.

The proposed project is expected to maintain the future land uses JTA will continue to coordinate with the City of Jacksonville.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

Compatibility with Community Development Goals and Comprehensive Plan:

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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD."

More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown.

Future Transportation Map:

The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. **The City has indicated its intent to amend the Future Transportation Map Series to include this project.**

Land Uses:

Future land uses that surround the proposed project include: Low Density Residential, Medium Density Residential, Regional Commercial, Neighborhood Commercial, Mixed Use, Residential/Professional/Institutional, Public Building and Facilities, Light Industrial and Heavy Industrial.

Parks:

City parks that are located in close proximity to the proposed project include: Belmonte Park, Jim Rink Park, Greenscape Celebration Park, Jessie Ball DuPont Park, Confederate Park and Henry Klutho Park. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an Area of Critical State Concern, or the CHHA; nor does it encroach on any military installation.

Other Planning-Related Items:

The project is located in close proximity to the following planning-related entities:

DRI: Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI (Downtown Consolidated DRI).

Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port).

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Farmlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: No Involvement**

The Jacksonville Transportation Authority (JTA) has concluded that the project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area.

None found

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**Aesthetic Effects**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has concluded the project is expected to result in minimal involvement with aesthetic resources and will be analyzed during Project Development.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

None found

**Economic**

**Project Effects**

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified five Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The FDEO commented that the project is not located within a Rural Area of Opportunity. The proposed project is a critical component of the City's downtown development and redevelopment programs to attract new development/businesses to the Central Business District (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 and approving new businesses in the City's CBD and surrounding areas.

The proposed project will enhance economic resources and regional connectivity.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

The project *is not* located within a Rural Area of Opportunity.

The proposed project is a critical component of the City's downtown development and redevelopment programs 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 and approving new businesses in the City's CBD and surrounding areas.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Relocation Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has assigned a Minimal Degree of Effect to this issue and recommends that this issue be reevaluated as the project continues into future phases of project development. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%). Commercial and Services land use consists of 60.94 acres (28.26%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

None found

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**Social**

**Project Effects**

**Coordinator Summary Degree of Effect:** 4 *Substantial* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Substantial

**JTA DOE: Substantial**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the USEPA and recommends of a Degree of Effect (DOE) of Substantial.

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 414 households, with a total population of 908 people. The median household income was \$36,354. The SDR identified 21.5% of households were below poverty level and 1.69% of households received public assistance. During the PD&E study, the JTA will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 44.05% of the total population and include "Black or African American Alone" with a population of 298 (32.82%), "Some Other Race Alone" with 39 people (4.3%), "Claimed 2 or More Races" with 35 people (3.85%), "Asian Alone" with 12 people (1.32%), and "American Indian or Alaska Native Alone" with 6 people (0.66%) within the 500-foot project buffer area. There are 44 people (4.85%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the Census block groups. This data identified 32 census blocks with a total population of 1,551 people that have a minority population greater than 40%. Minority populations are primarily north of Florida State College.

#### Age and Disability

The median age is 39 and persons age 65 and over comprise 12.67% of the population. There are 122 people (18.35%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 589 housing units. The housing consists of single family units (63%), multi-family units (37%), and no mobile home units. These units are owner occupied (32%), renter occupied (38%), and vacant units (30%).

#### Language

There are 6 people (0.69%) that speak English "not at all" and 2 people (0.23%) that speak English "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Hart Mausoleum Cemetery
- Jacksonville Urban League
- YMCA - Shands
- Historic Springfield Community Council
- Masonic Lodge - Solomon
- Masonic Lodge - Scottish Rites Masonic Cathedral
- Bridge Multiservice Center for Youth
- Duval County Public Health Unit - Resource Library
- Borland Health Sciences Library
- Florida State College at Jacksonville - Downtown Campus
- Mattie V. Rutherford Alternative Education Center
- Bridge to Success (School for the Future)
- Ambleside Green (Private School)
- Karpeles Manuscript Library
- JEA Waterworks Museum Complex
- Jacksonville Fire Department - Station 2
- US Post Office - Springfield
- Veteran's Affairs Outpatient Clinic - Jacksonville

- Gateway Park
- Henry J Klutho Park
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace.
- Mt. Charity Missionary Baptist (Religious Center)
- Beyel Baptist Institutional Church (Religious Center)
- We're for Jesus (Religious Center)
- Prisoners of Christ (Religious Center)
- Westside Church of Christ (Religious Center)
- Abbas Place Christian Fellowship, Intercity Missions (Religious Center)
- Scottish Rites Masonic Cathedral (Religious Center)
- Group Care Facilities (4)

The USEPA commented that the proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the Preliminary environmental Discussion (PED), "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative appears to be the largest/longest and has the highest population and number of residences of the four alternatives evaluated. Due to this being such a high-density residential area (as well as "Institutional" and "Commercial and Services"), the likelihood of residential relocations and social impacts are expected to be substantial. It is not clear if additional ROW would be required at this time. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. The USEPA assigned a Substantial degree of effect to this issue and recommended that this issue be reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

The USEPA recommended that analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. The minority population is large, making up 44.05% of the total population and 21.5% of households are below poverty level. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. There is a sizeable minority population within the proposed project area. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

In addition, the USEPA referenced Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks.

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that residents and businesses along the proposed corridor can provide input to the project.

**Degree of Effect:** 4 *Substantial* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Social impacts to residential populations and communities, businesses, and other cultural resources such as social, economic, mobility, land use, and aesthetics.

EPA is assigning a Substantial degree of effect to this issue.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.

- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

According to the preliminary environmental discussion (PED) report, the three major existing land uses within the 500-foot buffer area are Institutional with 71.21 acres (33.02%), Commercial and Services with 60.94 acres (28.26%), and High Density Residential with 54.93 acres (25.47%). There are five Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown. The PED identified 414 households (589 housing units), with a total population of 908 people. The median household income was \$36,354 and 21.5% of households were below poverty level. The minority population makes up 44.05% of the total population with majority (32.82%) being "Black or African American Alone."

In addition to residential properties, the following are located within the 500 foot project buffer area:

- Hart Mausoleum Cemetery
- Jacksonville Urban League
- YMCA - Shands
- Historic Springfield Community Council
- Masonic Lodge - Solomon
- Masonic Lodge - Scottish Rites Masonic Cathedral
- Bridge Multiservice Center for Youth
- Duval County Public Health Unit - Resource Library
- Borland Health Sciences Library
- Florida State College at Jacksonville - Downtown Campus
- Mattie V. Rutherford Alternative Education Center
- Bridge to Success (School for the Future)
- Ambleside Green (Private School)
- Karpeles Manuscript Library
- JEA Waterworks Museum Complex
- Jacksonville Fire Department - Station 2
- US Post Office - Springfield
- Veteran's Affairs Outpatient Clinic - Jacksonville
- Gateway Park
- Henry J Klutho Park
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace.
- Mt. Charity Missionary Baptist (Religious Center)
- Beyel Baptist Institutional Church (Religious Center)
- We're for Jesus (Religious Center)
- Prisoners of Christ (Religious Center)
- Westside Church of Christ (Religious Center)
- Abbas Place Christian Fellowship, Intercity Missions (Religious Center)
- Scottish Rites Masonic Cathedral (Religious Center)
- Group Care Facilities (4)

The proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the PED, "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative appears to be the largest/longest and has the highest population and number of residences of the four alternatives evaluated. Due to this being such a high-density residential area (as well as "Institutional" and "Commercial and Services"), the likelihood of residential relocations and social impacts are expected to be substantial. It is not clear if additional ROW would be required at this time. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. EPA is assigning a Substantial degree of effect to this issue and recommends that this issue is reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

Analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. The minority population is large, making up 44.05% of the total population and 21.5% of households are below poverty level. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on



minority and low-income populations. There is a sizeable minority population within the proposed project area. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, was issued to direct federal agencies to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. The EPA recommends that the future environmental studies, especially the PD&E study, identify the population of children living in the proposed project area and other sensitive receptors such as preschools, childcare centers, and schools. The study should also include a discussion of the potential project impacts, including air quality and noise, in relationship to children's health and safety. The following web link (<http://yosemite.epa.gov/ochp/ochpweb.nsf/content/regs.htm>) provides more information on children's health.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Cultural  
Historic and Archaeological Sites**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

SHPO DOE: Moderate

Seminole Tribe of Florida DOE: Minimal

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Department of State - State Historic Preservation Officer (SHPO) and the Seminole Tribe of Florida and recommends a Degree of Effect (DOE) of Moderate for impacts on historic and archaeological sites. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Florida Site File (FSF) cemetery, three FSF historic bridges, 288 FSF historic standing structures, five FSF Resource Groups, and four National Register of Historic Places (NRHP) listed sites within the 500-foot project buffer area.

The FSF cemetery, Hart Mausoleum Cemetery has not been evaluated by the SHPO. The three FSF historic bridges include Footbridge Waterworks Park East and West, both not evaluated by the SHPO and Klutho-Hogan's Creek (Laura Avenue) which is NRHP-eligible. The NRHP listed sites include; Henry John Klutho House (DU0016), Bethel Baptist Institutional Church (DU00450), Springfield Historic District (DU02606), and Downtown Jacksonville Historic District (DU21749).

The SHPO commented that since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, Florida

Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment. The SHPO will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The Seminole Tribe of Florida stated that previously recorded archaeological sites appear to be close to the project area. The project could disturb or destroy unknown historical/cultural resources.

The Seminole Tribe of Florida has requested a copy of the CRAS report when it is finished in order to complete their assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800.

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

JTA will coordinate with the SHPO to limit the CRAS to areas of potential effect (APEs) for the project.

**Degree of Effect:** 2 *Minimal* assigned 12/17/2019 by Victoria Menchaca, Seminole Tribe of Florida

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

**Coordination Document Comments:**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**Direct Effects**

**Identified Resources and Level of Importance:**

Previously recorded archaeological sites appear to be close to the project area. There could be unknown historical/cultural resources

**Comments on Effects to Resources:**

The project could disturb or destroy unknown historical resources.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 3 *Moderate* assigned 12/12/2019 by Lindsay S Rothrock, FL Department of State

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

**Coordination Document Comments:**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

### **Direct Effects**

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

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

#### **Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

#### **Additional Comments (optional):**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

### **CLC Recommendations:**

### **Indirect Effects**

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

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

#### **Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

#### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

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## **Recreation Areas**

### **Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### **Comments:**

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect (DOE) of Minimal for impacts on recreation areas. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Gateway Park
- Henry J. Klutho Park
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace.

The SJRWMD stated that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek. This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

The FDEP provided a DOE of None with no additional comment.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

**Section 4(f) Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

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

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace and Gateway Park within the 100- and 200-foot project buffer area, respectively. The Gateway Park and Henry J. Klutho Park are within the 100-foot project buffer area.

The EST GIS analysis identified one Florida Master Site File cemetery, resource groups, historic standing structures, and four National Register of Historic Places (NRHP) sites which are detailed under the Historic and Archaeological Sites DOE.

The JTA will incorporate all possible planning to minimize harm to these resources. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction during Project Development.

None found

**ETAT Reviews and Coordinator Summary: Natural**

**Wildlife and Habitat**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

FFWCC DOE: Minimal

USFWS DOE: Minimal

DACS DOE: N/A / No Involvement

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Agriculture and Consumer Services (DACs) and

recommends a Degree of Effect (DOE) of Minimal.

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA).

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for wood stork colony locations.

<http://www.fws.gov/northflorida>

The FWC stated that no significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

The DACS provided a DOE of N/A / No Involvement with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No significant wildlife resources were identified in the project area.

**Comments on Effects to Resources:**

No significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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

**Additional Comments (optional):**

**CLC Recommendations:**

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 12/23/2019 by Brian Camposano, FL Department of Agriculture and Consumer Services

#### Coordination Document:

No Involvement

### Direct Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### Additional Comments (optional):

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

#### Coordination Document:

PD&E Support Document As Per PD&E Manual

### Direct Effects

#### Identified Resources and Level of Importance:

#### Wood Stork (*Mycteria americana*)

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

#### Comments on Effects to Resources:

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### Additional Comments (optional):

## CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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## Wetlands and Surface Waters

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

USACE DOE: Minimal

USFWS DOE: Minimal

NMFS DOE: Minimal

USEPA DOE: Minimal

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

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

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 1.59 acres (0.74%) of riverine wetlands within the 500-foot project buffer area.

The USACE commented that any riverine surface water impacts would be to high quality wetlands. There should be no impacts to waters of the U.S. since avoidance measures should be available with either of the elevated and/or street level options for the extension. The surface waters of the creek would be or could be bridged either way. The USACE recommended a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey should be conducted along the project corridor to identify any existing wetlands, and if any are found, a jurisdictional determination should be completed. A review of the Corps Regulatory In Lieu Fee and Bank Information Tracking System (RIBITS) indicates that the proposed project corridor would traverse the geographical service areas of nine federally approved mitigation banks. All the banks have palustrine forested or one with just palustrine credits available. All the banks are assessed using the Wetland Rapid Assessment Procedure (WRAP) or Uniform Mitigation Assessment Method (UMAM) and one bank is ratio based. Any unavoidable wetland impacts should be assessed using UMAM, WRAP or ratio method dependent on the functional assessment of the bank that is proposed. Based on the limited information provided at this time, the proposed project would probably be permitted using a Nationwide Permit - 14 - Linear Transportation Projects.

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will



require further coordination. Please refer to the North Florida Field Office website for WOST colony locations.

<http://www.fws.gov/northflorida>

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th Street, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The USEPA commented that the wetlands present are associated with Hogan Creek, which the proposed project crosses twice. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. To the extent practicable, USEPA encouraged avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the Project Development and Environment (PD&E) study. Appropriate stormwater treatment systems and BMPs must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

The FDEP provided a DOE of None with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to EFH.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Wetlands are a high level of importance as they are a critical natural resource and serve several functions including filtration/treatment of surface water runoff, flood control, erosion control, groundwater recharge/discharge, wildlife and species habitat, and recreation and tourism opportunities.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

The National Wetlands Inventory (NWI) dataset of the GIS analysis identified 1.59 acres (0.74%) of riverine wetlands within the 500-foot project buffer area. The wetlands present are associated with Hogan Creek, which the proposed project crosses twice. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

To the extent practicable, USEPA encourages avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during PD&E. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

**Coordination Document:**

PD&E Support Document As Per PD&E Manual

**Direct Effects**

**Identified Resources and Level of Importance:**

**Wood Stork (*Mycteria americana*)**

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

**Comments on Effects to Resources:**

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**

Permit or Technical Study Required

**Permits**

Section 404 - Individual or General

**Comments:**

The proposed project would require a Department of the Army (DA) authorization for impacts to any waters of the U.S. (wetlands and surface waters) under Section 404 of the Clean Water Act. Based on the limited information provided at this time, the proposed project would probably be permitted using a Nationwide Permit - 14 - Linear Transportation Projects.

**Direct Effects**

**Identified Resources and Level of Importance:**

A review of the EST revealed the presence of approximately 1.59 riverine surface waters within a 500 foot buffer; 0.52 acre of riverine surface waters within a 200 foot buffer; and 0.26 acre of riverine surface waters within a 100 foot buffer. Any palustrine wetland impacts would most likely be palustrine forested wetlands. These surface waters are associated with Logan Creek which the proposed project crosses twice along the corridor. The level of importance would be minimal which is based on the project information provided.

**Comments on Effects to Resources:**

Any riverine surface water impacts would be to high quality wetlands. There should be no impacts to waters of the U.S. since avoidance measures should be available with either of the elevated and/or street level options for the extension. The surface waters of the creek would be or could be bridged either way.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey should be conducted along the project corridor to identify any existing wetlands, and if any are found, a jurisdictional determination should be completed. A review of the Corps RIBITS indicates that the proposed project corridor would traverse the geographical service areas of 9 federally approved mitigation banks. All the banks have palustrine forested or one with just palustrine credits available. All the banks are assessed using the Wetland Rapid Assessment Procedure (WRAP) or Uniform Mitigation Assessment Method (UMAM) and one bank is ratio based. Any unavoidable wetland impacts should be assessed using UMAM, WRAP or ratio method dependent on the functional assessment of the bank that is proposed. Based on the limited information provided at this time, the proposed project would probably be permitted using a Nationwide Permit - 14 - Linear Transportation Projects.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

See direct effects.

**Comments on Effects to Resources:**

No effect on wetland or surface water resources.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

See direct impacts.

**Degree of Effect:** 2 Minimal assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

**Coordination Document:**

To Be Determined: Further Coordination Required

**Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**Direct Effects**

**Identified Resources and Level of Importance:**

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Magnuson-Stevens Act:** Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

**Endangered Species Act:** We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

**Fish and Wildlife Coordination Act:** The comments NMFS provided regarding sequential mitigation are in accordance with the Fish

and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Coastal and Marine**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

NMFS DOE: Minimal

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the National Marine Fisheries Service (NMFS) and the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th Street, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Permits**

Environmental Resource Permit

**Comments:**

If wetland impacts are proposed or the addition of impervious an Environmental Resource Permit is required.

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

**Coordination Document:**

To Be Determined: Further Coordination Required

**Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**Direct Effects**

**Identified Resources and Level of Importance:**

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street

& W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## **Floodplains**

### **Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone



with 33.61 acres (15.59%) in Zones AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The SJRWMD commented that the North Extension Corridor appears to traverse the Hogan Creek floodplain (Flood Zone AE), while the remainder of the corridor is in Flood Zone X. Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP) and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

#### **Direct Effects**

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

The North Extension Corridor appears to traverse the Hogan Creek floodplain (Flood Zone AE), while the remainder of the corridor is in Flood Zone X. Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

##### **Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

##### **Additional Comments (optional):**

##### **CLC Recommendations:**

#### **Indirect Effects**

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

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Water Quality and Quantity

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

USEPA DOE: Minimal

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

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

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbodies of which both are impaired:

St. Johns River Above Trout River [WBID: 2213D] (iron)

Hogan Creek [WBID: 2252] (dissolved oxygen)

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 215.65 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The USEPA recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, Total Maximum Daily Load (TMDL) requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

The SJRWMD stated that the project is located in an urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body. The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide peak rate of discharge attenuation of stormwater runoff.

The FDEP provided a DOE of None with no additional comment.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Water quality within the project area and within the State of Florida are of a high level of importance. EPA is assigning a Minimal degree of effect to this issue for the proposed project.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

A GIS analysis identified two waterbodies, both impaired, within the 500-foot project buffer area: St. Johns River Above Trout River [WBID: 2213D] (iron) Hogan Creek [WBID: 2252] (dissolved oxygen). It is recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, TMDL requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is located in an urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Water Quality:**

The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body.

**Water Quantity:**

The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

**Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Physical Infrastructure**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Moderate for infrastructure.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration (FAA) obstructions and one electric substation. Potential contaminated infrastructure sites are described in the Contamination issue.

The JTA will conduct coordination with appropriate stakeholders and will take measures to avoid and/or minimize harm to infrastructure resources.

None found

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**Noise**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%). Commercial and Services land use consists of 60.94 acres (28.26%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

None found

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**Contamination**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

FDEP DOE: None

**JTA DOE: Moderate**

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 Moderate.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (10)
- Brownfield Location Boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- Hazardous waste facilities (11)
- Onsite sewage sites (9)
- Petroleum contamination monitoring sites (22)
- Solid waste facility (1)
- Storage tank contamination monitoring sites (26)
- Super Act Risk Sources (18)
- Super Act Well (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (11)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (19)

USEPA noted soils, groundwater, and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

The USEPA commented that some of the facilities listed in the EST include either above or underground storage tanks that are currently present or have been removed from the facility. The FDEP following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

The USEPA recommended that the environmental review (Project Development and Environment [PD&E] study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

In closing the USEPA stated that potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

The FDEP provided a DOE of None with no additional comment.

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

## Direct Effects

### Identified Resources and Level of Importance:

Soils, groundwater and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

A Moderate degree of effect is being assigned to this issue for the proposed project.

### Comments on Effects to Resources:

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
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- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

Based on the information provided in the EST, the following contaminated site features are listed in the GIS analysis data as being located within the 500-foot buffer distance:

- Biomedical waste (10)
- Brownfield Location Boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- Hazardous waste facilities (11)
- Onsite sewage sites (9)
- Petroleum contamination monitoring sites (22)
- Solid waste facility (1)
- Storage tank contamination monitoring sites (26)
- Super Act Risk Sources (18)
- Super Act Well (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (11)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (19)

Some of the facilities listed in the above categories include either above or underground storage tanks that are currently present or have been removed from the facility. The Florida Department of Environmental Protection following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

Underground and/or above ground storage tanks have the potential for environmental impacts to soils and/or groundwater from petroleum hydrocarbons. Petroleum hydrocarbons are the primary constituents in oil, gasoline, diesel, as well as solvents. Petroleum hydrocarbons are the primary focus of many site and risk assessments. The petroleum constituents of primary interest to human health are aromatic hydrocarbons (benzene ethylbenzene, toluene, and xylenes), polycyclic aromatic hydrocarbons (PAHs), gasoline additives (MTBE, TBA) and combustion emissions from fuels. Other contaminated site features, such as Hazardous Waste Sites, Solid Waste Sites, and USEPA RCRA Sites, involve other types of hazardous and solid wastes.

The environmental review (PD&E study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

Potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Air Quality**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

**JTA DOE: Minimal**

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

The USEPA noted that the portions of Duval County within the Area of Potential Effect have not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency



**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

High

**Comments on Effects to Resources:**

Duval County has not been designated non-attainment or maintenance for the ozone, carbon monoxide (CO), or particulate matter (PM) National Ambient Air Quality Standards under the Clean Air Act. Therefore, the proposed project is expected to have minimal impact on air quality.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Navigation**

**Project Effects**

**Coordinator Summary Degree of Effect:** 0 None assigned 02/10/2020 by FDOT District 2

**Comments:**

USACE DOE: None

USCG DOE: N/A / No Involvement

**JTA DOE: None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Coast Guard (USCG) and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect (DOE) of None.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings but the project intersects Hogan Creek.

The USCG commented there is no USCG involvement.

The USACE stated no involvement or none and that the proposed project would require a Department of the Army (DA) authorization for impacts to any waters of the U.S. (wetlands and surface waters) under Section 404 of the Clean Water Act. Based on the limited information provided at this time, the proposed project would probably be permitted using a Nationwide Permit - 14 - Linear Transportation Projects.

**Degree of Effect:** 0 None assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No involvement or none.

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

See direct impacts.

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The proposed project would require a Department of the Army (DA) authorization for impacts to any waters of the U.S. (wetlands and surface waters) under Section 404 of the Clean Water Act. Based on the limited information provided at this time, the proposed project would probably be permitted using a Nationwide Permit - 14 - Linear Transportation Projects.

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**Degree of Effect:** N/A N/A / *No Involvement* assigned 11/15/2019 by Randall D Overton, US Coast Guard

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No Coast Guard involvement.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Special Designations**

**Special Designations**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / *No Involvement* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: N/A / No Involvement  
SJRWMD DOE: N/A / No Involvement  
**JTA DOE: N/A / No Involvement**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of N/A / No Involvement.

The EST GIS analysis did not identify any Outstanding Florida Waters, Aquatic Preserves, Scenic Highways, or Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

The USEPA provided a DOE of N/A / No Involvement with no additional comment.

The SJRWMD concluded that the project is not located within a special regulatory basin of the SJRWMD.

**Degree of Effect:** N/A N/A / No Involvement assigned 12/27/2019 by Alya Singh-White, 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:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A N/A / No Involvement assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is not located within a special regulatory basin of the SJRWMD.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Southeast Extension Corridor

### Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Southeast Extension Corridor	Kings Ave. Station/Garage	San Marco East Area	Transit	ETAT Review Complete	0.85 mi.		Transit	N

### Segment Description(s)

#### Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Unnamed Segment	Unnamed Segment	Kings Ave. Station/Garage	San Marco East Area	0.85			

#### Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Unnamed Segment	FDOT	In	N/A

#### Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Funding Sources

No funding sources found.

### Project Effects Overview for Southeast Extension Corridor

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Economic	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Social	3 Moderate	US Environmental Protection Agency	12/27/2019
<b>Cultural</b>			
Historic and Archaeological Sites	2 Minimal	Seminole Tribe of Florida	12/17/2019
Historic and Archaeological Sites	3 Moderate	FL Department of State	12/12/2019
Recreation Areas	0 None	FL Department of Environmental Protection	12/20/2019
Recreation Areas	2 Minimal	Saint Johns River Water Management District	11/22/2019
<b>Natural</b>			
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	12/27/2019
Wildlife and Habitat	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	12/23/2019

Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	2	Minimal	US Environmental Protection Agency	12/27/2019
Wetlands and Surface Waters	0	None	FL Department of Environmental Protection	12/20/2019
Wetlands and Surface Waters	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	0	None	US Army Corps of Engineers	12/16/2019
Wetlands and Surface Waters	2	Minimal	Saint Johns River Water Management District	11/22/2019
Wetlands and Surface Waters	2	Minimal	National Marine Fisheries Service	11/18/2019
Coastal and Marine	2	Minimal	Saint Johns River Water Management District	11/22/2019
Coastal and Marine	2	Minimal	National Marine Fisheries Service	11/18/2019
Floodplains	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	12/27/2019
Water Quality and Quantity	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	0	None	FL Department of Environmental Protection	12/20/2019
<b>Physical</b>				
Contamination	3	Moderate	US Environmental Protection Agency	12/27/2019
Contamination	0	None	FL Department of Environmental Protection	12/20/2019
Air Quality	2	Minimal	US Environmental Protection Agency	12/27/2019
Navigation	0	None	US Army Corps of Engineers	12/16/2019
Navigation	N/A	N/A / No Involvement	US Coast Guard	11/15/2019
<b>Special Designations</b>				
Special Designations	N/A	N/A / No Involvement	US Environmental Protection Agency	12/27/2019
Special Designations	N/A	N/A / No Involvement	Saint Johns River Water Management District	12/23/2019

## ETAT Reviews and Coordinator Summary: Social and Economic

### Mobility

#### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

#### Comments:

##### JTA DOE: Enhanced

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Enhanced for Mobility. Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous JTA bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.

- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

None found

## Land Use Changes

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 45.33 acres (38.57%), Institutional with 16.29 acres (13.86%), and High Density Residential with 14.66 acres (12.47%) as the three major existing land uses within the 500-foot project buffer area. There are also three Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of four Brownfield Location Boundaries; Southside Community Redevelopment Area, Southside Generating Station (SGS) Area, Kings Avenue Brownfield Area, and San Marco Crossing Area.

The FDEO noted that the 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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD." More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown. The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. The City has indicated its intent to amend the Future Transportation Map Series to include this project.

The proposed project is expected to maintain the future land uses JTA will continue to coordinate with the City of Jacksonville.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

Compatibility with Community Development Goals and Comprehensive Plan:

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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD."

More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to

assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown.

Future Transportation Map:

The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. **The City has indicated its intent to amend the Future Transportation Map Series to include this project.**

Land Uses:

Future land uses that surround the proposed project include: Low Density Residential, Medium Density Residential, Regional Commercial, Neighborhood Commercial, Mixed Use, Residential/Professional/Institutional, Public Building and Facilities, Light Industrial and Heavy Industrial.

Parks:

City parks that are located in close proximity to the proposed project include: Belmonte Park, Jim Rink Park, Greenscape Celebration Park, Jessie Ball DuPont Park, Confederate Park and Henry Klutho Park. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an Area of Critical State Concern, or the CHHA; nor does it encroach on any military installation.

Other Planning-Related Items:

The project is located in close proximity to the following planning-related entities:

DRI: Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI (Downtown Consolidated DRI).

Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port).

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Farmlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: No Involvement**

The Jacksonville Transportation Authority (JTA) has concluded that the project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area. None found

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**Aesthetic Effects**



## Project Effects

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

### Comments:

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has concluded the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Institutional, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

None found

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## Economic

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

### Comments:

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The FDEO commented that the project is not located within a Rural Area of Opportunity. The proposed project is a critical component of the City's downtown development and redevelopment programs to attract new development/businesses to the Central Business District (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 and approving new businesses in the City's CBD and surrounding areas.

The proposed project will enhance economic resources and regional connectivity.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

### Coordination Document:

No Involvement

## Direct Effects

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

City of Jacksonville 2030 Comprehensive Plan, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

The project *is not* located within a Rural Area of Opportunity.

The proposed project is a critical component of the City's downtown development and redevelopment programs 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 and approving new businesses in the City's CBD and surrounding areas.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Relocation Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has assigned a Minimal Degree of Effect to this issue and recommends that this issue be reevaluated as the project continues into future phases of project development. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Institutional, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%). Commercial and Services land use consists of 45.33 acres (38.57%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

None found

**Social**

## Project Effects

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

### Comments:

USEPA DOE: Moderate

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the USEPA and recommends of a Degree of Effect (DOE) of Moderate.

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the Census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 156 households, with a total population of 321 people. The median household income was \$67,451. The SDR identified 12.18% of households were below poverty level and 0.64% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 25.55% of the total population and include "Black or African American Alone" with a population of 36 (11.21%), "Asian Alone" with 21 people (6.54%), "Claimed 2 or More Races" with 11 people (3.43%), and "Some Other Race Alone" with 8 people (2.49%) within the 500-foot project buffer area. There are 12 people (3.74%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data identified one census block with a total population of four people that have a minority population greater than 40%. This minority population is located at the southern terminus on the opposite side of Atlantic Boulevard.

#### Age and Disability

The median age is 41 and persons age 65 and over comprise 10.59% of the population. There are 27 people (12.39%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 185 housing units. The housing consists of multi-family units (60%), single family units (40%), and no mobile home units. These units are renter occupied (52%), owner occupied (32%), and vacant units (15%).

#### Language

There is 1 person (0.34%) that speak English "not at all" and 3 people (1.02%) that speak English "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Knights of Columbus 1951
- Balis Recreation Center
- San Marco Branch Library
- Southside Park
- Fletcher Park - San Marco Preservation Hall
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

The USEPA commented that the proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the Preliminary environmental Discussion (PED), "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative is shorter in length compared to Alternative 1 and has considerably less high-density residential areas along the project corridor. The likelihood of residential relocations and impacts are expected to be moderate. It is not clear if additional ROW would be required at this time. Additional social impacts include noise, vibration, construction detours and travel

pattern disruptions. The USEPA assigned a Moderate degree of effect to this issue and recommended that this issue be reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

The USEPA recommended that analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. The minority population makes up 25.55% of the total population. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. There is a sizeable minority population within the proposed project area. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

In addition, the USEPA referenced Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks.

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that residents and businesses along the proposed corridor can provide input to the project.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Social impacts to residential populations and communities, businesses, and other cultural resources such as social, economic, mobility, land use, and aesthetics.

EPA is assigning a Moderate degree of effect to this issue.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

According to the preliminary environmental discussion (PED) report, the three major existing land uses within the 500-foot buffer area are Commercial and Services with 45.33 acres (38.57%), Institutional with 16.29 acres (13.86%), and High Density Residential with 14.66 acres (12.47%). There are three Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown. The PED identified 156 households (185 housing units), with a total population of 321 people. The median household income was \$ 67,451 and 12.2% of households were below poverty level. The minority population makes up 25.55% of the total population with majority (11.21%) being "Black or African American Alone."

In addition to residential properties, the following are located within the 500 foot project buffer area:

- Knights of Columbus 1951
- Balis Recreation Center
- San Marco Branch Library
- Southside Park
- Fletcher Park - San Marco Preservation Hall

- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

The proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the PED, "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative is shorter in length compared to Alternative 1 and has considerably less high-density residential areas along the project corridor. The likelihood of residential relocations and impacts are expected to be moderate. It is not clear if additional ROW would be required. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. EPA is assigning a Moderate degree of effect to this issue and recommends that this issue is reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

Analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. The minority population makes up 25.55% of the total population. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, was issued to direct federal agencies to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. The EPA recommends that the future environmental studies, especially the PD&E study, identify the population of children living in the proposed project area and other sensitive receptors such as preschools, childcare centers, and schools. The study should also include a discussion of the potential project impacts, including air quality and noise, in relationship to children's health and safety. The following web link (<http://yosemite.epa.gov/ochnp/ochpweb.nsf/content/regs.htm>) provides more information on children's health.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Cultural**

**Historic and Archaeological Sites**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

SHPO DOE: Moderate

Seminole Tribe of Florida DOE: Minimal

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Department of State - State Historic Preservation Officer (SHPO) and the Seminole Tribe of Florida and recommends a Degree of Effect (DOE) of Moderate for impacts on historic and archaeological sites. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Florida Site File (FSF) archaeological or historic sites, 98 FSF historic standing structures, and four FSF Resource Groups within the 500-foot

project buffer area.

The FSF archaeological or historic sites are Prudential Site - historic refuse/dump (DU19848) ineligible for the National Register of Historic Place (NRHP) and Broadcast Historic Dump - land-terrestrial (DU21317) - ineligible for the NRHP. The FSF Resource Groups includes NRHP listed King's Roads (DU13980), Fletcher Park Historic District (DU03798), and Railroad Segment - 8SX (DU17719) and one ineligible abandoned FEC spur line (DU21316).

The SHPO commented that since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, the two general vicinity archaeological sites with previous reports of human remains are the largest concern for this corridor. Depending on the specific corridor alignment and type of construction planned within this corridor, and based on the results of the CRAS research into the sites' history and prior documentation as well as the previous disturbances to said archaeological sites, special considerations may need to be discussed because of the potential for human remains. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment. The SHPO will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The Seminole Tribe of Florida stated that previously recorded archaeological sites appear to be close to the project area. The project could disturb or destroy unknown historical/cultural resources.

The Seminole Tribe of Florida has requested a copy of the CRAS report when it is finished in order to complete their assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800.

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

JTA will coordinate with the SHPO to limit the CRAS to areas of potential effect (APEs) for the project.

**Degree of Effect:** 2 *Minimal* assigned 12/17/2019 by Victoria Menchaca, Seminole Tribe of Florida

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

**Coordination Document Comments:**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**Direct Effects**

**Identified Resources and Level of Importance:**

Previously recorded archaeological sites appear to be close to the project area. There could be unknown historical/cultural resources

**Comments on Effects to Resources:**

The project could disturb or destroy unknown historical resources.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**CLC Recommendations:**

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:** 3 *Moderate* assigned 12/12/2019 by Lindsay S Rothrock, FL Department of State

#### Coordination Document:

PD&E Support Document As Per PD&E Manual

#### Coordination Document Comments:

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, the two general vicinity archaeological sites with previous reports of human remains are the largest concern for this corridor. Depending on the specific corridor alignment and type of construction planned within this corridor, and based on the results of the CRAS research into the sites' history and prior documentation as well as the previous disturbances to said archaeological sites, special considerations may need to be discussed because of the potential for human remains. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

### Direct Effects

#### Identified Resources and Level of Importance:

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

#### Comments on Effects to Resources:

The project has the potential to impact cultural resources within and adjacent to the proposed project.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

#### Additional Comments (optional):

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, the two general vicinity archaeological sites with previous reports of human remains are the largest concern for this corridor. Depending on the specific corridor alignment and type of construction planned within this corridor, and based on the results of the CRAS research into the sites' history and prior documentation as well as the previous disturbances to said archaeological sites, special considerations may need to be discussed because of the potential for human remains. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of

evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

**Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

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## Recreation Areas

### Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect (DOE) of Minimal for impacts on recreation areas. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Southside Park
- Fletcher Park - San Marco Preservation Hall
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

The SJRWMD stated that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek. This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin. JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

The FDEP provided a DOE of None with no additional comment.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

**Degree of Effect:** 0 None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

### Direct Effects

#### Identified Resources and Level of Importance:

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**



### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

#### Coordination Document:

Permit or Technical Study Required

### Direct Effects

#### Identified Resources and Level of Importance:

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

#### Comments on Effects to Resources:

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

All wetland impacts should be avoiding areas of Hogan Creek.

#### Additional Comments (optional):

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

No indirect impacts are anticipated.

#### Comments on Effects to Resources:

None

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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## Section 4(f) Potential

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

##### JTA DOE: Minimal

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

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown Jacksonville to EGG within the 100-foot project buffer area. Southside Park and Fletcher Park - San Marco Preservation Hall are within the 100- and 500-foot project buffer area, respectively.

The EST GIS analysis identified archaeological or historic sites, resource groups, historic standing structures, and four National Register of Historic Places (NRHP) sites which are detailed under the Historic and Archaeological Sites DOE.

The JTA will incorporate all possible planning to minimize harm to these resources. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction during Project Development.

None found

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## ETAT Reviews and Coordinator Summary: Natural Wildlife and Habitat

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

FFWCC DOE: Minimal

USFWS DOE: Minimal

DACS DOE: N/A / No Involvement

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Agriculture and Consumer Services (DACs) and recommends a Degree of Effect (DOE) of Minimal.

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA) and 0.59 acre (0.5%) within the critical habitat for the West Indian Manatee although the project will not involve any waterways.

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for wood stork colony locations.

<http://www.fws.gov/northflorida>

The FWC stated that no significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

The DACs provided a DOE of N/A / No Involvement with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No significant wildlife resources were identified in the project area.

**Comments on Effects to Resources:**

No significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 12/23/2019 by Brian Camposano, FL Department of Agriculture and Consumer Services

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

**Coordination Document:**

### Direct Effects

#### Identified Resources and Level of Importance:

##### Wood Stork (*Mycteria americana*)

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

#### Comments on Effects to Resources:

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### Additional Comments (optional):

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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## Wetlands and Surface Waters

### Project Effects

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

#### Comments:

USFWS DOE: Minimal  
NMFS DOE: Minimal  
USEPA DOE: Minimal  
SJRWMD DOE: Minimal  
USACE DOE: None  
FDEP DOE: None

**JTA DOE: Minimal**

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

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 1.2 acres (0.87%) of palustrine wetlands and <0.1 acre (0.01%) of riverine wetlands within the 500-foot project

buffer area.

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for Woodstork colony locations.

<http://www.fws.gov/northflorida>

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The USEPA commented that the wetlands present are associated with Hogan Creek, which the proposed project crosses twice. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. To the extent practicable, USEPA encouraged avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the Project Development and Environment (PD&E) study. Appropriate stormwater treatment systems and BMPs must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor). The USACE commented that a review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be none which is based on the project information provided.

The FDEP provided a DOE of None with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to EFH.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

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

### Direct Effects

#### Identified Resources and Level of Importance:

Wetlands are a high level of importance as they are a critical natural resource and serve several functions including filtration/treatment of surface water runoff, flood control, erosion control, groundwater recharge/discharge, wildlife and species habitat, and recreation and tourism opportunities.

#### Comments on Effects to Resources:

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

The National Wetlands Inventory (NWI) dataset of the GIS analysis identified 1.2 acres (0.87%) of palustrine wetlands and <0.1 acre (0.01%) of riverine wetlands within the 500-foot project buffer area. Any wetlands present here would be associated with Hogan Creek. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

To the extent practicable, USEPA encourages avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during PD&E. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

#### Additional Comments (optional):

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

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

**Direct Effects**

**Identified Resources and Level of Importance:**

**Wood Stork (*Mycteria americana*)**

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

**Comments on Effects to Resources:**

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

A review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be none which is based on the project information provided.

**Comments on Effects to Resources:**

None.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

See direct impacts.

**Comments on Effects to Resources:**

None.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

None.

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**



## Indirect Effects

### Identified Resources and Level of Importance:

No indirect impacts are anticipated.

### Comments on Effects to Resources:

None

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

### Coordination Document:

To Be Determined: Further Coordination Required

### Coordination Document Comments:

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

## Direct Effects

### Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

### Comments on Effects to Resources:

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

**Magnuson-Stevens Act:** Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

**Endangered Species Act:** We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

**Fish and Wildlife Coordination Act:** The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Coastal and Marine**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

**Comments:**

NMFS DOE: Minimal

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the National Marine Fisheries Service (NMFS) and the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th Street, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map

that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

#### **Direct Effects**

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

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

##### **Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

##### **Additional Comments (optional):**

##### **CLC Recommendations:**

#### **Indirect Effects**

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

No indirect impacts are anticipated.

##### **Comments on Effects to Resources:**

None

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

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

##### **Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

#### **Direct Effects**

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

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Floodplains**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 0.15 acre (0.13%) in Zone AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The SJRWMD commented that portions of the Southeast Extension Corridor appear to be located within the floodplain of the St. Johns River. Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP) and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Portions of the Southeast Extension Corridor appear to be located within the floodplain of the St. Johns River. Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

**Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

## Water Quality and Quantity

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

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

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one waterbody which is impaired, St. Johns River Above Trout River [WBID: 2213D] (iron).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 215.65 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The USEPA recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, Total Maximum Daily Load (TMDL) requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

The SJRWMD stated that the project is located in a heavily developed urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body. The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

The FDEP provided a DOE of None with no additional comment.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Water quality within the project area and within the State of Florida are of a high level of importance. EPA is assigning a Minimal degree of effect to this issue for the proposed project.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

A GIS analysis identified one waterbody, which is impaired, within the 500-foot project buffer area: St. Johns River Above Trout River [WBID: 2213D] (iron). It is recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, TMDL requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

## Permits

Environmental Resource Permit

### Comments:

ERP may be required.

## Direct Effects

### Identified Resources and Level of Importance:

The project is located in a heavily developed urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

### Water Quality:

The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body.

### Water Quantity:

The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

### Comments on Effects to Resources:

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

### Additional Comments (optional):

### CLC Recommendations:

## Indirect Effects

### Identified Resources and Level of Importance:

### Comments on Effects to Resources:

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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**Degree of Effect:**  None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

### Coordination Document:

No Involvement

## Direct Effects

### Identified Resources and Level of Importance:

### Comments on Effects to Resources:

### Recommended Avoidance, Minimization, and Mitigation Opportunities:



**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Physical Infrastructure**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal for infrastructure.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration (FAA) obstructions, two electric substations, one wireless antenna structure location, two grade level railroad crossings at Hendricks Avenue and Atlantic Boulevard, and one railroad in between these two crossings. Potential contaminated infrastructure sites are described in the Contamination issue.

The JTA will conduct coordination with appropriate stakeholders and will take measures to avoid and/or minimize harm to infrastructure resources.

None found

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**Noise**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%). Commercial and Services land use consists of 45.33 acres (38.57%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

None found

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**Contamination**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

FDEP DOE: None

**JTA DOE: Moderate**

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 Moderate.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (4)
- Brownfield Location Boundaries (4) -Southside Community Redevelopment Area, Southside Generating Station Area, Kings Avenue Brownfield Area, and San Marco Crossing Area
- Hazardous waste facilities (7)
- Onsite sewage sites (6)
- Petroleum contamination monitoring sites (5)
- Storage tank contamination monitoring sites (11)
- Super Act Risk Sources (4)
- Super Act wells (5)
- Superfund Hazardous Waste Site (1) - Southside Generating Station (not on the National Priorities List)
- Toxic Release Inventory Site (1)
- Treaters, Stors, and Disposers of Hazardous Waste (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (6)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (9)

USEPA noted soils, groundwater, and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

The USEPA commented that some of the facilities listed in the EST include either above or underground storage tanks that are currently present or have been removed from the facility. The FDEP following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

The USEPA recommended that the environmental review (Project Development and Environment [PD&E] study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

In closing the USEPA stated that potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

The FDEP provided a DOE of None with no additional comment.

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

### Direct Effects

#### Identified Resources and Level of Importance:

Soils, groundwater and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

A Moderate degree of effect is being assigned to this issue for the proposed project.

#### Comments on Effects to Resources:

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

Based on the information provided in the EST, the following contaminated site features are listed in the GIS analysis data as being located within the 500-foot buffer distance:

- Biomedical waste (4)
- Brownfield Location Boundaries (4) -Southside Community Redevelopment Area, Southside Generating Station Area, Kings Avenue Brownfield Area, and San Marco Crossing Area
- Hazardous waste facilities (7)
- Onsite sewage sites (6)
- Petroleum contamination monitoring sites (5)
- Storage tank contamination monitoring sites (11)
- Super Act Risk Sources (4)
- Super Act Well (5)
- Superfund Hazardous Waste Site (1) - Southside Generating Station (not on the National Priorities List)
- Toxic Release Inventory Site (1)
- TREATERS, STORERS, and DISPOSERS OF HAZARDOUS WASTE (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (6)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (9)

Some of the facilities listed in the above categories include either above or underground storage tanks that are currently present or have been removed from the facility. The Florida Department of Environmental Protection following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

Underground and/or above ground storage tanks have the potential for environmental impacts to soils and/or groundwater from petroleum hydrocarbons. Petroleum hydrocarbons are the primary constituents in oil, gasoline, diesel, as well as solvents. Petroleum hydrocarbons are the primary focus of many site and risk assessments. The petroleum constituents of primary interest to human health are aromatic hydrocarbons (benzene ethylbenzene, toluene, and xylenes), polycyclic aromatic hydrocarbons (PAHs), gasoline additives (MTBE, TBA) and combustion emissions from fuels. Other contaminated site features, such as Hazardous Waste Sites, Solid Waste Sites, and USEPA RCRA Sites, involve other types of hazardous and solid wastes.

The environmental review (PD&E study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

Potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage

tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## **Air Quality**

### **Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

**JTA DOE: Minimal**

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

The USEPA noted that the portions of Duval County within the Area of Potential Effect have not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards

(NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

High

**Comments on Effects to Resources:**

Duval County has not been designated non-attainment or maintenance for the ozone, carbon monoxide (CO), or particulate matter (PM) National Ambient Air Quality Standards under the Clean Air Act. Therefore, the proposed project is expected to have minimal impact on air quality.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Navigation

### Project Effects

**Coordinator Summary Degree of Effect:** 0 *None* assigned 02/10/2020 by FDOT District 2

**Comments:**

USACE DOE: None

USCG DOE: N/A / No Involvement

**JTA DOE: None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Coast Guard (USCG) and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect (DOE) of None.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings.

The USCG commented there is no USCG involvement.

The USACE provided a DOE of None with no additional comment.

**Degree of Effect:** 0 *None* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

N/A

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

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**Degree of Effect:** N/A N/A / *No Involvement* assigned 11/15/2019 by Randall D Overton, US Coast Guard

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No Coast Guard involvement.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Special Designations**

**Special Designations**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: N/A / No Involvement

SJRWMD DOE: N/A / NoInvolvement

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

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of N/A / No Involvement.

The EST GIS analysis did not identify any Outstanding Florida Waters, Aquatic Preserves, Scenic Highways, or Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

The USEPA provided a DOE of N/A / No Involvement with no additional comment.

The SJRWMD concluded that the project is not located within a special regulatory basin of the SJRWMD.

**Degree of Effect:** N/A N/A / No Involvement assigned 12/27/2019 by Alya Singh-White, 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:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A N/A / No Involvement assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is not located within a special regulatory basin of the SJRWMD.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## South Ext./Medical Complex Cor

### Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
South Ext./Medical Complex Cor	San Marco Station	Adjacent Medical Complex	Transit	ETAT Review Complete	0.37 mi.		Transit	N

### Segment Description(s)

#### Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Unnamed Segment	Unnamed Segment	San Marco Station	Adjacent Medical Complex	0.37			

### Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Unnamed Segment	FDOT	In	N/A

### Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

### Funding Sources

No funding sources found.

### Project Effects Overview for South Ext./Medical Complex Cor

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Economic	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Social	3 Moderate	US Environmental Protection Agency	12/27/2019
<b>Cultural</b>			
Historic and Archaeological Sites	3 Moderate	Seminole Tribe of Florida	12/17/2019
Historic and Archaeological Sites	3 Moderate	FL Department of State	12/12/2019
Recreation Areas	0 None	FL Department of Environmental Protection	12/20/2019
Recreation Areas	2 Minimal	Saint Johns River Water Management District	11/22/2019
<b>Natural</b>			
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	12/27/2019
Wildlife and Habitat	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	12/23/2019

Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	2	Minimal	US Environmental Protection Agency	12/27/2019
Wetlands and Surface Waters	0	None	FL Department of Environmental Protection	12/20/2019
Wetlands and Surface Waters	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	0	None	US Army Corps of Engineers	12/16/2019
Wetlands and Surface Waters	2	Minimal	Saint Johns River Water Management District	11/22/2019
Wetlands and Surface Waters	2	Minimal	National Marine Fisheries Service	11/18/2019
Coastal and Marine	2	Minimal	Saint Johns River Water Management District	11/22/2019
Coastal and Marine	2	Minimal	National Marine Fisheries Service	11/18/2019
Floodplains	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	12/27/2019
Water Quality and Quantity	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	0	None	FL Department of Environmental Protection	12/20/2019
<b>Physical</b>				
Contamination	3	Moderate	US Environmental Protection Agency	12/27/2019
Contamination	0	None	FL Department of Environmental Protection	12/20/2019
Air Quality	2	Minimal	US Environmental Protection Agency	12/27/2019
Navigation	0	None	US Army Corps of Engineers	12/16/2019
Navigation	N/A	N/A / No Involvement	US Coast Guard	11/15/2019
<b>Special Designations</b>				
Special Designations	N/A	N/A / No Involvement	US Environmental Protection Agency	12/27/2019
Special Designations	N/A	N/A / No Involvement	Saint Johns River Water Management District	12/23/2019

## ETAT Reviews and Coordinator Summary: Social and Economic

### Mobility

#### Project Effects

**Coordinator Summary Degree of Effect:** 1 Enhanced assigned 02/10/2020 by FDOT District 2

#### Comments:

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Enhanced for Mobility. Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous JTA bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.

- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

None found

## Land Use Changes

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 31.07 acres (49.16%), Roads with 14.85 acres (23.5%), and Institutional with 12.08 acres (19.11%) as the three major existing land uses within the 500-foot project buffer area. There is also one Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of the Southside Community Redevelopment Area Brownfield Location Boundaries.

The FDEO noted that the 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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD." More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown. The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. The City has indicated its intent to amend the Future Transportation Map Series to include this project.

The proposed project is expected to maintain the future land uses JTA will continue to coordinate with the City of Jacksonville.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

Compatibility with Community Development Goals and Comprehensive Plan:

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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD."

More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown.

Future Transportation Map:

The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. **The City has indicated its intent to amend the Future Transportation Map Series to include this project.**

Land Uses:

Future land uses that surround the proposed project include: Low Density Residential, Medium Density Residential, Regional Commercial, Neighborhood Commercial, Mixed Use, Residential/Professional/Institutional, Public Building and Facilities, Light Industrial and Heavy Industrial.

Parks:

City parks that are located in close proximity to the proposed project include: Belmonte Park, Jim Rink Park, Greenscape Celebration Park, Jessie Ball DuPont Park, Confederate Park and Henry Klutho Park. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an Area of Critical State Concern, or the CHHA; nor does it encroach on any military installation.

Other Planning-Related Items:

The project is located in close proximity to the following planning-related entities:

DRI: Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI (Downtown Consolidated DRI).

Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port).

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Farmlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: No Involvement**

The Jacksonville Transportation Authority (JTA) has concluded that the project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area.

None found

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**Aesthetic Effects**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has concluded the project is expected to result in minimal involvement with aesthetic resources and will be analyzed during Project Development.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

None found

**Economic**

**Project Effects**

**Coordinator Summary Degree of Effect:** 1 Enhanced assigned 02/10/2020 by FDOT District 2

**Comments:**

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDOE) and recommends a Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The FDEO commented that the project is not located within a Rural Area of Opportunity. The proposed project is a critical component of the City's downtown development and redevelopment programs to attract new development/businesses to the Central Business District (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 and approving new businesses in the City's CBD and surrounding areas.

The proposed project will enhance economic resources and regional connectivity.

**Degree of Effect:** 1 Enhanced assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

The project *is not* located within a Rural Area of Opportunity.

The proposed project is a critical component of the City's downtown development and redevelopment programs 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 and approving new businesses in the City's CBD and surrounding areas.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Relocation Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

The Jacksonville Transportation Authority (JTA) has assigned a Minimal Degree of Effect to this issue and recommends that this issue be reevaluated as the project continues into future phases of project development. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%). Commercial and Services land use consists of 31.07 acres (49.16%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

None found

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**Social**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the USEPA and recommends of a Degree of Effect

(DOE) of Moderate.

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 98 households, with a total population of 139 people. The median household income was \$51,523. The SDR identified 13.27% of households were below poverty level and 1.02% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 19.42% of the total population and include "Black or African American Alone" with a population of 10 people (7.19%), "Some Other Race Alone" with 4 people (2.88%), "Asian Alone" with 1 person (0.72%), and "Claimed 2 or More Races" with 1 person (0.72%) within the 500-foot project buffer area. There are 12 people (8.63%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data did not identify any minority population greater than 40%.

#### Age and Disability

The median age is 41 and persons age 65 and over comprise 19.42% of the population. There are 9 people (8.57%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 111 housing units. The housing consists of multi-family units (83%), single family units (17%), and no mobile home units. These units are renter occupied (68%), owner occupied (20%), and vacant units (12%).

#### Language

There are no people (0.0%) that speak English "not at all" and 5 people (3.68%) that speak English "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Museum of Science and History - Bryan Gooding Planetarium
- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

The USEPA commented that the proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the Preliminary environmental Discussion (PED), "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative appears to be the shortest in length and has considerably less high-density residential areas along the corridor. The likelihood of residential relocations is expected to be moderate, possibly minimal. It is not clear if additional ROW would be required at this time. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. The USEPA assigned a Moderate degree of effect to this issue and recommended that this issue be reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

The USEPA recommended that analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part

of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. There is a sizeable minority population within the proposed project area. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

In addition, the USEPA referenced Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks.

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that residents and businesses along the proposed corridor can provide input to the project.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Social impacts to residential populations and communities, businesses, and other cultural resources such as social, economic, mobility, land use, and aesthetics.

EPA is assigning a Moderate degree of effect to this issue.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

According to the preliminary environmental discussion (PED) report, the three major existing land uses within the 500-foot buffer area are Commercial and Services with 31.07 acres (49.16%), Roads with 14.85 acres (23.5%), and Institutional with 12.08 acres (19.11%). There is one Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown. The PED identified 98 households (111 housing units), with a total population of 139 people. The median household income was \$51,523. and 13.3% of households were below poverty level. The minority population makes up 19.42% of the total population with majority (7.19%) being "Black or African American Alone."

In addition to residential properties, the following are located within the 500 foot project buffer area:

- Museum of Science and History - Bryan Gooding Planetarium
- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

The proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the PED, "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative appears to be the shortest in length and has considerably less high-density residential areas along the corridor. The likelihood of residential relocations are expected to be moderate, possibly minimal. It is not clear if additional ROW would be required. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. EPA is assigning a Moderate degree of effect to this issue and recommends that this issue is reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts



to the greatest extent practicable.

Analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, was issued to direct federal agencies to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. The EPA recommends that the future environmental studies, especially the PD&E study, identify the population of children living in the proposed project area and other sensitive receptors such as preschools, childcare centers, and schools. The study should also include a discussion of the potential project impacts, including air quality and noise, in relationship to children's health and safety. The following web link (<http://yosemite.epa.gov/ochp/ochpweb.nsf/content/regs.htm>) provides more information on children's health.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Cultural  
Historic and Archaeological Sites**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

SHPO DOE: Moderate

Seminole Tribe of Florida DOE: Minimal

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Department of State - State Historic Preservation Officer (SHPO) and the Seminole Tribe of Florida and recommends a Degree of Effect (DOE) of Moderate for impacts on historic and archaeological sites. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Florida Site File (FSF) archaeological or historic sites, one FSF historic bridge, 43 FSF historic standing structures, and one FSF Resource Group within the 500-foot project buffer area.

The FSF archeological and historic sites are Low Mounds A & B (DU00035 & DU 00036) which have not been evaluated by the State Historic Preservation Officer (SHPO) and the FSF historic bridge is the US-1/Miami Road Bridge (DU21150) and the FSF Resource Group Railroad Segment - 8SX (DU17719), which are both eligible for the NRHP.

The SHPO commented that since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that

have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment. The SHPO will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The Seminole Tribe of Florida stated that previously recorded archaeological sites are in the project area. There could be unknown historical/cultural resources. Additionally, Mound sites often have burials associated with them. The project could disturb or destroy unknown historical/cultural resources.

The Seminole Tribe of Florida has requested a copy of the CRAS report when it is finished in order to complete their assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800.

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

JTA will coordinate with the SHPO to limit the CRAS to areas of potential effect (APEs) for the project.

**Degree of Effect:** 3 *Moderate* assigned 12/17/2019 by Victoria Menchaca, Seminole Tribe of Florida

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

**Coordination Document Comments:**

The Seminole Tribe of Florida would respectfully like to request a CRAS be conducted and to receive a copy of the report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**Direct Effects**

**Identified Resources and Level of Importance:**

Previously recorded archaeological sites are in the project area. There could be unknown historical/cultural resources. Additionally, Mound sites often have burials associated with them.

**Comments on Effects to Resources:**

The project could disturb or destroy historical/cultural resources.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

The Seminole Tribe of Florida would respectfully like to request a CRAS be conducted and to receive a copy of the report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 3 *Moderate* assigned 12/12/2019 by Lindsay S Rothrock, FL Department of State

**Coordination Document:**

PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

**Direct Effects**

**Identified Resources and Level of Importance:**

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

**Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

**Additional Comments (optional):**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

**Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

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## Recreation Areas

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect (DOE) of Minimal for impacts on recreation areas. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown Jax South to East Coast Greenway

The SJRWMD stated that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek. This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin. JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor). The FDEP provided a DOE of None with no additional comment.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

### Indirect Effects

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Section 4(f) Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

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

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown Jax South to East Coast Greenway

The EST GIS analysis identified two Florida Site File (FSF) archaeological or historic sites, one FSF historic bridge, 43 FSF historic standing structures, and one FSF Resource Group which are detailed under the Historic and Archaeological Sites DOE.

The JTA will incorporate all possible planning to minimize harm to these resources. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction during Project Development.

None found

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## ETAT Reviews and Coordinator Summary: Natural Wildlife and Habitat

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

FFWCC DOE: Minimal

USFWS DOE: Minimal

DACS DOE: N/A / No Involvement

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Agriculture and Consumer Services (DACs) and recommends a Degree of Effect (DOE) of Minimal.

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA).

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for wood stork colony locations.

<http://www.fws.gov/northflorida>

The FWC stated that no significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

The DACs provided a DOE of N/A / No Involvement with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

#### Coordination Document:

No Involvement

#### Direct Effects

#### Identified Resources and Level of Importance:

No significant wildlife resources were identified in the project area.

**Comments on Effects to Resources:**

No significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 12/23/2019 by Brian Camposano, FL Department of Agriculture and Consumer Services

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

**Coordination Document:**

PD&E Support Document As Per PD&E Manual

**Direct Effects**

**Identified Resources and Level of Importance:**

**Wood Stork (*Mycteria americana*)**

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

**Comments on Effects to Resources:**

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the

wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Wetlands and Surface Waters

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USFWS DOE: Minimal

NMFS DOE: Minimal

USEPA DOE: Minimal

SJRWMD DOE: Minimal

USACE DOE: None

FDEP DOE: None

**JTA DOE: Minimal**

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

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) did not identify any wetlands within the 500-foot project buffer area.

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management



practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for wood stork colony locations.

<http://www.fws.gov/northflorida>

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The USEPA commented that the NWI dataset of the GIS analysis did not identify any wetlands within the 500-foot project buffer area.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

The USACE commented that a review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be none which is based on the project information provided.

The FDEP provided a DOE of None with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to EFH.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Wetlands are a high level of importance as they are a critical natural resource and serve several functions including filtration/treatment of surface water runoff, flood control, erosion control, groundwater recharge/discharge, wildlife and species habitat, and recreation and tourism opportunities.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

The National Wetlands Inventory (NWI) dataset of the GIS analysis did not identify any wetlands within the 500-foot project buffer area.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

**Coordination Document:**

PD&E Support Document As Per PD&E Manual

**Direct Effects**

**Identified Resources and Level of Importance:**

**Wood Stork (*Mycteria americana*)**

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

**Comments on Effects to Resources:**

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Degree of Effect:** 0 None assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

A review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be none which is based on the project information provided.

**Comments on Effects to Resources:**

None.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

See direct impacts.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

None.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

**Coordination Document:**

To Be Determined: Further Coordination Required

**Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**Direct Effects**

**Identified Resources and Level of Importance:**

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Coastal and Marine**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

NMFS DOE: Minimal

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the National Marine Fisheries Service (NMFS) and the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek.

JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

#### **Direct Effects**

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

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

##### **Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

##### **Additional Comments (optional):**

##### **CLC Recommendations:**

#### **Indirect Effects**

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

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

**Coordination Document:**

To Be Determined: Further Coordination Required

**Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**Direct Effects****Identified Resources and Level of Importance:**

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Magnuson-Stevens Act:** Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

**Endangered Species Act:** We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

**Fish and Wildlife Coordination Act:** The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

## CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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## Floodplains

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

SJRWMD DOE: Minimal

#### JTA DOE: Minimal

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 13.9 acres (22.0%) in Zones AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The SJRWMD commented that the South Extension/Medical Complex Corridor appears to be partially located within the floodplain of the St. Johns River (Flood Zone AE). Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP) and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

#### Coordination Document:

Permit or Technical Study Required

### Direct Effects

#### Identified Resources and Level of Importance:

The southern portion of the South Extension/Medical Complex Corridor appears to be partially located within the floodplain of the St. Johns River (Flood Zone AE). Portions of the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria,



and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

**Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## **Water Quality and Quantity**

### **Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

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

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one waterbody which is impaired, St. Johns River Above Trout River [WBID: 2213D] (iron).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 63.2 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The USEPA recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, Total Maximum Daily Load (TMDL) requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

The SJRWMD stated that the project is located in a heavily developed urban area. The terrestrial components of the project are

expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body. The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide peak rate of discharge and volumetric attenuation as applicable.

The FDEP provided a DOE of None with no additional comment.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Water quality within the project area and within the State of Florida are of a high level of importance. EPA is assigning a Minimal degree of effect to this issue for the proposed project.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

A GIS analysis identified one waterbody, which is impaired, within the 500-foot project buffer area: St. Johns River Above Trout River [WBID: 2213D] (iron). It is recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, TMDL requirements (if either waters have approved TMDLs), and how these regulations

and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Permits**

Environmental Resource Permit

**Comments:**

ERP may be required.

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is located in a heavily developed urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Water Quality:**

The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body.

**Water Quantity:**

The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

**Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**ETAT Reviews and Coordinator Summary: Physical**

**Infrastructure**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Moderate for infrastructure.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Federal Aviation Administration (FAA) obstructions and one grade level railroad crossings at San Marco Boulevard south of Prudential Drive. Potential contaminated infrastructure sites are described in the Contamination issue.

The JTA will conduct coordination with appropriate stakeholders and will take measures to avoid and/or minimize harm to infrastructure resources.

None found

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## Noise

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%). Commercial and Services land use consists of 31.07 acres (49.16%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

None found

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## Contamination

### Project Effects

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

FDEP DOE: None

**JTA DOE: Moderate**

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 Moderate.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (8)
- Brownfield Location Boundaries (1) -Southside Community Redevelopment Area
- Hazardous waste facilities (6)
- Onsite sewage sites (2)
- Petroleum contamination monitoring sites (3)
- Storage tank contamination monitoring sites (6)
- Super Act Risk Sources (4)
- Toxic Release Inventory Site (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (4)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (4)

USEPA noted soils, groundwater, and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

The USEPA commented that some of the facilities listed in the EST include either above or underground storage tanks that are currently present or have been removed from the facility. The FDEP following web site

([https://fidep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fidep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

The USEPA recommended that the environmental review (Project Development and Environment [PD&E] study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any

contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

In closing the USEPA stated that potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

The FDEP provided a DOE of None with no additional comment.

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Soils, groundwater and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

A Moderate degree of effect is being assigned to this issue for the proposed project.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

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- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

Based on the information provided in the EST, the following contaminated site features are listed in the GIS analysis data as being located within the 500-foot buffer distance:

- Biomedical waste (8)
- Brownfield Location Boundaries (1) -Southside Community Redevelopment Area
- Hazardous waste facilities (6)
- Onsite sewage sites (2)
- Petroleum contamination monitoring sites (3)
- Storage tank contamination monitoring sites (6)
- Super Act Risk Sources (4)
- Toxic Release Inventory Site (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (4)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (4)

Some of the facilities listed in the above categories include either above or underground storage tanks that are currently present or have been removed from the facility. The Florida Department of Environmental Protection following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

Underground and/or above ground storage tanks have the potential for environmental impacts to soils and/or groundwater from petroleum hydrocarbons. Petroleum hydrocarbons are the primary constituents in oil, gasoline, diesel, as well as solvents. Petroleum hydrocarbons are the primary focus of many site and risk assessments. The petroleum constituents of primary interest to human health are aromatic hydrocarbons (benzene ethylbenzene, toluene, and xylenes), polycyclic aromatic hydrocarbons (PAHs), gasoline additives (MTBE, TBA) and combustion emissions from fuels. Other contaminated site features, such as Hazardous Waste Sites, Solid Waste Sites, and USEPA RCRA Sites, involve other types of hazardous and solid wastes.

The environmental review (PD&E study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

Potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Air Quality

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

**JTA DOE: Minimal**

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

The USEPA noted that the portions of Duval County within the Area of Potential Effect have not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

### Direct Effects

**Identified Resources and Level of Importance:**

High

**Comments on Effects to Resources:**

Duval County has not been designated non-attainment or maintenance for the ozone, carbon monoxide (CO), or particulate matter (PM) National Ambient Air Quality Standards under the Clean Air Act. Therefore, the proposed project is expected to have minimal impact on air quality.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

### Indirect Effects

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## Navigation

### Project Effects

**Coordinator Summary Degree of Effect:** 0 *None* assigned 02/10/2020 by FDOT District 2

**Comments:**

USACE DOE: None



USCG DOE: N/A / No Involvement

**JTA DOE: None**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Coast Guard (USCG) and the US Army Corps of Engineers (USACE) and recommends a Degree of Effect (DOE) of None.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings.

The USCG commented there is no USCG involvement.

The USACE provided a DOE of None with no additional comment.

**Degree of Effect:** **0** *None* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

N/A

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

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**Degree of Effect:** **N/A** *N/A / No Involvement* assigned 11/15/2019 by Randall D Overton, US Coast Guard

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No Coast Guard involvement.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Special Designations**

**Special Designations**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: N/A / No Involvement

SJRWMD DOE: N/A / No Involvement

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

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of N/A / No Involvement.

The EST GIS analysis did not identify any Outstanding Florida Waters, Aquatic Preserves, Scenic Highways, or Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

The USEPA provided a DOE of N/A / No Involvement with no additional comment.

The SJRWMD concluded that the project is not located within a special regulatory basin of the SJRWMD.

**Degree of Effect:** N/A N/A / No Involvement assigned 12/27/2019 by Alya Singh-White, 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:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A N/A / No Involvement assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**

Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is not located within a special regulatory basin of the SJRWMD.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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## West Extension Corridor

### Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
West Extension Corridor	Proposed Brooklyn Station	Riverside	Transit	ETAT Review Complete	1.37 mi.		Transit	N

### Segment Description(s)

#### Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Unnamed Segment	Unnamed Segment	Proposed Brooklyn Station	Riverside	1.37			

#### Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Unnamed Segment	FDOT	In	N/A

#### Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

#### Funding Sources

No funding sources found.

### Project Effects Overview for West Extension Corridor

Issue	Degree of Effect	Organization	Date Reviewed
<b>Social and Economic</b>			
Land Use Changes	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Economic	1 Enhanced	FL Department of Economic Opportunity	12/23/2019
Social	3 Moderate	US Environmental Protection Agency	12/27/2019
<b>Cultural</b>			
Historic and Archaeological Sites	2 Minimal	Seminole Tribe of Florida	12/17/2019
Historic and Archaeological Sites	3 Moderate	FL Department of State	12/12/2019
Recreation Areas	0 None	FL Department of Environmental Protection	12/20/2019
Recreation Areas	2 Minimal	Saint Johns River Water Management District	11/22/2019
<b>Natural</b>			
Wildlife and Habitat	2 Minimal	FL Fish and Wildlife Conservation Commission	12/27/2019
Wildlife and Habitat	N/A N/A / No Involvement	FL Department of Agriculture and Consumer Services	12/23/2019

Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	2	Minimal	US Environmental Protection Agency	12/27/2019
Wetlands and Surface Waters	0	None	FL Department of Environmental Protection	12/20/2019
Wetlands and Surface Waters	2	Minimal	US Fish and Wildlife Service	12/19/2019
Wetlands and Surface Waters	N/A	N/A / No Involvement	US Army Corps of Engineers	12/16/2019
Wetlands and Surface Waters	2	Minimal	Saint Johns River Water Management District	11/22/2019
Wetlands and Surface Waters	2	Minimal	National Marine Fisheries Service	11/18/2019
Coastal and Marine	2	Minimal	Saint Johns River Water Management District	11/22/2019
Coastal and Marine	2	Minimal	National Marine Fisheries Service	11/18/2019
Floodplains	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	12/27/2019
Water Quality and Quantity	2	Minimal	Saint Johns River Water Management District	12/23/2019
Water Quality and Quantity	0	None	FL Department of Environmental Protection	12/20/2019
<b>Physical</b>				
Contamination	3	Moderate	US Environmental Protection Agency	12/27/2019
Contamination	0	None	FL Department of Environmental Protection	12/20/2019
Air Quality	2	Minimal	US Environmental Protection Agency	12/27/2019
Navigation	N/A	N/A / No Involvement	US Army Corps of Engineers	12/16/2019
Navigation	N/A	N/A / No Involvement	US Coast Guard	11/15/2019
<b>Special Designations</b>				
Special Designations	N/A	N/A / No Involvement	US Environmental Protection Agency	12/27/2019
Special Designations	N/A	N/A / No Involvement	Saint Johns River Water Management District	12/23/2019

## ETAT Reviews and Coordinator Summary: Social and Economic

### Mobility

#### Project Effects

**Coordinator Summary Degree of Effect:** 1 Enhanced assigned 02/10/2020 by FDOT District 2

#### Comments:

##### JTA DOE: Enhanced

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Enhanced for Mobility. Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous JTA bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.

- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

None found

## Land Use Changes

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 123.9 acres (68.35%) as the primary existing land use within the 500-foot project buffer area with some Institutional land use with 11.05 acres (6.1%), Parks and Zoos with 10.68 acres (5.89%), Inactive land with street patterns, no structures with 10.52 acres (5.8%), and Roads with 10.33 acres (5.7%). There are also two Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Northside West Downtown [ADA No.: 1985 - 079]. The project is located within the 500-foot project buffer area of two Brownfield Location Boundaries; Pilot Project Area and Southside Community Redevelopment Area.

The FDEO noted that the 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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD." More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown. The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. The City has indicated its intent to amend the Future Transportation Map Series to include this project.

The proposed project is expected to maintain the future land uses JTA will continue to coordinate with the City of Jacksonville.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

### Direct Effects

**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

*City of Jacksonville 2030 Comprehensive Plan*, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

Compatibility with Community Development Goals and Comprehensive Plan:

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 and encourage the efficient use of the Strategic Intermodal System (SIS), Florida State Highway System and other identified roadways within the CBD."

More specifically, Transportation Policy 1.6.9 requires the Jacksonville Transportation Authority to undertake additional studies to assess the long-term feasibility of extending the Skyway to urban neighborhoods adjacent to the downtown.

Future Transportation Map:

The proposed project is not included on the City's Future Transportation Map, however, the City's 2030 Comprehensive Plan includes policies regarding the need for the proposed project, to support existing and future development in the CBD and the neighboring areas. **The City has indicated its intent to amend the Future Transportation Map Series to include this project.**

Land Uses:

Future land uses that surround the proposed project include: Low Density Residential, Medium Density Residential, Regional Commercial, Neighborhood Commercial, Mixed Use, Residential/Professional/Institutional, Public Building and Facilities, Light Industrial and Heavy Industrial.

Parks:

City parks that are located in close proximity to the proposed project include: Belmonte Park, Jim Rink Park, Greenscape Celebration Park, Jessie Ball DuPont Park, Confederate Park and Henry Klutho Park. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an Area of Critical State Concern, or the CHHA; nor does it encroach on any military installation.

Other Planning-Related Items:

The project is located in close proximity to the following planning-related entities:

DRI: Northside East Downtown DRI, Northside West Downtown DRI and Southside Downtown DRI (Downtown Consolidated DRI).

Ports: JaxPort facilities and operation (particularly as related to the City's intermodal planning to promote easy access to and from the port).

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Farmlands**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / No Involvement assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: No Involvement**

The Jacksonville Transportation Authority (JTA) has concluded that the project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area.

None found

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## Aesthetic Effects

### Project Effects

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has concluded the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

None found

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## Economic

### Project Effects

**Coordinator Summary Degree of Effect:** 1 *Enhanced* assigned 02/10/2020 by FDOT District 2

**Comments:**

FDEO DOE: Enhanced

**JTA DOE: Enhanced**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Florida Department of Economic Opportunity (FDEO) and recommends a Degree of Effect (DOE) of Enhanced. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Northside West Downtown [ADA No.: 1985 - 079].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The FDEO commented that the project is not located within a Rural Area of Opportunity. The proposed project is a critical component of the City's downtown development and redevelopment programs to attract new development/businesses to the Central Business District (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 and approving new businesses in the City's CBD and surrounding areas.

The proposed project will enhance economic resources and regional connectivity.

**Degree of Effect:** 1 *Enhanced* assigned 12/23/2019 by Matt Preston, FL Department of Economic Opportunity

**Coordination Document:**

No Involvement

### Direct Effects



**Identified Resources and Level of Importance:**

Comprehensive Plan(s) Reviewed:

City of Jacksonville 2030 Comprehensive Plan, adopted on November 10, 2009, updated in November of 2017.

**Comments on Effects to Resources:**

The project *is not* located within a Rural Area of Opportunity.

The proposed project is a critical component of the City's downtown development and redevelopment programs 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 and approving new businesses in the City's CBD and surrounding areas.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Relocation Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has assigned a Minimal Degree of Effect to this issue and recommends that this issue be reevaluated as the project continues into future phases of project development. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

None found

**Social**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the USEPA and recommends of a Degree of Effect (DOE) of Moderate.

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

Population and Income

The SDR identified 199 households, with a total population of 284 people. The median household income was \$31,886. The SDR identified 22.61% of households were below poverty level and 2.51% of households received public assistance. During the PD&E study, the JTA will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

Race and Ethnicity

The minority population makes up 17.61% of the total population and include "Black or African American Alone" with a population of 15 (5.28%), "Some Other Race Alone" with 4 people (1.41%), and "Asian Alone" with 2 people (0.70%) within the 500-foot project buffer area. There are 33 people (11.62%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data identified four census blocks with a total population of 90 people that have a minority population greater than 40%. This minority population is located on the west side of Forest Street.

Age and Disability

The median age is 53 and persons age 65 and over comprise 41.20% of the population. There are 8 people (5.63%) between the ages of 20 and 64 that have a disability.

Housing

There are 211 housing units. The housing consists of multi-family units (91%), single family units (9%), and no mobile home units. These units are renter occupied (84%), owner occupied (11%), and vacant units (5%).

Language

There are no people (0.0%) that speak English "not at all" or "not well".

Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Masonic Lodge - Ionic 101
- Woman's Club- Jacksonville
- YMCA - Yates Family Center
- Cummer Museum of Art - Research Library
- Florida Times Union - Editorial Library
- Riverside Presbyterian Day School
- Riverside Park
- Sidney J. Gefen Riverwalk Park
- Northbank River Walk Artist Square
- Jehovah's Witnesses Riverside Congregation
- Riverside Presbyterian Church
- Riverside Park United Methodist Church
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunities; Downtown Jax South to East Coast Greenway and Riverwalk to Roosevelt Corridor.
- OGT Multi-use and Hiking Trail Opportunities; Jacksonville Baldwin to East Coast Greenway Corridor and the Emerald Necklace.

The USEPA commented that the proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the Preliminary environmental Discussion (PED), "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." This alternative appears to be the largest/longest and has the highest population and number of residences of the four alternatives evaluated. Due to this being such a high-density residential area (as well as "Institutional" and "Commercial and Services"), the likelihood of residential relocations and social impacts are expected to be moderate, possibly minimal. It is not clear if additional ROW would be required at this time. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. The USEPA assigned a Moderate degree of effect to this issue and recommended that this issue be reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

The USEPA recommended that analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. There is a sizeable minority population within the proposed project area. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

In addition, the USEPA referenced Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks.

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that residents and businesses along the proposed corridor can provide input to the project.

**Degree of Effect:** 3 *Moderate* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Social impacts to residential populations and communities, businesses, and other cultural resources such as social, economic, mobility, land use, and aesthetics.

EPA is assigning a Moderate degree of effect to this issue.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

The proposed project is to expand the Skyway system using autonomous vehicle shuttles of the elevated and street level variety. Per the PED, "the project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives." The likelihood of residential relocations are expected to be moderate, possibly minimal. It is not clear if additional ROW would be required. Additional social impacts include noise, vibration, construction detours and travel pattern disruptions. EPA is assigning a Moderate degree of effect to this issue and recommends that

this issue is reevaluated as the project continues into future phases of project development. Involvement from the local and surrounding communities is recommended and public involvement activities should be a part of the project development phases. Public involvement should continue throughout design and construction as well. The project should avoid or minimize social impacts to the greatest extent practicable.

Analysis of the proposed project should be conducted to avoid disproportionately high or adverse effects to any distinct minority or low-income populations identified in the area. In accordance with Executive Order 12898, Federal actions must address environmental justice (EJ) in minority and low-income populations. Most federal agencies have made EJ part of their mission by identifying and addressing disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. The PD&E study should include analysis of information relating to characteristics of potentially impacted populations for the proposed alternatives.

Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, was issued to direct federal agencies to minimize environmental health and safety risks to children, and to prioritize the identification and assessment of environmental health and safety risks that may have a disproportionate impact on children. The EPA recommends that the future environmental studies, especially the PD&E study, identify the population of children living in the proposed project area and other sensitive receptors such as preschools, childcare centers, and schools. The study should also include a discussion of the potential project impacts, including air quality and noise, in relationship to children's health and safety. The following web link (<http://yosemite.epa.gov/ochp/ochpweb.nsf/content/regs.htm>) provides more information on children's health.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Cultural**

**Historic and Archaeological Sites**

**Project Effects**

**Coordinator Summary Degree of Effect:** 3 *Moderate* assigned 02/10/2020 by FDOT District 2

**Comments:**

SHPO DOE: Moderate

Seminole Tribe of Florida DOE: Minimal

**JTA DOE: Moderate**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the Department of State - State Historic Preservation Officer (SHPO) and the Seminole Tribe of Florida and recommends a Degree of Effect (DOE) of Moderate for impacts on historic and archaeological sites.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three Florida Site File (FSF) archaeological or historic sites, 137 FSF historic standing structures, one FSF Resource Group, and one National Register of Historic Places (NRHP)-listed site within the 500-foot project buffer area.

The FSF archeological and historic sites are Riverside - prehistoric midden (DU06810) potentially eligible for NRHP, Brooklyn Miles -

historic refuse/dump (DU19047) ineligible for NRHP, and Elkins - Prehistoric campsite (DU19061) which has insufficient information. The NRHP-listed site and resource group is Riverside Historic District (DU01547).

The SHPO commented that since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment. The SHPO will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The Seminole Tribe of Florida stated that previously recorded archaeological sites appear to be close to the project area. The project could disturb or destroy unknown historical/cultural resources.

The Seminole Tribe of Florida has requested a copy of the CRAS report when it is finished in order to complete their assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800.

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

JTA will coordinate with the SHPO to limit the CRAS to areas of potential effect (APEs) for the project.

**Degree of Effect:** 2 *Minimal* assigned 12/17/2019 by Victoria Menchaca, Seminole Tribe of Florida

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

**Coordination Document Comments:**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**Direct Effects**

**Identified Resources and Level of Importance:**

Previously recorded archaeological sites appear to be close to the project area. There could be unknown historical/cultural resources

**Comments on Effects to Resources:**

The project could disturb or destroy unknown historical/cultural resources.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

The Seminole Tribe of Florida would respectfully like to request a copy of the CRAS report when it is finished in order to complete our assessment pursuant to Section 106 of the National Historic Preservation Act and its implementing authority, 36 CFR 800

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 3 *Moderate* assigned 12/12/2019 by Lindsay S Rothrock, FL Department of State

**Coordination Document:**

PD&E Support Document As Per PD&E Manual

**Coordination Document Comments:**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

**Direct Effects**

**Identified Resources and Level of Importance:**

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

**Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

**Additional Comments (optional):**

Since the project area has not been comprehensively surveyed, a Cultural Resource Assessment Survey (CRAS) should be conducted for this project. All cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility.

Specifically, a large number of previously recorded resources are located within or immediately adjacent to the project corridors that have not yet been evaluated by the SHPO office, many of which were originally recorded many years ago; these resources should be documented with an updated FMSF form and NRHP recommendation so that the SHPO office may make accurate evaluations based on current conditions. Our office is available to provide additional consultation on the scope of work for the CRAS.

The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 8, and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

As reported, there are NRHP-listed, -eligible, or -potentially eligible resources; previously recorded resources in need of evaluation/reevaluation; and the potential presence of unrecorded archaeological and/or historic resources in or adjacent to the proposed project.

**Comments on Effects to Resources:**

The project has the potential to impact cultural resources within and adjacent to the proposed project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

**Recreation Areas**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 Minimal assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

FDEP DOE: None

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJWMD) and Florida Department of Environmental Protection (FDEP) and recommends a Degree of Effect (DOE) of Minimal for impacts on recreation areas.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Riverside Park
- Sidney J. Gefen Riverwalk Park
- Northbank River Walk Artists Square
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunities; Downtown Jax South to ECG and Riverwalk to Roosevelt Corridor.
- OGT Multi-use and Hiking Trail Opportunities; Jacksonville Baldwin to East Coast Greenway Corridor and the Emerald Necklace.

The SJRWMD stated that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek. This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin. JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

The FDEP provided a DOE of None with no additional comment.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

**Degree of Effect:** 0 None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Section 4(f) Potential**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

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

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Riverside Park
- Sidney J. Gefen Riverwalk Park
- Northbank River Walk Artists Square
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunities; Downtown Jax South to ECG and Riverwalk to Roosevelt Corridor.



- OGT Multi-use and Hiking Trail Opportunities; Jacksonville Baldwin to East Coast Greenway Corridor and the Emerald Necklace.

The EST GIS analysis identified three Florida Site File (FSF) archaeological or historic sites, 137 FSF historic standing structures, one FSF Resource Group, and one National Register of Historic Places (NRHP)-listed site which are detailed under the Historic and Archaeological Sites DOE.

The JTA will incorporate all possible planning to minimize harm to these resources. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction during Project Development.

None found

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## ETAT Reviews and Coordinator Summary: Natural Wildlife and Habitat

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

FFWCC DOE: Minimal

USFWS DOE: Minimal

DACS DOE: N/A / No Involvement

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the US Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Agriculture and Consumer Services (DACs) and recommends a Degree of Effect (DOE) of Minimal.

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA).

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for wood stork colony locations.

<http://www.fws.gov/northflorida>

The FWC stated that no significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

The DACs provided a DOE of N/A / No Involvement with no additional comment.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No significant wildlife resources were identified in the project area.

**Comments on Effects to Resources:**

No significant wildlife resources were identified in the project area. Minimal impacts to fish or wildlife resources are anticipated to result from this project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A *N/A / No Involvement* assigned 12/23/2019 by Brian Camposano, FL Department of Agriculture and Consumer Services

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

**Coordination Document:**

### Direct Effects

#### Identified Resources and Level of Importance:

##### Wood Stork (*Mycteria americana*)

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

#### Comments on Effects to Resources:

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### Additional Comments (optional):

#### CLC Recommendations:

### Indirect Effects

#### Identified Resources and Level of Importance:

#### Comments on Effects to Resources:

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

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## Wetlands and Surface Waters

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

USFWS DOE: Minimal  
NMFS DOE: Minimal  
USEPA DOE: Minimal  
SJRWMD DOE: Minimal  
FDEP DOE: None  
USACE DOE: N/A / No Involvement

**JTA DOE: Minimal**

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

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 0.51 acre (0.28%) of palustrine and 0.27 acre (0.15%) of riverine wetlands within the 500-foot project buffer

area.

The USFWS commented that the action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging. The USFWS believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, the USFWS recommended that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the USFWS accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the USFWS provided that the impacted wetland occur within the permitted service area of the bank.

The USFWS recommended that to minimize adverse effects to the wood stork and other wetland dependent species, that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices (BMPs) to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations.

<http://www.fws.gov/northflorida>

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The USEPA commented that the wetlands present are associated with Hogan Creek. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts. To the extent practicable, USEPA encouraged avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during the Project Development and Environment (PD&E) study. Appropriate stormwater treatment systems and BMPs must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of Hogan Creek. JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

The FDEP provided a DOE of None with no additional comment.

The USACE commented that a review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be no involvement which is based on the project information provided.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to EFH.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Wetlands are a high level of importance as they are a critical natural resource and serve several functions including filtration/treatment of surface water runoff, flood control, erosion control, groundwater recharge/discharge, wildlife and species habitat, and recreation and tourism opportunities.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

The National Wetlands Inventory (NWI) dataset of the GIS analysis identified 0.51 acre (0.28%) of palustrine and 0.27 acre (0.15%) of riverine wetlands within the 500-foot project buffer area. Any wetlands present here would be associated with Hogan Creek. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. The environmental phase should focus on identifying wetlands areas that will potentially be impacted by the project. The wetlands study should include a delineation of wetlands; functional analysis of wetlands to determine their value and function; an evaluation of stormwater pond sites to determine their impact on wetlands; avoidance and minimization strategies for wetlands; and mitigation plans to compensate for adverse impacts.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

To the extent practicable, USEPA encourages avoidance, minimization, and mitigation of impacts on wetlands, surface waters and groundwater in the project vicinity. Stormwater runoff and its potential impact on water quality should be properly evaluated and addressed during PD&E. Appropriate stormwater treatment systems and best management practices must be employed during construction, and throughout the operational life of the facility, to protect surface waters and prevent impacts to groundwater.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/19/2019 by Zakia Williams, US Fish and Wildlife Service

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

**Direct Effects**

**Identified Resources and Level of Importance:**

**Wood Stork (*Mycteria americana*)**

The action area falls within the Core Foraging Area (CFA) of the wood stork. The project is not located close to any wood stork nesting colonies. Although the project area falls within the CFA it is unlikely that wood storks are utilizing this area for foraging.

**Comments on Effects to Resources:**

The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service provided that the impacted wetland occur within the permitted service area of the bank.

To minimize adverse effects to the wood stork and other wetland dependent species, we recommend that impacts to suitable foraging habitat be avoided. If avoidance is not possible, minimization measure should be employed and best management practices to avoid further degradation of the site. Mitigation for wetland impacts should be discussed with USFWS and will require further coordination. Please refer to the North Florida Field Office website for WOST colony locations. <http://www.fws.gov/northflorida>

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A N/A / *No Involvement* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

A review of the EST revealed no waters of the U.S. (wetlands and surface waters) within the project corridor. The level of importance would be no involvement which is based on the project information provided.

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

See direct effects,

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

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**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

## Indirect Effects

### Identified Resources and Level of Importance:

No indirect impacts are anticipated.

### Comments on Effects to Resources:

None

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

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**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

### Coordination Document:

To Be Determined: Further Coordination Required

### Coordination Document Comments:

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

## Direct Effects

### Identified Resources and Level of Importance:

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

### Comments on Effects to Resources:

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

### Recommended Avoidance, Minimization, and Mitigation Opportunities:

**Magnuson-Stevens Act:** Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

**Endangered Species Act:** We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

**Fish and Wildlife Coordination Act:** The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.



**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Coastal and Marine**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

NMFS DOE: Minimal

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the National Marine Fisheries Service (NMFS) and the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features.

The NMFS commented that based on their review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's NMFS has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

The NMFS noted that the wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place. In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

The NMFS concluded 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River. In addition, the NMFS was not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemps Ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the USFWS for other species listed under the Endangered Species Act that may require consultation.

The SJRWMD commented that the only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development. All wetland impacts should be avoiding areas of

Hogan Creek. JTA would like to respond that Hogan's Creek is only within the limits of Alternative 1 (North Extension Corridor).

**Degree of Effect:** 2 *Minimal* assigned 11/22/2019 by Sandy Smith, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The only wetlands in that part of downtown Jacksonville, is Hogan Creek. It appears from the map that the project may be located along Main Street. If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Comments on Effects to Resources:**

If impacts are proposed to this creek mitigation may be warranted. In many areas this creek has been sheet piled and highly disturbed by urban development.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

All wetland impacts should be avoiding areas of Hogan Creek.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

No indirect impacts are anticipated.

**Comments on Effects to Resources:**

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

This project is located in Mitigation Drainage Basin 4. There are several mitigation banks in this basin.

**Degree of Effect:** 2 *Minimal* assigned 11/18/2019 by Jennifer Schull, National Marine Fisheries Service

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

**Coordination Document Comments:**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**Direct Effects**

**Identified Resources and Level of Importance:**

Based on our review of the information provided on the EST website, GIS-based effects analysis on wetlands and interpretation of aerial photographs, NOAA's National Marine Fisheries Service (NMFS) has determined that riverine and palustrine wetlands are located within the project corridor. These wetlands likely range from low to moderate in quality as this is an urban area. The project includes four different public transit corridors (West Extension, Southeast/Medical Extension, Southeast Extension, and North Extension). The North Extension Corridor crosses a stream that empties into the St. Johns River at two locations (N. Jefferson Street & W 8th St, and N. Laura Street & Cuna Way). This project is in close proximity to the St. Johns River, which is considered EFH for penaeid shrimp and members of the snapper grouper complex.

**Comments on Effects to Resources:**

The wetlands along the proposed roadway expansion provide water quality functions, such as removal of sediments, excess nutrients, and contaminants, which benefit and support these aquatic ecosystems. Through hydrological connections, these wetlands

also contribute plant material and other useable nutrients (both dissolved and particulate organic matter) into aquatic food webs that include recreationally, commercially, and ecologically important species within downstream estuaries. If wetland impacts are unavoidable, sequential minimization and mitigation should take place.

In addition to the direct impacts from filling wetlands, construction activities may impact adjacent wetlands through sedimentation and runoff.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes that essential fish habitat (EFH) would not be impacted by the proposed road modifications; accordingly, we offer 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 you believe that the proposed action may result in adverse impacts to EFH either through impacts to the canal/stream in the North Extension Corridor or through direct impacts to the St. Johns River.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. If the project ultimately impacts the St. Johns River, Atlantic sturgeon, shortnose sturgeon, smalltooth sawfish, Kemp's ridley sea turtles, loggerhead sea turtles, and green sea turtles could be impacted. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: The comments NMFS provided regarding sequential mitigation are in accordance with the Fish and Wildlife Coordination Act.

**Additional Comments (optional):**

As designed, the project is unlikely to impact EFH or ESA species. However, additional coordination may be required as the project evolves.

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Floodplains**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

SJRWMD DOE: Minimal

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of Minimal.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 1.58 acres (0.87%) in Zone AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The SJRWMD commented that the West Extension Corridor appears to be in Flood Zone X, outside the floodplains of McCoy Creek

and the St. Johns River (Flood Zone AE). However, if any associated components of the project area proposed within the floodplain, the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP) and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

#### **Direct Effects**

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

The West Extension Corridor appears to be in Flood Zone X, outside the floodplains of McCoy Creek and the St. Johns River (Flood Zone AE). However, if any associated components of the project area proposed within the floodplain, the project may have the potential to adversely affect floodplain storage or conveyance by direct encroachment into the floodplain or by generating stormwater runoff that could increase the rate or volume of discharge to the floodplain. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse impacts to the affected floodplains. With respect to floodplain storage and conveyance, the project must be designed to meet the applicable criteria in section 3.3, SJRWMD ERP Applicant's Handbook, Volume II.

##### **Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse flooding to on-site or off-site property and would not result in adverse impacts to existing floodplain or surface water storage and conveyance capabilities.

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**

##### **Additional Comments (optional):**

##### **CLC Recommendations:**

#### **Indirect Effects**

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

##### **Comments on Effects to Resources:**

##### **Recommended Avoidance, Minimization, and Mitigation Opportunities:**



## Water Quality and Quantity

### Project Effects

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

#### Comments:

USEPA DOE: Minimal

SJRWMD DOE: Minimal

FDEP DOE: None

#### **JTA DOE: Minimal**

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

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three waterbodies, McCoy Creek [WBID: 2257] and verified impaired Florida waters St. Johns River Above Trout River [WBID: 2213D] (iron) and Willow Branch [WBID: 2213EA] (fecal coliform).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 181.28 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The USEPA recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, Total Maximum Daily Load (TMDL) requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices (BMPs) should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

The SJRWMD stated that the project is located in an urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the DOE is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body. The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

The SJRWMD added that designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands. The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

The FDEP provided a DOE of None with no additional comment.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future

stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

Water quality within the project area and within the State of Florida are of a high level of importance. EPA is assigning a Minimal degree of effect to this issue for the proposed project.

**Comments on Effects to Resources:**

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

A GIS analysis identified one waterbody, which is impaired, within the 500-foot project buffer area: St. Johns River Above Trout River [WBID: 2213D] (iron). It is recommended that environmental studies for this project include a review of water quality standards for 303(d) listed water bodies, TMDL requirements (if either waters have approved TMDLs), and how these regulations and/or requirements may affect the proposed project and environmental resource permits. Stormwater runoff from urban sources, may include pollutants such as volatile organics, petroleum hydrocarbons, heavy metals, and pesticides/herbicides. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Proper stormwater conveyance, containment, and treatment will be required in accordance with state and federal regulations and guidelines. Best management practices should be implemented during construction, including the installation and regular maintenance of erosion control structures. Indirect and cumulative effects on water quality should be evaluated to identify and quantify incremental and cumulative impacts on natural resources (water quality) as a result of past, present, and reasonably foreseeable actions, including the proposed project and other land use actions.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 2 *Minimal* assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required  
**Permits**

Environmental Resource Permit

**Comments:**

ERP may be required.

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is located in a heavily developed urban area. The terrestrial components of the project are expected to generate stormwater runoff that could potentially cause adverse water quality and quantity impacts to receiving waters and adjacent lands. Additionally, the proposed project may potentially affect existing permitted systems within and/or adjacent to the project boundary. However, the Degree of Effect is assumed to be "Minimal" because the project will require an Individual Environmental Resource Permit (ERP), and designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Water Quality:**

The proposed project should be designed to provide water quality treatment as required per Parts IV and V, SJRWMD ERP Applicant's Handbook (A.H.), Volume II, and subsection 62-330.301(1)e, F.A.C. The required treatment volumes and recovery times are based on the methodology of treatment, which can be found in Parts V and IX, SJRWMD ERP A.H., Volume II. Note that systems that propose a direct discharge to water bodies that are impaired for nutrients at the time of permitting must also be designed to provide a net improvement in the nutrient load discharged to the impaired water body.

**Water Quantity:**

The proposed project should be designed to provide water quantity treatment, including both rate of discharge and volumetric attenuation, as required per Part III, SJRWMD ERP A.H., Volume II, and 62-330.301(1)(a), (b), and (c), F.A.C.

**Comments on Effects to Resources:**

Designing the project to meet the applicable Water Management District design criteria, and the conditions for issuance of an Individual ERP in 62-330.301 and 302, F.A.C., would provide reasonable assurance that the project would not result in adverse water quality or quantity impacts to water resources and adjacent lands.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

The project should be designed to include systems (e.g., ponds, swales, etc.) to infiltrate, retain and/or detain stormwater runoff to provide direct water quality treatment (and/or compensatory water quality treatment, if applicable), and to provide rate of discharge and volumetric attenuation as applicable.

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 None assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**  
No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Physical Infrastructure**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal for infrastructure.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Federal Aviation Administration (FAA) obstructions and one electric substation. Potential contaminated infrastructure sites are described in the Contamination issue.

The JTA will conduct coordination with appropriate stakeholders and will take measures to avoid and/or minimize harm to infrastructure resources.

None found

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**Noise**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

**JTA DOE: Minimal**

The Jacksonville Transportation Authority (JTA) recommends a Degree of Effect (DOE) of Minimal. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

None found

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**Contamination**

**Project Effects**



**Coordinator Summary Degree of Effect:** 3 Moderate assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Moderate

FDEP DOE: None

**JTA DOE: Moderate**

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 Moderate.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (7)
- Brownfield location boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- FDEP off site contamination notice (1)
- Hazardous waste facilities (9)
- Onsite sewage sites (8)
- Petroleum contamination monitoring sites (24)
- Storage tank contamination monitoring sites (41)
- Super Act Risk Sources (19)
- Superfund Hazardous Waste Site (1) - Bert Morsch Lumber Company (not on the NPL)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (34)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (24)

USEPA noted soils, groundwater, and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

The USEPA commented that some of the facilities listed in the EST include either above or underground storage tanks that are currently present or have been removed from the facility. The FDEP following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

The USEPA recommended that the environmental review (Project Development and Environment [PD&E] study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

In closing the USEPA stated that potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

The FDEP provided a DOE of None with no additional comment.

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

**Degree of Effect:** 3 Moderate assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

## Direct Effects

### Identified Resources and Level of Importance:

Soils, groundwater and surface waters have the potential to be negatively affected by contaminated site features such as underground petroleum storage tanks, industrial or commercial facilities with onsite storage of hazardous materials, solid waste facilities, hazardous waste facilities, USEPA RCRA facilities, etc.

A Moderate degree of effect is being assigned to this issue for the proposed project.

### Comments on Effects to Resources:

The proposed project involves the Skyway System Expansion Study which focuses on alternatives to expand the system using autonomous vehicle shuttles and creating an autonomous transportation network (both elevated and street level) to provide service to key destinations on the periphery of Downtown Jacksonville, Duval County. The Study evaluates five corridors, considering both elevated and street level options for the extension. This screen does not include the East Extension Corridor since the Jacksonville Transportation Authority has an approved Categorical Exclusion for this corridor already. Therefore, four alternatives/corridors will be evaluated in this screen:

- North Extension Corridor - Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.
- Southeast Extension Corridor - From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.
- South Extension/Medical Complex Corridor - extension from the existing San Marco Station south to the adjacent medical complex.
- West Extension Corridor - extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.

Based on the information provided in the EST, the following contaminated site features are listed in the GIS analysis data as being located within the 500-foot buffer distance:

- Biomedical waste (7)
- Brownfield location boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- FDEP off site contamination notice (1)
- Hazardous waste facilities (9)
- Onsite sewage sites (8)
- Petroleum contamination monitoring sites (24)
- Storage tank contamination monitoring sites (41)
- Super Act Risk Sources (19)
- Superfund Hazardous Waste Site (1) - Bert Morsch Lumber Company (not on the NPL)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (34)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (24)

Some of the facilities listed in the above categories include either above or underground storage tanks that are currently present or have been removed from the facility. The Florida Department of Environmental Protection following web site ([https://fldep.dep.state.fl.us/www\\_stcm/reports/STCM02.asp](https://fldep.dep.state.fl.us/www_stcm/reports/STCM02.asp)) includes the Bureau of Petroleum Storage Systems, Storage Tank/Contaminated Facility, Name & Address Search. This allows for a search of facilities and the type and status of underground/above ground storage tanks.

Underground and/or above ground storage tanks have the potential for environmental impacts to soils and/or groundwater from petroleum hydrocarbons. Petroleum hydrocarbons are the primary constituents in oil, gasoline, diesel, as well as solvents. Petroleum hydrocarbons are the primary focus of many site and risk assessments. The petroleum constituents of primary interest to human health are aromatic hydrocarbons (benzene ethylbenzene, toluene, and xylenes), polycyclic aromatic hydrocarbons (PAHs), gasoline additives (MTBE, TBA) and combustion emissions from fuels. Other contaminated site features, such as Hazardous Waste Sites, Solid Waste Sites, and USEPA RCRA Sites, involve other types of hazardous and solid wastes.

The environmental review (PD&E study) should include at least a Phase I and possibly a Phase II contamination site assessment. During the assessment, a survey of the area to identify any contaminated site features not listed in the GIS analysis data which may have been or are currently located in the project alternative buffer distances should be conducted, as well as an assessment of known sites and features.

Potential issues relating to contaminated sites include leaking underground petroleum storage tanks, leaking above ground storage tanks, improper storage and/or disposal of hazardous materials, spills and/or leaks from transportation vehicles (trucks, trains, etc.). Direct and indirect impacts resulting from these issues include contamination of soils, groundwater, and surface water. If any petroleum storage tanks are to be impacted or removed during the construction phase of the project, sampling and analysis of soils

and groundwater should be conducted to determine if petroleum and hydrocarbon pollutants are present above regulatory levels. If high levels of pollutants are identified, remediation of soils and/or groundwater may be required prior to commencement of construction of the project.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** 0 *None* assigned 12/20/2019 by Chris Stahl, FL Department of Environmental Protection

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Air Quality**

**Project Effects**

**Coordinator Summary Degree of Effect:** 2 *Minimal* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: Minimal

**JTA DOE: Minimal**

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

The USEPA noted that the portions of Duval County within the Area of Potential Effect have not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

**Degree of Effect:** 2 *Minimal* assigned 12/27/2019 by Alya Singh-White, US Environmental Protection Agency

**Coordination Document:**

To Be Determined: Further Coordination Required

**Direct Effects**

**Identified Resources and Level of Importance:**

High

**Comments on Effects to Resources:**

Duval County has not been designated non-attainment or maintenance for the ozone, carbon monoxide (CO), or particulate matter (PM) National Ambient Air Quality Standards under the Clean Air Act. Therefore, the proposed project is expected to have minimal impact on air quality.

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Navigation**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A *N/A / No Involvement* assigned 02/10/2020 by FDOT District 2

**Comments:**

USACE DOE: N/A / No Involvement

USCG DOE: N/A / No Involvement

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

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

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings but the project intersects Hogan Creek.

The USCG commented there is no USCG involvement and the USACE stated not applicable.

**Degree of Effect:** N/A *N/A / No Involvement* assigned 12/16/2019 by Randy Turner, US Army Corps of Engineers

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

N/A

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

N/A

**Comments on Effects to Resources:**

N/A

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

N/A

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**Degree of Effect:** N/A N/A / *No Involvement* assigned 11/15/2019 by Randall D Overton, US Coast Guard

**Coordination Document:**

No Involvement

**Direct Effects**

**Identified Resources and Level of Importance:**

No Coast Guard involvement.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**ETAT Reviews and Coordinator Summary: Special Designations**

**Special Designations**

**Project Effects**

**Coordinator Summary Degree of Effect:** N/A N/A / *No Involvement* assigned 02/10/2020 by FDOT District 2

**Comments:**

USEPA DOE: N/A / No Involvement

SJRWMD DOE: N/A / NoInvolvement

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

The Jacksonville Transportation Authority (JTA) has evaluated comments from the St. Johns Water Management District (SJRWMD) and recommends a Degree of Effect (DOE) of N/A / No Involvement.

The EST GIS analysis did not identify any Outstanding Florida Waters, Aquatic Preserves, Scenic Highways, or Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

The USEPA provided a DOE of N/A / No Involvement with no additional comment.

The SJRWMD concluded that the project is not located within a special regulatory basin of the SJRWMD.

**Degree of Effect:** N/A N/A / No Involvement assigned 12/27/2019 by Alya Singh-White, 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:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

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**Degree of Effect:** N/A N/A / No Involvement assigned 12/23/2019 by Melissa Bryan Parsons, Saint Johns River Water Management District

**Coordination Document:**  
Permit or Technical Study Required

**Direct Effects**

**Identified Resources and Level of Importance:**

The project is not located within a special regulatory basin of the SJRWMD.

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**

**Additional Comments (optional):**

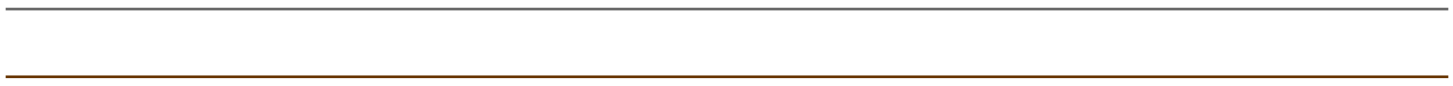
**CLC Recommendations:**

**Indirect Effects**

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Recommended Avoidance, Minimization, and Mitigation Opportunities:**



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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

There are no anticipated permits identified for this project in the EST.

### Permitting Timetable

Federal Permitting Agencies identified are also Co-operating Agencies for the development of this project. Permit application occurs when design plans are developed with sufficient engineering detail to support a complete permit application. This is expected to occur within one year FEIS/ROD approval and Location Design Concept Approval for the selected alternative, unless otherwise agreed upon during project development.

### Anticipated Technical Studies

There are no anticipated technical studies identified for this project in the EST.

### Dispute Resolution Activity Log

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

# Appendices

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## Preliminary Environmental Discussion Comments

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### Social and Economic

#### Land Use Changes

##### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 31.07 acres (49.16%), Roads with 14.85 acres (23.5%), and Institutional with 12.08 acres (19.11%) and as the three major existing land uses within the 500-foot project buffer area. There is also one Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of the Southside Community Redevelopment Area Brownfield Location Boundaries.

The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

##### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 45.33 acres (38.57%), Institutional with 16.29 acres (13.86%), and High Density Residential with 14.66 acres (12.47%) as the three major existing land uses within the 500-foot project buffer area. There are also three Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of four Brownfield Location Boundaries; Southside Community Redevelopment Area, Southside Generating Station (SGS) Area, Kings Avenue Brownfield Area, and San Marco Crossing Area.

The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional with 71.21 acres (33.02%), Commercial and Services with 60.94 acres (28.26%), and High Density Residential with 54.93 acres (25.47%) as the three major existing land uses within the 500-foot project buffer area. There are also five Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037]. The project is located within the 500-foot project buffer area of two Brownfield Location Boundaries; Pilot Project Area and Southside Community Redevelopment Area.

The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services with 123.9 acres (68.35%) as the primary existing land use within the 500-foot project buffer area with some Institutional land use with 11.05 acres (6.1%), Parks and Zoos with 10.68 acres (5.89%), Inactive land with street patterns, no structures with 10.52 acres (5.8%), and Roads with 10.33 acres (5.7%). There are also two Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Northside West Downtown [ADA No.: 1985 - 079]. The project is located within the 500-foot project buffer area of two Brownfield Location Boundaries; Pilot Project Area and Southside Community Redevelopment Area.

The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

### Social

#### Project Level

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the Census block groups along

the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 98 households, with a total population of 139 people. The median household income was \$51,523. The SDR identified 13.27% of households were below poverty level and 1.02% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 19.42% of the total population and include "Black or African American Alone" with a population of 10 people (7.19%), "Some Other Race Alone" with 4 people (2.88%), "Asian Alone" with 1 person (0.72%), and "Claimed 2 or More Races" with 1 person (0.72%) within the 500-foot project buffer area. There are 12 people (8.63%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data did not identify any minority population greater than 40%.

#### Age and Disability

The median age is 41 and persons age 65 and over comprise 19.42% of the population. There are 9 people (8.57%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 111 housing units. The housing consists of multi-family units (83%), single family units (17%), and no mobile home units. These units are renter occupied (68%), owner occupied (20%), and vacant units (12%).

#### Language

There are no people (0.0%) that speak English "not at all" and 5 people (3.68%) that speak English "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Museum of Science and History - Bryan Gooding Planetarium
- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The proposed project is expected to result in moderate involvement with social resources.

## **Analysis Area**

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 156 households, with a total population of 321 people. The median household income was \$67,451. The SDR identified 12.18% of households were below poverty level and 0.64% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 25.55% of the total population and include "Black or African American Alone" with a population of 36 (11.21%), "Asian Alone" with 21 people (6.54%), "Claimed 2 or More Races" with 11 people (3.43%), and "Some Other Race Alone" with 8 people (2.49%) within the 500-foot project buffer area. There are 12 people (3.74%) that have a "Hispanic or Latino

of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data identified one census block with a total population of four people that have a minority population greater than 40%. This minority population is located at the southern terminus on the opposite side of Atlantic Boulevard.

#### Age and Disability

The median age is 41 and persons age 65 and over comprise 10.59% of the population. There are 27 people (12.39%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 185 housing units. The housing consists of multi-family units (60%), single family units (40%), and no mobile home units. These units are renter occupied (52%), owner occupied (32%), and vacant units (15%).

#### Language

There is 1 person (0.34%) that speak English "not at all" and 3 people (1.02%) that speak English "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Knights of Columbus 1951
- Balis Recreation Center
- San Marco Branch Library
- Southside Park
- Fletcher Park - San Marco Preservation Hall
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The proposed project is expected to result in moderate involvement with social resources.

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 414 households, with a total population of 908 people. The median household income was \$36,354. The SDR identified 21.5% of households were below poverty level and 1.69% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 44.05% of the total population and include "Black or African American Alone" with a population of 298 (32.82%), "Some Other Race Alone" with 39 people (4.3%), "Claimed 2 or More Races" with 35 people (3.85%), "Asian Alone" with 12 people (1.32%), and "American Indian or Alaska Native Alone" with 6 people (0.66%) within the 500-foot project buffer area. There are 44 people (4.85%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the Census block groups. This data identified 32 census blocks with a total population of 1,551 people that have a minority population greater than 40%. Minority populations are primarily north of Florida State College.

#### Age and Disability

The median age is 39 and persons age 65 and over comprise 12.67% of the population. There are 122 people (18.35%) between the ages of 20 and 64 that have a disability.

### Housing

There are 589 housing units. The housing consists of single family units (63%), multi-family units (37%), and no mobile home units. These units are owner occupied (32%), renter occupied (38%), and vacant units (30%).

### Language

There are 6 people (0.69%) that speak English "not at all" and 2 people (0.23%) that speak English "not well".

### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Hart Mausoleum Cemetery
- Jacksonville Urban League
- YMCA - Shands
- Historic Springfield Community Council
- Masonic Lodge - Solomon
- Masonic Lodge - Scottish Rites Masonic Cathedral
- Bridge Multiservice Center for Youth
- Duval County Public Health Unit - Resource Library
- Borland Health Sciences Library
- Florida State College at Jacksonville - Downtown Campus
- Mattie V. Rutherford Alternative Education Center
- Bridge to Success (School for the Future)
- Ambleside Green (Private School)
- Karpeles Manuscript Library
- JEA Waterworks Museum Complex
- Jacksonville Fire Department - Station 2
- US Post Office - Springfield
- Veteran's Affairs Outpatient Clinic - Jacksonville
- Gateway Park
- Henry J Klutho Park
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace.
- Mt. Charity Missionary Baptist (Religious Center)
- Beyel Baptist Institutional Church (Religious Center)
- We're for Jesus (Religious Center)
- Prisoners of Christ (Religious Center)
- Westside Church of Christ (Religious Center)
- Abbas Place Christian Fellowship, Intercity Missions (Religious Center)
- Scottish Rites Masonic Cathedral (Religious Center)
- Group Care Facilities (4)

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The proposed project is expected to result in moderate involvement with social resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Moderate

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on an area of the 500-foot buffer intersecting the census block groups along the project corridor. Using the 500-foot buffer, the SDR identified the following demographics:

#### Population and Income

The SDR identified 199 households, with a total population of 284 people. The median household income was \$31,886. The SDR identified 22.61% of households were below poverty level and 2.51% of households received public assistance. During the PD&E study, the Jacksonville Transportation Authority (JTA) will further analyze improvements in these areas to avoid disproportionately

high or adverse effects to any distinct low-income populations identified in the project area.

#### Race and Ethnicity

The minority population makes up 17.61% of the total population and include "Black or African American Alone" with a population of 15 (5.28%), "Some Other Race Alone" with 4 people (1.41%), and "Asian Alone" with 2 people (0.70%) within the 500-foot project buffer area. There are 33 people (11.62%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups, the 2010 US Census Block Data was utilized. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population within the 500-foot project buffer area intersecting the census block groups. This data identified four census blocks with a total population of 90 people that have a minority population greater than 40%. This minority population is located on the west side of Forest Street.

#### Age and Disability

The median age is 53 and persons age 65 and over comprise 41.20% of the population. There are 8 people (5.63%) between the ages of 20 and 64 that have a disability.

#### Housing

There are 211 housing units. The housing consists of multi-family units (91%), single family units (9%), and no mobile home units. These units are renter occupied (84%), owner occupied (11%), and vacant units (5%).

#### Language

There are no people (0.0%) that speak English "not at all" or "not well".

#### Additional Social Considerations

The EST Geographic Information System (GIS) analysis identified the following social resources within the 500-foot project buffer area:

- Masonic Lodge - Ionic 101
- Woman's Club- Jacksonville
- YMCA - Yates Family Center
- Cummer Museum of Art - Research Library
- Florida Times Union - Editorial Library
- Riverside Presbyterian Day School
- Riverside Park
- Sidney J. Gefen Riverwalk Park
- Northbank River Walk Artist Square
- Jehovah's Witnesses Riverside Congregation
- Riverside Presbyterian Church
- Riverside Park United Methodist Church
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunities; Downtown Jax South to East Coast Greenway and Riverwalk to Roosevelt Corridor.
- OGT Multi-use and Hiking Trail Opportunities; Jacksonville Baldwin to East Coast Greenway Corridor and the Emerald Necklace.

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented in Project Development to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The proposed project is expected to result in moderate involvement with social resources.

## **Relocation Potential**

### **Project Level**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Institutional, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%). Commercial and Services land use consists of 45.33 acres (38.57%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives.

The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The proposed project is expected to result in minimal involvement with relocations.

### **Analysis Area**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%). Commercial and Services land use consists of 31.07 acres (49.16%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a right-of-way (ROW) and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The proposed project is expected to result in minimal involvement with relocations.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%). Commercial and Services land use consists of 60.94 acres (28.26%).

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The proposed project is expected to result in minimal involvement with relocations.

#### **Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

The proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension. The project intends to remain in the existing right-of-way (ROW) for the at-grade extension alternatives. There is potential for right-of-way impact/acquisition for the elevated alternatives. The project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The proposed West Extension Corridor alternative is expected to result in no involvement with relocations.

## Farmlands

### Project Level

There are no prime farmlands within the 500-foot project buffer area. The project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area.

### Analysis Area

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

There are no prime farmlands within the 500-foot project buffer area. The project has no involvement with farmlands and is excluded from coordination with the Natural Resource Conservation Service (NRCS) because it is within the Jacksonville urbanized area.

## Aesthetic Effects

### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Institutional, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%).

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

**Areas:** West Extension Corridor

**Degree of Effect:** Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

The proposed project includes at-grade extension and elevated alternatives. Since the elevated alternatives would change the aesthetic features in the project area the project is expected to result in moderate involvement with aesthetic resources and will be analyzed during Project Development.

## Economic



## Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified five Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The proposed project will enhance economic resources and regional connectivity.

## Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The proposed project will enhance economic resources and regional connectivity.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Jacksonville Downtown [ADA No.: 1982 - 037].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The proposed project will enhance economic resources and regional connectivity.

**Areas:** West Extension Corridor

**Degree of Effect:** Enhanced

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Planned Unit Developments (PUDs) and one Development of Regional Impact (DRI); Northside West Downtown [ADA No.: 1985 - 079].

Downtown Jacksonville is experiencing a renaissance in the demand for downtown living and employment, concurrent with redevelopment and revitalization in multiple core areas.

This project is in the Jacksonville US Department of Housing and Urban Development (HUD) Empowerment Zone which is an initiative sought to reduce unemployment and generate economic growth through the designation of Federal tax incentives and award of grants to distressed communities. The project is also located in the Jacksonville Enterprise Zone [EZ-1601]. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment

in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries. The project will support economic redevelopment initiatives adopted by the various local governments at each of the four proposed stations.

The proposed project will enhance economic resources and regional connectivity.

## Mobility

### Project Level

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous Jacksonville Transportation Authority bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.
- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

### Analysis Area

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Rosa Parks Skyway fixed guideway transit network station and numerous Jacksonville Transportation Authority bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.
- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

**Areas:** West Extension Corridor

**Degree of Effect:** Enhanced

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified numerous Jacksonville Transportation Authority bus routes within the project area.

Expansion of the Skyway system, creating the Ultimate Urban Circulator (U2C), will address existing and future mobility needs by providing additional, accessible transportation options to get people where they want to go. The Skyway System Expansion Study will examine the following community and mobility goals based on needs identified in the Skyway planning studies, defined through ongoing public and stakeholder outreach, and communicated by agency partners.

- Connect residential, employment and retail.
- Connect to the larger transit system.
- Support reliable and convenient access to employment and educational centers.
- Support economic development and accessibility.
- Improve Downtown quality of life and mobility.

The proposed project will enhance mobility because it will transform downtown mobility and create a more accessible, versatile, public transportation system supports the City of Jacksonville's plans to create a more vibrant and livable downtown.

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## Cultural

### Section 4(f) Potential

#### Project Level

Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

#### Analysis Area

No PED provided for Section 4(f) Potential and on specific analysis areas.

### Historic and Archaeological Sites

#### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Florida Site File (FSF) cemetery, three FSF historic bridges, 288 FSF historic standing structures, five FSF Resource Groups, and four National Register of Historic Places (NRHP) listed sites within the 500-foot project buffer area.

The FSF cemetery, Hart Mausoleum Cemetery has not been evaluated by the State Historic Preservation Office (SHPO). The three FSF historic bridges include Footbridge Waterworks Park East and West, both not evaluated by the SHPO and Klutho-Hogan's Creek (Laura Avenue) which is NRHP-eligible. The NRHP listed sites include; Henry John Klutho House (DU0016), Bethel Baptist Institutional Church (DU00450), Springfield Historic District (DU02606), and Downtown Jacksonville Historic District (DU21749).

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

#### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Florida Site File (FSF) archaeological or historic sites, 98 FSF historic standing structures, and four FSF Resource Groups within the 500-foot project buffer area.

The FSF archaeological or historic sites are Prudential Site - historic refuse/dump (DU19848) ineligible for the National Register of Historic Place (NRHP) and Broadcast Historic Dump - land-terrestrial (DU21317) - ineligible for the NRHP. The FSF Resource Groups includes NRHP listed King's Roads (DU13980), Fletcher Park Historic District (DU03798), and Railroad Segment - 8SX (DU17719) and one ineligible abandoned FEC spur line (DU21316).

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Florida Site File (FSF) archaeological or historic sites, one FSF historic bridge, 43 FSF historic standing structures, and one FSF Resource Group within the 500-foot project buffer area.

The FSF archeological and historic sites are Low Mounds A & B (DU00035 & DU 00036) which have not been evaluated by the State Historic Preservation Officer (SHPO) and the FSF historic bridge is the US-1/Miami Road Bridge (DU21150) and the FSF Resource Group Railroad Segment - 8SX (DU17719), which are both eligible for the NRHP.

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include

archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three Florida Site File (FSF) archaeological or historic sites, 137 FSF historic standing structures, one FSF Resource Group, and one National Register of Historic Places (NRHP)-listed site within the 500-foot project buffer area.

The FSF archeological and historic sites are Riverside - prehistoric midden (DU06810) potentially eligible for NRHP, Brooklyn Miles - historic refuse/dump (DU19047) ineligible for NRHP, and Elkins - Prehistoric campsite (DU19061) which has insufficient information. The NRHP-listed site and resource group is Riverside Historic District (DU01547).

A Cultural Resource Assessment may be conducted for this project, if needed, in Project Development and may include archaeological and historic resources field survey.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with historic and archaeological resources.

## Recreation Areas

### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Friendship Fountain
- Belmonte Park
- St. Johns Marina Boat Ramp
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown Jax South to East Coast Greenway

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Gateway Park
- Henry J. Klutho Park
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Emerald Necklace.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Southside Park
- Fletcher Park - San Marco Preservation Hall
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunity; Downtown South to East Coast Greenway

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key

destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreational areas within the 500-foot project buffer area:

- Riverside Park
- Sidney J. Gefen Riverwalk Park
- Northbank River Walk Artist Square
- Office of Greenways and Trails (OGT) Multi-use Trail Opportunities; Downtown Jax South to ECG and Riverwalk to Roosevelt Corridor.
- OGT Multi-use and Hiking Trail Opportunities; Jacksonville Baldwin to East Coast Greenway Corridor and the Emerald Necklace.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with recreational areas.

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## Natural

### Wetlands and Surface Waters

#### Project Level

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any wetlands within the 500-foot project buffer area.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to Essential Fish Habitat.

#### Analysis Area

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 1.2 acres (0.87%) of palustrine wetlands and <0.1 acre (0.01%) of riverine wetlands within the 500-foot project buffer area. The Saint Johns River Water Management District identified wetlands in this area as mixed forested wetlands.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to Essential Fish Habitat.

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 1.59 acres (0.74%) of riverine wetlands within the 500-foot project buffer area.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wetland resources but does not anticipate impacts to Essential Fish Habitat.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 0.51 acre (0.28%) of palustrine and 0.27 acre (0.15%) of riverine wetlands within the 500-foot project buffer area.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with wetlands. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is

expected to result in minimal involvement with wetland resources but does not anticipate impacts to Essential Fish Habitat.

## Water Quality and Quantity

### Project Level

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one waterbody which is impaired, St. Johns River Above Trout River [WBID: 2213D] (iron).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 117.53 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

### Analysis Area

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one waterbody which is impaired, St. Johns River Above Trout River [WBID: 2213D] (iron).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 63.2 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbodies of which both are impaired:

- St. Johns River Above Trout River [WBID: 2213D] (iron)
- Hogan Creek [WBID: 2252] (dissolved oxygen)

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 215.65 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three waterbodies, McCoy Creek [WBID: 2257] and verified impaired Florida waters St. Johns River Above Trout River [WBID: 2213D] (iron) and Willow Branch [WBID: 2213EA] (fecal coliform).

Principal Aquifers of the State of Florida described the Surficial Aquifer System as 181.28 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Less Than 1" as 100%. Potential contamination facilities are listed under the Contamination issue.

The project will be designed to meet state water quality and quantity standards. In addition, all relevant agency coordination will occur, and permits will be obtained for the design of the stormwater system and the requirements for existing and future stormwater treatment adequacy.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with water quality and quantity resources.

## **Floodplains**

### **Project Level**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 0.15 acre (0.13%) in Zone AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

### **Analysis Area**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 13.9 acres (22.0%) in Zone AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 33.61 acres (15.59%) in Zones AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the D-FIRM 100-year Flood Zone with 1.58 acres (0.87%) in Zone AE within the 500-foot project buffer area.

During Project Development, design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with floodplain resources.

## **Wildlife and Habitat**



For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

## Project Level

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA) and 0.59 acre (0.5%) within the critical habitat for the West Indian Manatee although the project will not involve any waterways.

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

## Analysis Area

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA).

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

Within the 500-foot project buffer area the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project to having rare and imperiled fish (Atlantic sturgeon). The project is 100% within Woodstork Core Foraging Areas (CFA).

A Natural Resources Evaluation (NRE) may be conducted for this project, if needed, in Project Development to document any involvement with protected species and habitat. Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with wildlife and habitat resources.

## Coastal and Marine

### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features. The project will have no involvement with coastal or marine resources.

### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features. The project will have no involvement with coastal or marine resources.

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal features. The project will have no involvement with coastal or marine resources.

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## Physical

### Noise

#### Project Level



The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Commercial and Services, Institutional, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 14.66 acres (12.47%). Commercial and Services land use consists of 45.33 acres (38.57%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

### **Analysis Area**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Commercial and Services, Roads, and Institutional as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that areas within the project's 500-foot project buffer area include Residential, High Density - 2.3 acres (3.63%) and Medium Density - Residential - 0.59 acre (0.93%). Commercial and Services land use consists of 31.07 acres (49.16%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover dataset identified Institutional, Commercial and Services, and High Density Residential as the three major existing land uses within the 500-foot project buffer area. The SJRWMD Residential Areas 2014 data shows that residential areas within the project's 500-foot project buffer area include Residential, High Density - 54.93 acres (25.47%). Commercial and Services land use consists of 60.94 acres (28.26%).

A noise analysis may be conducted, if needed, during Project Development. The proposed project is expected to result in minimal involvement with noise.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis of 2014 St. Johns River Water Management District (SJRWMD) Florida Land Use and Land Cover data identified Commercial and Services as the primary existing land use within the 500-foot project buffer area with some Institutional; Parks and Zoos; Inactive land with street patterns, no structures; and Roads. The SJRWMD Residential Areas 2014 data did not show any residential areas within the project's 500-foot project buffer area.

A noise analysis may be conducted, if needed, during Project Development for the project. The proposed West Extension Corridor alternative is expected to result in minimal to no involvement with noise since there are community facilities within the study area.

## **Air Quality**

### **Project Level**

This portion of Duval County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

### **Analysis Area**

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

This portion of Duval County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have minimal impact on air quality.

## **Contamination**

### **Project Level**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (10)

- Brownfield Location Boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- Hazardous waste facilities (11)
- Onsite sewage sites (9)
- Petroleum contamination monitoring sites (22)
- Solid waste facility (1)
- Storage tank contamination monitoring sites (26)
- Super Act Risk Sources (18)
- Super Act Well (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (11)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (19)

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

### **Analysis Area**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (4)
- Brownfield Location Boundaries (4) -Southside Community Redevelopment Area, Southside Generating Station Area, Kings Avenue Brownfield Area, and San Marco Crossing Area
- Hazardous waste facilities (7)
- Onsite sewage sites (6)
- Petroleum contamination monitoring sites (5)
- Storage tank contamination monitoring sites (11)
- Super Act Risk Sources (4)
- Super Act Well (5)
- Superfund Hazardous Waste Site (1) - Southside Generating Station (not on the National Priorities List)
- Toxic Release Inventory Site (1)
- Treaters, Stors, and Disposers of Hazardous Waste (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (6)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (9)

A contamination screening evaluation may be conducted, if needed, in Project Development. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (8)
- Brownfield Location Boundaries (1) -Southside Community Redevelopment Area
- Hazardous waste facilities (6)
- Onsite sewage sites (2)
- Petroleum contamination monitoring sites (3)
- Storage tank contamination monitoring sites (6)
- Super Act Risk Sources (4)
- Toxic Release Inventory Site (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (4)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (4)

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key

destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

**Areas:** West Extension Corridor

**Degree of Effect:** Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:

- Biomedical waste (7)
- Brownfield location boundaries (2) - Pilot Project Area and Southside Community Redevelopment Area
- FDEP off site contamination notice (1)
- Hazardous waste facilities (9)
- Onsite sewage sites (8)
- Petroleum contamination monitoring sites (24)
- Storage tank contamination monitoring sites (41)
- Super Act Risk Sources (19)
- Superfund Hazardous Waste Site (1) - Bert Morsch Lumber Company (not on the NPL)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (34)
- USEPA Resource Conservation and Recovery Act (RCRA) sites (24)

A contamination screening evaluation may be conducted in Project Development, if needed. Any source identified will be assessed to determine the need for avoidance or minimization of involvement with the area of concern or remediation during construction.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in moderate involvement with potential sources of contamination.

## Infrastructure

### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration (FAA) obstructions and one electric substation. Potential contaminated infrastructure sites are described in the Contamination issue.

The proposed project is expected to result in minimal involvement with infrastructure resources.

### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration (FAA) obstructions and two electric substations, one wireless antenna structure location, two grade level railroad crossings at Hendricks Avenue and Atlantic Boulevard, and one railroad in between these two crossings. Potential contaminated infrastructure sites are described in the Contamination issue.

The proposed Southeast Extension Corridor alternative expected to result in moderate involvement with infrastructure resources.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Federal Aviation Administration (FAA) obstructions and one grade level railroad crossings at San Marco Boulevard south of Prudential Drive. Potential contaminated infrastructure sites are described in the Contamination issue.

The proposed project is expected to result in minimal involvement with infrastructure resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Federal Aviation Administration (FAA) obstructions and one electric substation. Potential contaminated infrastructure sites are described in the Contamination issue.

Since the proposed project is to expand the Skyway system using autonomous vehicle shuttles to provide service to key destinations considering both elevated and street level options for the extension, the proposed project is expected to result in minimal involvement with infrastructure resources.

## Navigation

### Project Level

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings but the project intersects Hogan Creek.

Therefore, the proposed project will have minimal involvement with navigation resources.

### Analysis Area

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings.

Therefore, the proposed South Extension Medical Complex Corridor alternative will have no involvement with navigation resources.

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings.

Therefore, the proposed Southeast Extension Corridor alternative will have no involvement with navigation resources.

**Areas:** West Extension Corridor

**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterway crossings but the buffer area intersects McCoy Creek at three different locations.

Therefore, the proposed project will have minimal involvement with navigation resources.

---

## Special Designations

### Special Designations: Outstanding Florida Waters

#### Project Level

The EST GIS analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

#### Analysis Area

The EST GIS analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The EST GIS analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area. The proposed project will have no involvement with any Outstanding Florida Waters resources.

### Special Designations: Aquatic Preserves

#### Project Level

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot project buffer area. The proposed project will have no involvement with Aquatic Preserves resources.

#### Analysis Area

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot project buffer area. The proposed project will have no involvement with Aquatic Preserves resources.

### Special Designations: Scenic Highways

#### Project Level

The EST GIS analysis did not identify any Scenic Highways within the 500-foot project buffer area. The proposed project will have

no involvement with any Scenic Highway resources.

### Analysis Area

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The EST GIS analysis did not identify any Scenic Highways within the 500-foot project buffer area. The proposed project will have no involvement with any Scenic Highway resources.

### Special Designations: Wild and Scenic Rivers

#### Project Level

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Wild and Scenic Rivers.

### Analysis Area

**Areas:** West Extension Corridor

**Degree of Effect:** N/A / No Involvement

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any Wild and Scenic Rivers.

## GIS Analyses

Since there are so many GIS Analyses available for Project #14424 - Jacksonville Skyway System Expansion, 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.fl.a-etat.org/est/index.jsp?tpID=14424&startPageName=GIS%20Analysis%20Results>

**Special Note:** Please be sure that when the GIS Analysis Results page loads, the **Planning Screen Summary Report Published on 02/10/2020 by Wendy Lasher Milestone** is selected. GIS Analyses snapshots have been taken for Project #14424 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
11/12/2019	Hardcopy Map (from Attach Document Tool)	260 KB	<a href="http://etdmpub.fl.a-etat.org/est/servlet/blobViewer?blobID=28666">http://etdmpub.fl.a-etat.org/est/servlet/blobViewer?blobID=28666</a> Skyway System Expansion Alternatives Map

## 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.	

## Project-Level Hardcopy Maps

No Project-Level Hardcopy Maps Available.

## Analysis Area Maps

### North Extension Corridor: Hardcopy Maps

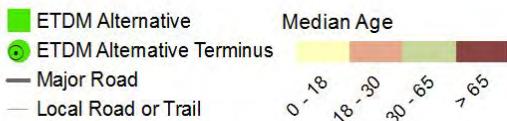


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Age Distribution Map



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

0 0.125 0.25 0.5 Miles



**etdm**  
 Environmental Screening Tool



9/10/2019

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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

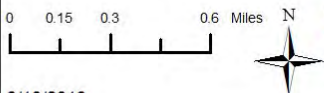
## Rosa Parks Transit Station to UF Health/VA Hospital



### Coastal and Marine Map

- |                                      |                                  |                               |                                |
|--------------------------------------|----------------------------------|-------------------------------|--------------------------------|
| ETDM Alternative                     | Swamp or Marsh                   | Coastal Barrier Resource Area | Non-vegetated Wetland          |
| ETDM Alternative Terminus            | Exposed Rocky Platform           | Continuous Seagrass           | Vegetated Non-forested Wetland |
| City Limits                          | Sand Beach                       | Discontinuous Seagrass        | Wetland Forested Mixed         |
| Navigable Water Way                  | Gravel Beach/Riprap              | Aquatic Preserve              | Wetland Coniferous Forest      |
| Sheltered Tidal Flat                 | Exposed Tidal Flat               | Wetland Hardwood Forest       |                                |
| Mixed Sand And Gravel Beach          | Sheltered Rock/Seawall/Vegetated |                               |                                |
| Exposed Vertical Rocky Shore/Seawall |                                  |                               |                                |

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



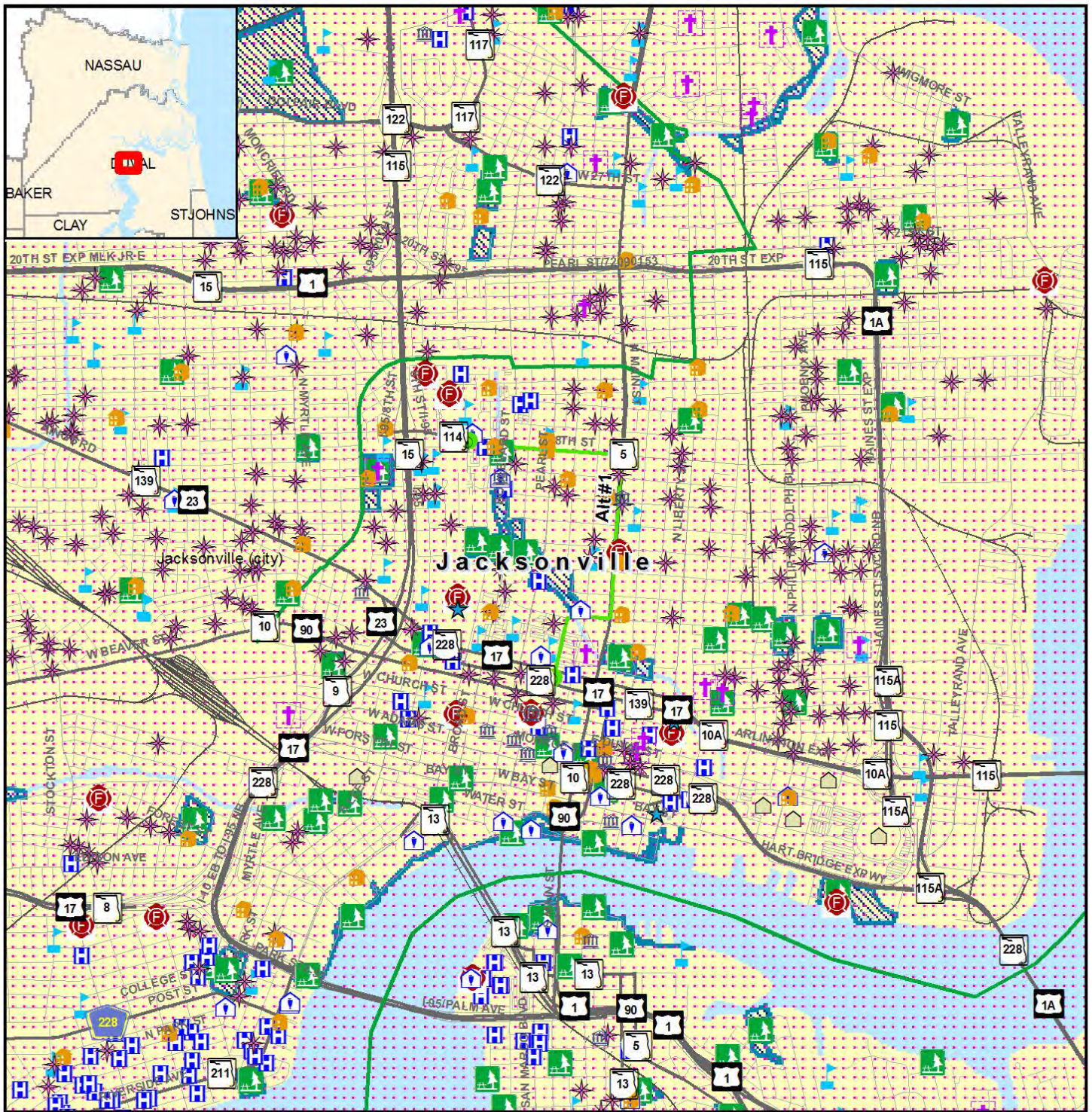
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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Community Services Map

- |                           |                  |                  |             |                                 |
|---------------------------|------------------|------------------|-------------|---------------------------------|
| ETDM Alternative          | Government       | Law Enforcement  | Health Care | Recreational Trail              |
| ETDM Alternative Terminus | Civic Center     | Place of Worship | School      | Community Boundary              |
| Major Road                | Cemetery         | Cultural Center  | Park        | Conservation or Recreation Area |
| Local Road or Trail       | Social Service   | Fire Station     |             |                                 |
| City Limits               | Community Center |                  |             |                                 |

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

0 0.15 0.3 0.6 Miles



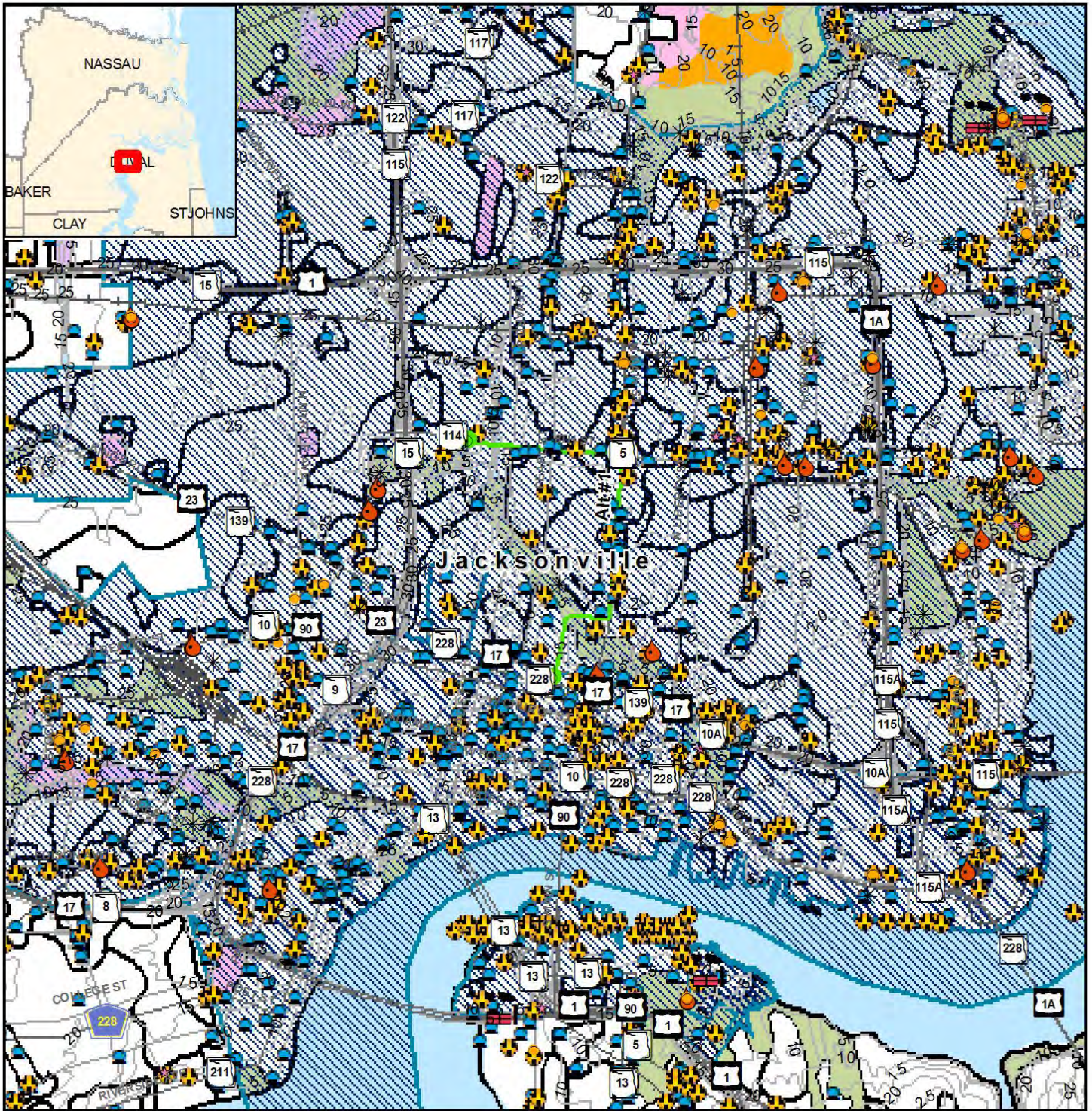
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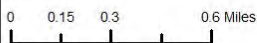
## Rosa Parks Transit Station to UF Health/VA Hospital



### Contamination Map

- |                           |                         |                              |                     |                         |
|---------------------------|-------------------------|------------------------------|---------------------|-------------------------|
| ETDM Alternative          | Solid Waste Facility    | FDEP Tanks                   | Soil Drainage       | Somewhat Poorly Drained |
| ETDM Alternative Terminus | Hazardous Material Site | Brownfield Area              | Excessively Drained | Poorly Drained          |
| Major Road                | Power Plant             | 5 FT Contour                 | Well Drained        | Very Poorly Drained     |
| Local Road or Trail       | Superfund Site          | Somewhat Excessively Drained | Unclassified        |                         |
| Toxic Release Inventory   | Nuclear Site            | Moderately Well Drained      |                     |                         |
| Dry Cleaning Facility     |                         |                              |                     |                         |

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



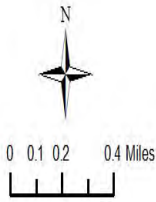
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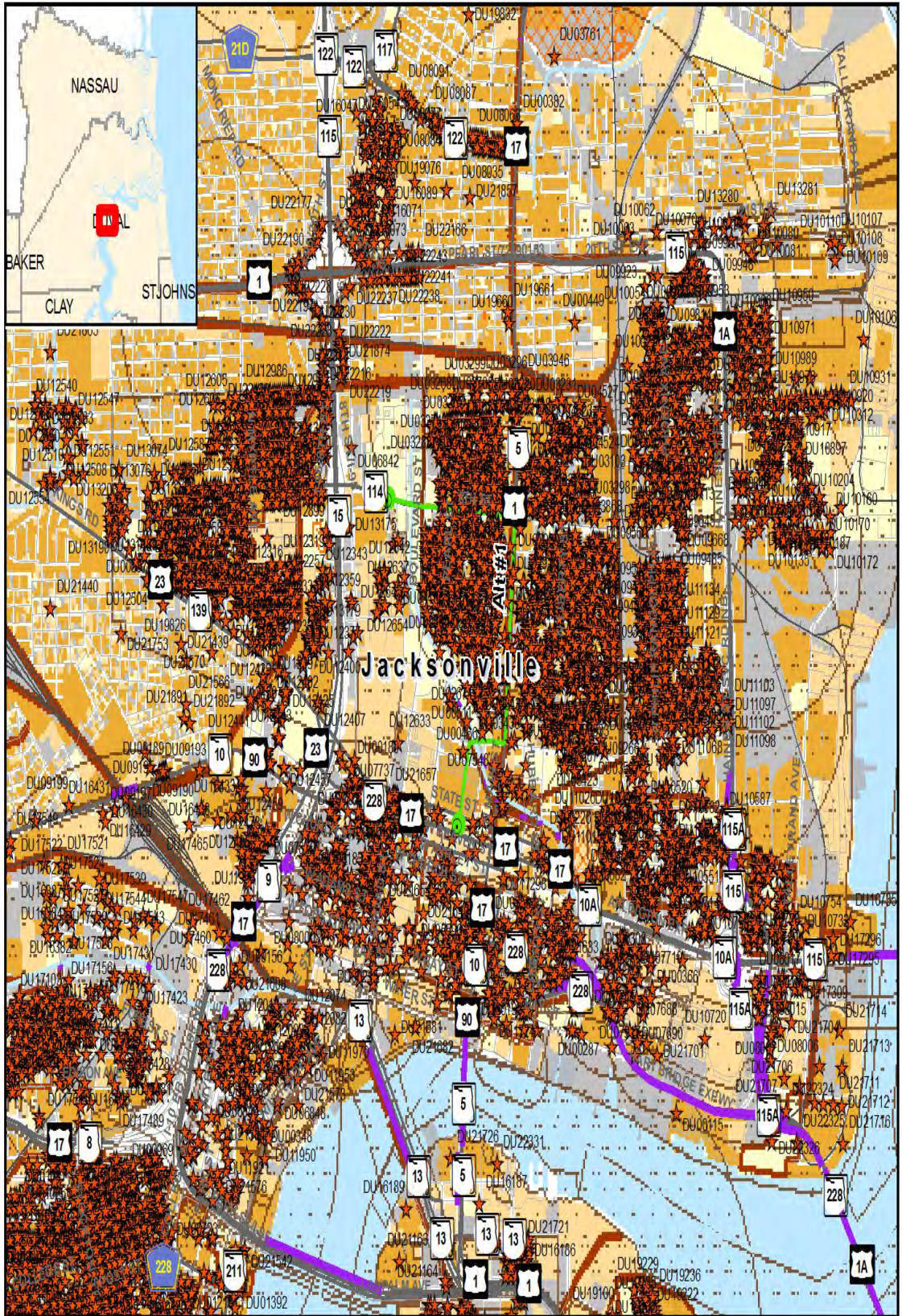


# Cultural Resources Data Map

- ETDM Alternative
  - Major Road
  - Local Road or Trail
  - ★ Historic Structure
  - Historic Bridge
  - State Historic Highway
  - ⊠ Historic Cemetery
  - ⊠ Historic Resource Group
  - Cultural Resource Field Survey Area
  - ETDM Alternative
- Year Built**
- Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values



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



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 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.



# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

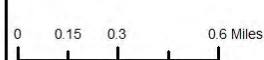
## Rosa Parks Transit Station to UF Health/VA Hospital



### Farmlands Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands
- Prime Farmland Soils

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey  
 Natural Resources Conservation Services



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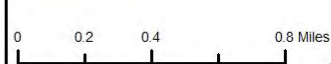
## Rosa Parks Transit Station to UF Health/VA Hospital



### Floodplains Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Special Flood Hazard Area

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency



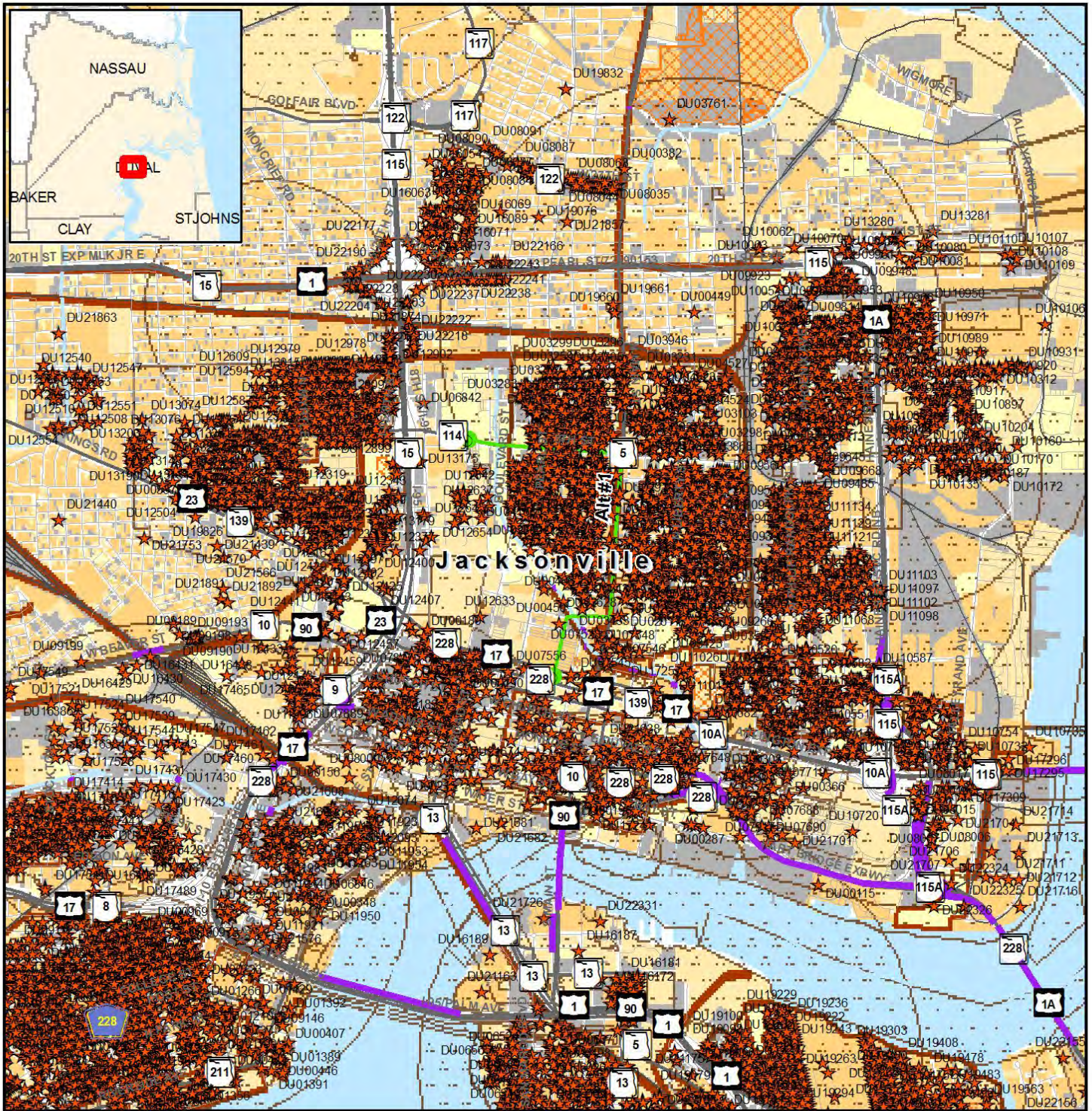
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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Historic Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Year Built
  - Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values
- ★ Historic Structure
- Historic Bridge
- State Historic Highway
- ⊠ Historic Cemetery
- Historic Resource Group
- ⊠ Cultural Resource Field Survey Area

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

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.

0 0.2 0.4 0.8 Miles



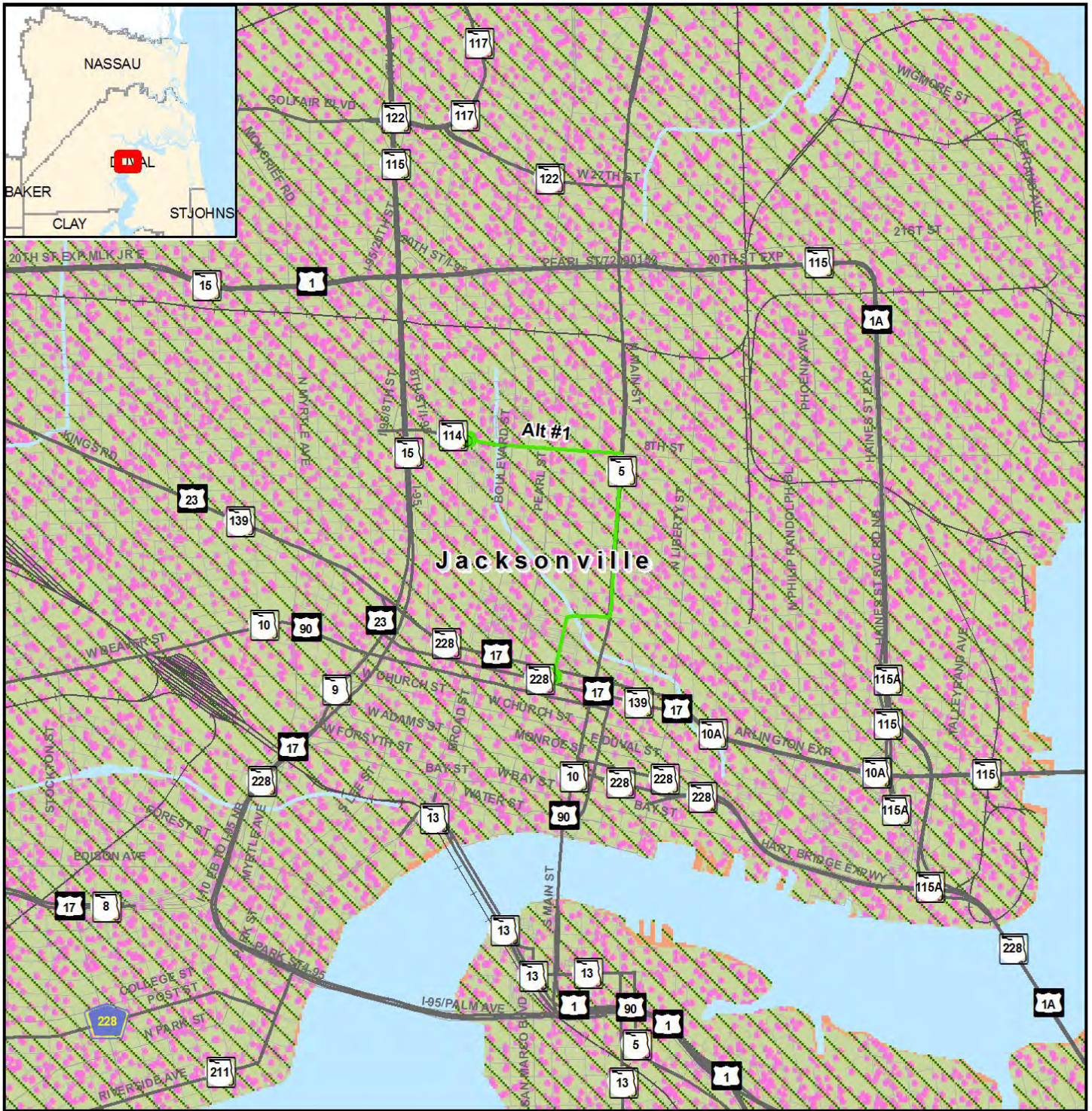
11/14/2019



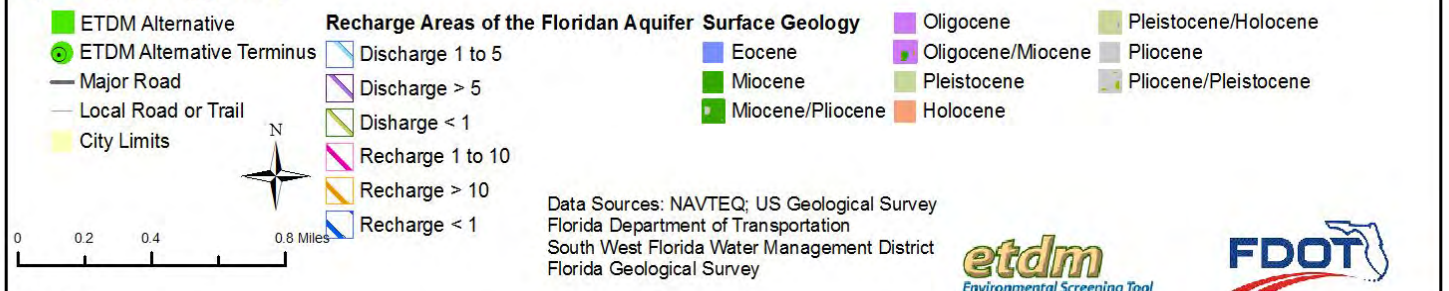


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Hydrogeology Map



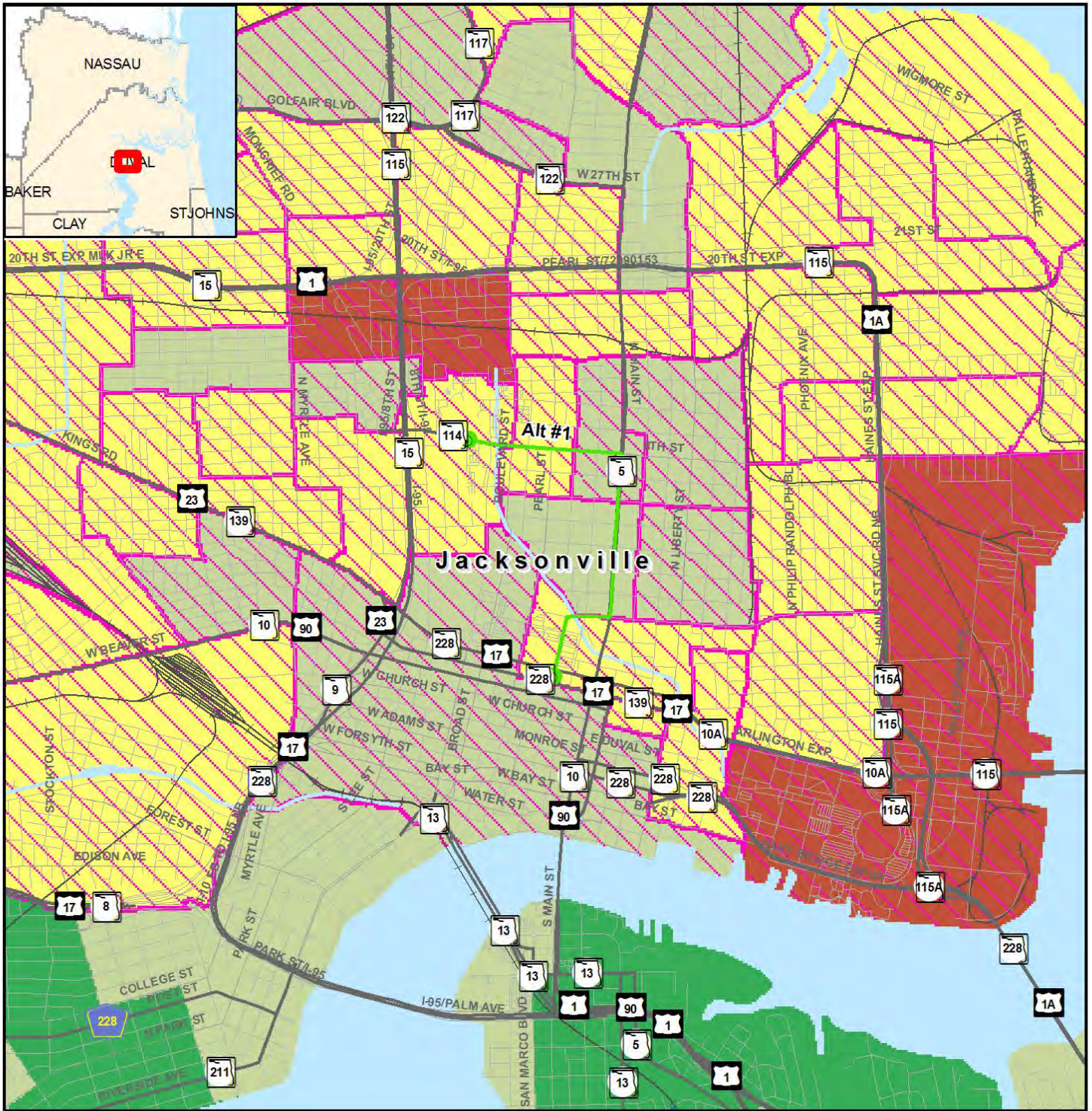
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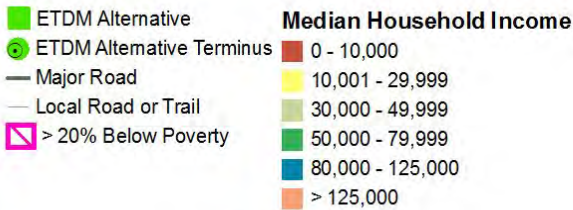


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

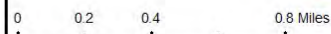
## Rosa Parks Transit Station to UF Health/VA Hospital



### Income Map



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



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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

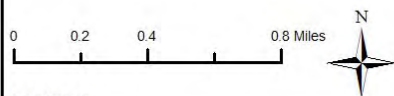
## Rosa Parks Transit Station to UF Health/VA Hospital



### Integrated Wildlife Model Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

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



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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Land Use Map

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

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



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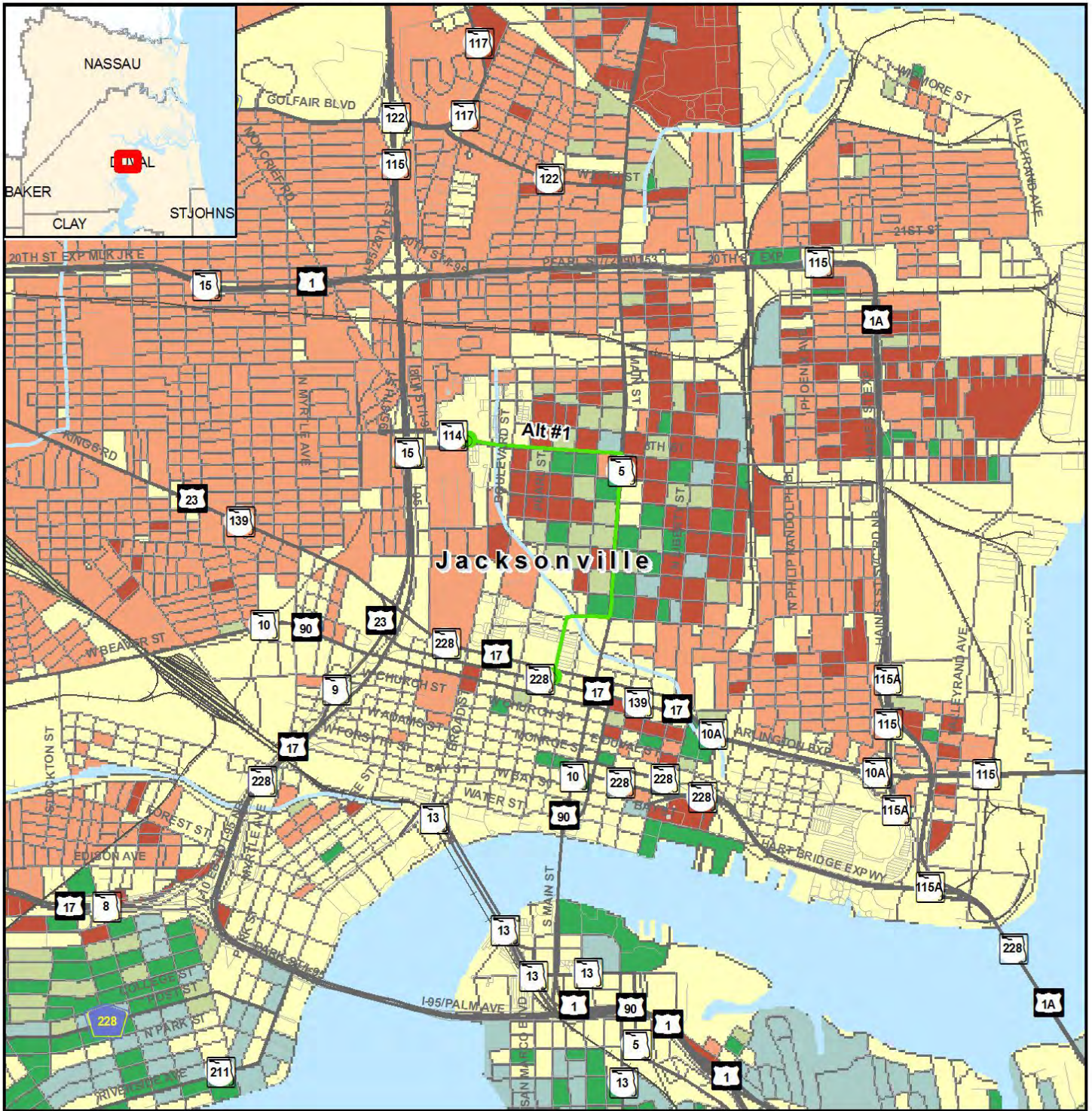


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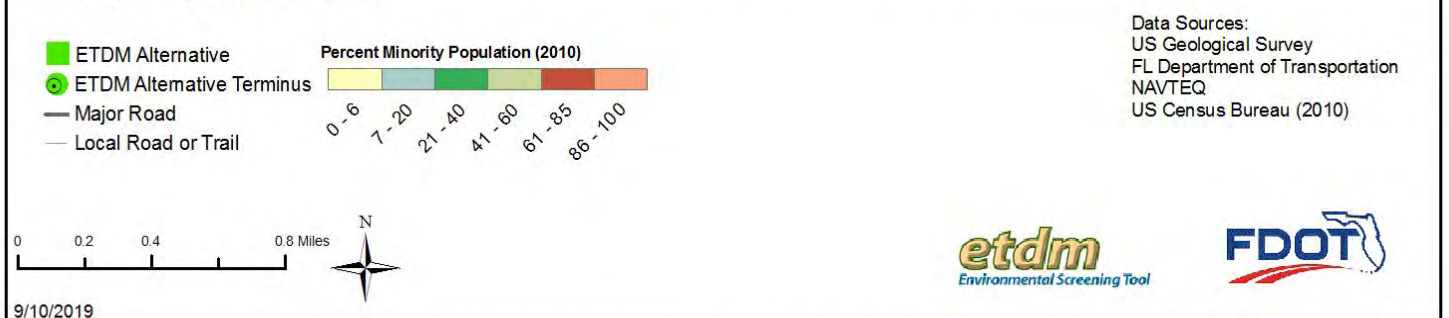


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Minority Population Map

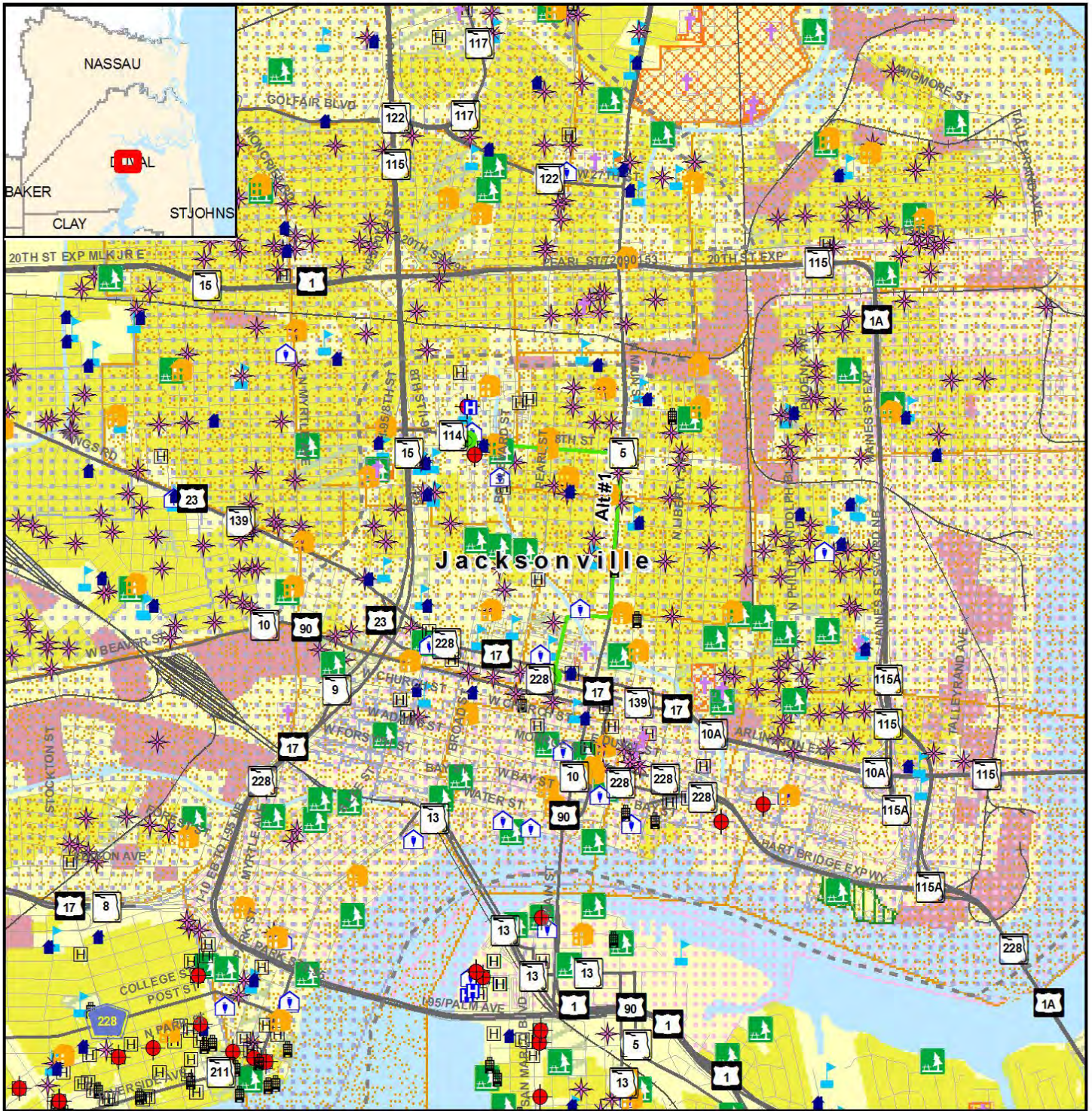


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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Noise Map

- |                           |                           |                  |                           |                          |
|---------------------------|---------------------------|------------------|---------------------------|--------------------------|
| ETDM Alternative          | Condo Owners Associations | Cultural Center  | Historic Cemetery         | ETAT.LU_NW_INDUSTRIAL_16 |
| ETDM Alternative Terminus | Hospitals                 | Health Care      | Planned Unit Developments | ETAT.LU_NW_RESIDENT_16   |
| City Limits               | Laser On-site             | Park             | Wildlife Refuges          | HUD Renewal              |
| Noise Barriers            | Group Care Facilities     | National Parks   | National Park Projects    | Nat'l Estuarine Reserves |
| Existing Trails           | Cemetery                  | Place of Worship | Marine Sanctuaries        | Enterprise Zones         |
|                           | Community Center          | School           | Military Installations    | DRI                      |

0 0.15 0.3 0.6 Miles



Data Sources:  
GeoPlan Center, US Geological Survey, US Census Bureau,  
HUD, Florida DOT, US Fish and Wildlife, National Park Service,  
NOAA, National Estuarine Research, Enterprise Florida

**etdm**  
Environmental Screening Tool



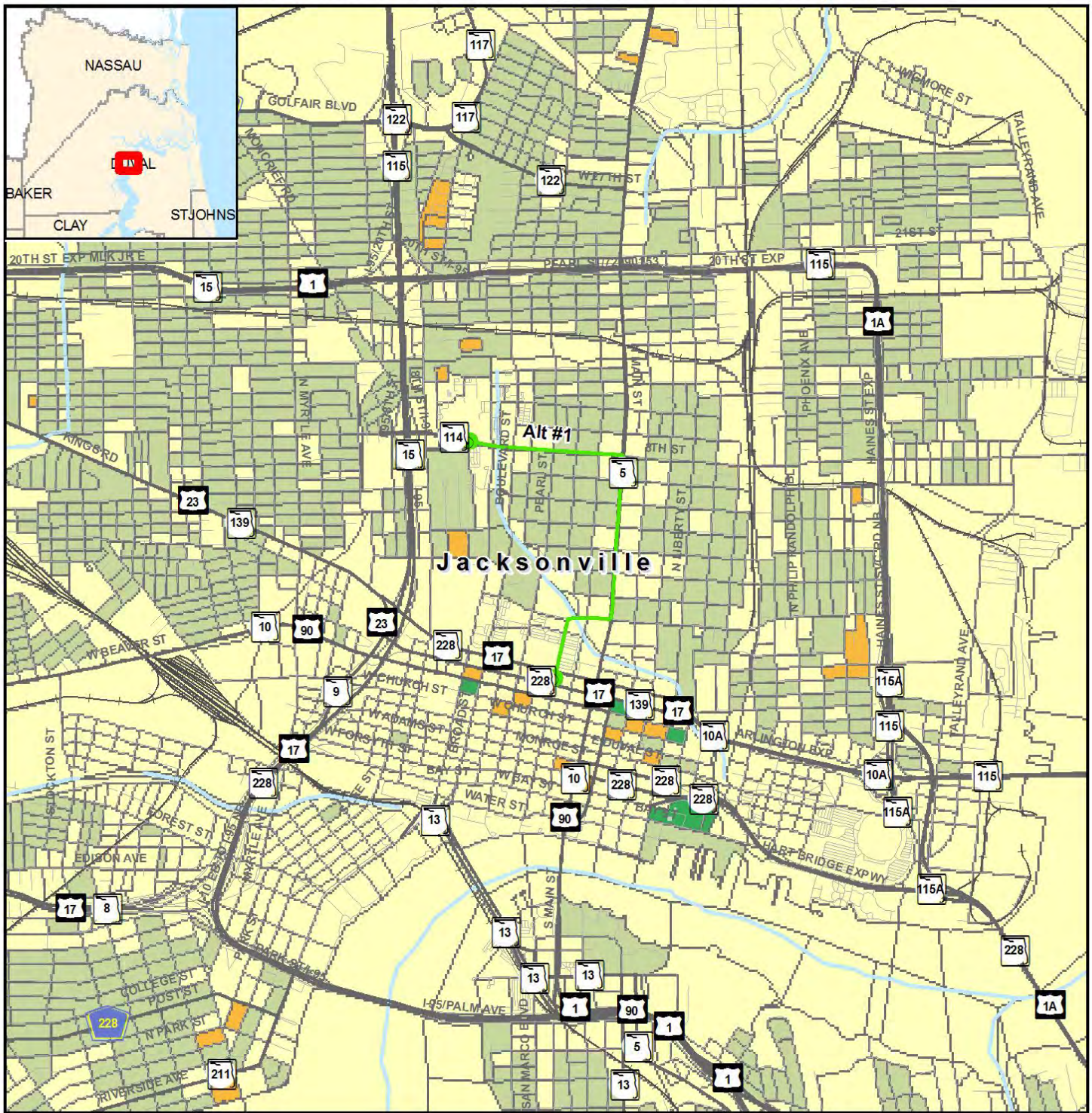
11/14/2019

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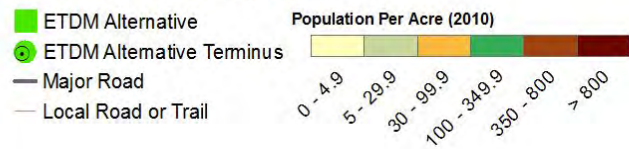


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

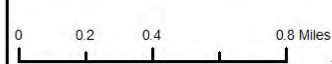
## Rosa Parks Transit Station to UF Health/VA Hospital



### Population Density Map



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



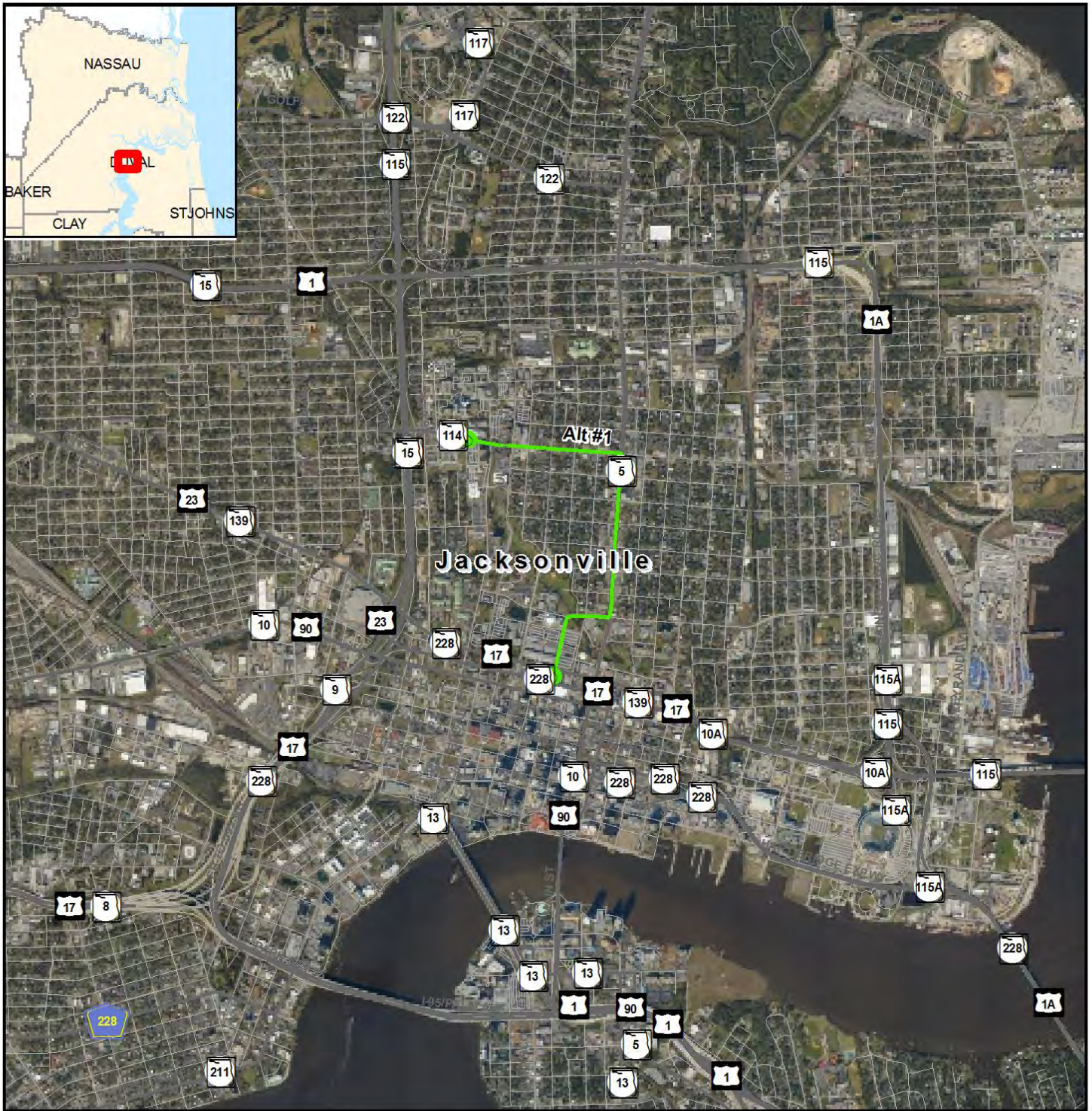
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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail

Data Sources:  
 Highways - NAVTEQ  
 Digital Orthophotograph - ArcGIS Online



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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Project Base Map

- ETDM Alternative
- ETDM Alternative Terminus
- Local Road or Trail
- Major Road
- City Limits
- Managed Conservation Lands

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

0 0.15 0.3 0.6 Miles



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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

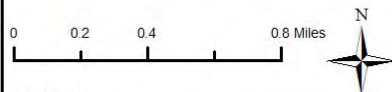
## Rosa Parks Transit Station to UF Health/VA Hospital



### Recreational Areas Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Conservation or Recreation Area

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Natural Areas Inventory



9/10/2019

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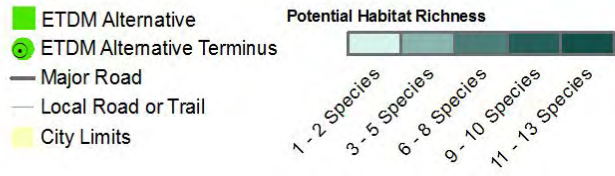


# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

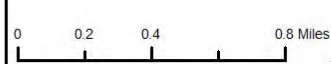
## Rosa Parks Transit Station to UF Health/VA Hospital



### Species Potential Map



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



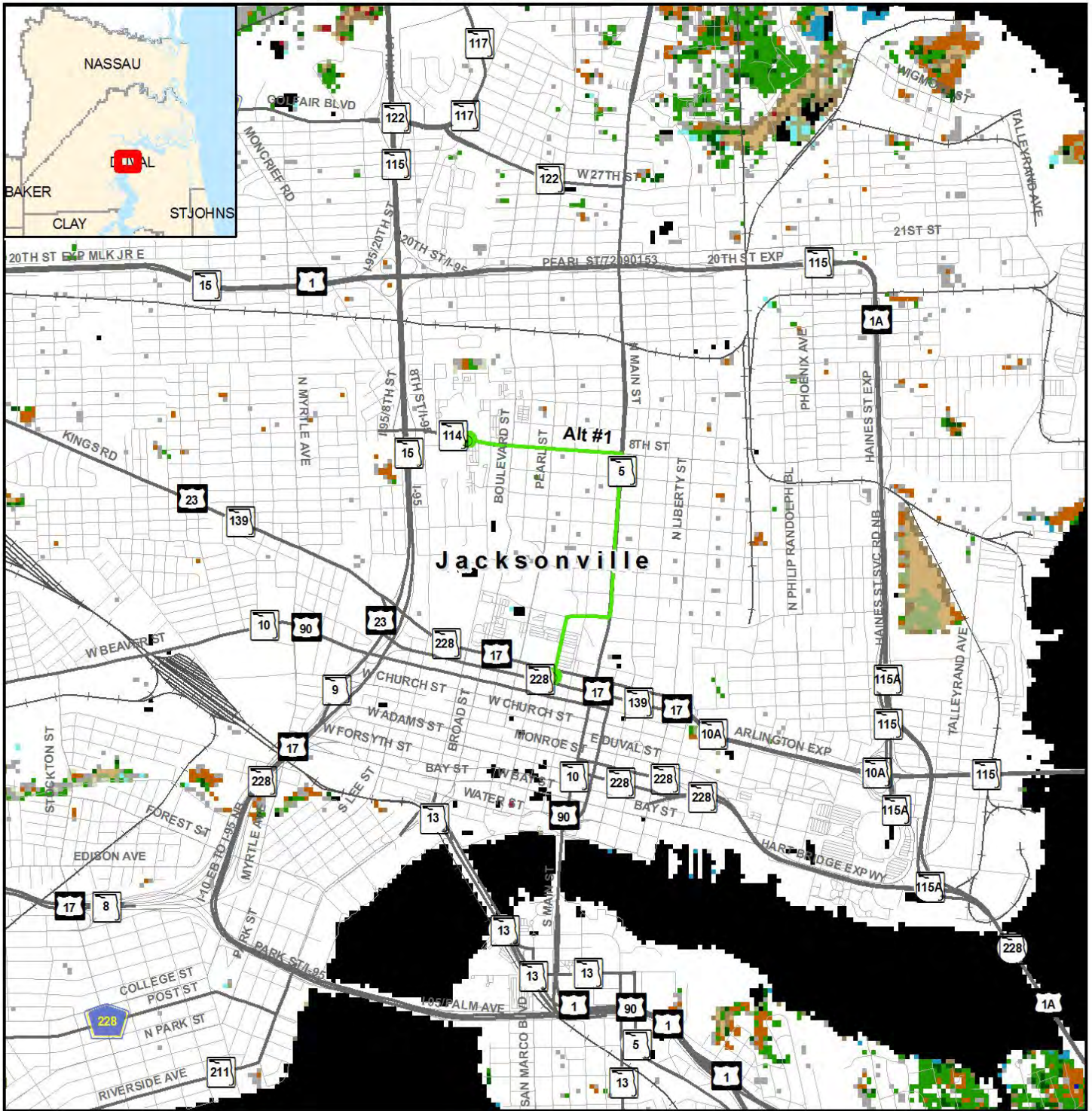
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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Vegetation Map



0 0.2 0.4 0.8 Miles

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

Environmental Screening Tool

9/10/2019

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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

## Rosa Parks Transit Station to UF Health/VA Hospital



### Water Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- SFWMD Canals
- Drainage Basin
- Outstanding Florida Water
- Surface Water Class I
- Surface Water Class II
- Water Body
- Swamp/Marsh

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of Environmental Protection  
 Florida Geological Survey  
 US Bureau of Transportation Statistics



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# 14424 Jacksonville Skyway System Expansion, North Extension Corridor

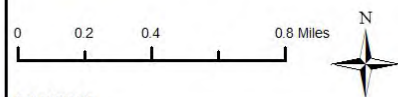
## Rosa Parks Transit Station to UF Health/VA Hospital



### Wetlands and Surface Waters Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey



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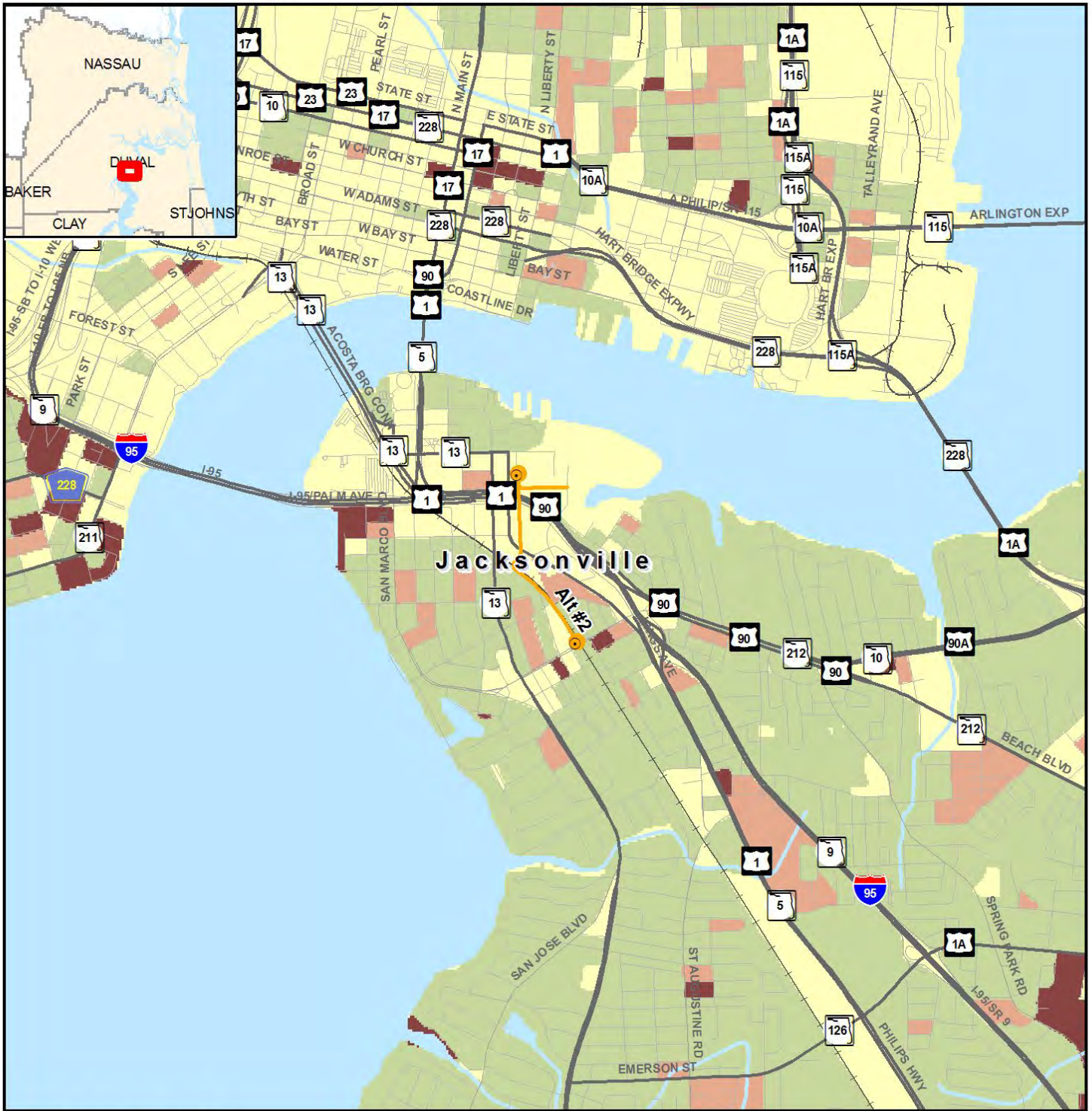


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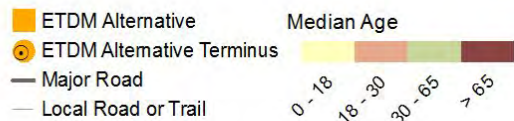
## **Southeast Extension Corridor: Hardcopy Maps**



# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Age Distribution Map



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



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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Coastal and Marine Map

- |                                      |                                  |                               |                                |
|--------------------------------------|----------------------------------|-------------------------------|--------------------------------|
| ETDM Alternative                     | Swamp or Marsh                   | Coastal Barrier Resource Area | Non-vegetated Wetland          |
| ETDM Alternative Terminus            | Exposed Rocky Platform           | Continuous Seagrass           | Vegetated Non-forested Wetland |
| City Limits                          | Sand Beach                       | Discontinuous Seagrass        | Wetland Forested Mixed         |
| Navigable Water Way                  | Gravel Beach/Riprap              | Aquatic Preserve              | Wetland Coniferous Forest      |
| Exposed Tidal Flat                   | Sheltered Tidal Flat             | Wetland Hardwood Forest       |                                |
| Mixed Sand And Gravel Beach          | Sheltered Rock/Seawall/Vegetated |                               |                                |
| Exposed Vertical Rocky Shore/Seawall |                                  |                               |                                |

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

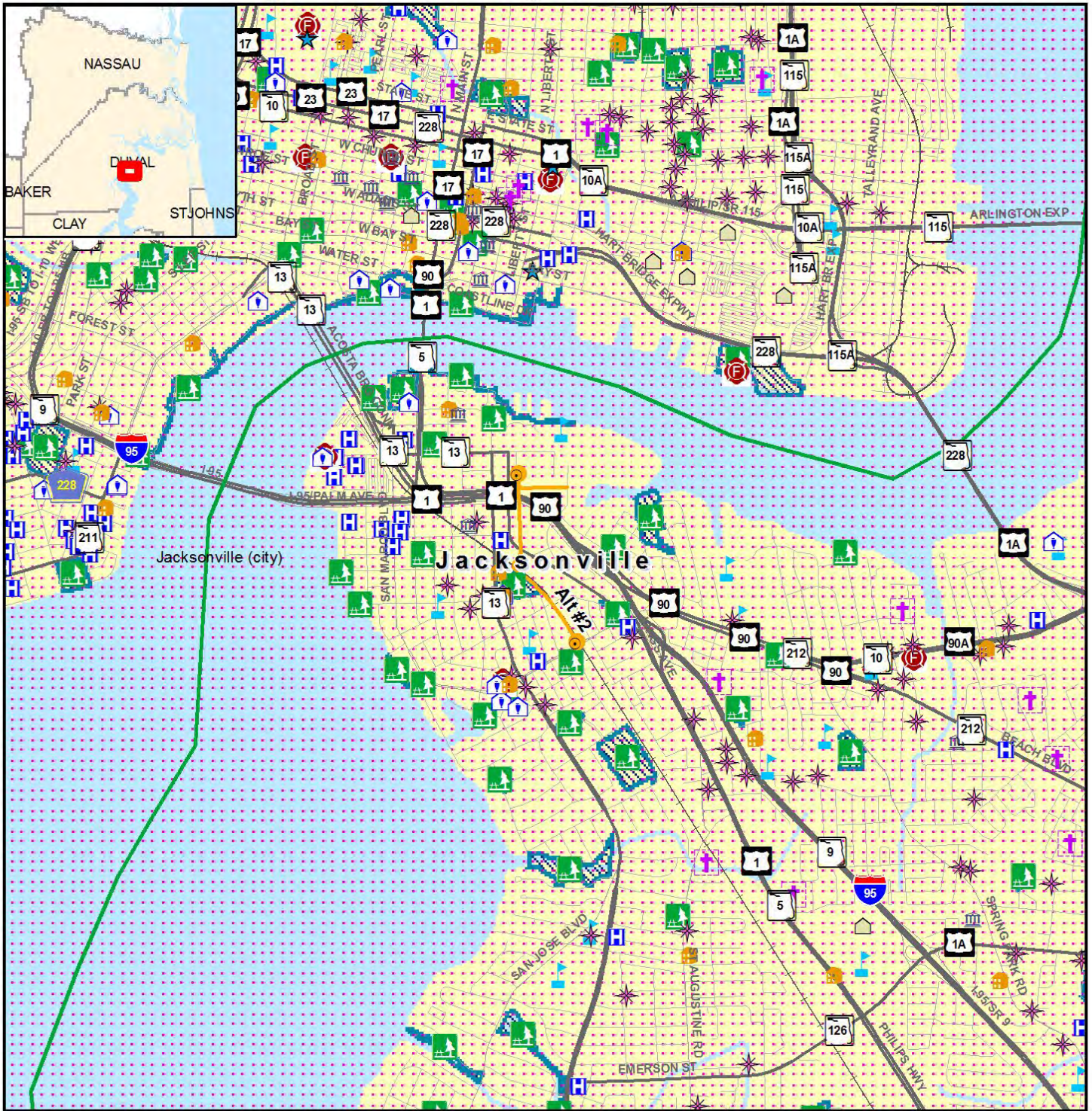


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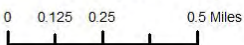
# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Community Services Map

- |                           |                  |                  |             |                                 |
|---------------------------|------------------|------------------|-------------|---------------------------------|
| ETDM Alternative          | Government       | Law Enforcement  | Health Care | Recreational Trail              |
| ETDM Alternative Terminus | Civic Center     | Place of Worship | School      | Community Boundary              |
| Major Road                | Cemetery         | Cultural Center  | Park        | Conservation or Recreation Area |
| Local Road or Trail       | Social Service   | Fire Station     |             |                                 |
| City Limits               | Community Center |                  |             |                                 |

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

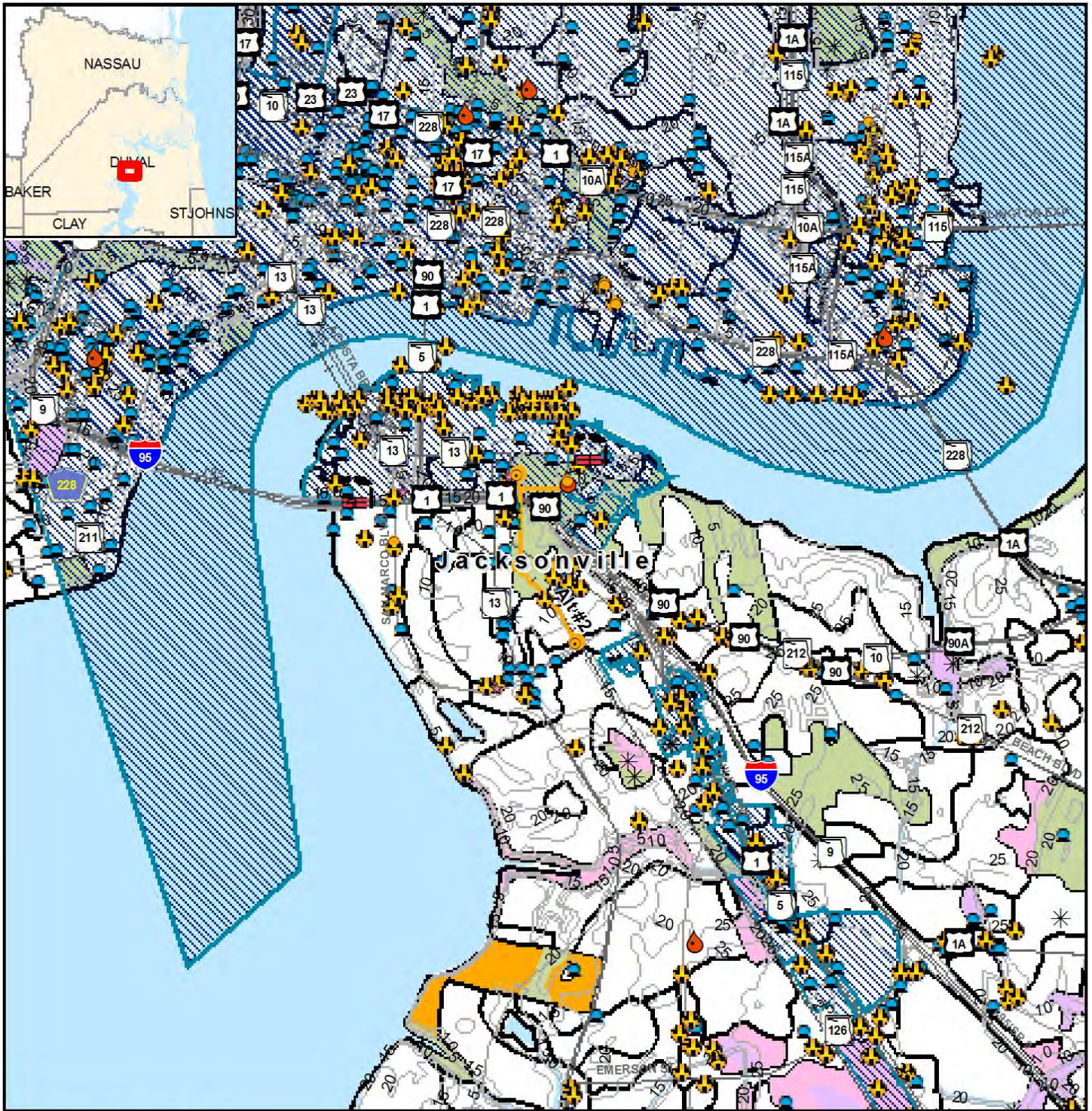


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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Contamination Map

ETDM Alternative	Solid Waste Facility	FDEP Tanks	<b>Soil Drainage</b>	Somewhat Poorly Drained
ETDM Alternative Terminus	Hazardous Material Site	Brownfield Area	Excessively Drained	Poorly Drained
Major Road	Power Plant	5 FT Contour	Well Drained	Very Poorly Drained
Local Road or Trail	Superfund Site	Toxic Release Inventory	Somewhat Excessively Drained	Unclassified
Dry Cleaning Facility	Nuclear Site	Moderately Well Drained		

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

0 0.15 0.3 0.6 Miles

11/14/2019

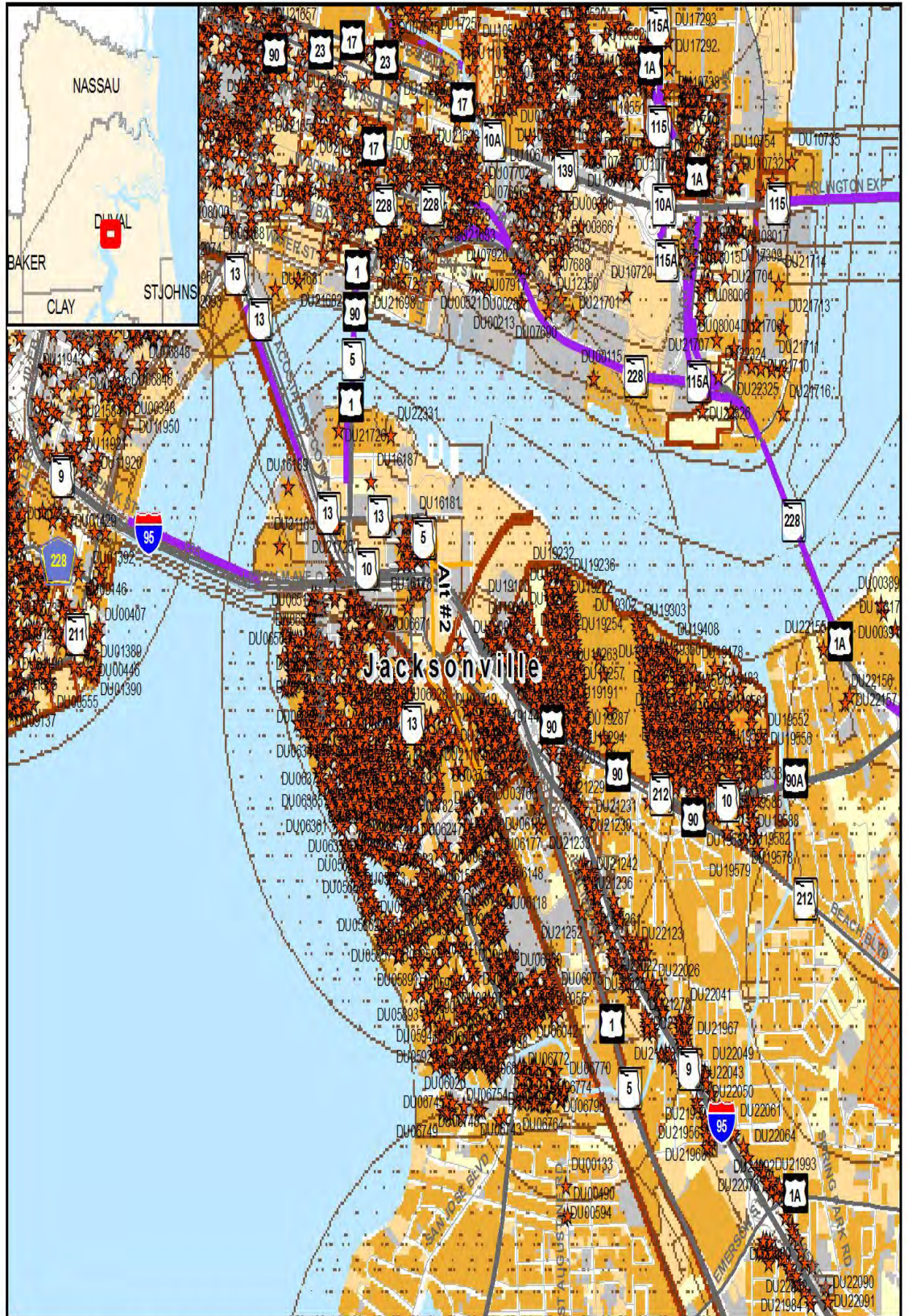
Environmental Screening Tool

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# Cultural Resources Data Map

- ETDM Alternative
  - Major Road
  - Local Road or Trail
  - ★ Historic Structure
  - Historic Bridge
  - State Historic Highway
  - Historic Cemetery
  - Historic Resource Group
  - Cultural Resource Field Survey Area
  - ETDM Alternative
- Year Built**
- Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values



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

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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor

## Kings Ave. Station/Garage to San Marco East Area



### Farmlands Map

- |                           |                      |                      |
|---------------------------|----------------------|----------------------|
| ETDM Alternative          | Cropland/Pastureland | Prime Farmland Soils |
| ETDM Alternative Terminus | Nurseries/Vineyards  |                      |
| Major Road                | Specialty Farms      |                      |
| Local Road or Trail       | Tree Crops           |                      |
| City Limits               | Rural Open Lands     |                      |

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey  
 Natural Resources Conservation Services

0 0.125 0.25 0.5 Miles



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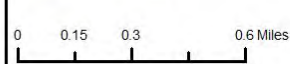
# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Floodplains Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Special Flood Hazard Area

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency



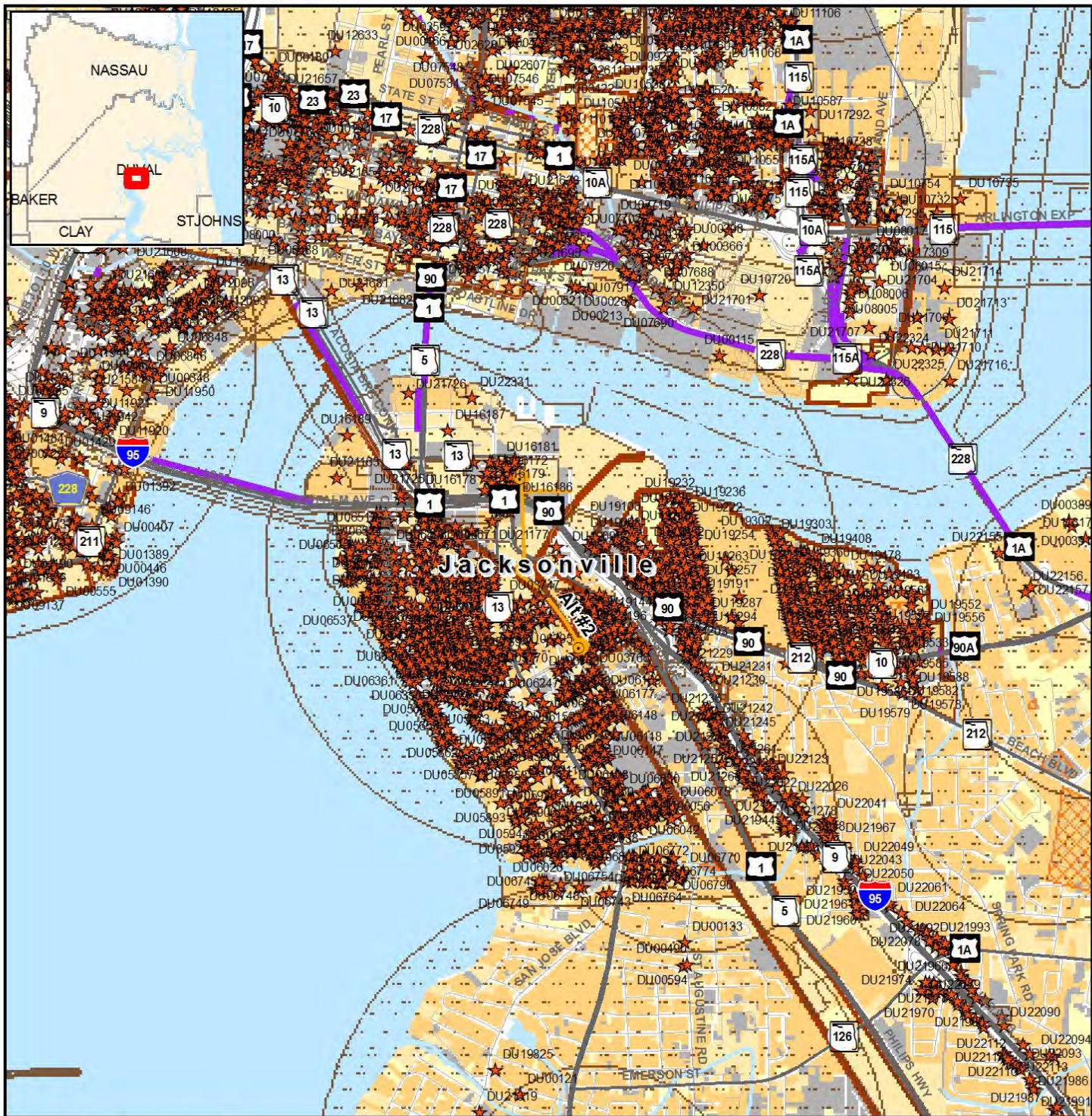
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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



### Historic Resource Map

ETDM Alternative	Year Built	Historic Structure	Data Sources: NAVTEQ US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research
ETDM Alternative Terminus	Pre 1970	Historic Bridge	
Major Road	Post 1980	State Historic Highway	
Local Road or Trail	1970 - 1979	Historic Cemetery	
Parcels w/ no values	Cultural Resource Field Survey Area	Historic Resource Group	

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.

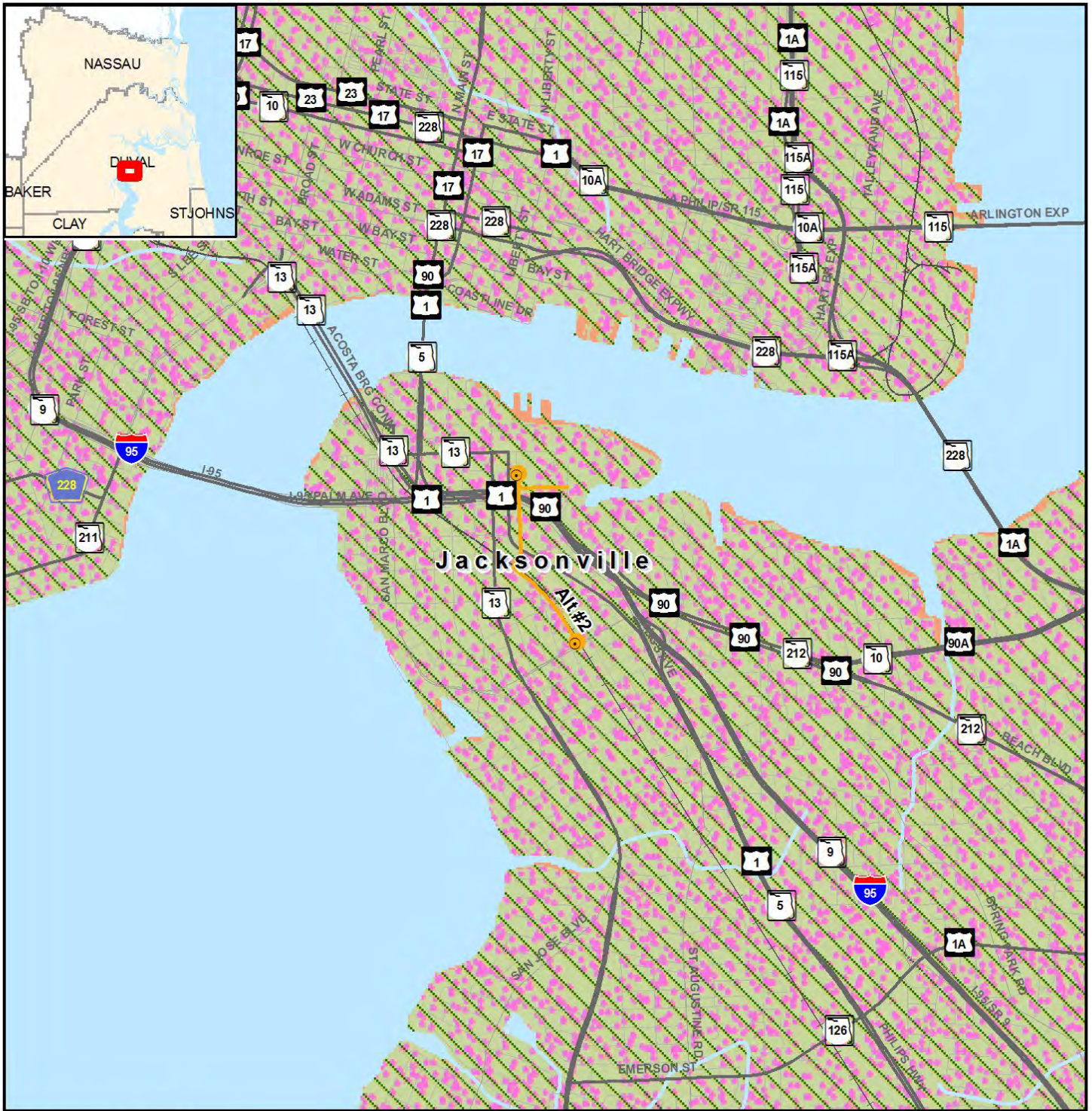
0 0.15 0.3 0.6 Miles

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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Hydrogeology Map

<ul style="list-style-type: none"> <li><span style="color: orange;">■</span> ETDM Alternative</li> <li><span style="color: orange;">●</span> ETDM Alternative Terminus</li> <li><span style="color: gray;">—</span> Major Road</li> <li><span style="color: gray;">—</span> Local Road or Trail</li> <li><span style="border: 1px solid yellow; display: inline-block; width: 10px; height: 10px;"></span> City Limits</li> </ul>	<p><b>Recharge Areas of the Floridan Aquifer</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid lightblue; display: inline-block; width: 10px; height: 10px;"></span> Discharge 1 to 5</li> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px;"></span> Discharge &gt; 5</li> <li><span style="border: 1px solid green; display: inline-block; width: 10px; height: 10px;"></span> Discharge &lt; 1</li> <li><span style="border: 1px solid pink; display: inline-block; width: 10px; height: 10px;"></span> Recharge 1 to 10</li> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px;"></span> Recharge &gt; 10</li> <li><span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span> Recharge &lt; 1</li> </ul>	<p><b>Surface Geology</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Eocene</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> <li><span style="color: darkpurple;">■</span> Oligocene/Miocene</li> <li><span style="color: olive;">■</span> Pleistocene</li> <li><span style="color: orange;">■</span> Holocene</li> <li><span style="color: lightgreen;">■</span> Pleistocene/Holocene</li> <li><span style="color: gray;">■</span> Pliocene</li> <li><span style="color: lightgray;">■</span> Pliocene/Pleistocene</li> </ul>
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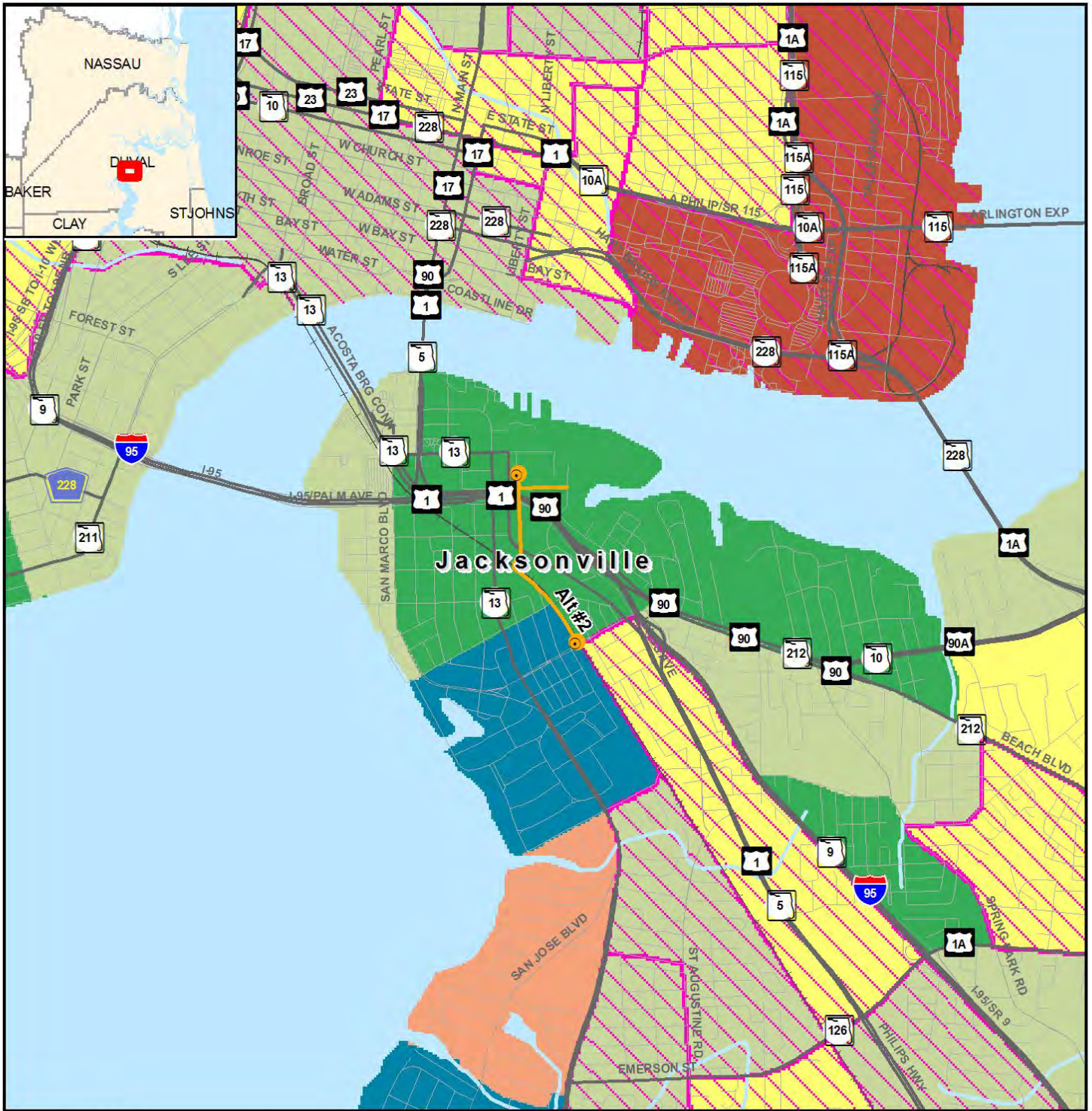
Data Sources: NAVTEQ; US Geological Survey  
 Florida Department of Transportation  
 South West Florida Water Management District  
 Florida Geological Survey

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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



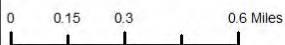
## Income Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- > 20% Below Poverty

### Median Household Income

- 0 - 10,000
- 10,001 - 29,999
- 30,000 - 49,999
- 50,000 - 79,999
- 80,000 - 125,000
- > 125,000

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



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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Integrated Wildlife Model Map

- ETDM Alternative
- Low Habitat Quality
- ETDM Alternative Terminus
- Medium Habitat Quality
- Major Road
- Local Road or Trail
- High Habitat Quality

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



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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Land Use Map

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

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



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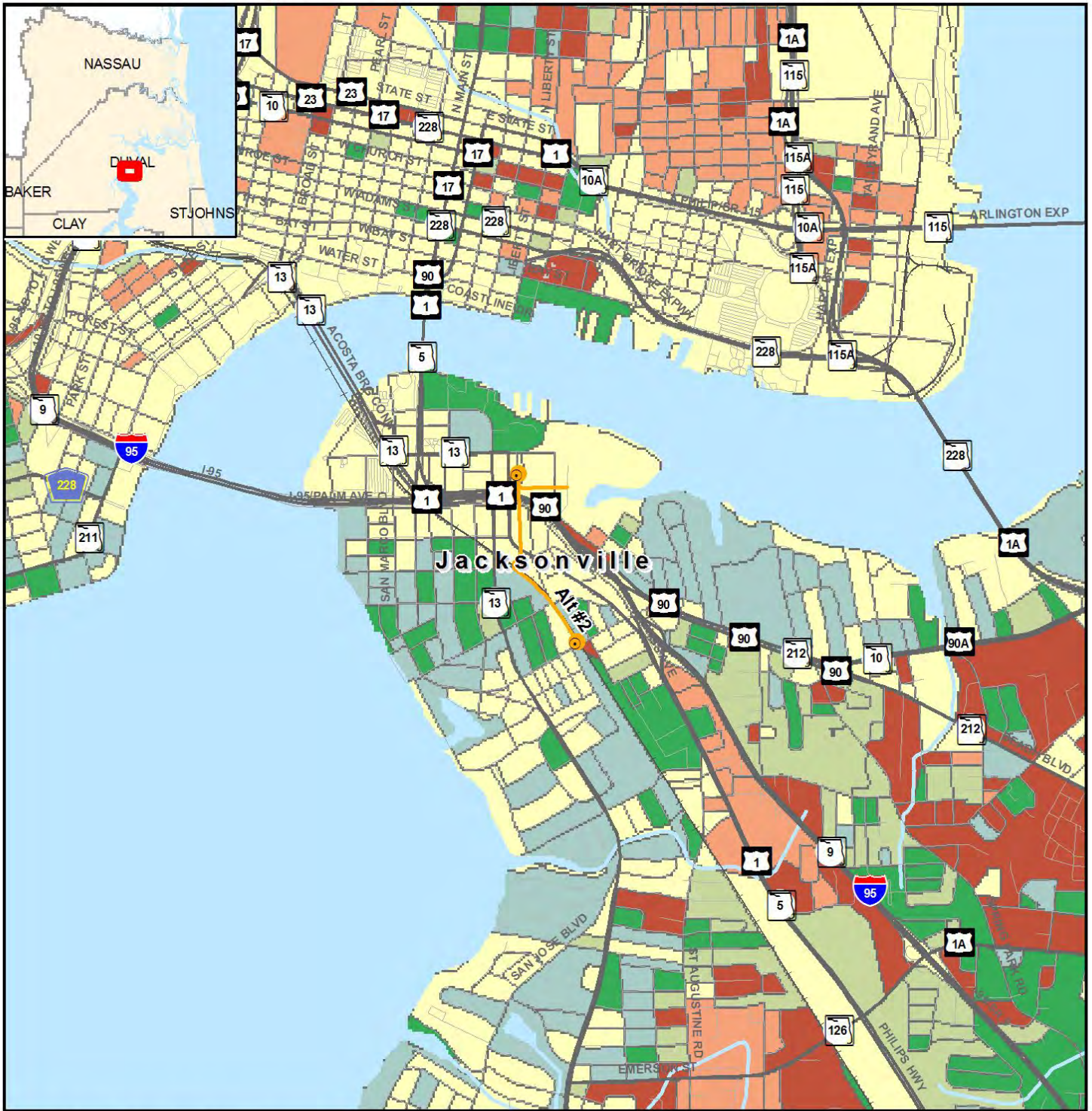


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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor

## Kings Ave. Station/Garage to San Marco East Area



### Minority Population Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail



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

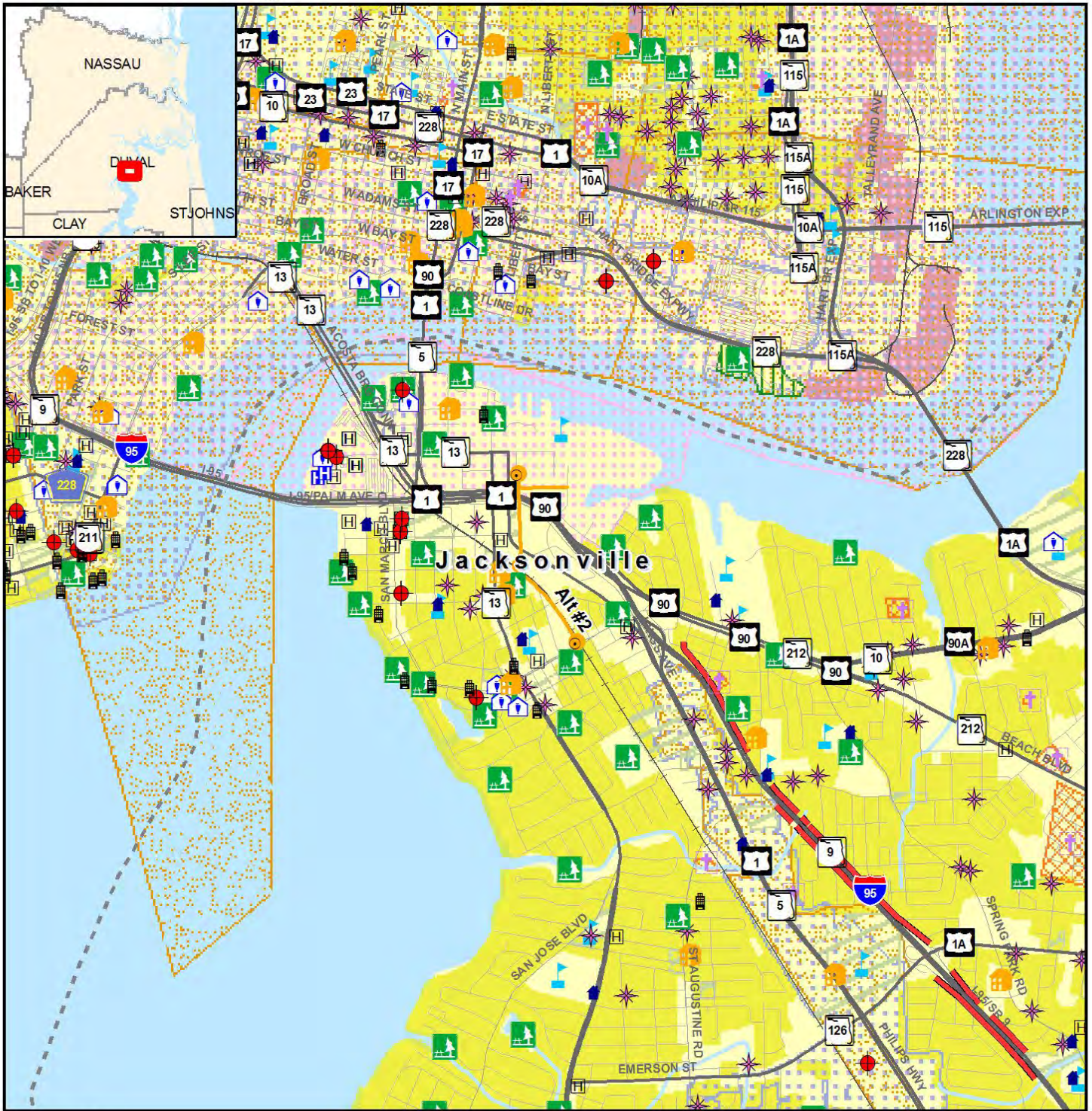


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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Noise Map

- |                           |                           |                  |                           |                          |
|---------------------------|---------------------------|------------------|---------------------------|--------------------------|
| ETDM Alternative          | Condo Owners Associations | Cultural Center  | Historic Cemetery         | ETAT.LU_NW_INDUSTRIAL_16 |
| ETDM Alternative Terminus | Hospitals                 | Health Care      | Planned Unit Developments | ETAT.LU_NW_RESIDENT_16   |
| City Limits               | Laser On-site             | Park             | Wildlife Refuges          | HUD Renewal              |
| Noise Barriers            | Group Care Facilities     | National Parks   | National Park Projects    | Nat'l Estuarine Reserves |
| Existing Trails           | Cemetery                  | Place of Worship | Marine Sanctuaries        | Enterprise Zones         |
|                           | Community Center          | School           | Military Installations    | DRI                      |



Data Sources:  
GeoPlan Center, US Geological Survey, US Census Bureau,  
HUD, Florida DOT, US Fish and Wildlife, National Park Service,  
NOAA, National Estuarine Research, Enterprise Florida

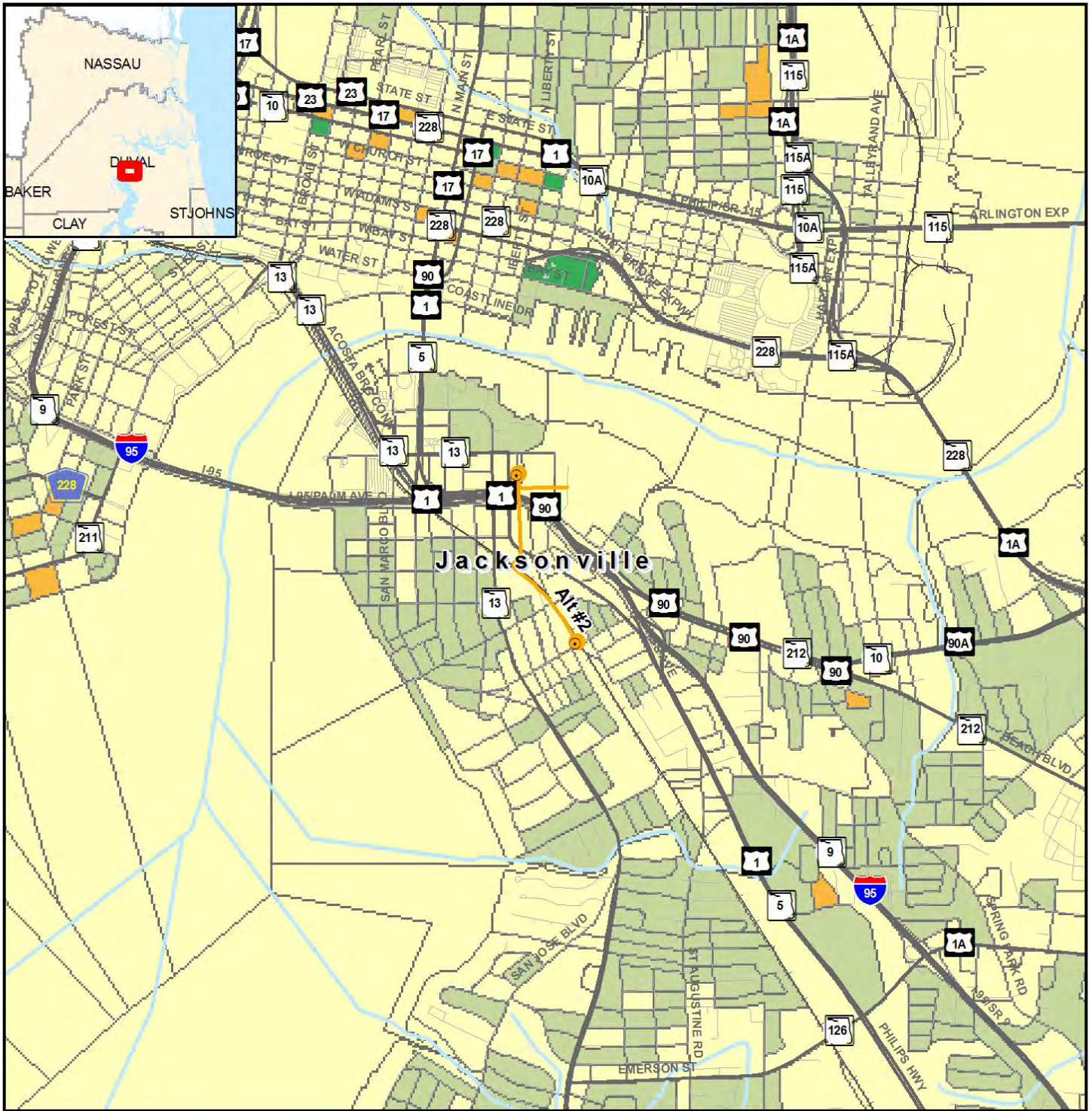


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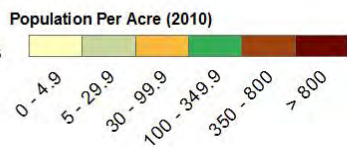


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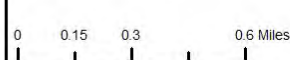


## Population Density Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail



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



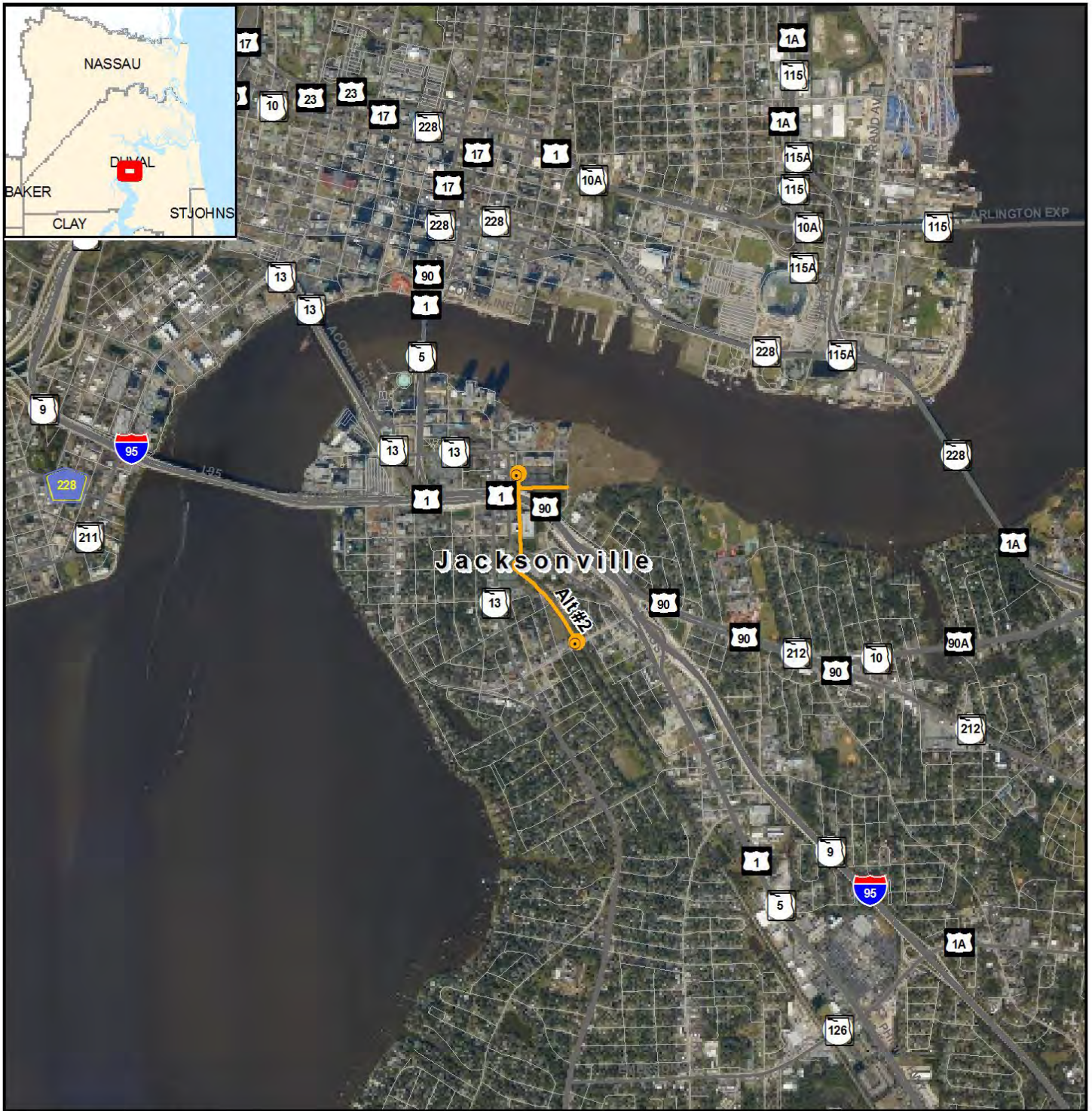
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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail

Data Sources:  
Highways - NAVTEQ  
Digital Orthophotograph - ArcGIS Online



**etdm**  
Environmental Screening Tool



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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Project Base Map

- ETDM Alternative
- ETDM Alternative Terminus
- Local Road or Trail
- Major Road
- City Limits
- Managed Conservation Lands

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

0 0.125 0.25 0.5 Miles



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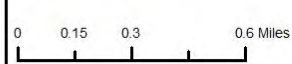
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## Recreational Areas Map

- ETDM Alternative
- Conservation or Recreation Area
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits

Data Sources:  
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 US Geological Survey  
 Florida Natural Areas Inventory



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## Species Potential Map

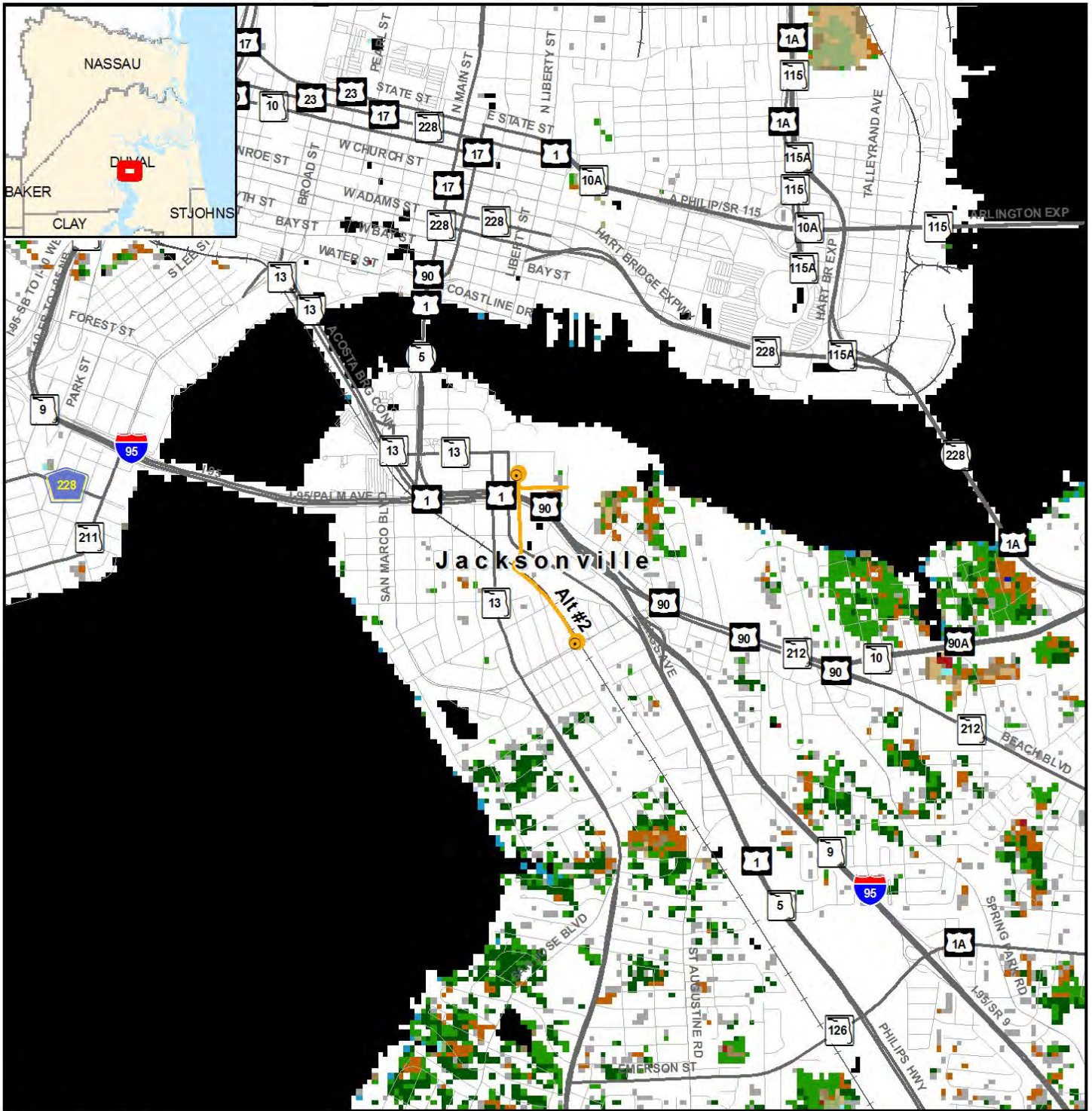


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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Vegetation Map

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

0 0.15 0.3 0.6 Miles

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

Environmental Screening Tool

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# 14424 Jacksonville Skyway System Expansion, Southeast Extension Corridor Kings Ave. Station/Garage to San Marco East Area



## Water Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- SFWMD Canals
- Drainage Basin
- Outstanding Florida Water
- Surface Water Class I
- Surface Water Class II
- Water Body
- Swamp/Marsh

Data Sources:  
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 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of Environmental Protection  
 Florida Geological Survey  
 US Bureau of Transportation Statistics



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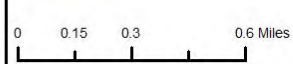
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## Wetlands and Surface Waters Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey



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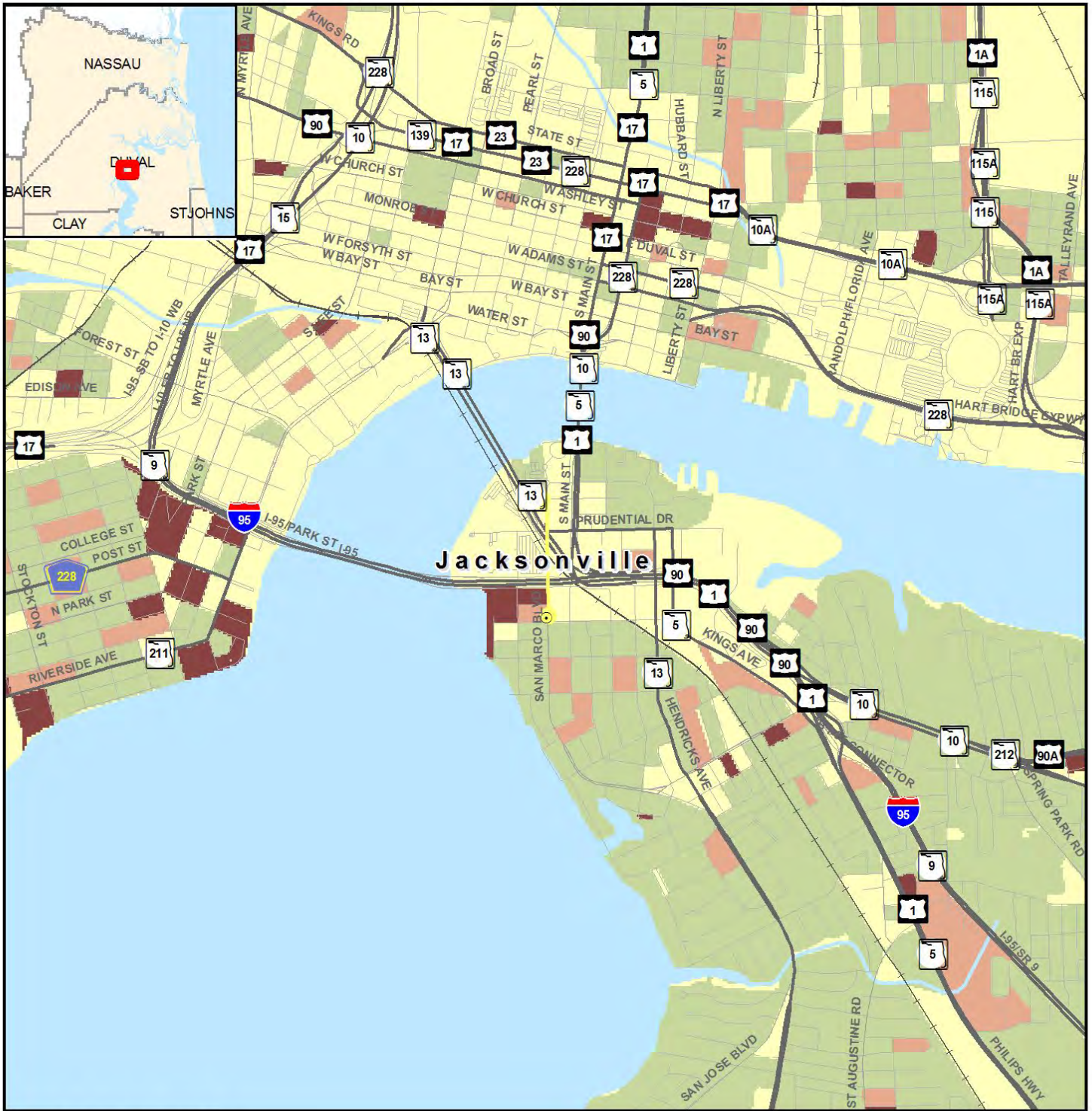


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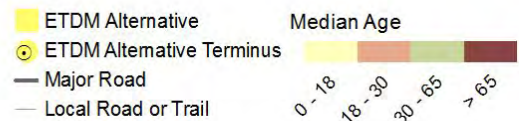
**South Ext./Medical Complex Cor: Hardcopy Maps**



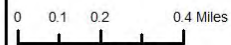
# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Age Distribution Map



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



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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex

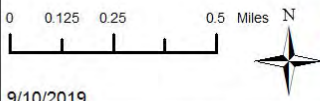


## Coastal and Marine Map

- ETDM Alternative
- ETDM Alternative Terminus
- City Limits
- Navigable Water Way
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall

- Coastal Barrier Resource Area
- Continuous Seagrass
- Discontinuous Seagrass
- Aquatic Preserve
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

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

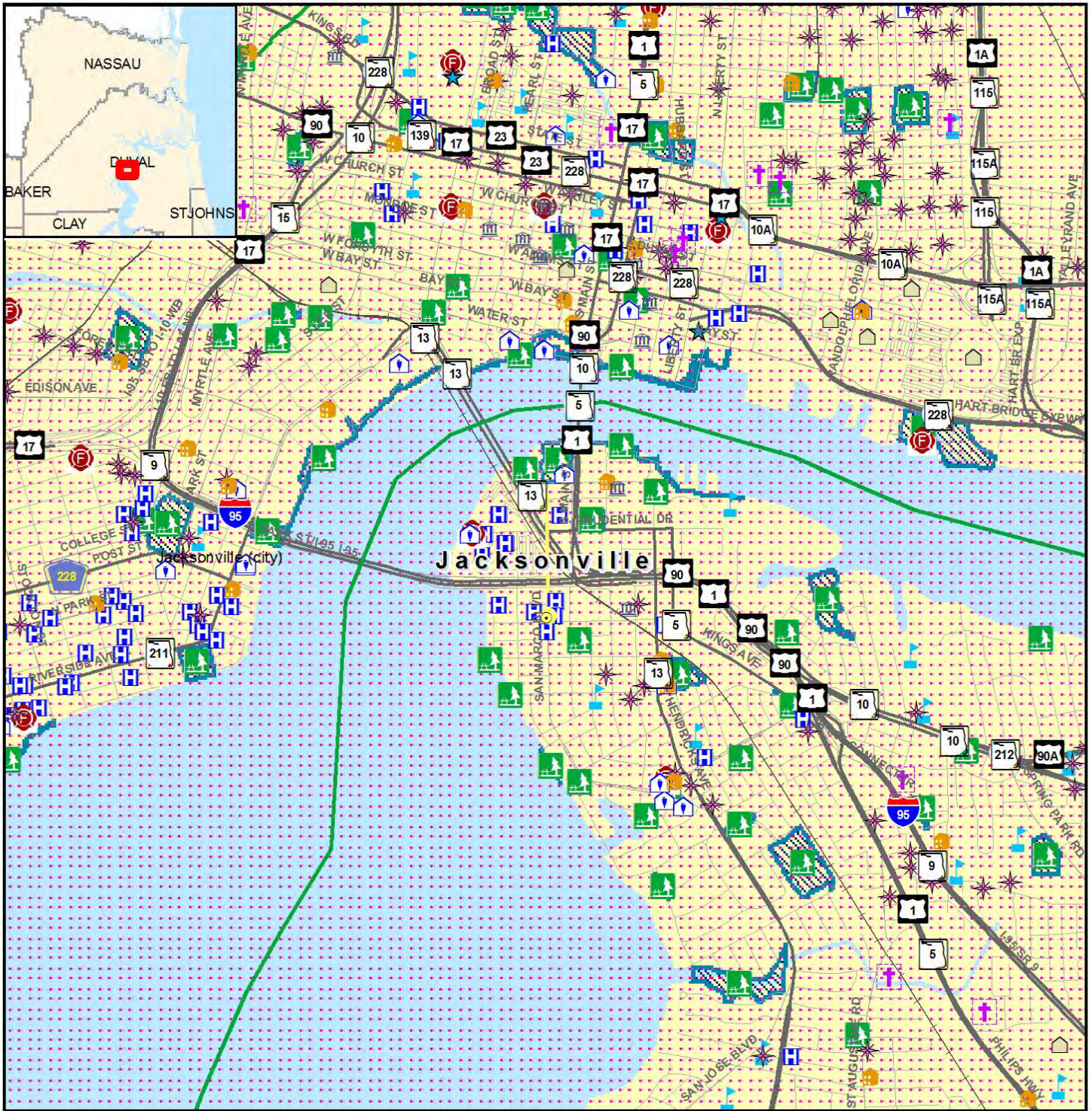


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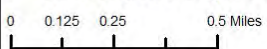
# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Community Services Map

- |                           |                  |                  |             |                                 |
|---------------------------|------------------|------------------|-------------|---------------------------------|
| ETDM Alternative          | Government       | Law Enforcement  | Health Care | Recreational Trail              |
| ETDM Alternative Terminus | Civic Center     | Place of Worship | School      | Community Boundary              |
| Major Road                | Cemetery         | Cultural Center  | Park        | Conservation or Recreation Area |
| Local Road or Trail       | Social Service   | Fire Station     |             |                                 |
| City Limits               | Community Center |                  |             |                                 |

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

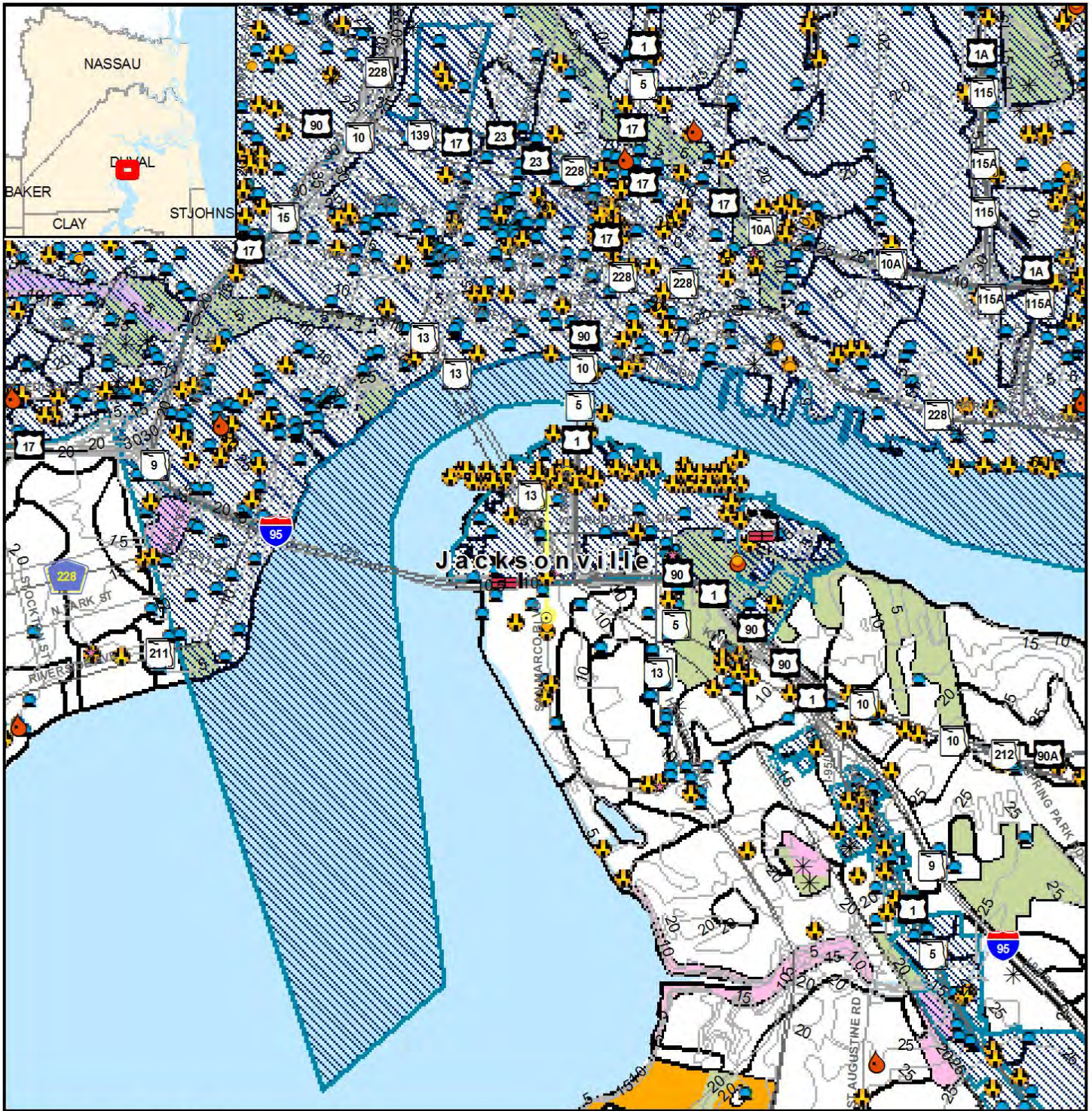


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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Contamination Map

ETDM Alternative	Solid Waste Facility	FDEP Tanks	<b>Soil Drainage</b>	Somewhat Poorly Drained
ETDM Alternative Terminus	Hazardous Material Site	Brownfield Area	Excessively Drained	Poorly Drained
Major Road	Power Plant	5 FT Contour	Well Drained	Very Poorly Drained
Local Road or Trail	Superfund Site	Somewhat Excessively Drained	Moderately Well Drained	Unclassified
Toxic Release Inventory	Nuclear Site			
Dry Cleaning Facility				

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

0 0.125 0.25 0.5 Miles

11/14/2019

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# Cultural Resources Data Map

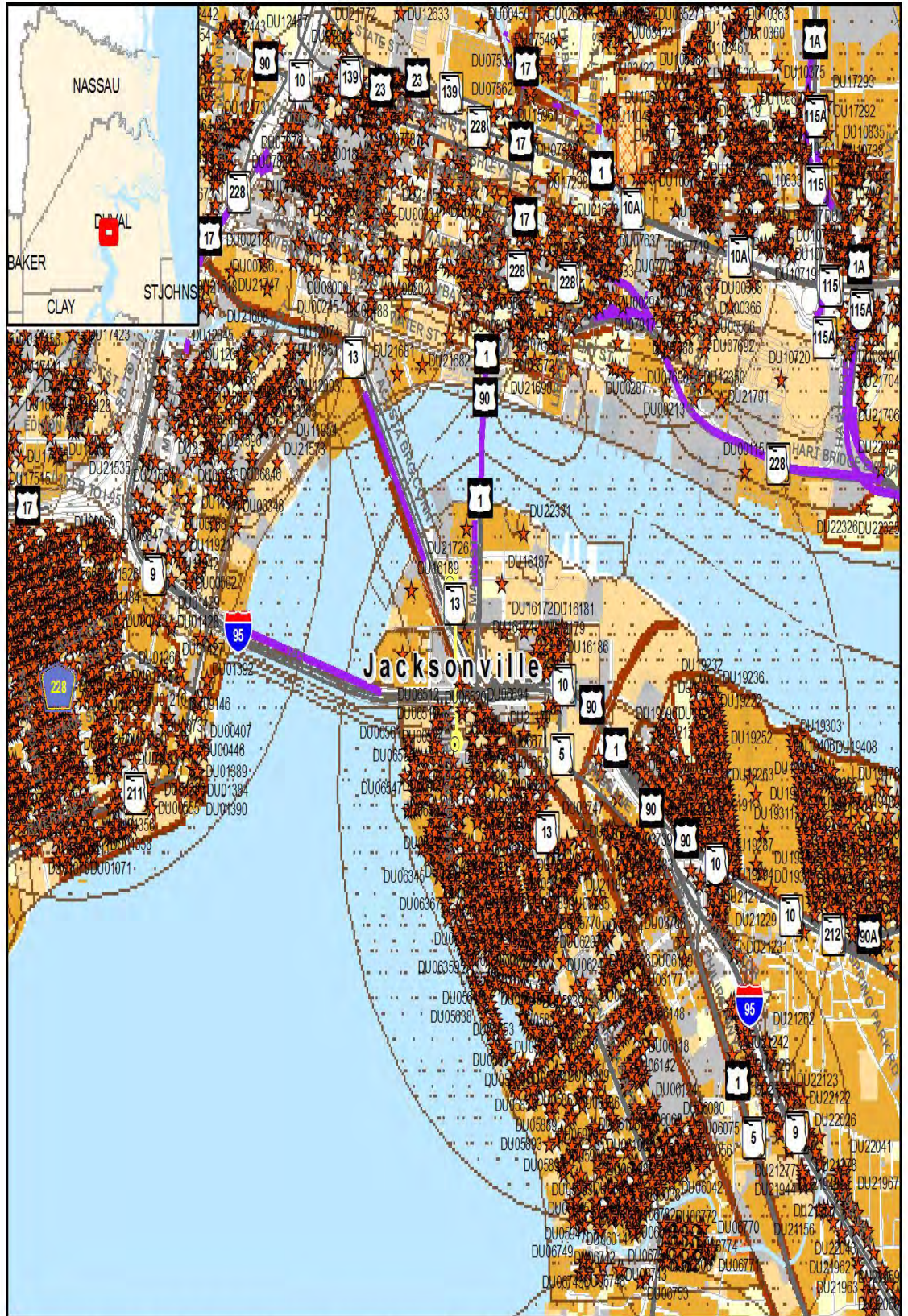
- ETDM Alternative
  - Major Road
  - Local Road or Trail
  - ★ Historic Structure
  - Historic Bridge
  - State Historic Highway
  - ⊠ Historic Cemetery
  - ⊠ Historic Resource Group
  - Cultural Resource Field Survey Area
  - ETDM Alternative
- Year Built**
- Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values



0.0 0.1 0.2 Miles



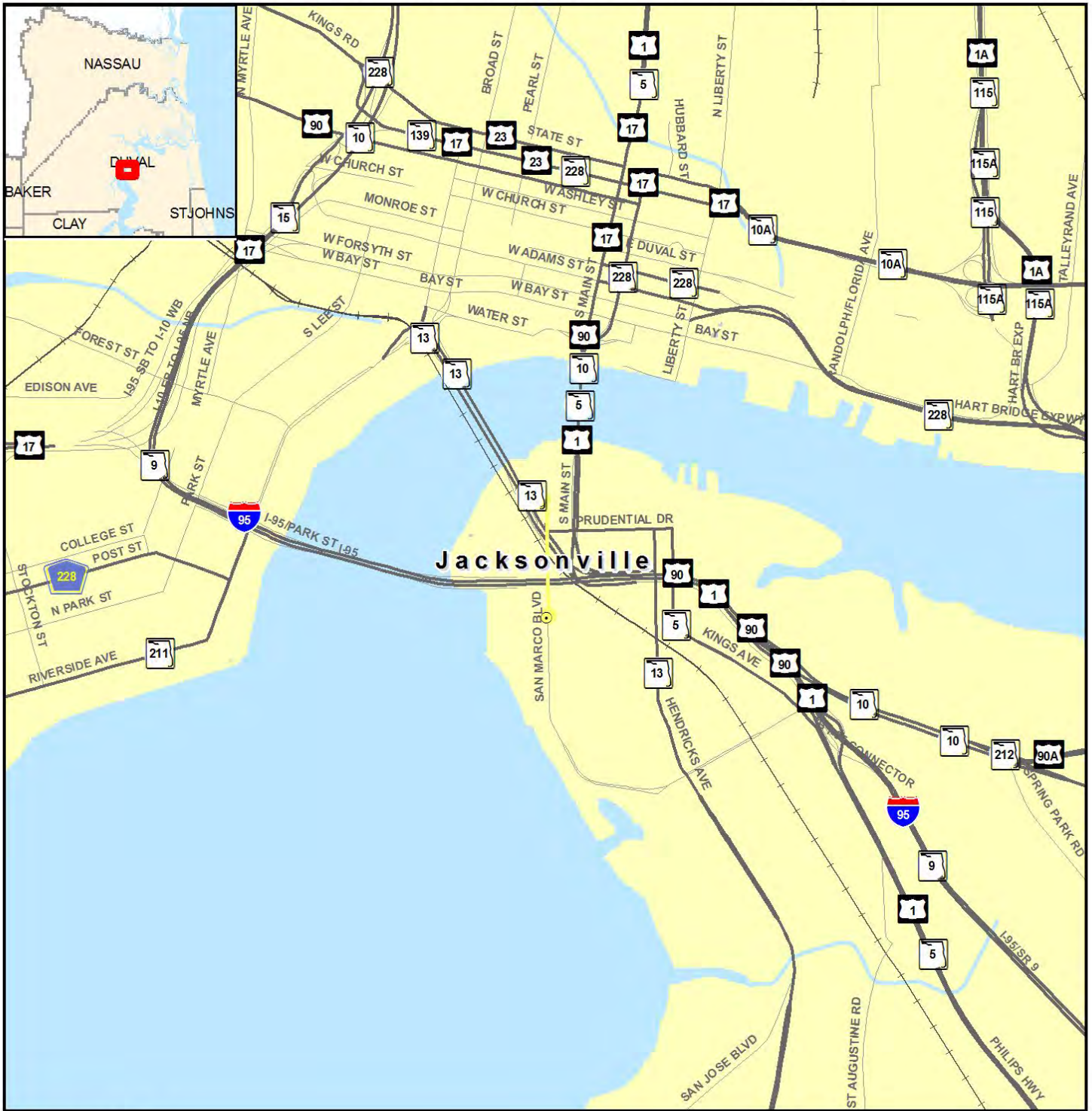
Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of State,  
 Bureau of Archaeological Research



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 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.



# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Farmlands Map

- |  |  |   |
|--|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> ETDM Alternative    | <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Cropland/Pastureland | <span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, yellow 2px, yellow 4px); border: 1px solid black;"></span> Prime Farmland Soils |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> ETDM Alternative Terminus | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Nurseries/Vineyards  |   |
| <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid black;"></span> Major Road                             | <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Specialty Farms        |   |
| <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black;"></span> Local Road or Trail                    | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Tree Crops            |   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> City Limits         | <span style="display: inline-block; width: 15px; height: 15px; background-color: tan; border: 1px solid black;"></span> Rural Open Lands       |   |

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey  
 Natural Resources Conservation Services

0 0.125 0.25 0.5 Miles



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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Floodplains Map

- ETDM Alternative
- Special Flood Hazard Area
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency



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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Historic Resource Map

- |                           |                         |                                     |
|---------------------------|-------------------------|-------------------------------------|
| ETDM Alternative          | Year Built              | Historic Structure                  |
| ETDM Alternative Terminus | Pre 1970                | Historic Bridge                     |
| Major Road                | Post 1980               | State Historic Highway              |
| Local Road or Trail       | 1970 - 1979             | Historic Cemetery                   |
| Parcels w/ no values      | Historic Resource Group | Cultural Resource Field Survey Area |

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

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.

0 0.15 0.3 0.6 Miles



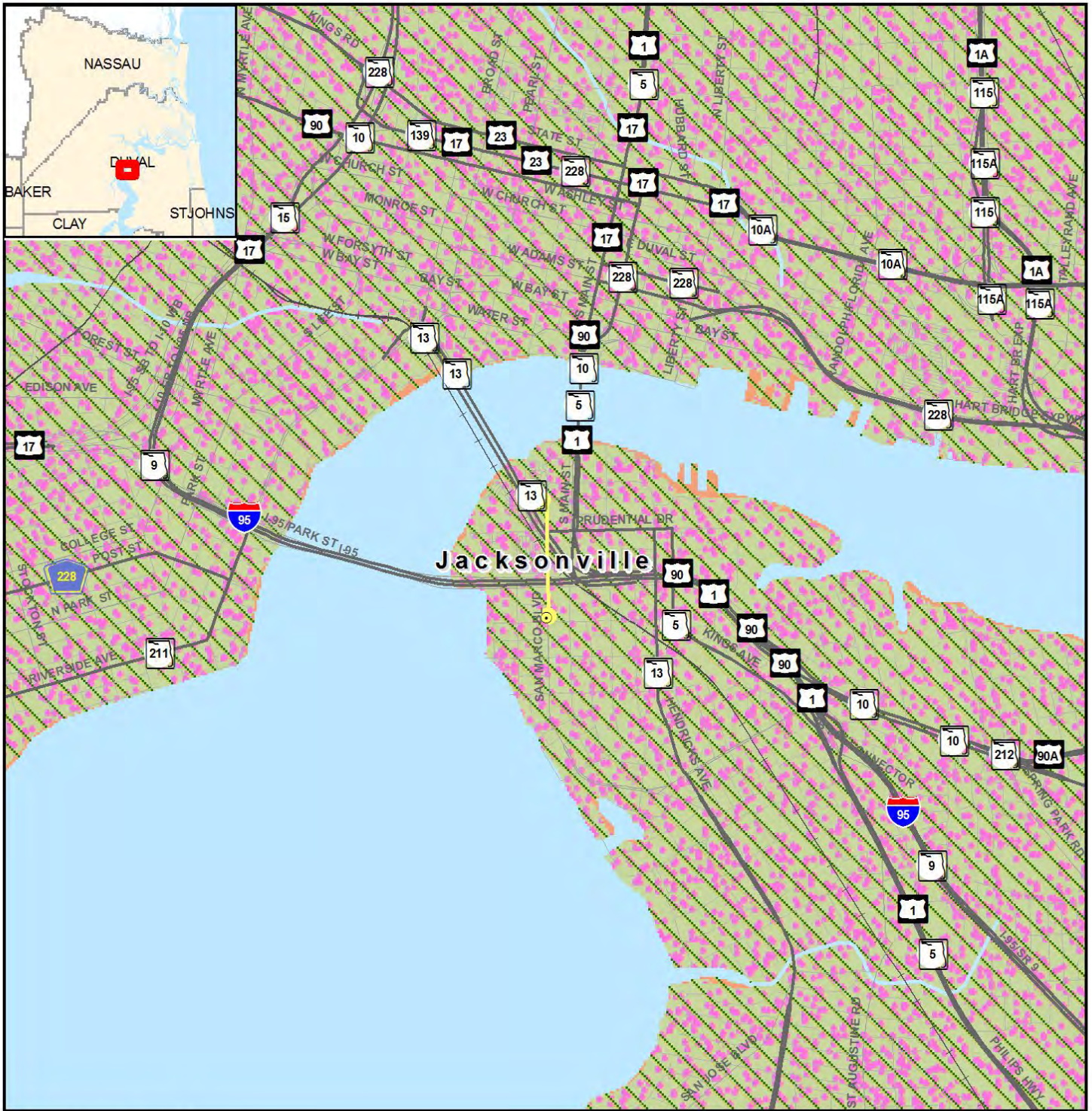
11/14/2019



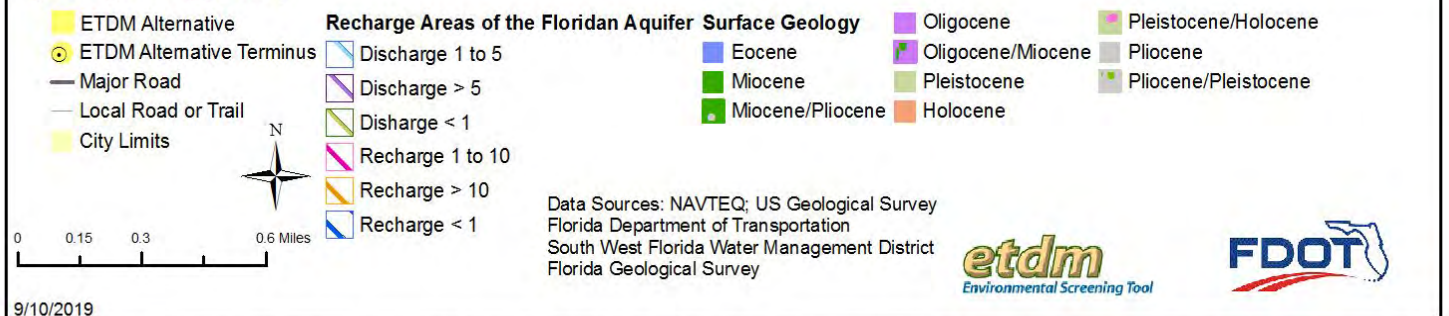
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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



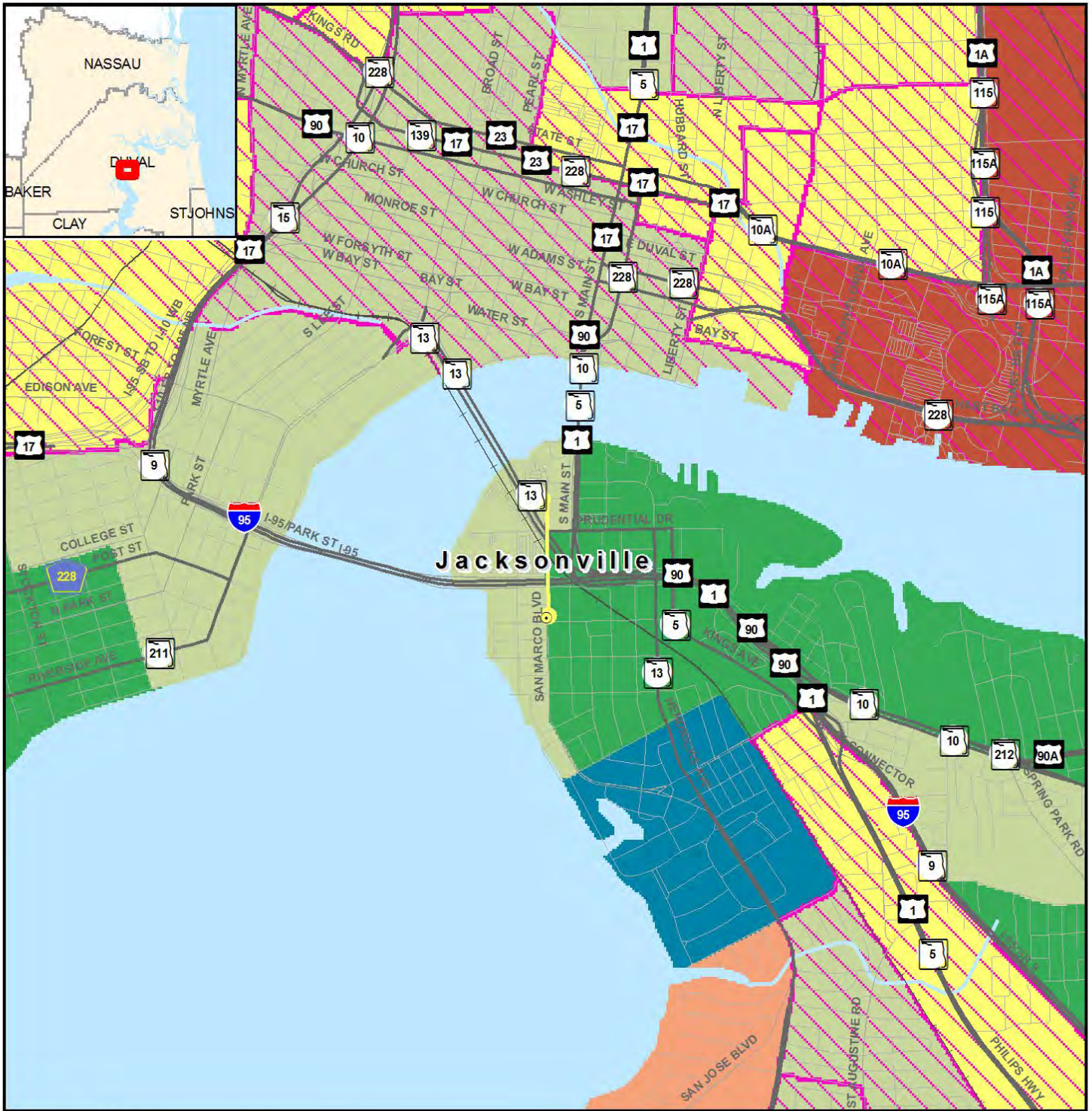
## Hydrogeology Map



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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Income Map

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> ETDM Alternative    | <b>Median Household Income</b>  |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> ETDM Alternative Terminus | <span style="display: inline-block; width: 15px; height: 15px; background-color: red;"></span> 0 - 10,000             |
| <span style="display: inline-block; width: 15px; border-bottom: 1px solid black;"></span> Major Road   | <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow;"></span> 10,001 - 29,999     |
| <span style="display: inline-block; width: 15px; border-bottom: 1px dashed black;"></span> Local Road or Trail                                 | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen;"></span> 30,000 - 49,999 |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed magenta;"></span> > 20% Below Poverty                        | <span style="display: inline-block; width: 15px; height: 15px; background-color: green;"></span> 50,000 - 79,999      |
|  | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue;"></span> 80,000 - 125,000      |
|  | <span style="display: inline-block; width: 15px; height: 15px; background-color: orange;"></span> > 125,000           |

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

0 0.15 0.3 0.6 Miles



**etdm**  
 Environmental Screening Tool

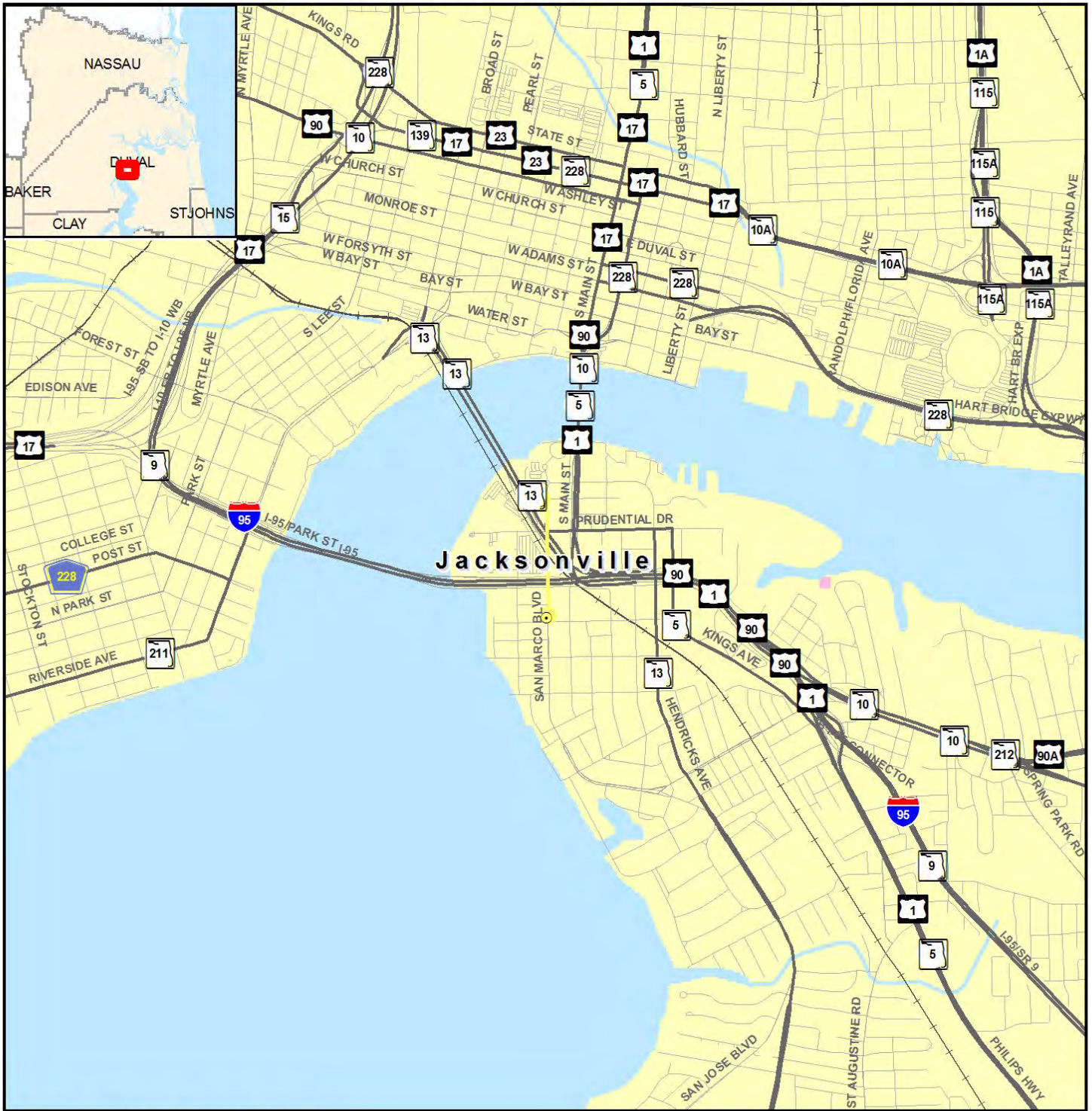


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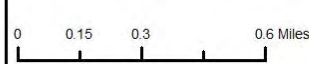
# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Integrated Wildlife Model Map

- ETDM Alternative
- Low Habitat Quality
- ETDM Alternative Terminus
- Medium Habitat Quality
- High Habitat Quality
- Major Road
- Local Road or Trail

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

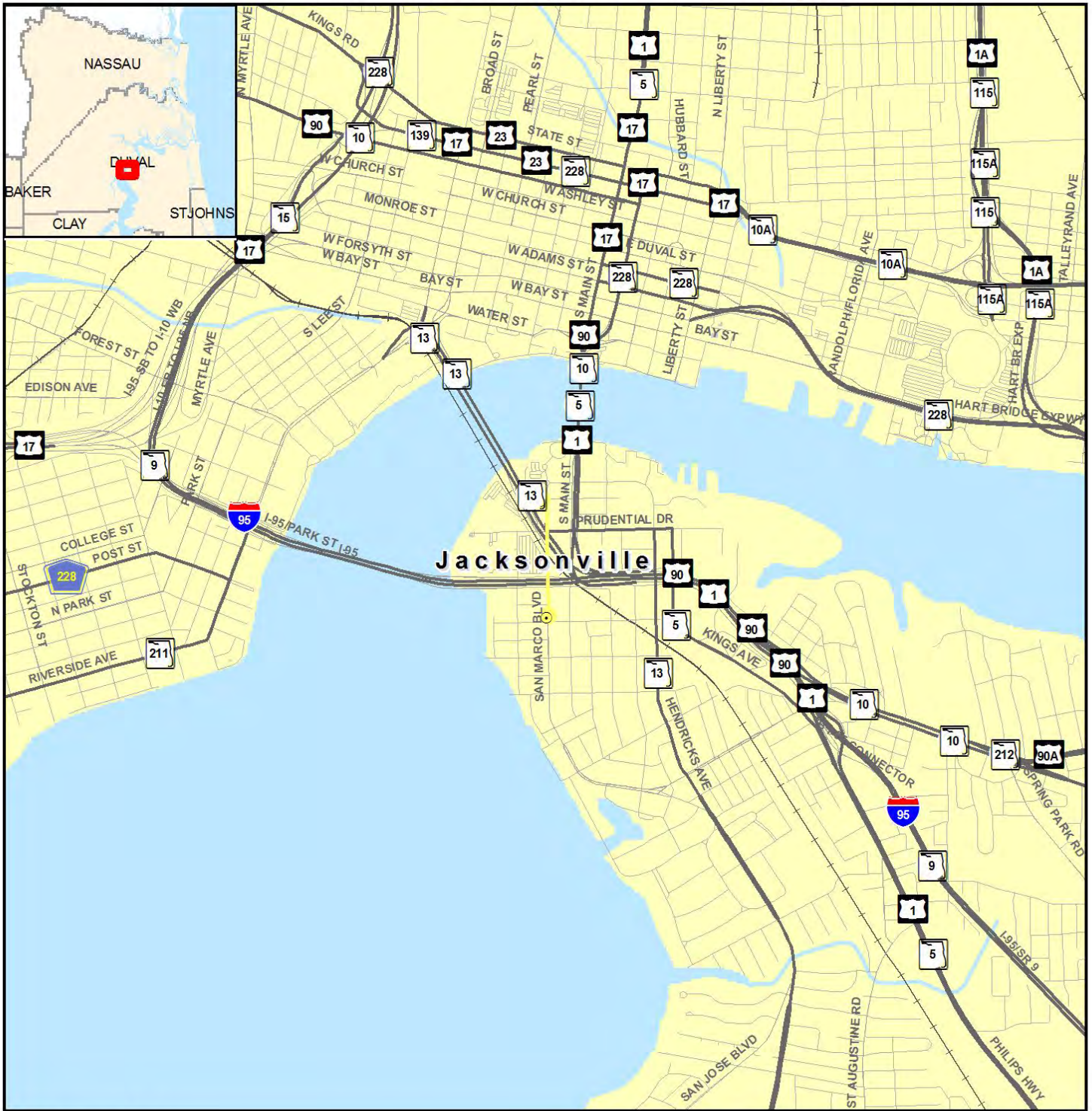


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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Land Use Map

- |  |  |   |  |
|--|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> ETDM Alternative    | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Agricultural             | <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Other            | <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Retail/Office            |
| <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> ETDM Alternative Terminus | <span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> Industrial              | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Public             | <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Vacant (Residential)   |
| <span style="display: inline-block; width: 15px; border-bottom: 2px solid black;"></span> Major Road   | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Institutional        | <span style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black;"></span> Right-of-Way      | <span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black;"></span> Vacant (Nonresidential) |
| <span style="display: inline-block; width: 15px; border-bottom: 1px solid black;"></span> Local Road or Trail                                  | <span style="display: inline-block; width: 15px; height: 15px; background-color: maroon; border: 1px solid black;"></span> Mining                  | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Recreational | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Water              |
|  | <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Open (Not Agricultural) | <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Residential      | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black;"></span> No Data   |

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

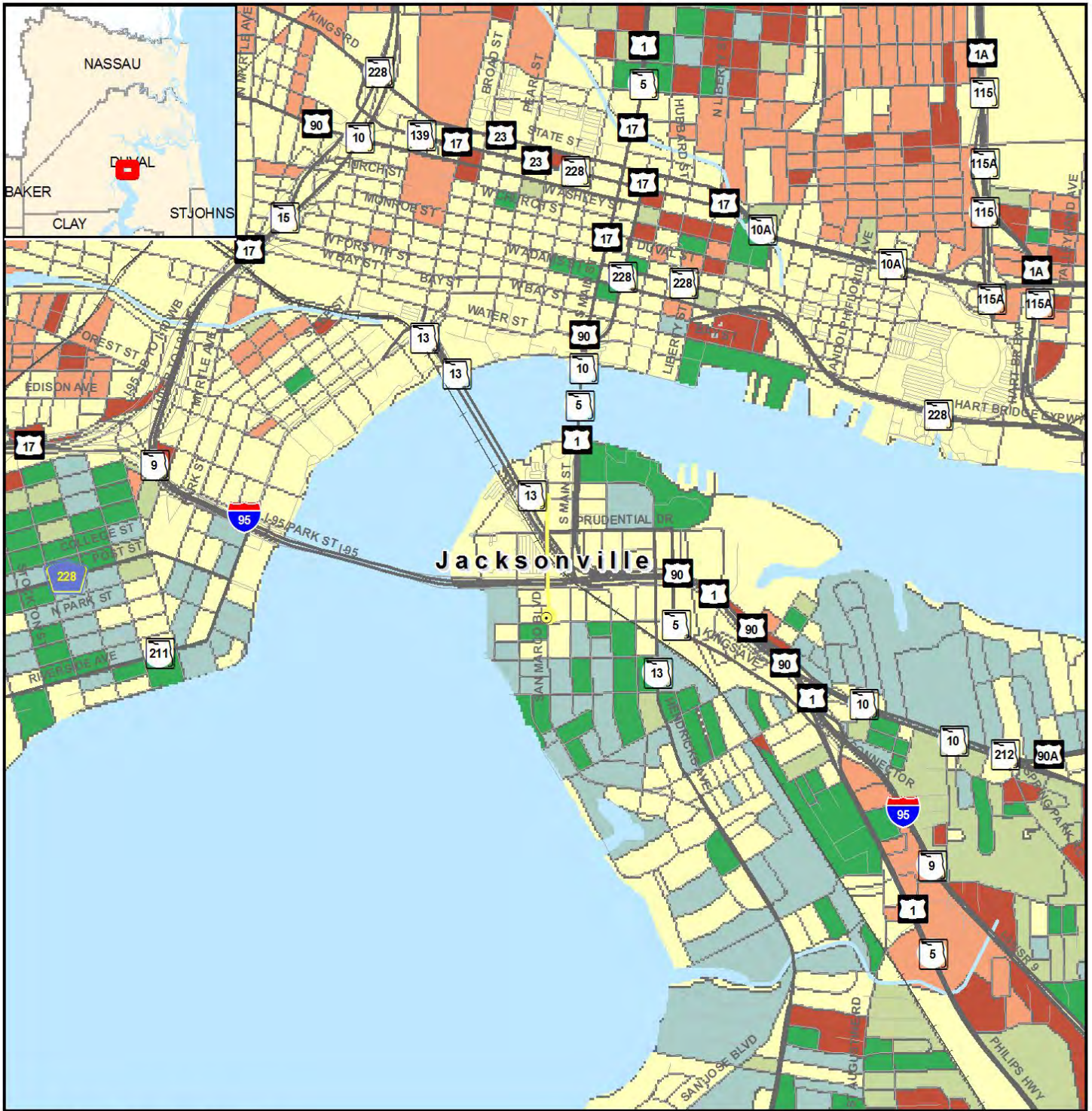


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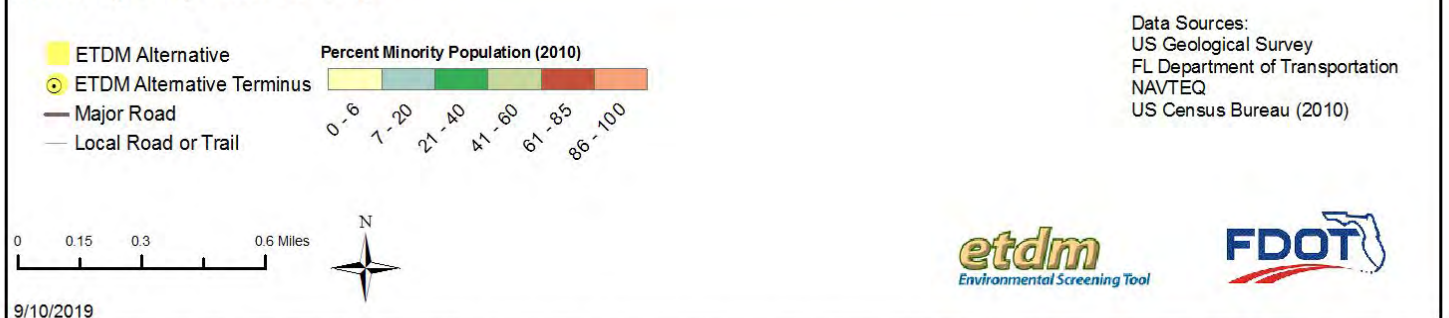
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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



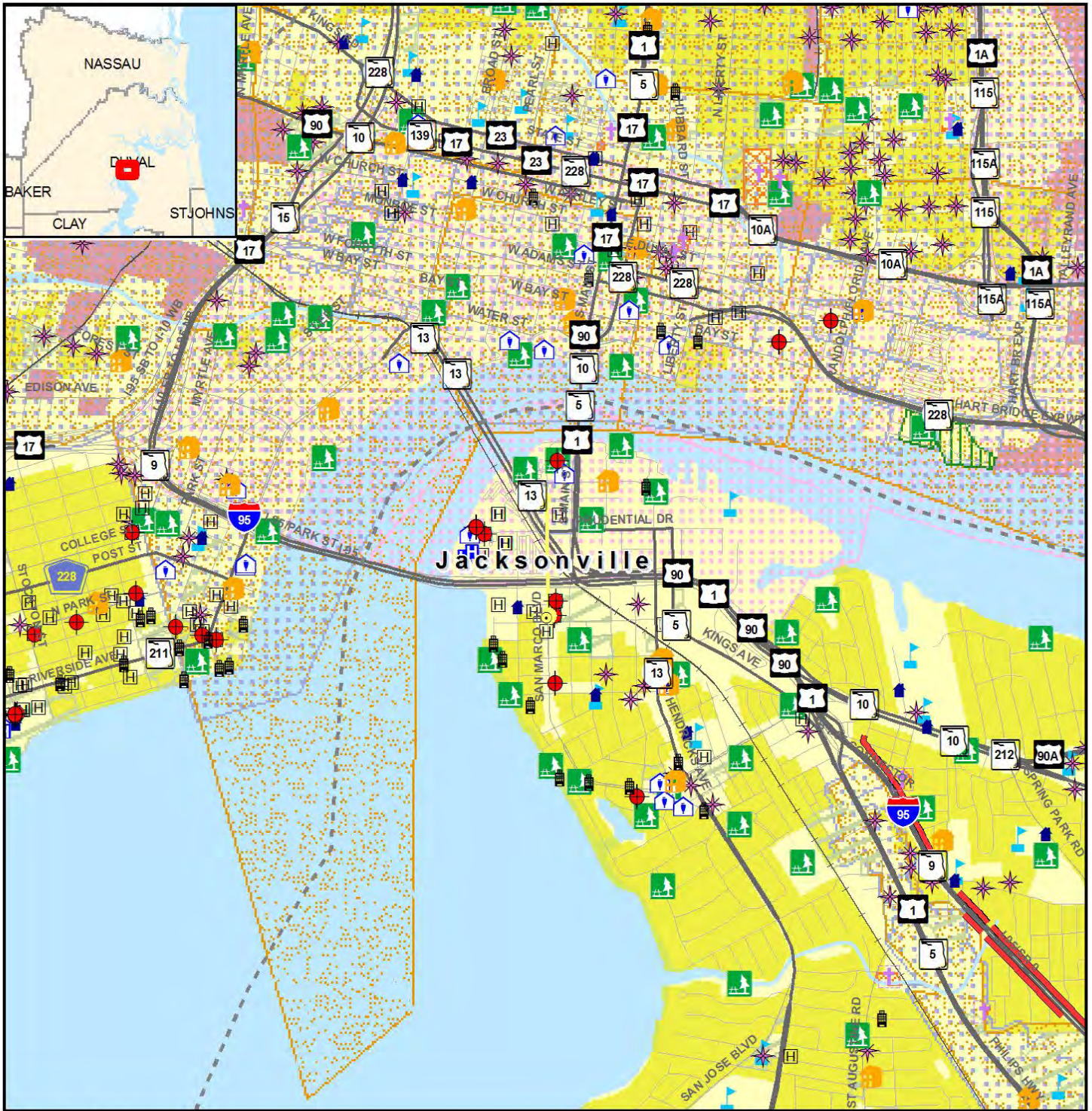
## Minority Population Map



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## Noise Map

- |                           |                           |                  |                           |                          |
|---------------------------|---------------------------|------------------|---------------------------|--------------------------|
| ETDM Alternative          | Condo Owners Associations | Cultural Center  | Historic Cemetery         | ETAT.LU_NW_INDUSTRIAL_16 |
| ETDM Alternative Terminus | Hospitals                 | Health Care      | Planned Unit Developments | ETAT.LU_NW_RESIDENT_16   |
| City Limits               | Laser On-site             | Park             | Wildlife Refuges          | HUD Renewal              |
| Noise Barriers            | Group Care Facilities     | National Parks   | National Park Projects    | Nat'l Estuarine Reserves |
| Existing Trails           | Cemetery                  | Place of Worship | Marine Sanctuaries        | Enterprise Zones         |
|                           | Community Center          | School           | Military Installations    | DRI                      |



Data Sources:  
GeoPlan Center, US Geological Survey, US Census Bureau,  
HUD, Florida DOT, US Fish and Wildlife, National Park Service,  
NOAA, National Estuarine Research, Enterprise Florida

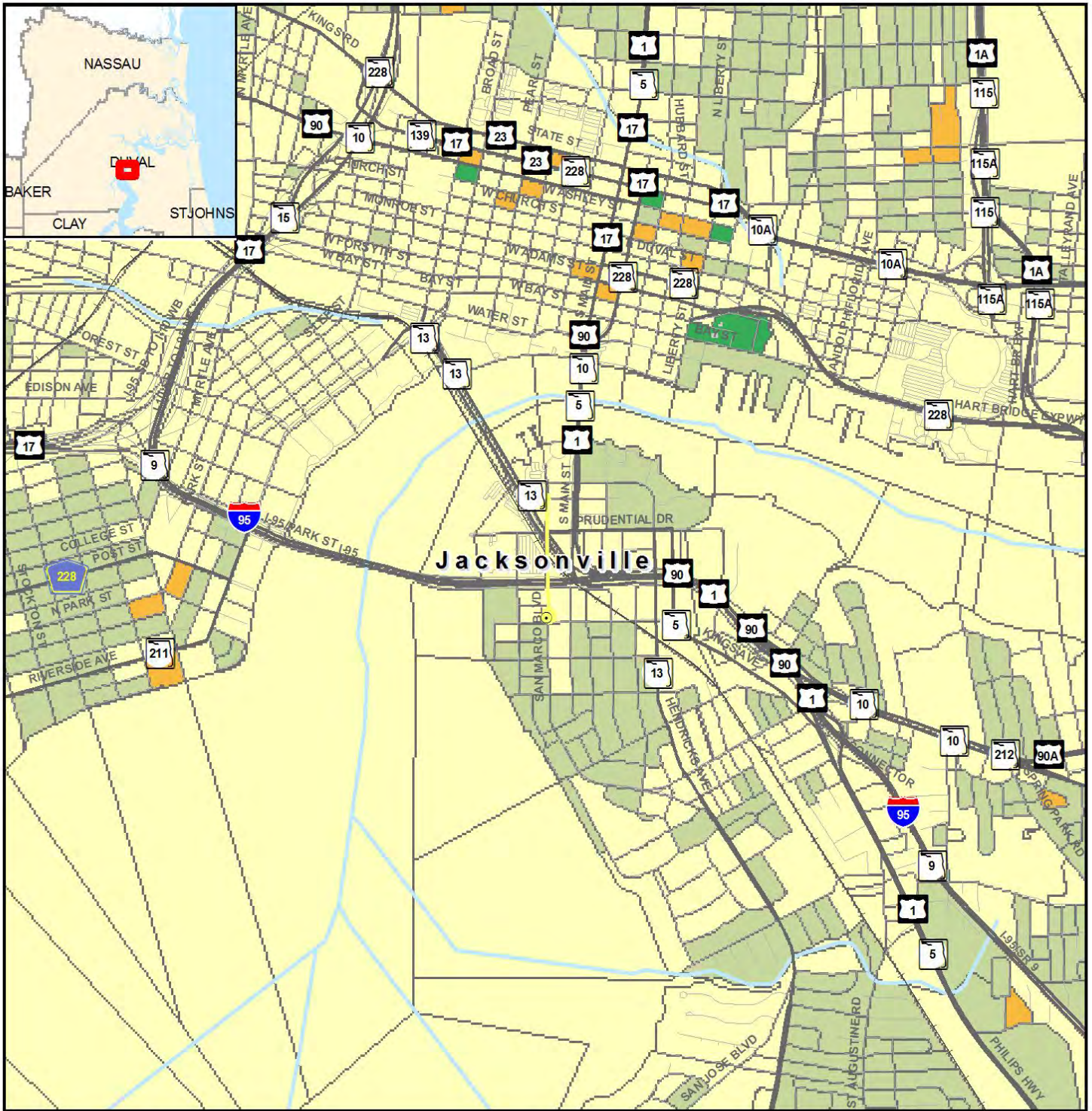


11/14/2019

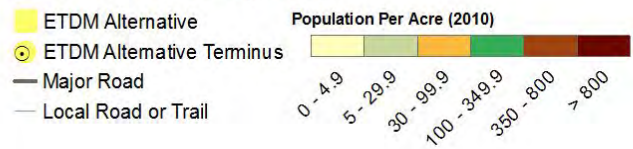
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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Population Density Map



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



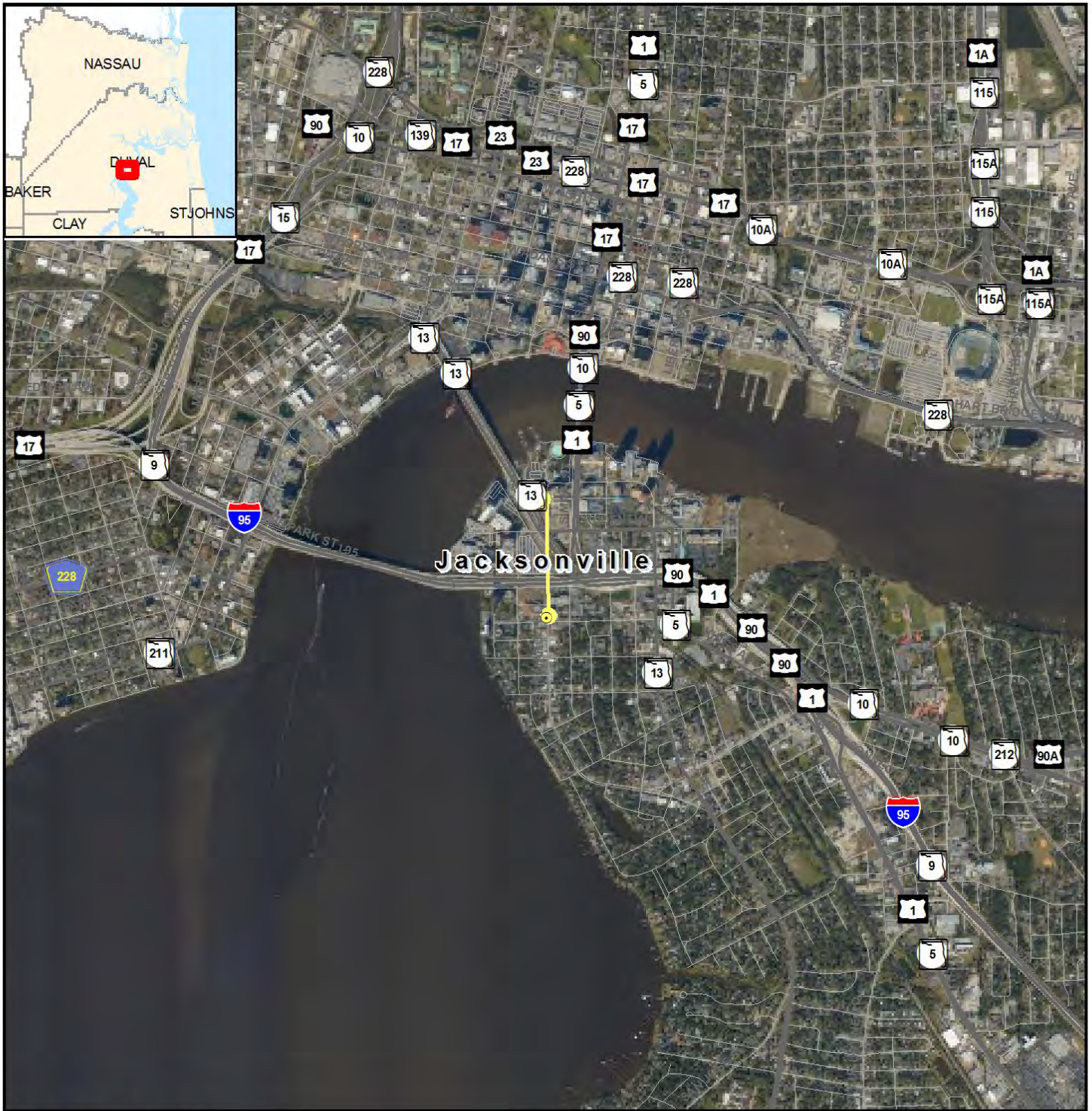
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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail

Data Sources:  
Highways - NAVTEQ  
Digital Orthophotograph - ArcGIS Online

0 0.15 0.3 0.6 Miles



**etdm**  
Environmental Screening Tool

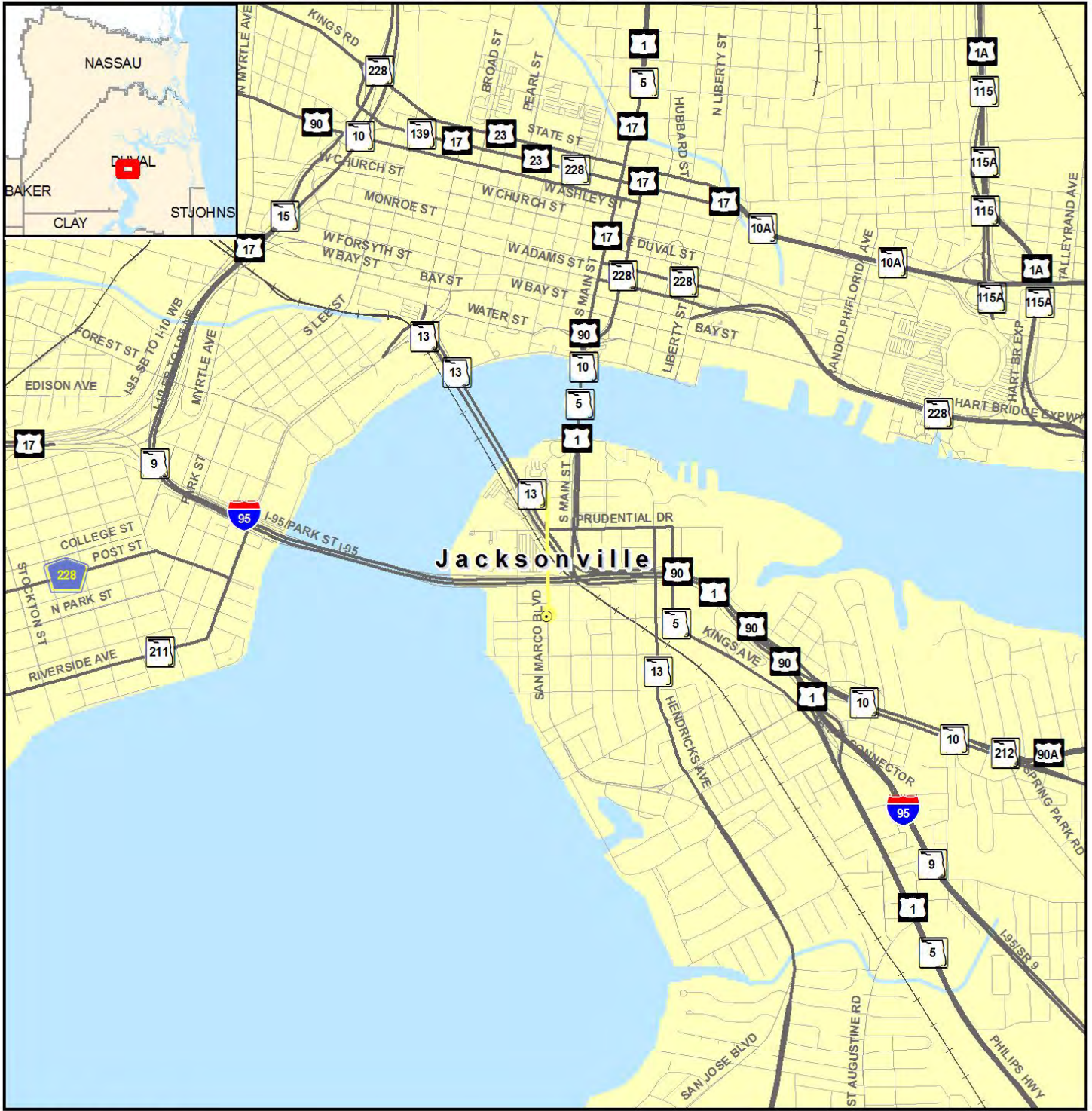


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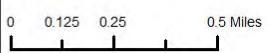
# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Project Base Map

- ETDM Alternative
- Managed Conservation Lands
- ETDM Alternative Terminus
- Local Road or Trail
- Major Road
- City Limits

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

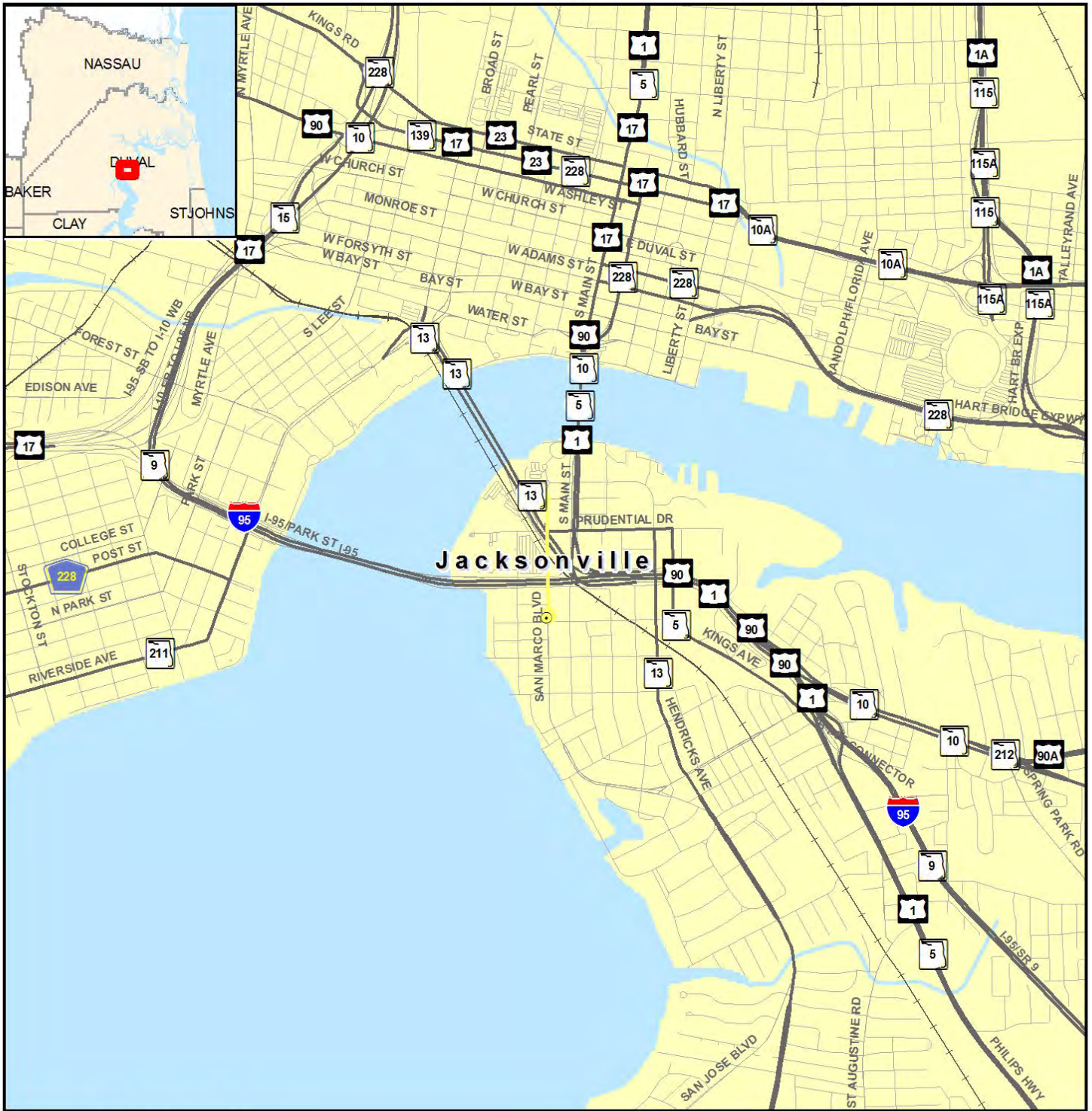


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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Recreational Areas Map

- ETDM Alternative
- Conservation or Recreation Area
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Natural Areas Inventory

0 0.15 0.3 0.6 Miles

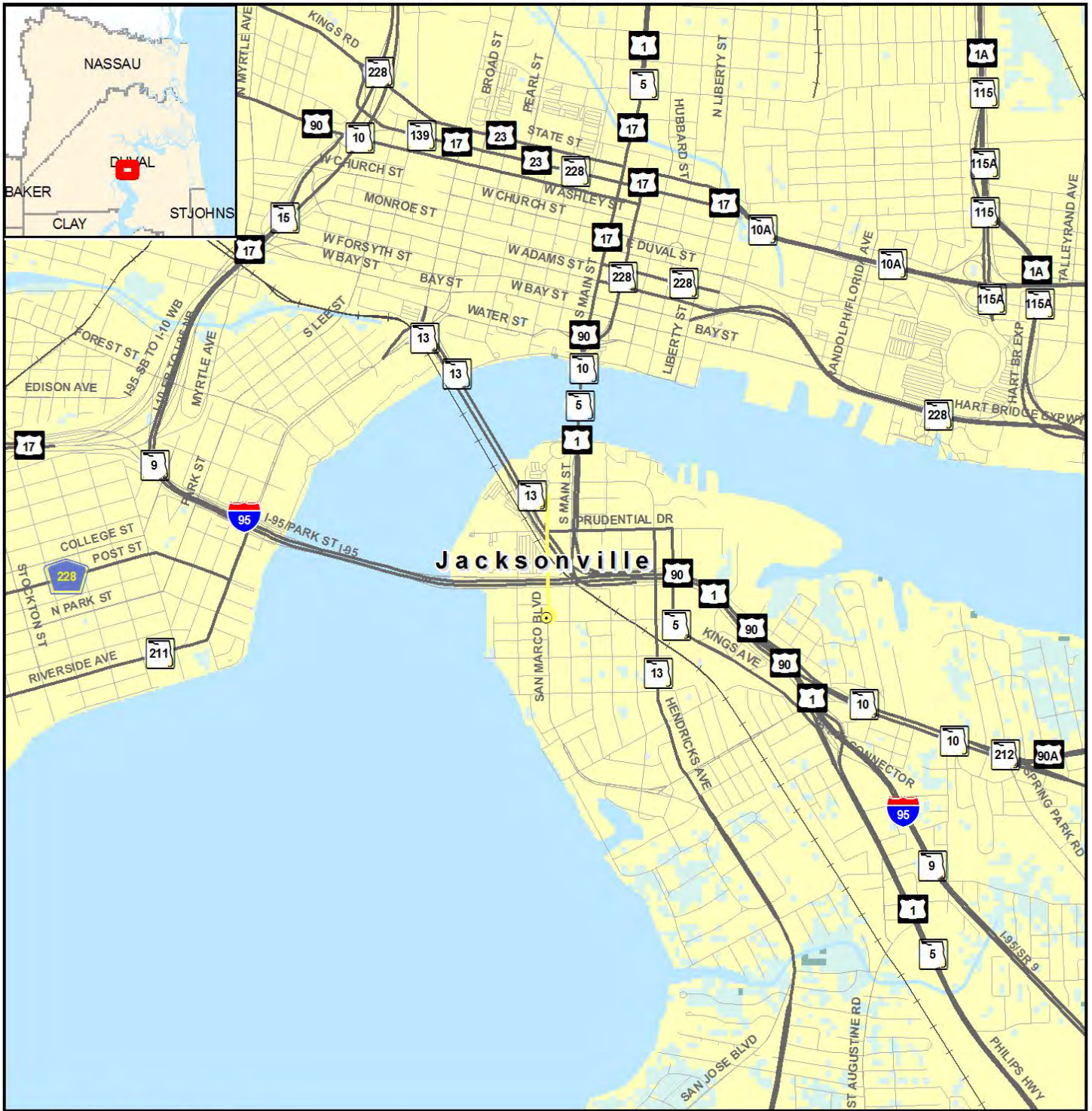


9/10/2019

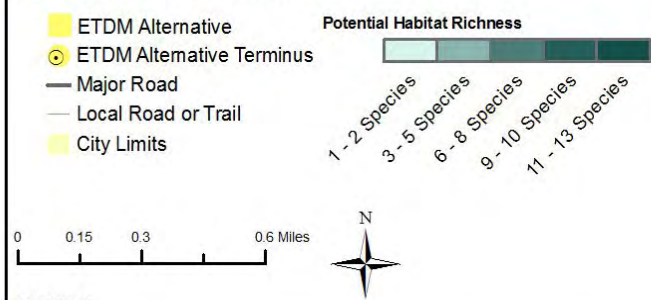
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# 14424 Jacksonville Skyway System Expansion, South Ext./Medical Complex Cor San Marco Station to Adjacent Medical Complex



## Species Potential Map



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

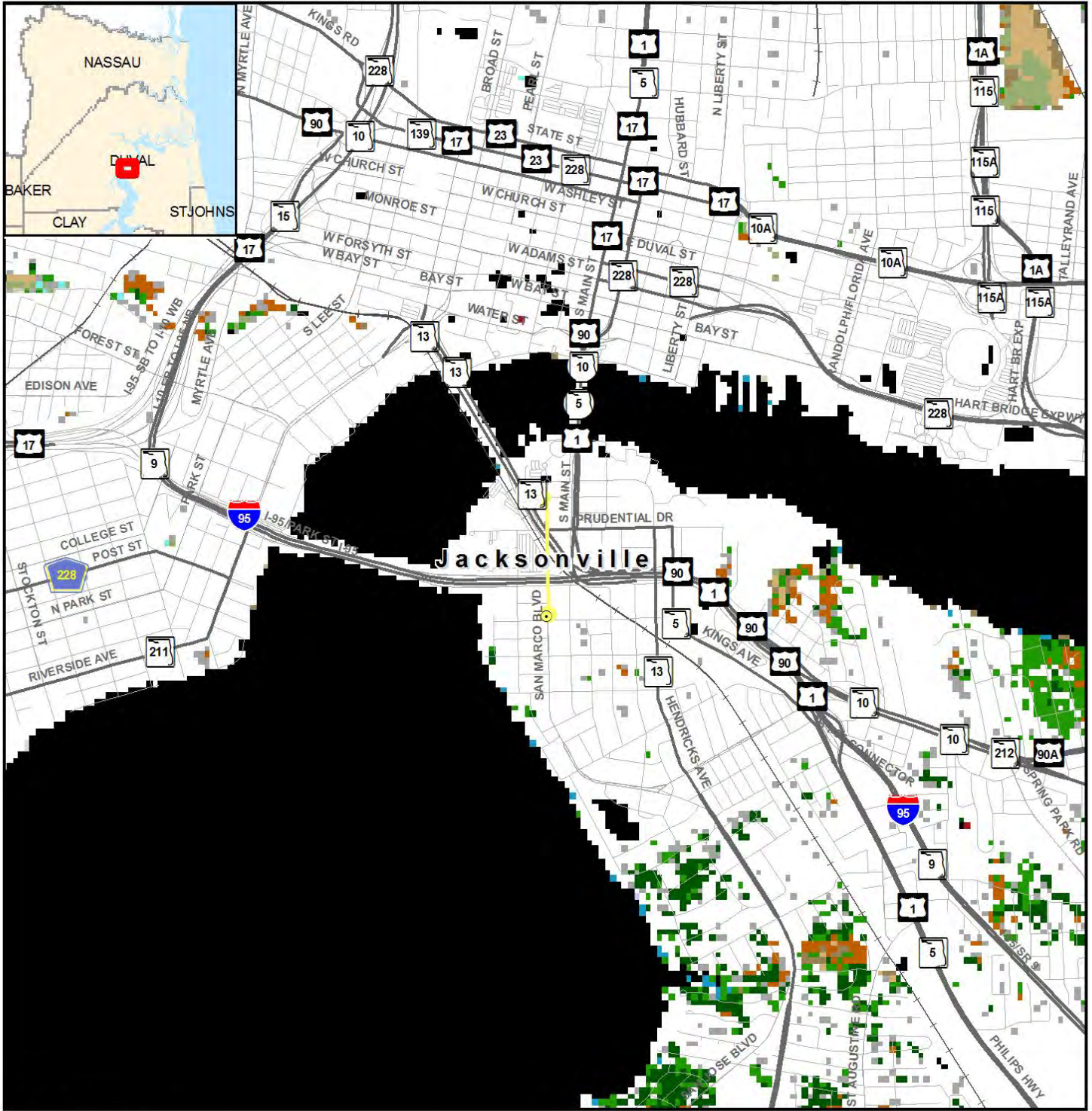


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## Vegetation Map



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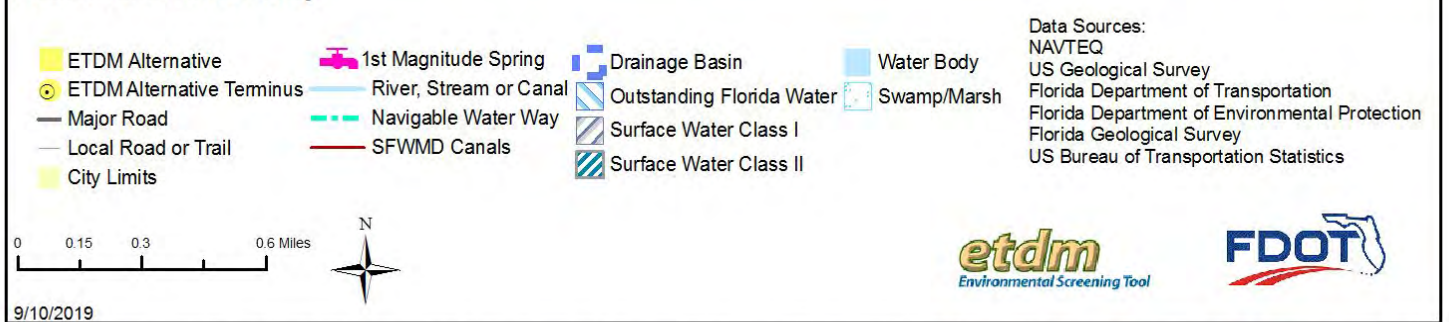
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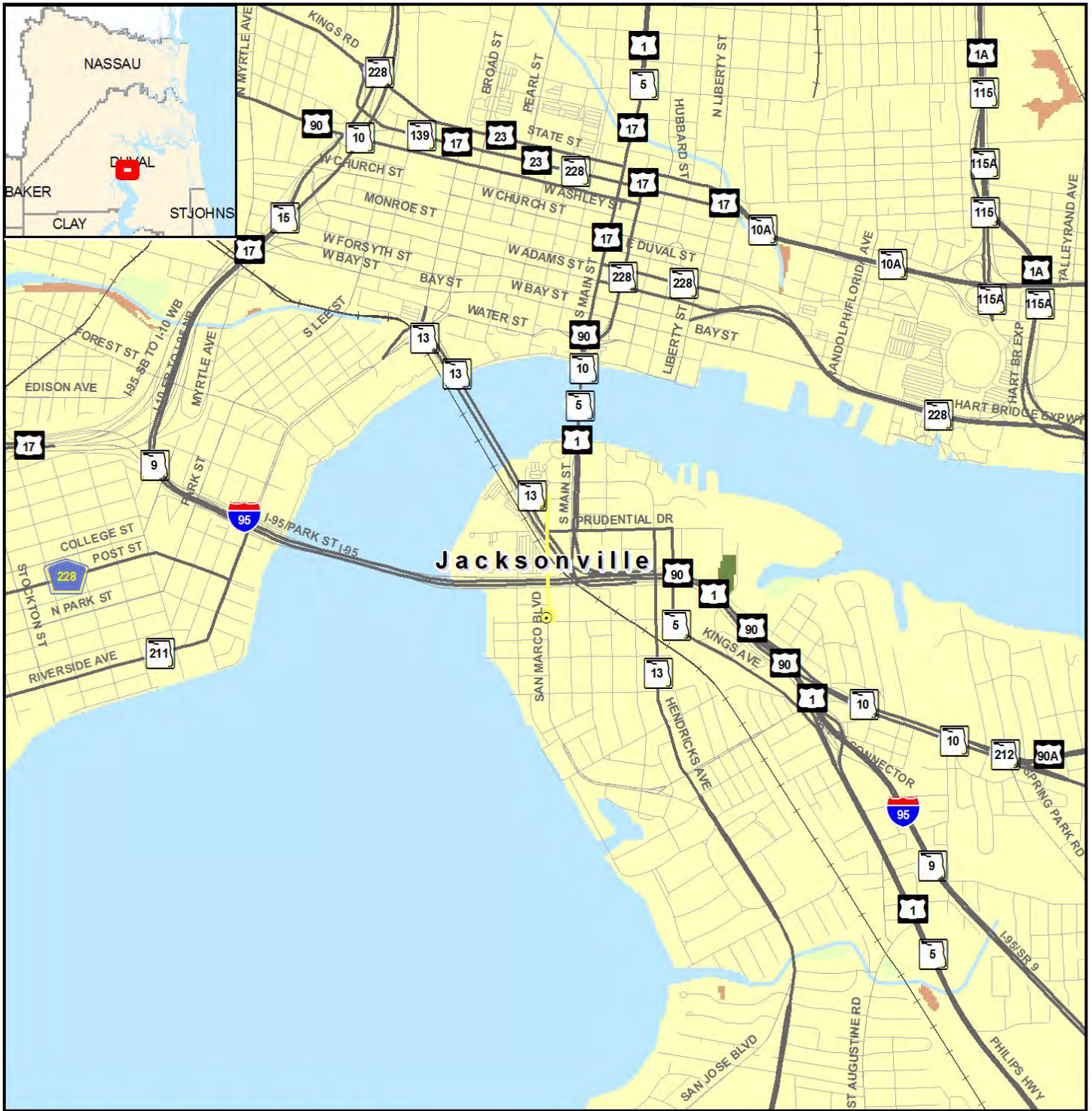
## Water Resource Map



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## Wetlands and Surface Waters Map



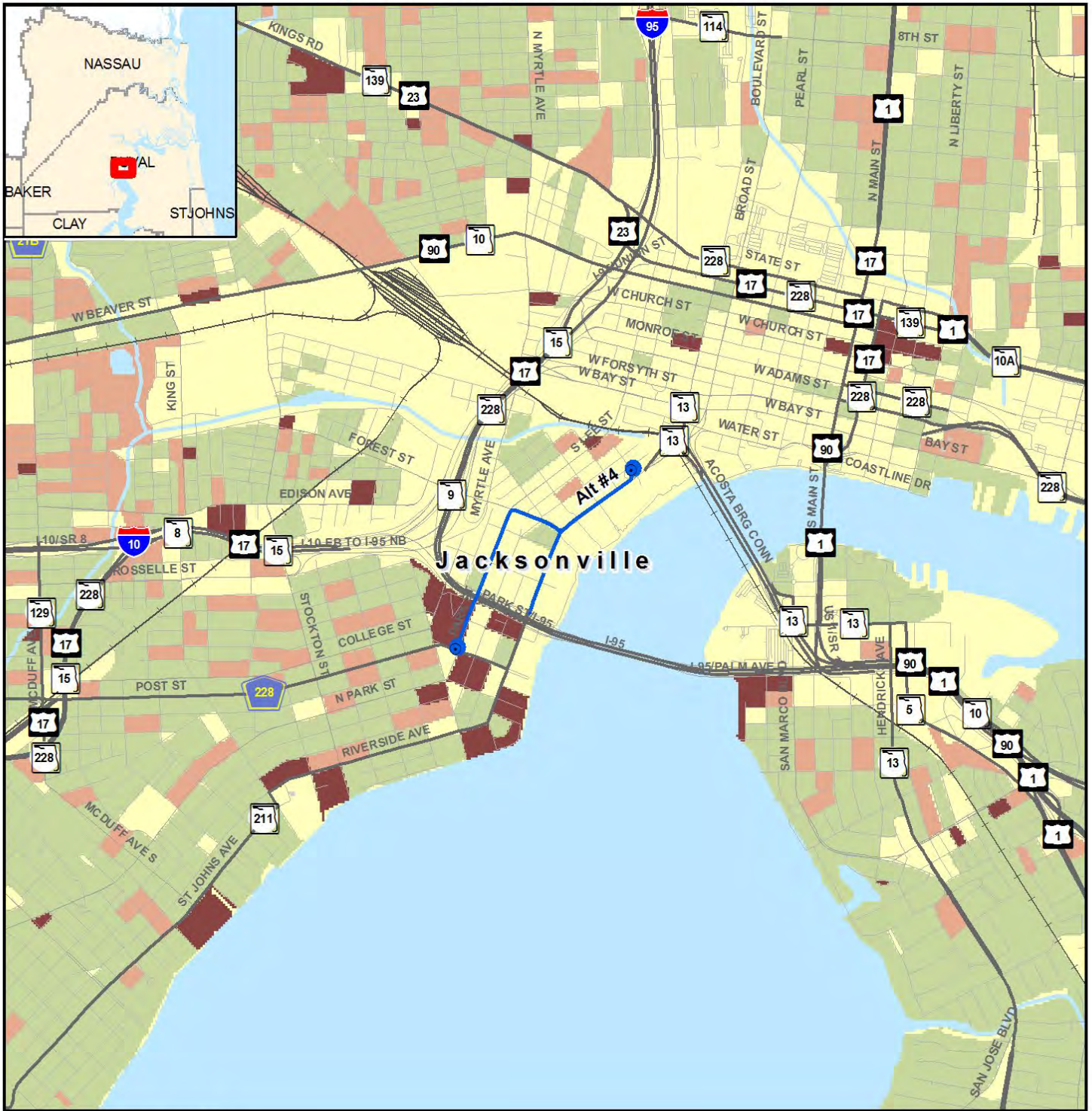
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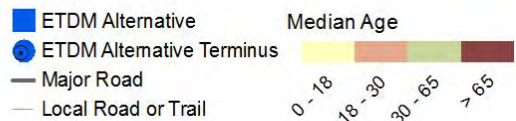
## West Extension Corridor: Hardcopy Maps

# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Age Distribution Map



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



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Coastal and Marine Map

- |                                      |                                  |                               |                                |
|--------------------------------------|----------------------------------|-------------------------------|--------------------------------|
| ETDM Alternative                     | Swamp or Marsh                   | Coastal Barrier Resource Area | Non-vegetated Wetland          |
| ETDM Alternative Terminus            | Exposed Rocky Platform           | Continuous Seagrass           | Vegetated Non-forested Wetland |
| City Limits                          | Sand Beach                       | Discontinuous Seagrass        | Wetland Forested Mixed         |
| Navigable Water Way                  | Gravel Beach/Riprap              | Aquatic Preserve              | Wetland Coniferous Forest      |
| Sheltered Tidal Flat                 | Exposed Tidal Flat               | Wetland Hardwood Forest       |                                |
| Mixed Sand And Gravel Beach          | Sheltered Rock/Seawall/Vegetated |                               |                                |
| Exposed Vertical Rocky Shore/Seawall |                                  |                               |                                |

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

0 0.125 0.25 0.5 Miles



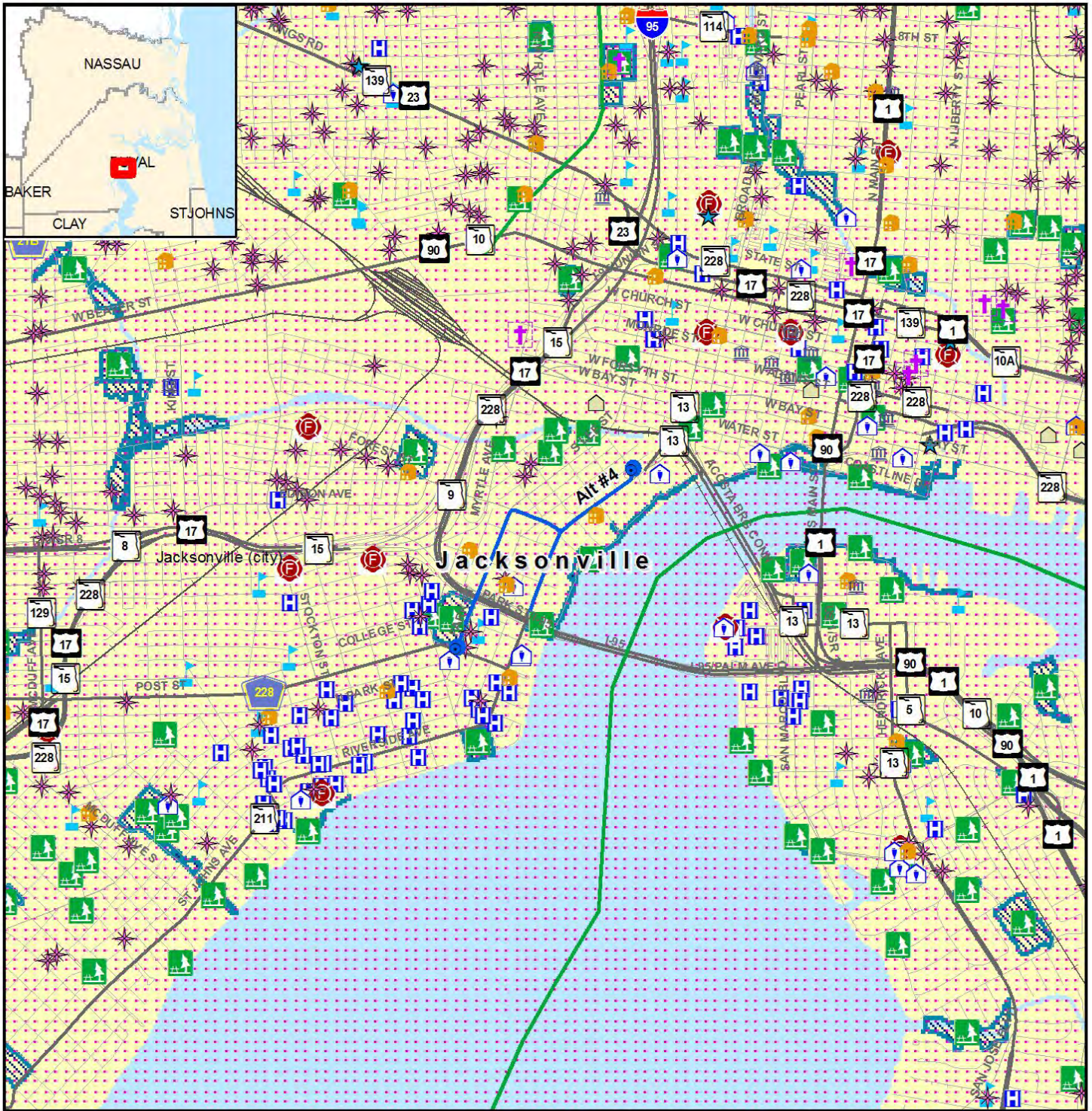
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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

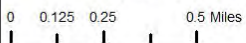
## Proposed Brooklyn Station to Riverside



### Community Services Map

- |                           |                  |                  |             |                                 |
|---------------------------|------------------|------------------|-------------|---------------------------------|
| ETDM Alternative          | Government       | Law Enforcement  | Health Care | Recreational Trail              |
| ETDM Alternative Terminus | Civic Center     | Place of Worship | School      | Community Boundary              |
| Major Road                | Cemetery         | Cultural Center  | Park        | Conservation or Recreation Area |
| Local Road or Trail       | Social Service   | Fire Station     |             |                                 |
| City Limits               | Community Center |                  |             |                                 |

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

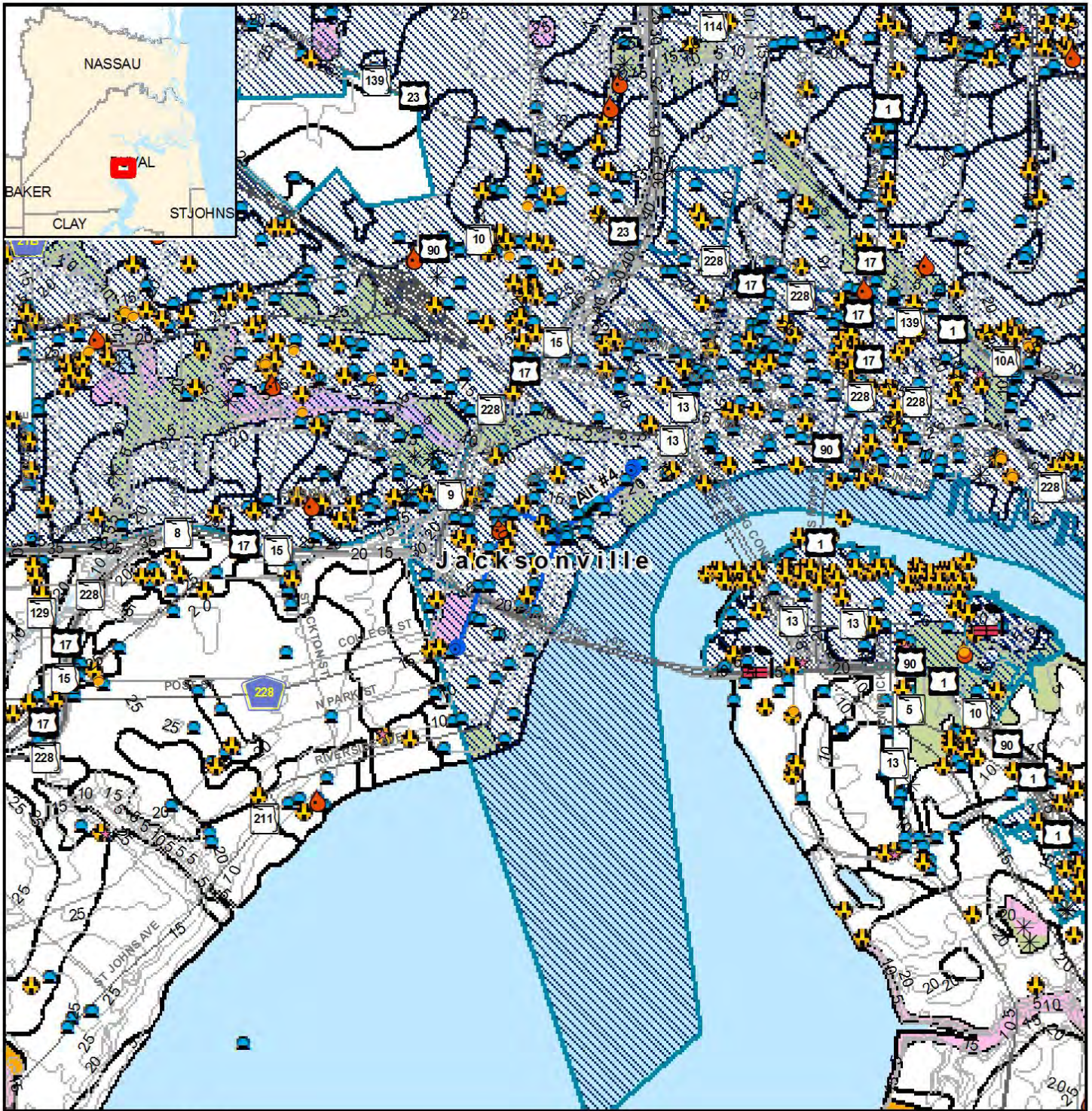


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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor Proposed Brooklyn Station to Riverside



## Contamination Map

ETDM Alternative	Solid Waste Facility	FDEP Tanks	<b>Soil Drainage</b>	Somewhat Poorly Drained
ETDM Alternative Terminus	Hazardous Material Site	Brownfield Area	Excessively Drained	Poorly Drained
Major Road	Power Plant	5 FT Contour	Well Drained	Very Poorly Drained
Local Road or Trail	Superfund Site	Somewhat Excessively Drained	Moderately Well Drained	Unclassified
Toxic Release Inventory	Nuclear Site			
Dry Cleaning Facility				

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

0 0.15 0.3 0.6 Miles

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Environmental Screening Tool

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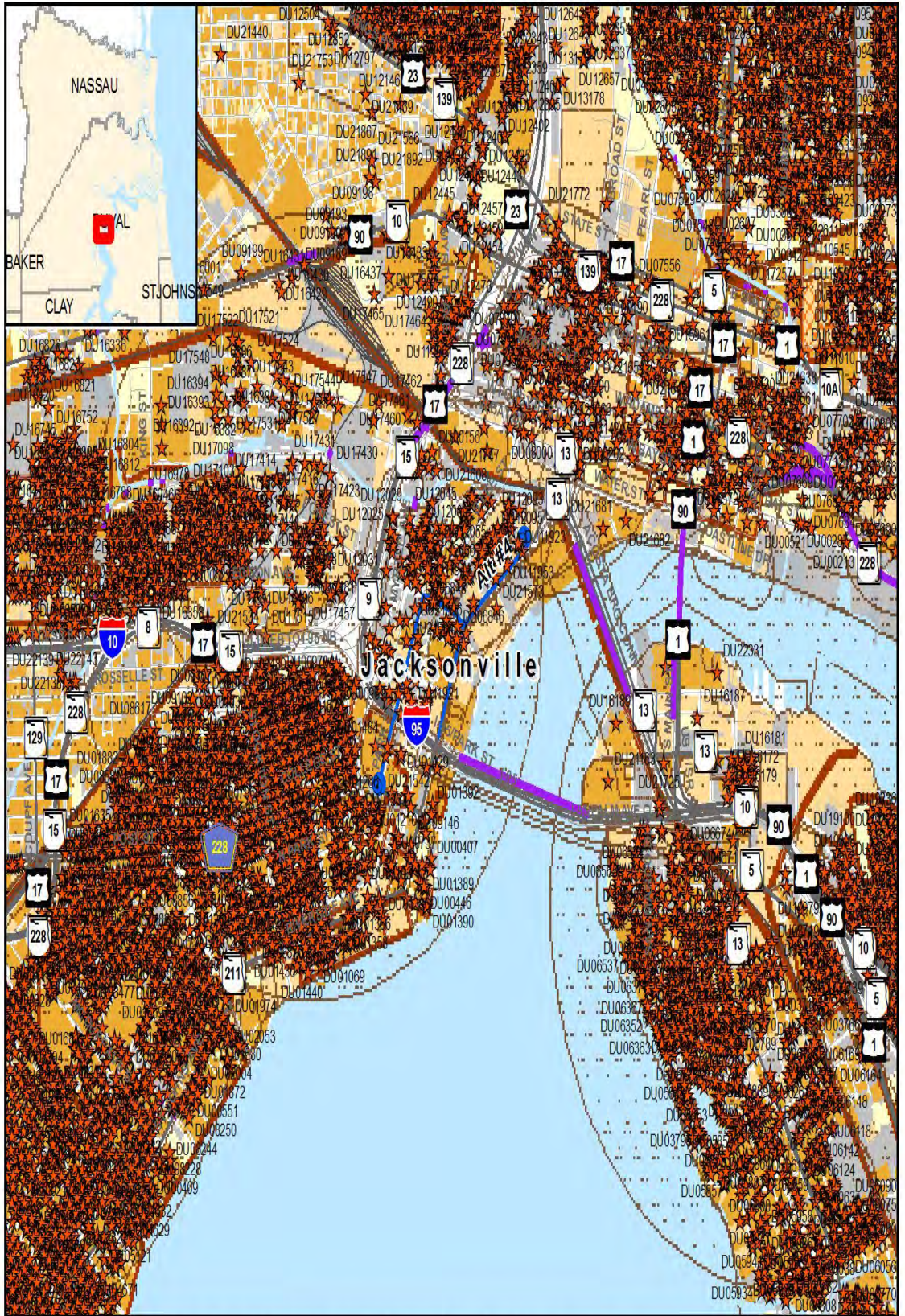


# Cultural Resources Data Map

- ETDM Alternative
  - Major Road
  - Local Road or Trail
  - ★ Historic Structure
  - Historic Bridge
  - State Historic Highway
  - ⊠ Historic Cemetery
  - ⊠ Historic Resource Group
  - ⊠ Cultural Resource Field Survey Area
  - ETDM Alternative
- Year Built**
- Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values



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



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

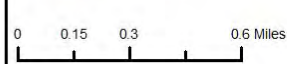
## Proposed Brooklyn Station to Riverside



### Farmlands Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands
- Prime Farmland Soils

Data Sources:  
 NAVTEQ  
 Florida Water Management Districts  
 US Geological Survey  
 Natural Resources Conservation Services



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Floodplains Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Special Flood Hazard Area

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Federal Emergency Management Agency

0 0.15 0.3 0.6 Miles



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Historic Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Year Built
  - Pre 1970
  - Post 1980
  - 1970 - 1979
  - Parcels w/ no values
- Historic Bridge
- State Historic Highway
- Historic Cemetery
- Historic Resource Group
- Cultural Resource Field Survey Area
- ★ Historic Structure

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

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.

0 0.15 0.3 0.6 Miles



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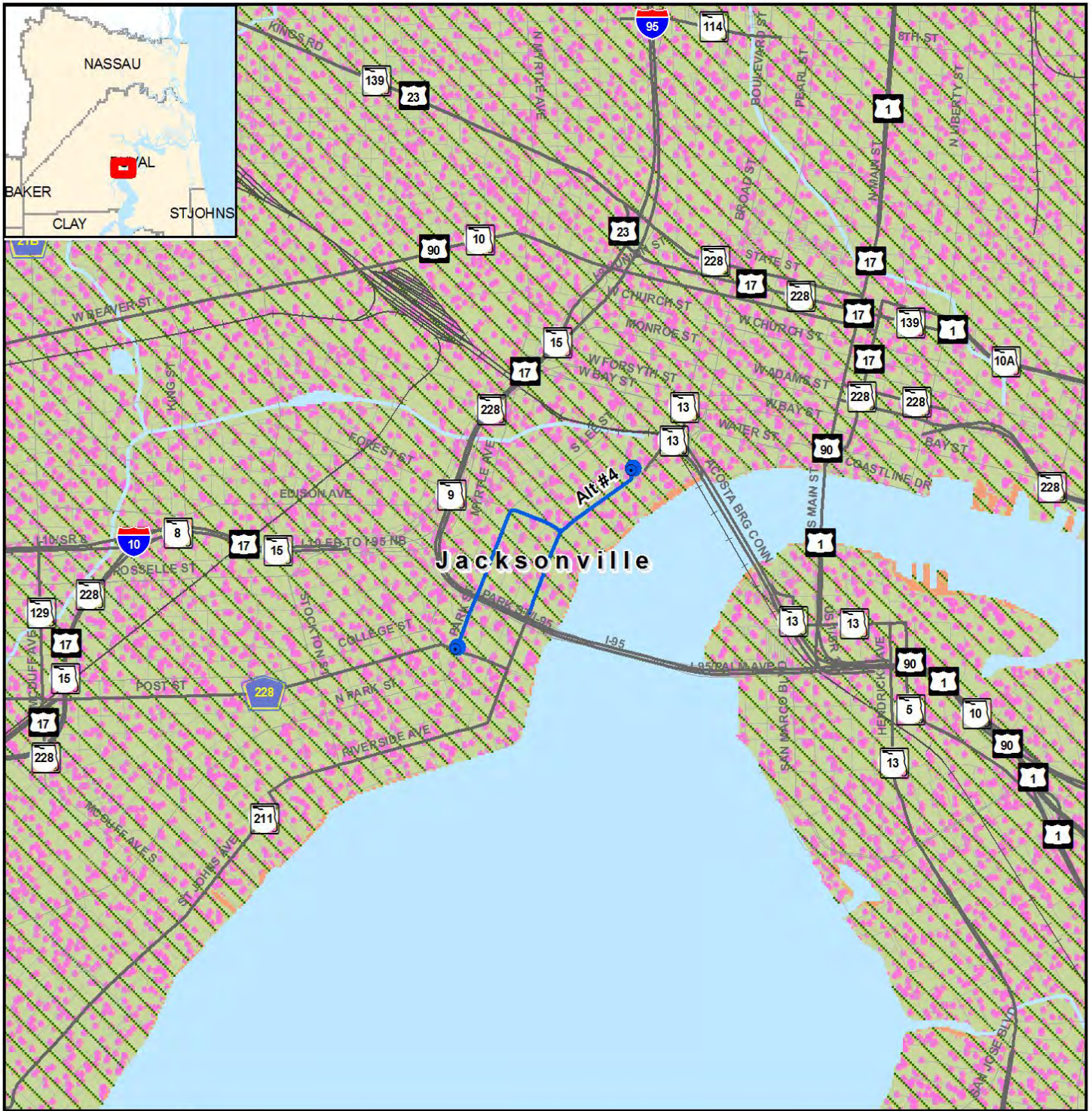


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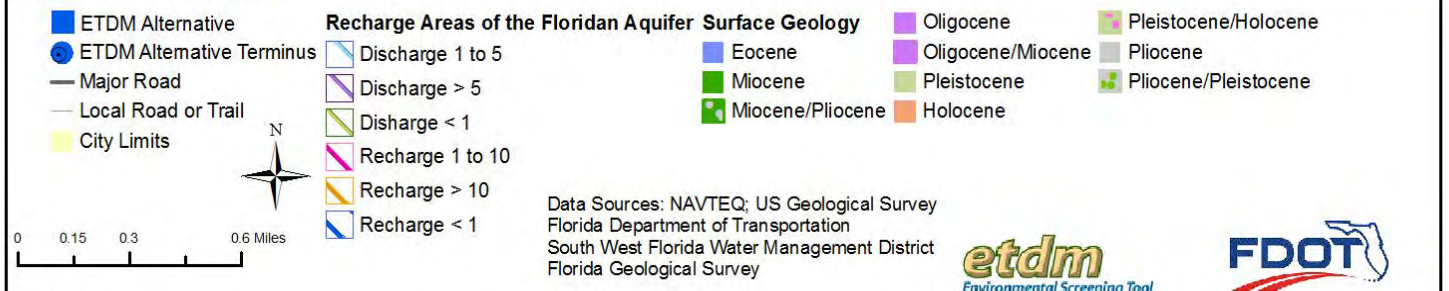


# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Hydrogeology Map

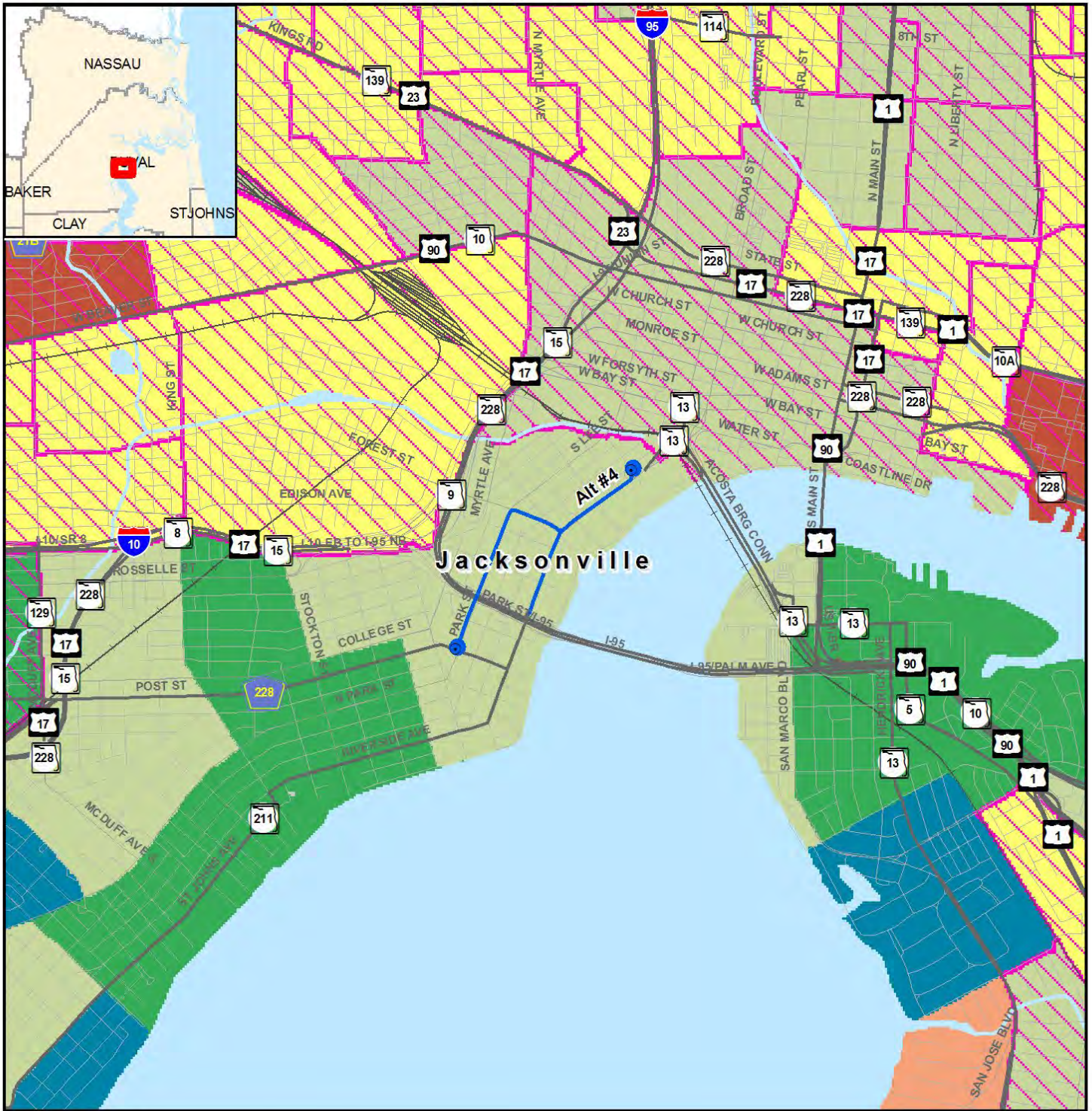


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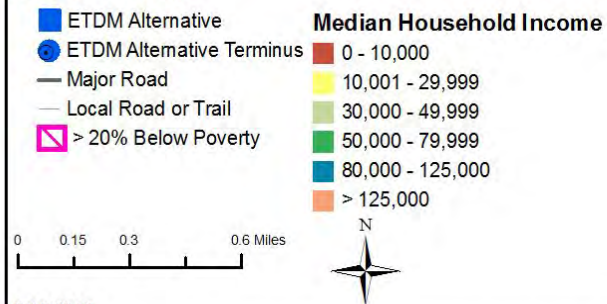


# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Income Map



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



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Integrated Wildlife Model Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

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



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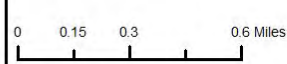
## Proposed Brooklyn Station to Riverside



### Land Use Map

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

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



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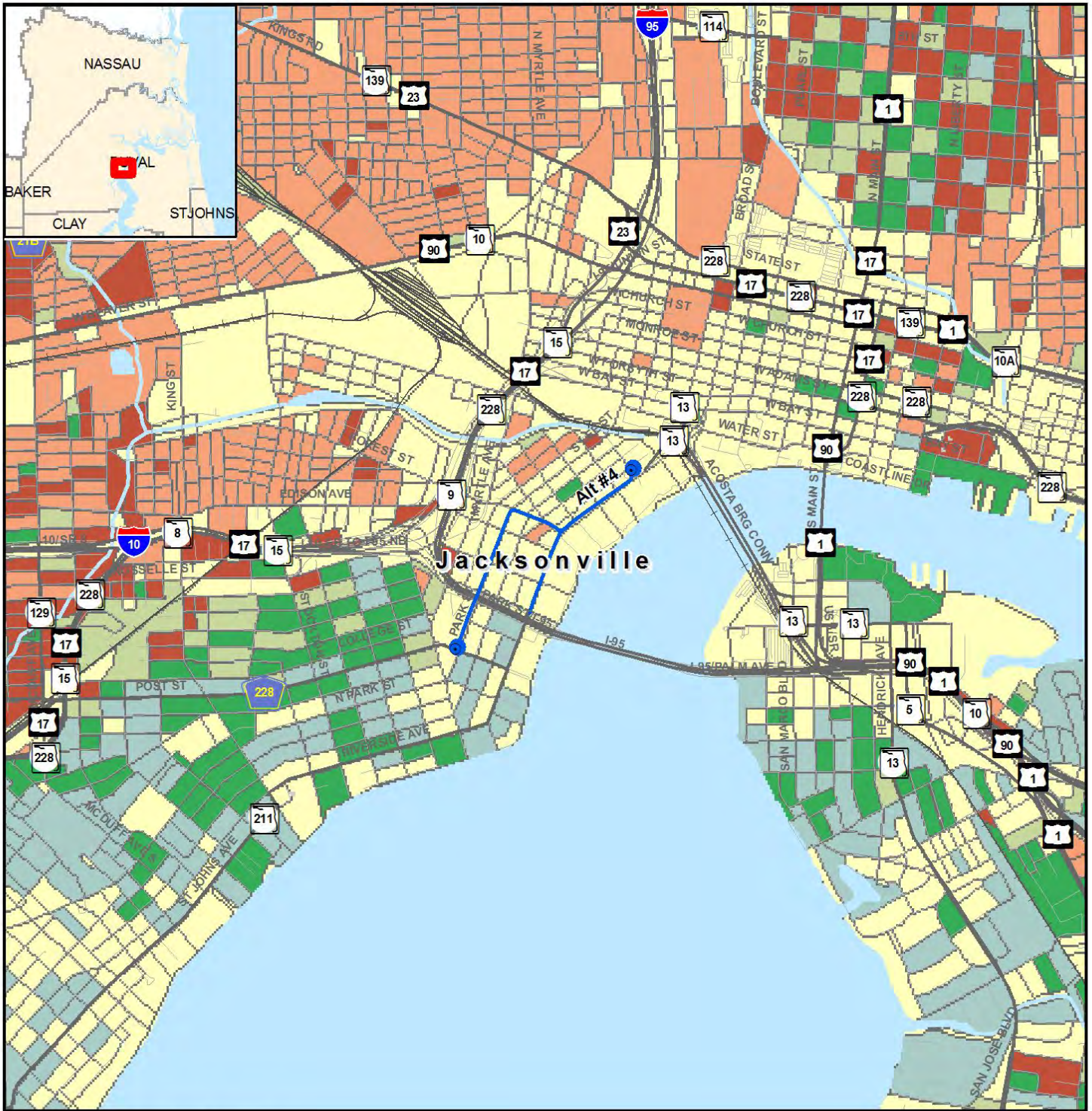


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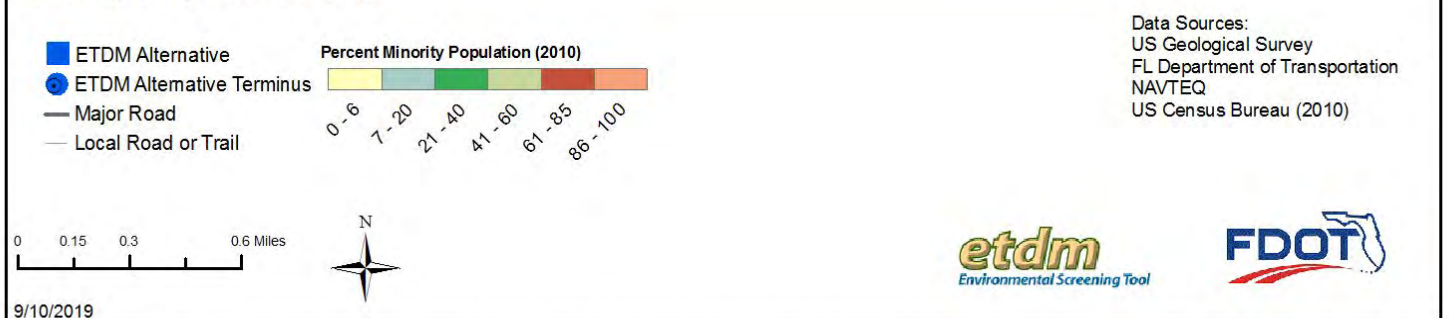


# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Minority Population Map

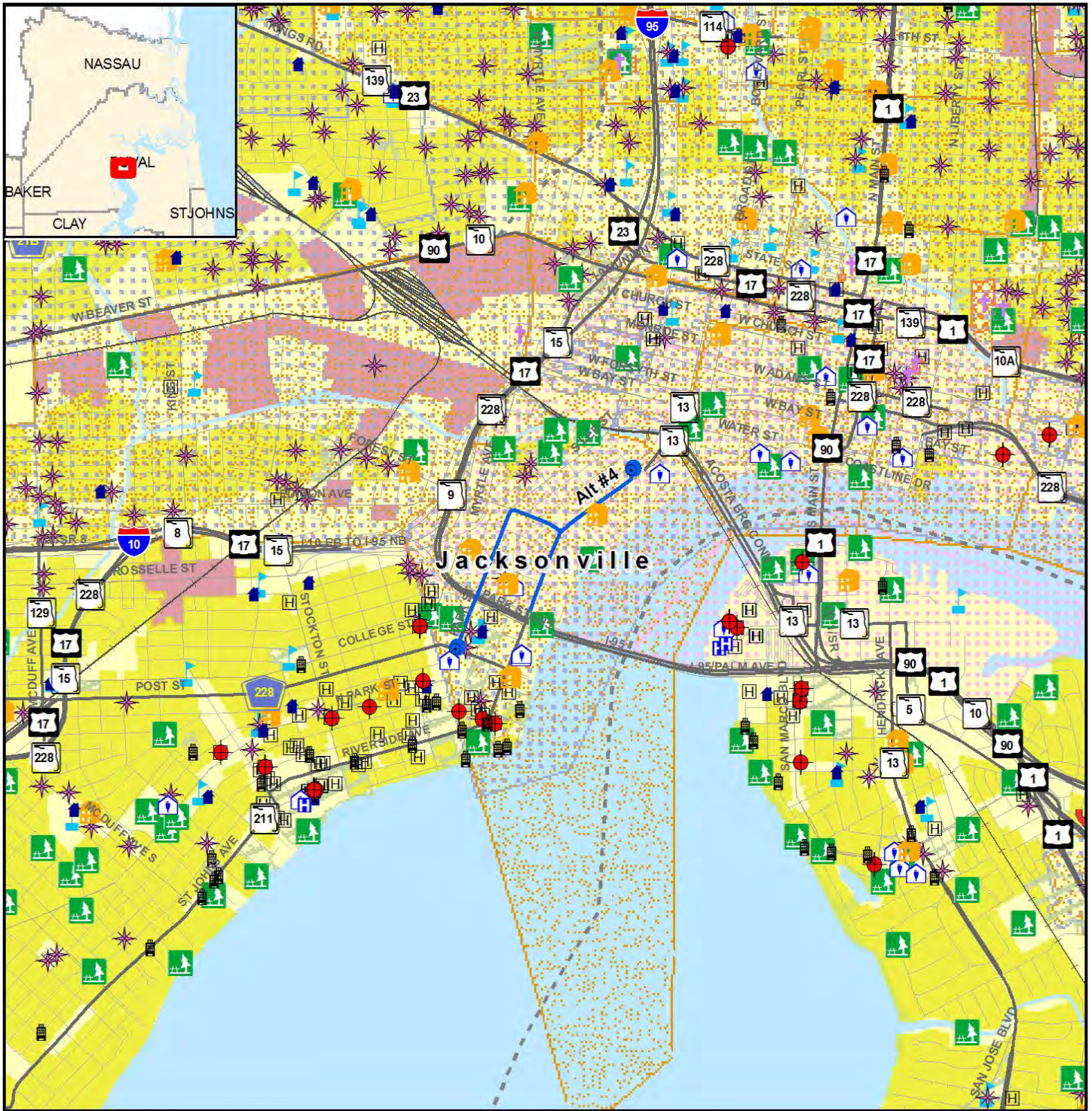


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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Noise Map

ETDM Alternative	Condo Owners Associations	Cultural Center	Historic Cemetery	ETAT.LU_NW_INDUSTRIAL_16
ETDM Alternative Terminus	Hospitals	Health Care	Planned Unit Developments	ETAT.LU_NW_RESIDENT_16
City Limits	Laser On-site	Park	Wildlife Refuges	HUD Renewal
Noise Barriers	Group Care Facilities	National Parks	National Park Projects	Nat'l Estuarine Reserves
Existing Trails	Cemetery	Place of Worship	Marine Sanctuaries	Enterprise Zones
	Community Center	School	Military Installations	DRI

**Data Sources:**  
 GeoPlan Center, US Geological Survey, US Census Bureau, HUD, Florida DOT, US Fish and Wildlife, National Park Service, NOAA, National Estuarine Research, Enterprise Florida



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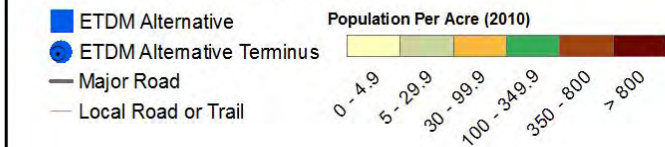


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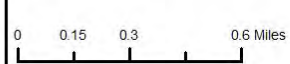
## Proposed Brooklyn Station to Riverside



### Population Density Map



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



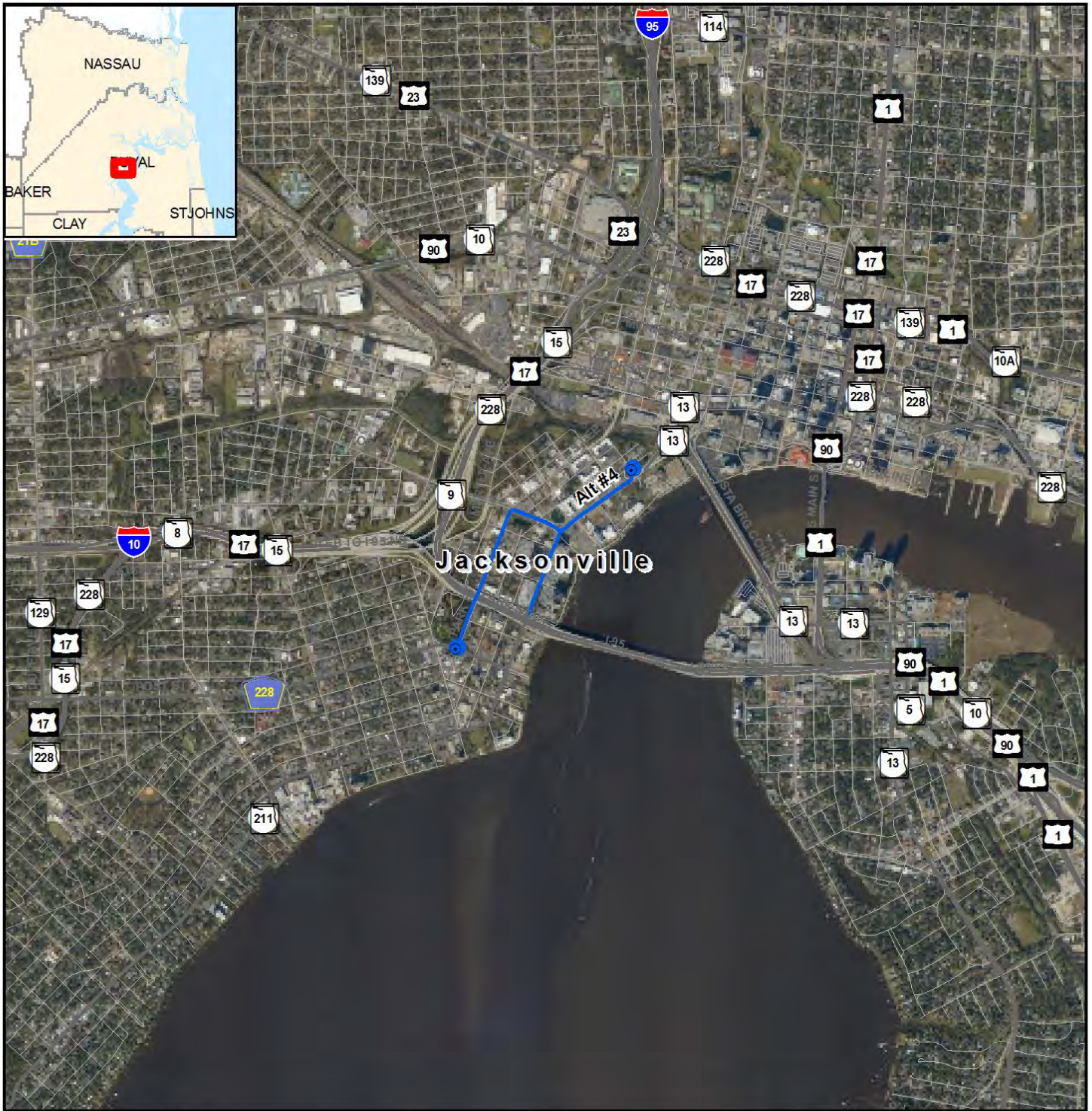
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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail

Data Sources:  
 Highways - NAVTEQ  
 Digital Orthophotograph - ArcGIS Online



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Project Base Map

- ETDM Alternative
- ETDM Alternative Terminus
- Local Road or Trail
- Major Road
- City Limits
- Managed Conservation Lands

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



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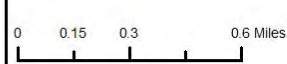
## Proposed Brooklyn Station to Riverside



### Recreational Areas Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Conservation or Recreation Area

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Natural Areas Inventory



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



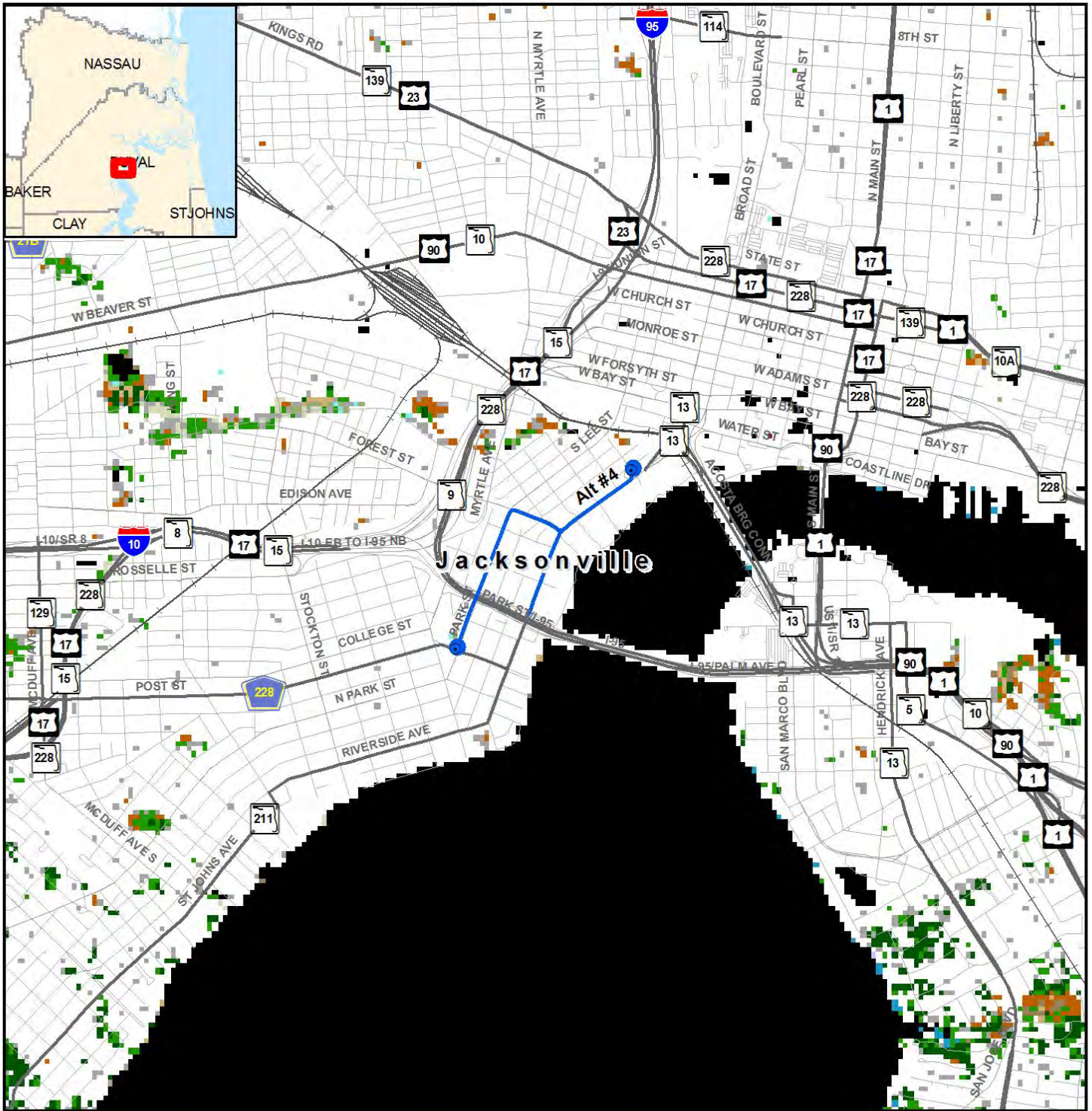
### Species Potential Map



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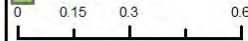


# 14424 Jacksonville Skyway System Expansion, West Extension Corridor Proposed Brooklyn Station to Riverside



## Vegetation Map

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



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



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Water Resource Map

- |                           |                        |                           |             |
|---------------------------|------------------------|---------------------------|-------------|
| ETDM Alternative          | 1st Magnitude Spring   | Drainage Basin            | Water Body  |
| ETDM Alternative Terminus | River, Stream or Canal | Outstanding Florida Water | Swamp/Marsh |
| Major Road                | Navigable Water Way    | Surface Water Class I     |             |
| Local Road or Trail       | SFWMD Canals           | Surface Water Class II    |             |
| City Limits               |                        |                           |             |

Data Sources:  
 NAVTEQ  
 US Geological Survey  
 Florida Department of Transportation  
 Florida Department of Environmental Protection  
 Florida Geological Survey  
 US Bureau of Transportation Statistics

0 0.15 0.3 0.6 Miles



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# 14424 Jacksonville Skyway System Expansion, West Extension Corridor

## Proposed Brooklyn Station to Riverside



### Wetlands and Surface Waters Map



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# **Environmental Resource Evaluation**

**Bay Street AV Corridor  
Duval County, Florida**

**Prepared for:**

**RS&H  
10748 Deerwood Park Boulevard South  
Jacksonville, FL 32256**

**Prepared by:**



**8711 Perimeter Park Boulevard, Suite 1  
Jacksonville, Florida 32216**

**January 2019**

# **ENVIRONMENTAL RESOURCE EVALUATION**

Jacksonville Transportation Authority

Bay Street AV Corridor

Duval County, Florida

**January 2019**



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## PROJECT EXHIBITS

Exhibit 1 – USGS Topographic Quadrangle Map

Exhibit 2 – Habitat Map

Exhibit 3 – Soils Map

Exhibit 4 – Documented Occurrences of Wood Stork Nesting Locations, Core Foraging Areas, and Wading Bird Rookeries within 13 Miles

Exhibit 5A – Documented Occurrences of Protected Flora & Fauna within 5 Miles

Exhibit 5B – Documented Occurrences of Manatee Mortality and Sea Turtle Strandings

Exhibit 6 – Aquatic Preserves, National Wildlife Refuges, Outstanding Florida Waters, and USFWS Critical Habitat Areas

## 1.0 EXECUTIVE SUMMARY

The Jacksonville Transportation Authority's (JTA) Skyway is an elevated monorail train system that serves downtown Jacksonville, Florida. Updates to the system will allow autonomous vehicles (AV) to move freely from the elevated system to ground level facilities. The subject portion of the Skyway system is known as the Bay Street AV Corridor and consists of Bay Street and includes parts of Pearl Street, Water Street, and AP Randolph Street. This expansion will allow the Skyway to serve a larger number of users, and will better meet their changing needs.

A total of 70 plant and wildlife species that are federally-listed, candidates for federal listing, and/or state-listed were determined to have no probability of occurrence in the project area. These species, which are listed in Section 4.2.1 of this report, will not be affected. Three state-listed wading birds, the tricolored heron, the little blue heron, and roseate spoonbill, were determined to have a low probability of occurrence in the project area. **No adverse effect is anticipated** for these species. The federally-listed shortnose sturgeon, Atlantic sturgeon, loggerhead sea turtle, green sea turtle, hawksbill sea turtle, Kemp's ridley, wood stork, and West Indian manatee were determined to have low probabilities of occurrence and the project will have **no effect** on these species. Continued agency coordination will occur during permitting to address final determination of impacts, implementation of protection measures, and mitigation if necessary.

The Bay Street AV Corridor project study area includes a bridge that crosses over Hogans Creek. This portion of the creek is heavily altered and disturbed, with a channelized bed and rip rap banks. Vegetation is very sparse along the edge of the creek. No in-water work will be conducted as part of the Bay Street AV Corridor. There are no wetlands within the project area. Therefore, this project is not expected to require wetland mitigation. If impacts to or work within Hogans Creek are proposed, JTA will coordinate with SJRWMD, USACE, and/or NMFS to determine if wetland mitigation is necessary and will provide appropriate mitigation.

The portion of Hogans Creek that lies within the project area is subject to tidal action and is considered Essential Fish Habitat (EFH). However, since the project will not affect the creek, no loss of EFH will be incurred and no EFH mitigation will be required.

## 2.0 PROJECT OVERVIEW

JTA is conducting an Environmental Resource Evaluation for the Bay Street AV Corridor, a project that will put autonomous vehicles on the Skyway and on some adjacent ground-level streets. This corridor includes Bay Street along with portions of Pearl Street, Water Street, and AP Randolph Street in Duval County, Florida (Exhibit 1).

The project area includes a channelized portion of Hogans Creek. This creek is heavily altered due to surrounding development. The purpose of this Environmental Resource Evaluation (ERE) report is to document the potential impacts of the proposed project on federally-listed and candidate species, state-listed species, wetlands, and EFH.



## 2.1 Purpose and Need

The existing Skyway is a crucial part of downtown Jacksonville's public transit system. JTA is in the process of upgrading the Skyway to use autonomous vehicles and to include ground-level streets. This conversion and expansion will allow the Skyway to serve more users and better meet their future needs. The Bay Street AV Corridor will be the second phase of the project and will be preceded by the conversion of the Brooklyn Skyway Station to use AVs. The Bay Street AV Corridor will be another step towards bringing the entire Skyway into the 21<sup>st</sup> century. See the JTA design plans for more details.

## 3.0 EXISTING CONDITIONS

Prior to the initiation of field work, existing conditions were evaluated utilizing various existing resources, including, but not limited to, recent aerial photographs from ArcGIS Online and soil survey mapping from U.S. Department of Agriculture - Natural Resources Conservation Service (USDA-NRCS). The project study area was defined as the proposed limits of construction (LOC) of the Bay Street AV Corridor as defined by JTA. The project study area was inspected on 26 June 2018. The boundaries of jurisdictional waters were delineated in accordance with Chapter 62-340, Florida Administrative Code (F.A.C.), and the U.S. Army Corps of Engineers' (USACE) 1987 Manual and its subsequent addendums. Habitat types and qualities were evaluated within the project study area. The habitats (land cover / land use) which occur within the project study area are depicted on the Habitat Map (Exhibit 2).

### 3.1 Special Designations

#### 3.1.1 *Essential Fish Habitat*

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established procedures designed to identify, conserve, and enhance EFH for those species regulated under a Federal fisheries management plan (FMP).

EFH is defined in the MSFCMA as "...those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." 1997 NMFS rules further clarify EFH with the following definitions:

**Waters** – aquatic areas and their associated physical, chemical, and biological properties that are used by fish and may include aquatic areas historically used by fish where appropriate;

**Substrate** – sediment, hard bottom, structures underlying the waters, and associated biological communities;

**Necessary** – the habitat required to support a sustainable fishery and the managed species' contribution to a healthy ecosystem; and

**Spawning, breeding, feeding, or growth to maturity** – stages representing a species' full life cycle.

The project study area was evaluated for impacts to EFH in accordance with FDOT PD&E Manual Part 2, Chapter 17, Essential Fish Habitat (2017) in Section 6 of this report. Hogans Creek, the only waterway in the project study area, is subject to tidal action and is therefore considered EFH. See Section 6 for more information.

### 3.1.2 Florida Aquatic Preserves

The project does not occur within an area designated as an Aquatic Preserve. See Exhibit 6.

### 3.1.3 National Wildlife Refuge System

No portion of the project is located in a National Wildlife Refuge. See Exhibit 6.

### 3.1.4 Outstanding Florida Waters

The project does not occur within an area designated as an Outstanding Florida Water (OFW). See Exhibit 6.

### 3.1.5 Critical Habitat

Critical Habitat has been designated for three species in the coastal Duval County region (Exhibit 6). These Critical Habitats are designated for the North Atlantic right whale (*Eubalaena glacialis*), piping plover (*Charadrius melodus*), and the West Indian manatee (*Trichechus manatus*). The project will not affect Critical Habitat for any of these species. Section 4.2 of this report provides additional information regarding Critical Habitats.

### 3.1.6 Wild and Scenic Rivers

In Florida, there are two designated rivers under the Wild and Scenic Rivers Act of 1968, as amended, the Loxahatchee River and the Wekiva River. Neither of the designated rivers or any portion of their watersheds are located in Duval County.

### 3.1.7 Habitat Areas of Particular Concern

Information regarding Habitat Areas of Particular Concern (HAPCs) is obtained using the NMFS' online EFH Mapper Tool. This tool is only intended for areas waterward of the coastline. Therefore, although Hogans Creek is considered EFH, this tool cannot be used to obtain information regarding HAPCs. See Section 6 of this report for more details.

## 3.2 Land Cover/Use

All habitats and land uses within the project study area were inspected and classified utilizing FDOT's *Florida Land Use, Forms, and Cover Classification System* (FLUCFCS, 1999). Waters were classified using both FLUCFCS and the *Wetlands and Deepwater Habitats Classification System* (the "Cowardin System," Cowardin et al, 1979). Vegetative communities and land uses within the project study area are described below. See Exhibit 2.



## Uplands

### Roads and Highways (FLUCFCS 814)

With the exception of Hogans Creek (described under Other Surface Waters below), the entire project corridor consists of existing roadways. The project includes the majority of Bay Street and portions of Pearl Street, Water Street, and AP Randolph Street. Vegetation is limited to urban streetscaping.

## Other Surface Waters

The project corridor includes a short bridge that carries Bay Street over Hogans Creek. Hogans Creek is a channelized creek system that runs south through downtown Jacksonville and empties into the St. Johns River just south of Bay Street. No other wetlands or waters occur in the project study area or will be affected by the project. All waterway boundaries and acreages used in this report are estimated and are subject to change following survey and agency verification.

### Streams and Waterways (FLUCFCS 510)

#### Cowardin R1UB2 (Riverine, Tidal, Unconsolidated Bottom, Sand)

The portion of the creek that crosses the project corridor is highly altered and disturbed. Its bed is channelized, and its banks are concrete walls and rip rap. Vegetation is very limited. See Exhibit 2 for location. Due to its proximity to the St. Johns River, Hogans Creek is subject to the ebb and flow of the tide. The creek appears to be largely freshwater in character.

## 3.3 Soils

Mapped soil types occurring within the project area are depicted on Exhibit 3 and are summarized below. Soil classifications and descriptions are taken from *Soil Survey of Jacksonville, Duval County, Florida* (USDA/NRCS, 1983).

**(69) Urban Land** – This soil type is mapped as being the dominant type within the project study area.

**(72) Urban Land – Ortega – Kershaw complex** – This soil type occurs only on the East Adams Street portion of the project area.

Both of these soil types describe filled and disturbed soils in urban areas.

## 3.4 Hydrologic Features

The project is located in the North St. Johns River and North Coastal (4) Basin, regulated by the St. Johns River Water Management District (SJRWMD). The following water quality regulatory requirements will be adhered to during the planning and construction of the project:

- U.S. Environmental Protection Administration (USEPA): Clean Water Act 303(d), United States Code
- Florida Department of Environmental Protection (FDEP): Water Resource Implementation Rule (Chapter 62-40, F.A.C.)

- SJRWMD:

Regulations of Stormwater Discharge (Chapter 62-25, F.A.C.)  
Environmental Resource Permits (Chapter 62-330, F.A.C.)

## 4.0 PROTECTED SPECIES AND HABITAT

This project was evaluated for impacts to wildlife and habitat resources, including federally protected species, in accordance with Section 7 of the Endangered Species Act (ESA, 1973), as amended. This report contains information pertaining to all federally-listed species, candidates for federal listing, and state-listed species that may occur within the project study area. Unless otherwise noted, all are collectively referred to as “listed species” in this report.

### 4.1 Methods

Literature reviews, agency database searches, agency coordination, and field surveys of potential habitat areas were conducted to identify listed species potentially occurring within the project study area. The *Soil Survey of Jacksonville, Duval County*, recent aerial photographs, and Geographic Information Systems (GIS) Land Cover/Use data and field reconnaissance were utilized to determine habitat types occurring within and adjacent to the project study area.

The assessment of potential impacts to listed species began with the identification of suitable habitat. Field investigations were conducted on 26 June 2018. The survey was conducted by trained biologists using visual and aural methods. Listed wildlife species were identified by burrows, scat, shed skins, tracks, sightings, and/or their distinctive calls. The field survey was completed within the constraints of the project schedule, and may not have coincided with the optimal conditions for each species (seasonal movements, nesting times, flowering periods, etc.). The probability of occurrence of each listed species is discussed below.

### 4.2 Survey Results

#### 4.2.1 Literature Search

This report addresses federally-listed species, candidates for federal listing, and state-listed species. Of these three categories, only federally-listed species are afforded protection under the ESA at this time. Other species may be protected by state or other local regulations.



Information regarding federally-listed species was derived from the following online sources:

- <http://www.fws.gov/endangered/?ref=topbar>
- <http://www.florida.plantatlas.usf.edu/>
- <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=5B-40>
- <http://www.fws.gov/northflorida/gotocty.htm>
- <https://ecos.fws.gov/ipac/location/index>
- <http://www.fnai.org/bioticssearch.cfm>

Information regarding state-listed species was derived from the following online sources:

- <http://www.fnai.org/bioticssearch.cfm>
- <http://myfwc.com/media/1515251/threatened-endangered-species.pdf>
- <http://www.florida.plantatlas.usf.edu/>
- <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=5B-40>

Information from all of these sources was compiled to generate a list of all listed species that may occur in Duval County.

A number of listed species are included in one or more of the above sources as occurring in Duval County; however, habitat is non-existent within the project area. These species have no probability of occurrence and are summarized in the following list. Federally-listed species have been given a **no effect** determination, and state-listed species have been given a **no effect is anticipated** determination. No determination is made at this time for species that are listed as candidate species for federal listing. Effects determinations will be made for candidate species if they become listed before the project is approved.

### Plants and Lichens

*Agrimonia incisa*

*Asclepias viridula*

*Balduina atropurpurea*

*Calopogon multiflorus*

*Calycanthus floridus*

*Calydorea caelestina*

*Carex chapmannii*

*Centrosema arenicola*

*Cheilanthes microphylla*

*Cleistesiospis divaricata*

*Lilium catesbaei*

*Lobelia cardinalis*

*Matelea floridana*

*Opuntia stricta*

*Orthochilus ecristatus* (= *Pteroglossaspis ecristata*)

*Pecluma ptilota* var. *bourgeauana*

*Pinguicula caerulea*

*Cleistesiospis oricamporum* (= *Cleistes bifaria*)

*Coelorachis tuberculosa*

*Ctenium floridanum*

*Drosera intermedia*

*Forestiera godfreyi*

*Gonolobus suberosus* (= *Matelea gonocarpus*)

*Helianthus carnosus*

*Hexalectris spicata*

*Isoetes appalachiana*

*Lantana depressa* var. *floridana*

*Litsea aestivalis*

*Matelea flavidula*

*Myriopteris microphylla*

*Orbexilum virgatum*

*Pecluma plumula*

*Peperomia humilis*

*Pinguicula lutea*

*Platanthera blephariglottis* var. *conspicua*  
*Platanthera cristata*  
*Platanthera integra*  
*Pogonia ophioglossoides*  
*Ruellia noctiflora*  
*Schoenolirion croceum*  
*Spiranthes brevilabris*  
*Spiranthes polyantha*  
*Zephyranthes atamasca* var. *atamasca*

*Platanthera ciliaris*  
*Platanthera flava*  
*Platanthera nivea*  
*Pycnanthemum floridanum*  
*Sarracenia minor*  
*Schwalbea americana*  
*Spiranthes longilabris*  
*Verbesina heterophylla*  
*Zephyranthes atamasca* var. *treatiae*

### **Crustaceans**

*Procambarus pictus*

### **Fish**

*Pristis pectinata*

### **Amphibians**

*Ambystoma cingulatum*  
*Notophthalmus peristriatus*

### **Reptiles**

*Dermochelys coriacea*  
*Drymarchon corais couperi*  
*Gopherus polyphemus*  
*Pituophis melanoleucus*

### **Birds**

*Athene cunicularia floridana*  
*Calidris canutus rufa*  
*Charadrius melodus*  
*Cistothorus palustris griseus*  
*Falco sparverius paulus*  
*Picoides borealis*  
*Rynchops niger*  
*Sternula antillarum*

### **Mammals**

*Eubalaena glacialis*  
*Sciurus niger shermani*



Species that may occur in the project area were determined based on the presence of suitable habitat and observations. These are included in the table below and were assigned a probability of occurrence (low, moderate, or high), defined as follows:

- Low – Species that that are known to occur in the county, but for which preferred habitat is limited in the project area.
- Moderate – Species that are known to occur in the county, and whose suitable habitat is well represented within or adjacent to the project area, but no observations or positive indicators exist to verify their presence.
- High – Species that are known to occur in the county and are suspected to occur based on known ranges and existence of sufficient preferred habitat within or immediately adjacent to the project area, or species which have been previously observed or documented within the project area.

**Table 1** summarizes the potential habitat availability and probability of occurrence within the project area for those listed species that may occur in the project area. In addition to the probability of occurrence categories detailed above, species that were observed within the project area during field investigations are marked as such. Documented occurrences of wood storks, nesting locations, Core Foraging Areas (CFAs), and wading bird rookeries are depicted on Exhibit 4. Documented occurrences of protected flora and fauna within 5 miles of the project area are depicted on Exhibit 5A and 5B.

Table 1. Federally-listed and candidate species and state-listed species – Duval County.						
Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area(s)	Probability of Occurrence
<b>Fish</b>						
<i>Acipenser brevirostrum</i> **	Shortnose Sturgeon	E	FE	Large rivers and coastal waterways. Formerly bred in the Ocklawaha River before the Rodman Dam was constructed.	Yes. Project contains a portion of Hogans Creek close to its junction with the St. Johns River.	Low.
<i>Acipenser oxyrinchus oxyrinchus</i> *	Atlantic Sturgeon	E	FE	Atlantic Ocean and portions of large river systems.	Yes.	Low.
<b>Reptiles</b>						
<i>Caretta caretta</i>	Loggerhead Sea Turtle	T	FT	Open sea, bays, lagoons, creeks; beaches for nesting.	Yes.	Low.
<i>Chelonia mydas</i>	Green Sea Turtle	T	FT	Open sea, inshore bays, tidal creeks; beaches for nesting.	Yes.	Low.
<i>Eretmochelys imbricata</i> *	Hawksbill Sea Turtle	E	FE	Open sea, coastal lagoons and waterways, mangroves; beaches for nesting.	Yes.	Low.
<i>Lepidochelys kempii</i> *	Kemp's Ridley	E	FE	Open sea, bays, lagoons,	Yes.	Low.

**Table 1. Federally-listed and candidate species and state-listed species – Duval County.**

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area(s)	Probability of Occurrence
	Sea Turtle			inlets; beaches for nesting.		
<b>Birds</b>						
<i>Egretta caerulea</i> **	Little Blue Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers freshwater habitats. Nests in mixed colonies in flooded trees or shrubs or on islands.	Yes.	Low.
<i>Egretta tricolor</i> **	Tricolored Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in flooded trees or shrubs or on islands.	Yes.	Low.
<i>Mycteria americana</i>	Wood Stork	T	FT	Forages in a wide variety of freshwater and brackish wetlands and waterways, including ponds and ditches. Prefers waterbodies that have shallow or variable water levels to concentrate fish prey. Nests in colonies in flooded trees or on islands.	Yes.	Low.
<i>Platalea ajaja</i> **	Roseate Spoonbill	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in mangroves, willow heads, or spoil islands.	Yes.	Low.
<b>Mammals</b>						
<i>Trichechus manatus</i> **	West Indian Manatee	T/CH	FT	Estuaries, tidal rivers, springs, and spring runs.	Yes.	Low.



**Table 1. Federally-listed and candidate species and state-listed species – Duval County.**

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area(s)	Probability of Occurrence
<p><b>Legal Status and Notes</b></p> <p><b>Federally-listed Species (FWS)</b>  <b>C</b> = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as endangered or threatened.  <b>CH</b> = Critical Habitat has been designated in the county in which the project is located.  <b>E</b> = Endangered: species in danger of extinction throughout all or a significant portion of its range.  <b>T</b> = Threatened: species likely to become endangered within the foreseeable future throughout all or a significant portion of its range.  <b>N</b> = Not federally-listed.  * = This species is included in a FWS Recovery Plan.  Recovery plans can be found at: <a href="https://ecos.fws.gov/ecp0/pub/speciesRecovery.jsp?sort=1">https://ecos.fws.gov/ecp0/pub/speciesRecovery.jsp?sort=1</a></p> <p><b>State-listed Species</b>  <b>SAT</b> = Listed as threatened for similarity of appearance.  <b>SSC</b> = Species of Special Concern.  <b>ST</b> = State threatened: species listed by the state that are likely to become endangered within the foreseeable future throughout all or a significant portion of its range.  <b>FE</b> = Federally endangered: species federally listed as being in danger of extinction throughout all or a significant portion of its range.  <b>FT</b> = Federally threatened: species federally listed as likely to become endangered within the foreseeable future throughout all or a significant portion of its range.  ** = FWC has developed a specific Imperiled Species Management Plan for this species.  Imperiled species management plans can be found at: <a href="http://myfwc.com/wildlifehabitats/imperiled/management-plans/">http://myfwc.com/wildlifehabitats/imperiled/management-plans/</a></p>						

#### 4.2.2 Listed Species That May Occur in the Project Area

The following listed species have some probability of occurrence in the project area or were observed during the field inspections. Only federally-listed species are afforded protection under the ESA at this time. The ESA is administered by FWS and NMFS to provide protection of imperiled species and their habitat. Section 7 of the ESA requires federal agencies to consult with the FWS or NMFS when a project under their review has the potential to impact a federally-listed species. Other species may be protected by state or other local regulations.

##### 4.2.2.1 Listed Wildlife Species That May Occur in the Project Area

###### FISH

The **shortnose sturgeon** (*Acipenser brevirostrum*) and **Atlantic sturgeon** (*Acipenser oxyrinchus oxyrinchus*) are very rare fish that are known to occur in the St. Johns River system. They are not likely to utilize small disturbed and channelized tributaries like Hogans Creek. This, coupled with their overall rarity in the St. Johns system, gives both species a low probability of occurrence in the project study area. The project will have **no effect** on these species.

## REPTILES

**Sea Turtles Excluding Leatherback Sea Turtle** – The **loggerhead sea turtle** (*Caretta caretta*), **green sea turtle** (*Chelonia mydas*), **hawksbill sea turtle** (*Eretmochelys imbricata*), and **Kemp's ridley** (*Lepidochelys kempii*) are all oceanic sea turtles that nest on beaches (FNAI, 2001). No nesting habitat for sea turtle species occurs within the project area. Juveniles of these species (especially the green sea turtle) are known to utilize brackish tidal bays and creeks. The nearest documented sea turtle stranding was a green sea turtle approximately 1,035 feet south of the project area in 2013 (Exhibit 5B). In general, most sea turtles are unlikely to frequently utilize extensively altered creeks such as Hogans Creek. Therefore, all of these species have been given a low probability of occurrence, and the project will have **no effect** on them.

## BIRDS

**State-listed Wading Birds** – The **little blue heron** (*Egretta caerulea*), **tricolored heron** (*Egretta tricolor*), and **roseate spoonbill** (*Platalea ajaja*) are state-listed as threatened. The nearest documented wading bird rookery is approximately 10.2 miles northeast of the project area and was last documented as active in the 1980s FWC survey. These species may occur in Hogans Creek but are all given a low probability of occurrence due to the highly urbanized area in which the project occurs and the lack of suitable wading areas. All are highly mobile, so if any individuals are present during construction, they can easily leave the area if disturbed. **No adverse effect is anticipated** for these state-listed wading birds.

**Wood Stork** (*Mycteria americana*) – The wood stork, federally listed as threatened, is a wetland dependent wading bird. It lives in areas containing woody vegetation over standing water, preferably in cypress trees or mangroves (Rodgers et al., 1988; FWS, 1996). The wood stork ranges across the state except for the western half of the panhandle (FWS, 1996). It routinely travels 6-25 miles to feeding sites and is known to fly between 60-80 miles to find food (Ogden et al., 1978; Browder, 1984; Ogden, 1996). It feeds in areas of calm and clear water that is between 2-16 inches deep (Kahl, 1964; Ogden, 1996). The wood stork requires areas that have long hydroperiods that allow for its prey to reproduce, and droughts that concentrate its prey into small pools making it easier to catch. FWS designates Core Foraging Areas (CFAs) for each documented wood stork colony by region. Duval County is within the North Florida region, which defines each CFA as a 13-mile radius surrounding the colony location. All wetlands within the 13-mile radius are considered Suitable Foraging Habitat (SFH) for wood storks.

As noted on Exhibit 4, the project is located within the CFA of a documented active wood stork colony. This colony is located approximately 5.5 miles north of the project area. Hogans Creek, the only waterway within the project study area, was surveyed for wood storks using visual and aural means. No wetlands occur in the project study area. No wood storks were observed within the project study area during field investigation, and shallow water for wading is very limited in the creek due to rip rap and steep channel sides. Therefore, this species has been given a low probability of occurrence. The project will not involve work in Hogans Creek; therefore, there will be **no effect** on the wood stork.



## MAMMALS

**West Indian Manatee** (*Trichechus manatus*) – The West Indian manatee is listed as threatened and afforded protection under the ESA and the Marine Mammal Protection Act of 1972, as amended. Manatees are large seal-shaped mammals that live in marine, fresh, or brackish water environments. Adult manatees average 9 feet in length and weigh approximately 1,000 lbs. Manatees are generally grey in color but can have algae or barnacles attached to their bodies that gives the appearance of speckling. Manatees have leathery skin with sparse coarse hairs (FWS, 2014).

Manatees forage, rest, and mate along the shallow coastal waters of Florida, brackish bays and estuaries, and freshwater rivers and springs. Manatees are herbivores, and typically eat turtle grass (*Thalassia testudinum*), manatee grass (*Syringodium filiforme*), Cuban shoal grass (*Halodule wrightii*), and cordgrass (*Spartina* spp.) (FWS, 2014). Critical habitat has been established for the West Indian manatee in Duval County in the St. Johns River system (Exhibit 6). Hogans Creek is not considered Critical Habitat.

No West Indian manatees were observed on-site during field investigations. Numerous documented manatee mortalities have been documented in the downtown Jacksonville area; the nearest incident (in 2001) was located approximately 535 feet south of the project area (Exhibit 5B). This documented mortality demonstrates that manatees occur near the confluence of Hogans Creek and the St. Johns River. However, the highly disturbed nature of the creek makes it unattractive to manatees, and the lack of food vegetation in the creek further reduces the probability of manatee occurrence. Therefore, the probability of manatee occurrence is low. The project is not expected to include any in-water work; therefore, the project will have **no effect** on the manatee. In the event that in-water work is planned, the project will adhere to standard manatee conditions for in-water work, and the project **may affect, not likely to adversely affect** the manatee.

### 4.2.3 Additional Non-listed Federally Protected Species

**Bald Eagle** (*Haliaeetus leucocephalus*) – While no longer considered a listed species under the ESA, the bald eagle is afforded protection under the Bald and Golden Eagle Protection Act (BGEPA) of 1940, as amended. Bald eagles are large raptors that average 14 lbs. with a wingspan of approximately 8 feet as adults. They are brown with white head and tail feathers and range across North America utilizing a variety of habitats including coastal areas, rivers, lakes, and other territories in proximity to their preferred food, fish. In Florida, there are over 1,000 documented nesting pairs of bald eagles (<http://myfwc.com/wildlifehabitats/managed/bald-eagle/information>).

No bald eagles were directly observed within the project study area during field investigations. Exhibit 5A depicts the locations of the documented bald eagle nests within 5 miles of the project area. The closest documented bald eagle nest to the project is nest #DU020, last surveyed and documented active in 2014. This nest is located approximately 2.6 miles south of the project study area. The project area is outside of the 660-foot construction activity buffer (the most conservative buffer restriction) mandated under BGEPA. It is not anticipated that any construction activities associated with the project will directly impact or adversely affect a bald eagle nest.

#### 4.3 Mitigation (Conceptual)

No mitigation to offset impacts to listed species is anticipated.

#### 4.4 Agency Coordination (Listed Species)

JTA will continue to coordinate with FWS, NMFS, and FWC regarding the project's potential effect on state- and federally-listed species. Agency coordination will continue throughout the design and permitting phases of the project.

#### 4.5 Conclusions (Listed Species)

A total of 70 species that are federally-listed, candidates for federal listing, and/or state-listed were determined to have no probability of occurrence in the project area. These species, which are listed in Section 4.2.1 of this report, will not be affected.

Three state-listed wading birds, the tricolored heron, the little blue heron, and roseate spoonbill, were determined to have a low probability of occurrence in the project study area. **No adverse effect is anticipated** for these species.

The federally-listed shortnose sturgeon, Atlantic sturgeon, loggerhead sea turtle, green sea turtle, hawksbill sea turtle, Kemp's ridley, wood stork, and West Indian manatee were determined to have low probabilities of occurrence and the project will have **no effect** on these species. Continued agency coordination will occur during permitting to address final determination of impacts, implementation of protection measures, and mitigation if necessary.

### 5.0 WETLAND EVALUATION

#### 5.1 Identification, Delineation, and Classification of Wetlands and Waters

Wetlands and waters within the project study area were identified and classified using definitions and guidelines contained in the FDOT's FLUCFCS Handbook (1999) and the Cowardin System (1979). The USACE Wetland Delineation Manual (1987) and its regional supplements, the Florida Wetlands Delineation Manual (Gilbert, et al., 1995), and several field guides aided in the identification of project wetlands. The attributes of the three parameters of vegetative composition, hydrologic regime, and soil classification determine the presence and type of wetland system.

No jurisdictional wetlands were identified within the project study area. The project study area contains a bridge that crosses a portion of Hogans Creek, a regulated Water of the State and US. The boundaries of the creek were located using a GPS device and are depicted on Exhibit 2. All waterway boundaries, acreages, and assessments given in this report are estimated and are subject to change pending verification and agency coordination during the permitting process.



At this time, it is assumed that all of the waters within the project study area are jurisdictional for both SJRWMD and USACE, and (depending on the types of permits for which the project qualifies and the final temporary and permanent impact acreage) that all these wetlands may require mitigation if impacted.

## **5.2 Existing Wetlands and Other Surface Waters**

No wetlands occur in the project study area. Hogans Creek is the only waterway present. See Section 3.2 for a full description of Hogans Creek within the project study area.

## **5.3 Wetland Assessments**

No impacts to Hogans Creek are anticipated. However, if impacts are deemed necessary, and mitigation is required, the Uniform Mitigation Assessment Methodology (UMAM) will be used to determine the amount of mitigation required to offset impacts.

## **5.4 Avoidance and Minimization**

At this time, the project is expected to avoid all direct impacts to on-site waters (Hogans Creek). Wetland avoidance and minimization will continue to be a priority throughout all phases of project development. Applicable Best Management Practices (BMPs) for erosion control and water quality considerations will be adhered to during the construction phase of the project. The use of BMPs as necessary will protect the water quality of downstream systems.

## **5.5 Proposed Wetland and Waterway Impacts**

The project is not anticipated to involve any work in Hogans Creek, the only on-site waterway. No wetlands occur. Therefore, the project is not expected to incur any direct, secondary, or cumulative impacts to wetlands or waters.

## **5.6 Wetland Mitigation (Conceptual)**

The project is not expected to impact wetlands or waters; therefore, wetland mitigation is not anticipated to be necessary. If impacts are incurred, wetland mitigation will be provided as necessary to the satisfaction of SJRWMD, USACE, and/or NMFS.

## **5.7 Permits Required**

The project is not expected to involve impacts to or work within Hogans Creek. If during design impacts are deemed necessary, a permit from USACE will be necessary. Although no impacts to Hogans Creek are proposed, a permit will still be required from SJRWMD to authorize the any modifications to existing or new stormwater management systems.

Pursuant to 40 CFR parts 122 and 124, any project that results in the clearing of one or more acres of land will require a National Pollutant Discharge Elimination System (NPDES) permit from the USEPA. In association

with this permit, a Stormwater Pollution Prevention Plan (SWPPP), implemented during the construction of the project, will also be required. The primary functions of the NPDES requirements are to ensure that sediment and erosion are controlled during construction of the project. These permits require adherence to BMPs to ensure compliance.

### **5.8 Agency Coordination (Wetlands)**

Agency coordination will be conducted as necessary throughout the design and permitting phases of the project.

### **5.9 Conclusions (Wetlands)**

The Bay Street AV Corridor project study area includes a bridge that crosses over Hogans Creek. This portion of the creek is heavily altered and disturbed, with a channelized bed and rip rap banks. Vegetation is very sparse along the edge of the creek. No in-water work will be conducted as part of the Bay Street AV Corridor development. There are no wetlands within the project area; therefore, this project is not expected to require wetland mitigation. If impacts to or work within Hogans Creek are proposed, JTA will coordinate with SJRWMD, USACE, and/or NMFS to determine if wetland mitigation is necessary and (if so) will provide appropriate mitigation.

## **6.0 ESSENTIAL FISH HABITAT**

An EFH assessment is required when an action by a federal agency may adversely impact either EFH or a federally managed fish species. According to the Magnuson-Stevens Fishery Conservation and Management Act as amended through 1996, areas designated as EFH are defined as "...those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity". Federal agencies are required to coordinate potential adverse impacts to either EFH or federally managed fish species with NMFS.

### **6.1 Methods**

The only waterway in the project study area is Hogans Creek. Hogans Creek flows into the St. Johns River immediately south of the project study area. Since the adjacent portion of the St. Johns River is subject to tidal action and is EFH, Hogans Creek was determined to be subject to tidal action and; therefore, EFH.

### **6.2 Potential Impacts and Mitigation (Conceptual)**

EFH includes all tidal wetlands (saltmarshes), tidal waterways, and any other associated tidal aquatic habitat type that may occur within the project study area. Any permanent fill impacts to tidal wetlands and waterways will be considered EFH impacts. Although Hogans Creek is considered EFH, no work in this waterway is anticipated as a result of this project. Therefore, the project is not expected to incur EFH impacts or to require EFH mitigation.



#### 6.4 Agency Coordination (EFH)

JTA will coordinate with NMFS and USACE as necessary to address EFH issues, impacts, and mitigation plans during the design and permitting phases of the project.

#### 6.5 Conclusions (EFH)

The portion of Hogans Creek that lies within the project area is subject to tidal action and is considered EFH. However, since the project will not affect the creek, no loss of EFH will be incurred and no EFH mitigation will be required.

### 7.0 CONCLUSION

A total of 70 plant and wildlife species that are federally-listed, candidates for federal listing, and/or state-listed were determined to have no probability of occurrence in the project area. These species, which are listed in Section 4.2.1 of this report, will not be affected. Three state-listed wading birds, the tricolored heron, the little blue heron, and roseate spoonbill, were determined to have a low probability of occurrence in the project area. **No adverse effect is anticipated** for these species. The federally-listed shortnose sturgeon, Atlantic sturgeon, loggerhead sea turtle, green sea turtle, hawksbill sea turtle, Kemp's ridley, wood stork, and West Indian manatee were determined to have low probabilities of occurrence and the project will have **no effect** on these species. Continued agency coordination will occur during permitting to address final determination of impacts, implementation of protection measures, and mitigation if necessary.

The Bay Street AV Corridor project study area includes a bridge that crosses over Hogans Creek. This portion of the creek is heavily altered and disturbed, with a channelized bed and rip rap banks. Vegetation is very sparse along the edge of the creek. No in-water work will be conducted as part of the Bay Street AV Corridor. There are no wetlands within the project area. Therefore, this project is not expected to require wetland mitigation. If impacts to or work within Hogans Creek are proposed, JTA will coordinate with SJRWMD, USACE, and/or NMFS to determine if wetland mitigation is necessary and will provide appropriate mitigation.

The portion of Hogans Creek that lies within the project area is subject to tidal action and is considered Essential Fish Habitat (EFH). However, since the project will not affect the creek, no loss of EFH will be incurred and no EFH mitigation will be required.

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## **PROJECT EXHIBITS**



**Exhibit 1 – USGS Quadrangle Map**



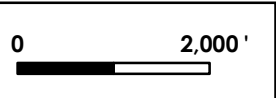
**LEGEND**

 Approximate Project Area - 24.47 ac.±

**Western Extent:**  
Lat: 30° 19' 33.04" N (30.325844 dd)  
Long: 81° 39' 48.36" W (-81.663433 dd)

**Eastern Extent:**  
Lat: 30° 19' 23.47" N (30.323261 dd)  
Long: 81° 38' 19.38" W (-81.638717 dd)

**Sections:** 13, 38, 39, 45, 50  
**Township:** 2 South  
**Range:** 26 East



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**Bay Street AV Corridor  
USGS Topographic  
Quadrangle Map**

Duval County, Florida

By: NEE

Project No.: 18115.01

Exhibit No.: 1

Date: 9-21-18

Rev. Date:






**Exhibit 2 – Habitat Map**

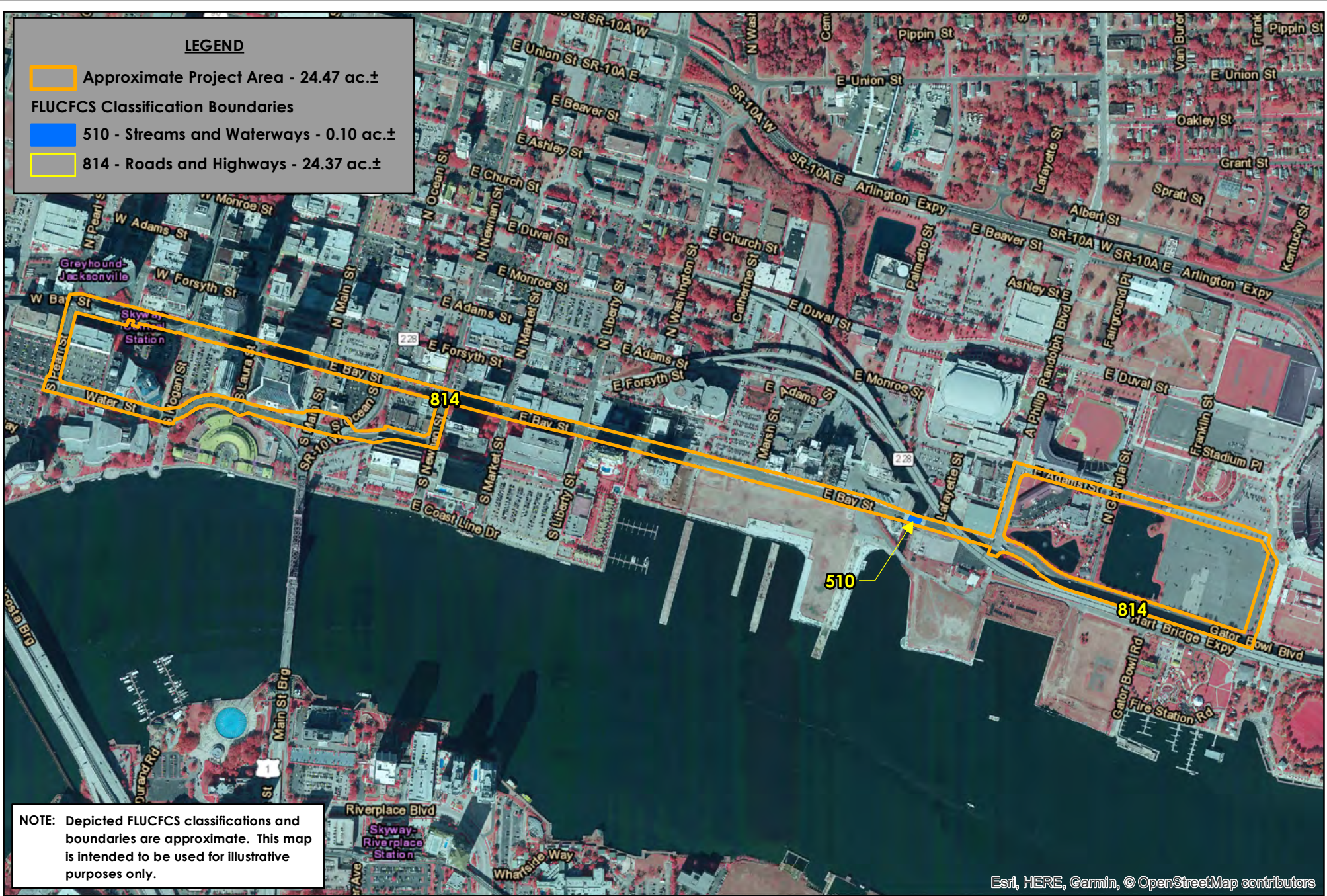
**LEGEND**

 Approximate Project Area - 24.47 ac.±

**FLUCFCS Classification Boundaries**

 510 - Streams and Waterways - 0.10 ac.±

 814 - Roads and Highways - 24.37 ac.±



NOTE: Depicted FLUCFCS classifications and boundaries are approximate. This map is intended to be used for illustrative purposes only.

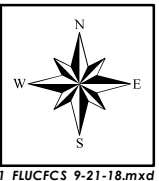
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**Bay Street AV Corridor  
 FLUCFCS Map**

Project No.:	18115.01
Exhibit No.:	2
Date:	9-21-18
Rev. Date:	



Source: 2009 Infrared Aerials (SJRWMD); ArcGIS Online Data (World Transportation)

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**Exhibit 3 – Soils Map**

**LEGEND**

- Approximate Project Area
- USDA-NRCS Soil Survey Classifications

**SOILS LEGEND**

- 69 - Urban Land
- 72 - Urban Land-Ortega-Kershaw complex



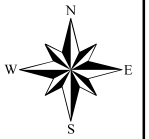
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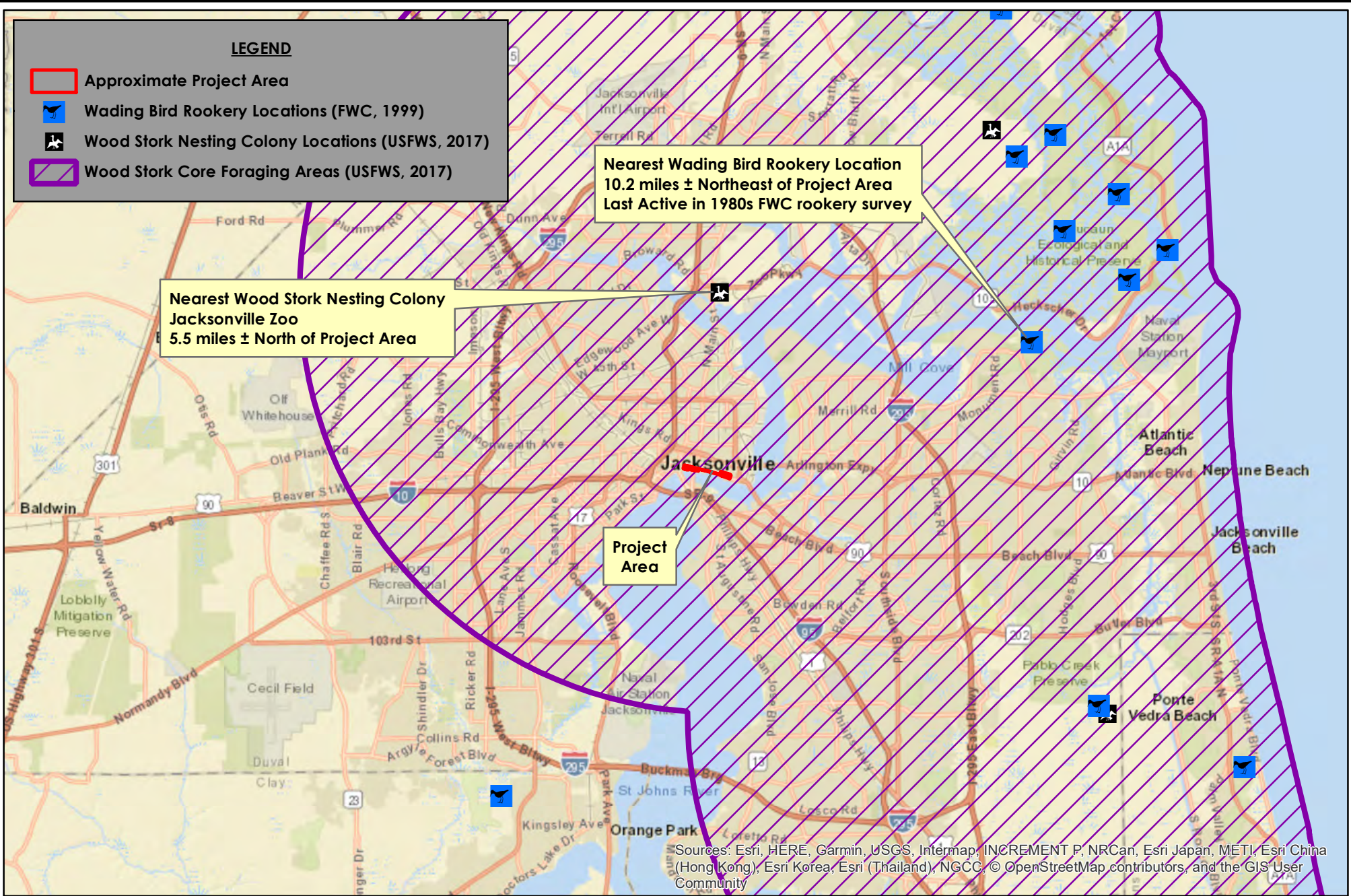
**Bay Street AV Corridor Soils Map**  
 Duval County, Florida

Project No.:	18115.01
Exhibit No.:	3
Date:	9-21-18
Rev. Date:	





**Exhibit 4 – Wading Bird Rookeries and Wood Stork Occurrences / CFAs**



**LEGEND**

- Approximate Project Area
- 🐦 Wading Bird Rookery Locations (FWC, 1999)
- 🐦 Wood Stork Nesting Colony Locations (USFWS, 2017)
- Wood Stork Core Foraging Areas (USFWS, 2017)

Nearest Wading Bird Rookery Location  
10.2 miles ± Northeast of Project Area  
Last Active in 1980s FWC rookery survey

Nearest Wood Stork Nesting Colony  
Jacksonville Zoo  
5.5 miles ± North of Project Area

Project Area

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



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**Bay Street AV Corridor Documented Occurrences of Wading Bird Rookeries and Wood Stork Occurrences/CFA's**

By: NEE

Project No.:	18115.01
Exhibit No.:	4
Date:	9-21-18
Rev. Date:	





**Exhibits 5A and 5B – Documented Occurrences of Protected Flora & Fauna within 5 Miles &  
Documented Occurrences of Manatee Mortality and Sea Turtle Strandings**

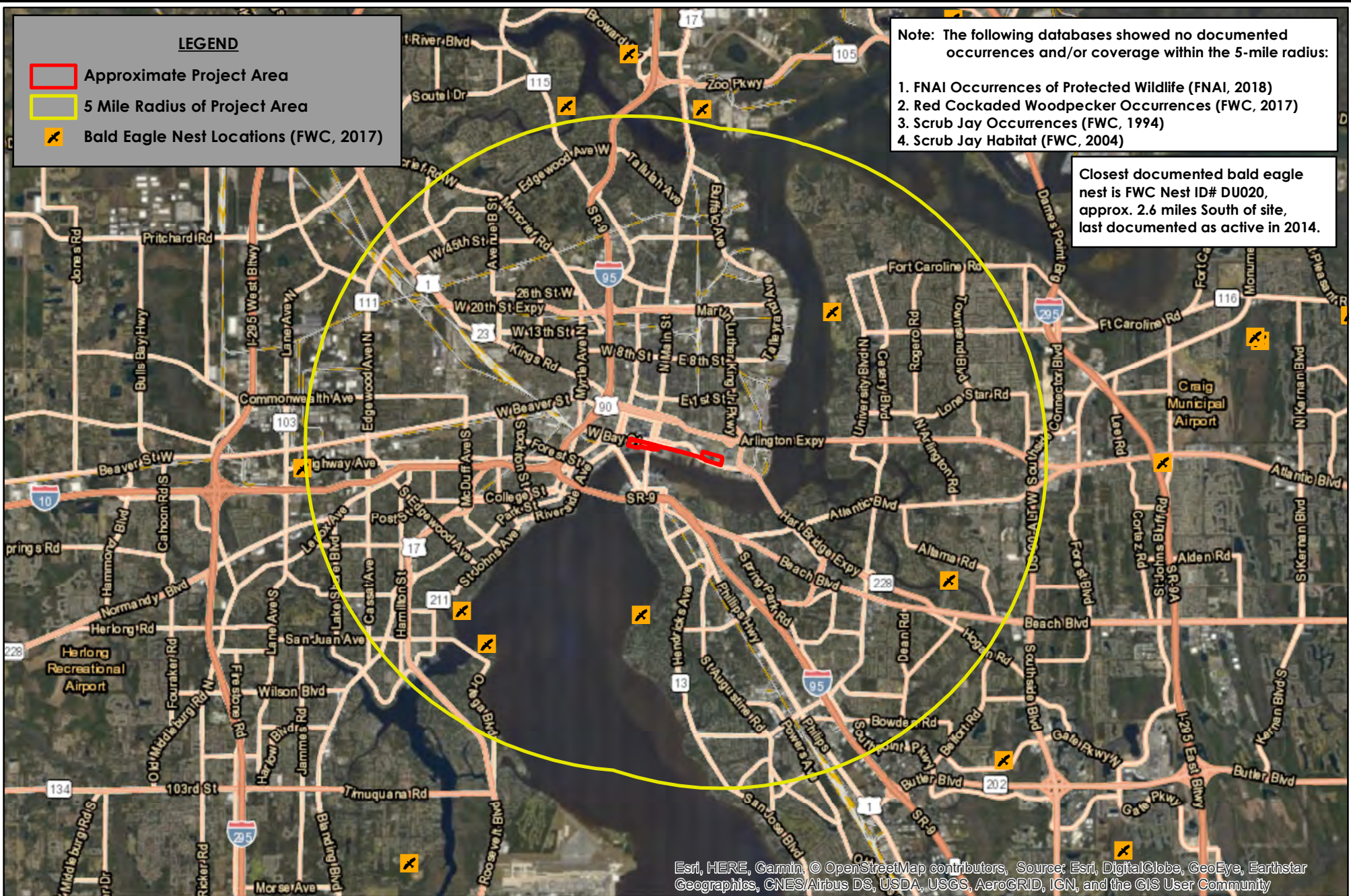
**LEGEND**

- Approximate Project Area
- 5 Mile Radius of Project Area
- ✂ Bald Eagle Nest Locations (FWC, 2017)

Note: The following databases showed no documented occurrences and/or coverage within the 5-mile radius:

1. FNAI Occurrences of Protected Wildlife (FNAI, 2018)
2. Red Cockaded Woodpecker Occurrences (FWC, 2017)
3. Scrub Jay Occurrences (FWC, 1994)
4. Scrub Jay Habitat (FWC, 2004)

Closest documented bald eagle nest is FWC Nest ID# DU020, approx. 2.6 miles South of site, last documented as active in 2014.



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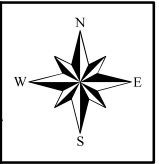
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**Bay Street AV Corridor**  
**Documented Occurrences of**  
**Protected Wildlife within 5 Miles**

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By: NEE

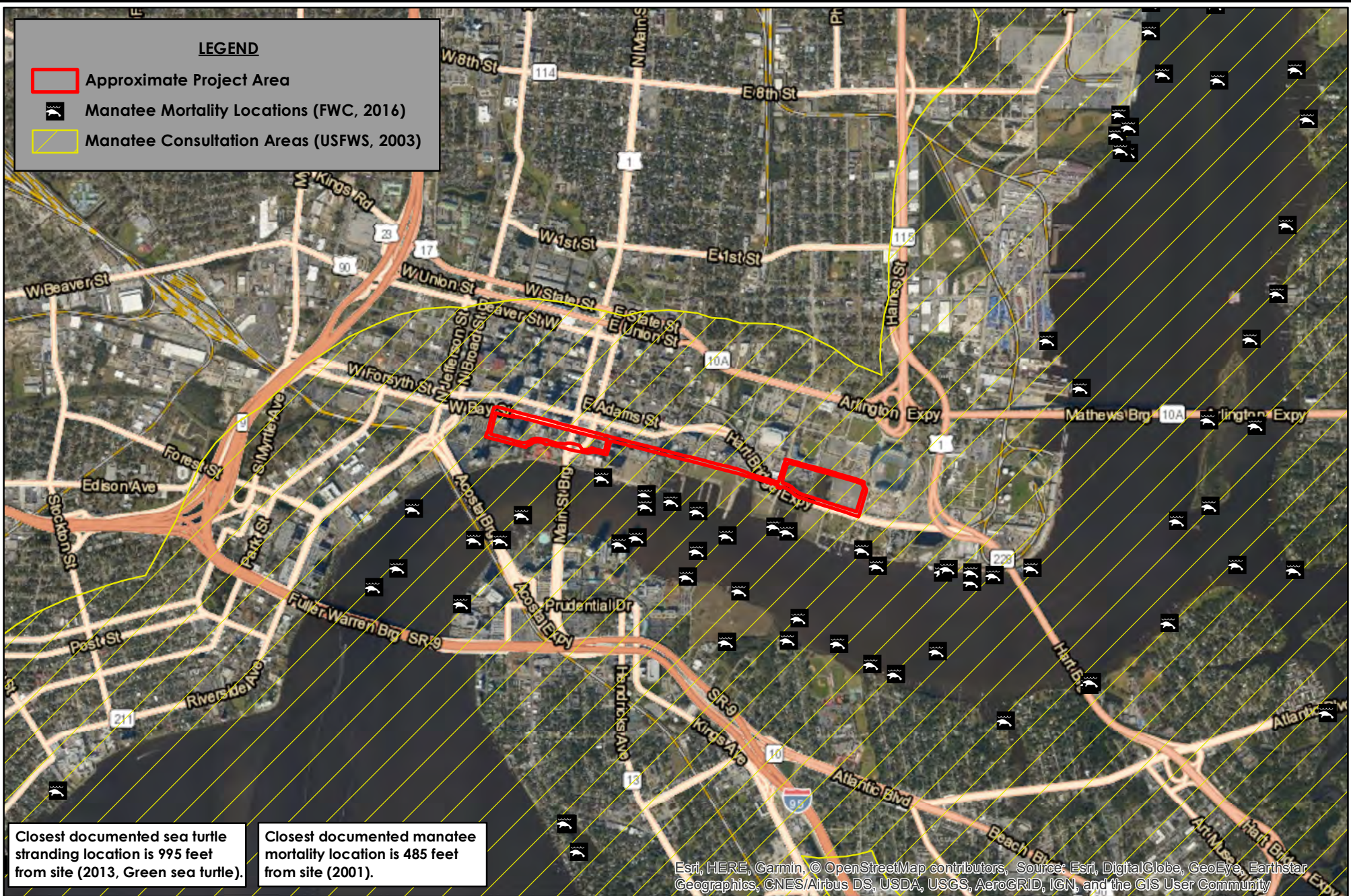
Project No.:	18115.01
Exhibit No.:	5 - A
Date:	9-21-18
Rev. Date:	





**LEGEND**

- Approximate Project Area
- Manatee Mortality Locations (FWC, 2016)
- Manatee Consultation Areas (USFWS, 2003)



Closest documented sea turtle stranding location is 995 feet from site (2013, Green sea turtle).

Closest documented manatee mortality location is 485 feet from site (2001).

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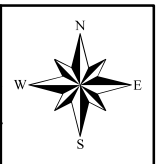
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**Bay Street AV Corridor  
Documented Occurrences of  
Manatee Mortality and Sea Turtle  
Strandings**

By: NEE

Project No.:	18115.01
Exhibit No.:	5 - B
Date:	9-21-18
Rev. Date:	

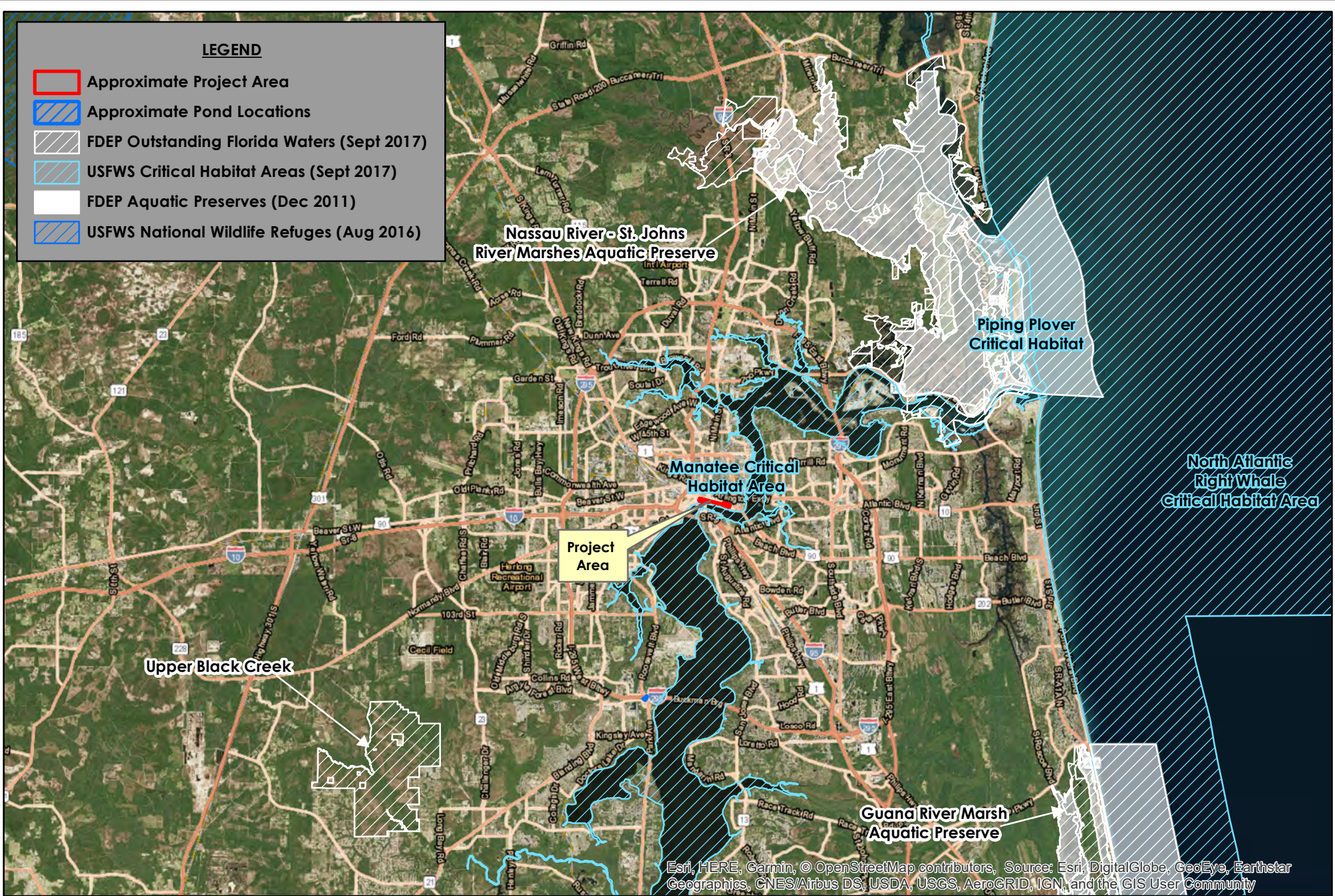


Source: USFWS, FDEP, FWC, FNAI, USGS, ArcGIS Online Imagery

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**Exhibit 6 – Aquatic Preserves, National Wildlife Refuges, Outstanding Florida Waters,  
and Critical Habitats**





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**Bay Street AV Corridor**  
**Aquatic Preserves, National Wildlife Refuges, Outstanding FL Waters, and Critical Habitats**  
 By: NEE

Project No.:	18115.01
Exhibit No.:	6
Date:	9-21-18
Rev. Date:	







U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION IV  
Alabama, Florida, Georgia,  
Kentucky, Mississippi,  
North Carolina, Puerto  
Rico, South Carolina,  
Tennessee, Virgin Islands

230 Peachtree St.,  
N.W., Suite 1400  
Atlanta, GA 30303  
404-865-5600

July 26, 2019

Suraya Teeple, AICP  
Jacksonville Transportation Authority  
121 West Forsyth Street, Ste 200  
Jacksonville, FL 32202

**RE: Bay Street Innovation Corridor – Categorical Exclusion**

Dear Ms. Teeple:

The Federal Transit Administration (FTA) has received and reviewed the Categorical Exclusion (CE) documentation submitted on June 27, 2019, for the subject facility. Based on our review of the material submitted, the project qualifies as a CE pursuant to 23 CFR Section 771.118(d) and has no potential to cause effect to historic resources pursuant to 36 CFR 800 and Section 106 of the National Historic Preservation Act. This CE finding covers the transit project to be located on Bay Street in Jacksonville, Florida.

This concludes the environmental review portion of FTA's grantmaking process. Please be aware that if there are changes to the project you must notify FTA in writing. FTA will determine whether any additional environmental review will be required. The FTA may require additional analysis for compliance with other statutes for any change in project scope at its discretion.

Please attach this concurrence letter from FTA, the CE document, and supporting documentation to the grant in TrAMS for the above referenced project. If we can be of further assistance, please contact Stan Mitchell at (404) 865-5643 ([stanley.a.mitchell@dot.gov](mailto:stanley.a.mitchell@dot.gov)) or Carrie Walker at (404) 865-5645 ([julia.walker@dot.gov](mailto:julia.walker@dot.gov)).

Sincerely,

Yvette G. Taylor, Ph.D.  
Regional Administrator