APPENDIX O

WOOD STORK FORAGING ANALYSIS



JUNE 2010

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IN COORDINATION WITH: BIRKITT ENVIRONMENTAL SERVICES, INC 550 N. REO ST, SUITE 105 TAMPA, FL 33609



ST. AUGUSTINE AIRPORT TAXIWAY 'C' REPLACEMENT, RSA COMPLIANCE, AND APPROACH LIGHTING SYSTEM PROJECTS WOOD STORK FORAGING ANALYSIS

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1.0 Introduction

A Wood Stork Foraging Analysis has been prepared for the Proposed Project pursuant to applicable federal and state laws (50 CFR 17.11-12 and Chapter 68A-27, F.A.C.). This Foraging Analysis is intended to satisfy the Wood Stork Management Plan and assist with determining impacts to the Federally (and state) listed wood stork.

1.1 Federal Legislative History

The wood stork was listed under the ESA as an endangered species on February 28, 1984 (USFWS, 1996). A Recovery Plan for the U.S. Breeding Population of the Wood Stork was developed by the USFWS in 1986 and later revised in 1987. This recovery plan was created to assure the long-term viability of the U.S. breeding population of the wood stork in the wild, allowing initially for reclassification to threatened status and ultimately removal from the list of threatened and endangered species. The USFWS has not designated critical habitat for the wood stork, but does designate Core Foraging Areas for the species. Critical habitat refers to an area designated as critical habitat listed in 50 CFR parts 17 or 226 and is described as habitat that if destroyed would decrease the likelihood of the survival and recovery of a listed species or a distinct segment of its population. Core Foraging Areas are defined as areas within 13 miles of a wood stork colony which contains suitable foraging habitat for the wood stork (USFWS, 2000).

1.2 Life Cycle

Wood storks are large, long-legged wading birds that have breeding populations throughout Florida, and scattered locations throughout Georgia, North Carolina, and South Carolina (USFWS, 1996). Wood storks typically nest in forested areas surrounded by broad expanses of open water, which helps protect them against predation. Two to five (usually three) white eggs are laid and hatch in approximately 30 days. The young fledge in about nine weeks, but typically continue to stay at the nest for an additional three to four weeks to be fed. Wood storks are seasonally monogamous, probably forming a new pair bond every season. Age at first breeding may be 3 years, but typically breeding occurs at 4 years (USFWS, 2009). Once wood storks reach sexual maturity, they are assumed to nest every year. Wood storks tend to use the same colony sites over many years, pending the site remains undisturbed and sufficient foraging habitat is located in the surrounding wetlands (USFWS, 1996).

The wood stork forages in a variety of shallow wetlands where prey concentrations are high. The wood stork captures its prey by tactolocation, using its bill to locate prey in the water and substrate, thus they depend on lower water levels to concentrate fish in adequate numbers to feed their young. When the wood stork's bill comes in contact with a prey item, the mandibles snap shut, the head is raised, and the prey is swallowed. This feeding specialization results in nesting cycles that are dependent on adequate water levels.

In typical wetland systems, the annual hydrologic pattern is very consistent, with water levels rising over 3 feet during the wetland season (June to November) and then receding gradually during the dry season (December to May). Wood storks nest during the dry season, and rely on the drying wetlands to concentrate prey items in the diminishing wetlands. Because of the continual change in water levels during the wood stork nesting period, any one site may only be suitable for foraging during a narrow window of time when wetlands have sufficiently dried to begin concentrating prey

and water depths are suitable for storks to access the wetlands. Once the wetland has dried to where water levels are near the ground surface, the area is no longer suitable for stork foraging, and will not be suitable until water levels rise and the area is repopulated with fish. Therefore, there is a general progression in the suitability of waters for foraging based on hydroperiods, with the short hydroperiod wetlands being utilized early in the season, the mid-range hydroperiod sites being utilized during the middle of the nesting season, and the longest hydroperiod areas being utilized later in the season.

During years of drought, some birds do not breed, while others move to areas with adequate water levels to initiate nesting. Wood storks can be found feeding in shallow water in both freshwater and coastal wetlands, including tidal creeks and flats, marshes, cypress swamps, ponds, ditches, and flooded fields. In addition, studies have shown that wood storks preferred ponds and marshes, and visited areas with little or no canopy more frequently (Coulter and Bryan, 1993). Even in foraging sites in swamps, the canopy tended to be sparse. Coulter and Bryan (1993) suggested that open canopies may have contributed to detection of the sites and more importantly may have allowed the wood storks to land more easily than at closed-canopy sites. In their study, the median amount of canopy cover where wood storks foraging was observed was 32%.

Researchers have shown wood storks forage most efficiently and effectively in habitats where prey densities are high, the water is shallow and the canopy is open enough to hunt successfully (Ogden et al. 1978; Browder 1984; Coulter 1987). Suitable foraging habitat is described as wetland or open water areas that are relatively calm, uncluttered by dense thickets of aquatic vegetation, and have a water depth between two (2) and 15 inches (USFWS, 2007). According to the Wood Stork Foraging Analysis Methodology provided by USFWS on November 9, 2007, prey vulnerability appears to be largely controlled by access to the foraging site, water depth, density of submerged vegetation, and the species-specific characteristics of the prey. Wood storks are very selective in the size of fish they consume. Generally, wood storks consume fish between 1.5 and 9 cm. in length and usually greater than one-year old (Ogden et al. 1976, Coulter et al. 1999).

The wood stork forages in freshwater and saltwater for a variety of fish, small reptiles, amphibians, and other aquatic organisms. Nesting storks generally use foraging sites that are located within approximately 20 km (12.5 miles) of the colony (Bryan and Coulter, 1987), but may feed as far away as 130 km (80 miles) (Ogden et al., 1978). Successful colonies are those that are in regions where birds have options to feed under a variety of rainfall and surface water conditions (USFWS, 1996).

1.3 Presence of Species on the Proposed Project Site

A species specific survey for wood storks was conducted by one (1) Birkitt Environmental Services, Inc. (Birkitt) and one (1) LPA Group, Inc. (LPA) scientist utilizing the accepted Florida Fish and Wildlife Conservation Commission (FWC) methodology (Beever, 1997). The shorelines of wetlands located within or adjacent to the proposed project area were surveyed for wood stork presence for five days (April 6th – April 10th, 2009). In addition, any wood storks observed during the onsite wetland delineations or during the general wildlife surveys were noted. During each survey, the species, activity, and general location of the wood storks were noted. Foraging areas that fit the criteria for wood stork Core Foraging Areas (wetlands with 2 to 15 inches of water depth, calm water, and without dense emergent vegetation) were investigated and mapped (**Figure 1**) in accordance with FWC and USFWS requirements.

Rookeries and Nesting Colonies

Desktop surveys completed by Birkitt included a review of the FWC and USFWS maps and FNAI databases. These investigations did not identify wood stork rookeries in or in proximity to the Airport. However, one nesting colony was identified approximately 5.9 miles from the proposed project area. The most recent verification of the activity of this colony was by the FWC in 1999. The colony was listed as active with 50 to 250 nests recorded (FWC, 2003). Suitable wetland and open water habitats within 13 miles of a wood stork nesting colony are considered Core Foraging Areas by the USFWS.

Foraging and On-site Observations

Birkitt biologists performed species-specific wildlife surveys across the site over the course of a five day period. These surveys covered the project site, adjacent habitats, and were conducted along the shorelines of wetlands located within or adjacent to the proposed project area.

No wood storks were observed foraging within the saltmarsh habitats located in or directly adjacent to the proposed project area. In total, three different occurrences of wood storks were recorded during the five days of species specific surveys. The wood storks, during the first two occurrences, were observed flying over the proposed project area. Only one wood stork was observed foraging on site, at the corner of the previously dredged tidal ditch and canal. This area meets the criteria for a Core Foraging Area for wood storks as it is within the 13 mile buffer of one known wood stork nesting colony and contains suitable foraging habitat. In addition, it should be noted that wood storks are frequently observed in the vicinity of the airport and several individuals were seen during a June 3, 2009 site visit with agency personnel (personal communication with airport staff and USFWS representative Erin Gawera)

2.0 Habitat Descriptions and Impacts

The wetland habitats that are located in or near the proposed project area include saltmarsh and open water areas surrounding the St. Augustine Airport (Figure 1). These habitats are important for wood storks as the saltmarsh habitats provide nursery grounds for small fish, frogs, and other aquatic prey which can become concentrated in the adjacent shallow, open water areas. A portion of these areas can be considered suitable, but not optimal, foraging habitats for the wood stork.

According to the Wood Stork Foraging Habitat Assessment Procedures (2003), three variables are indicative of optimal or suitable habitat for a foraging wood stork: prey availability, hydrologic regime, and water quality. Optimal prey availability for wood storks occurs when water depths are within 2 to 15 inches in height, the waters are calm, the area does not have dense coverage of emergent aquatic vegetation, and small depressional pockets are present to concentrate prey. Appropriate wetland hydrology for wood stork foraging is the presence of standing water in the dry season as well as a strong hydrologic connection via ditches, swales, or sheet flow that provides a stable amount of water capable of supporting the appropriate densities of prey. Water quality in a wetland should have an appropriate rating and not be classified as degraded or impaired to be considered appropriate or optimal foraging habitat.

In addition, wetland suitability for wood stork foraging is partially dependant on vegetation density. Dense vegetation generally limits accessibility of foraging wading birds (USFWS, 2007). Competition is also an important factor in habitat suitability, according to the USFWS South Florida Programmatic Letter (2007). A large presence of other species of wading and shore birds, which eat the same prey as woods storks can lower the prey availability for wood storks. As a result, a site with high levels of other piscivores may reduce the foraging suitability of an area.

The proposed project area does not meet the wood stork optimal foraging habitat criteria. The majority of the habitat in the proposed project area also does not meet the suitable foraging habitat criteria for wood storks because:

- 1. A large eroded bank, over 6 to 8 feet in height, is present along most of the eastern side of the airport.
- 2. This bank habitat is not flat, does not contain water levels deep enough to support prey, and contains large rocks and thick shrubby and emergent vegetation.
- 3. In the areas east, south and west of Runway 13-31, the saltmarsh habitat is dominated by dense emergent vegetation including black needlerush (*Juncus roemerianus*), saltmarsh cordgrass (*Spartina alterniflora*), and big leaf sumpweed (*Iva fruetescens*), which limits foraging accessibility.
- 4. Furthermore, many species of wading birds and shorebirds were observed foraging within the proposed project area and may provide competition to foraging wood storks.
- 5. The saltmarsh habitat located in the proposed project area contains unvegetated salt flats and often does not have water levels deep enough to support wood stork prey (2 to 15 inches of water). The saltmarsh and internal salt flats do not hold water during the majority of the year. It appears that most of the saltmarsh habitat in the proposed project area only receives water during a Spring Tide or a storm event. As a result, these areas do not provide suitable prey availability or hydrology for wood stork foraging.

The proposed project area does contain some habitat that satisfies the criteria for suitable (but not optimal) foraging habitat for wood storks (**Figure 2**). These foraging areas located within the Airport proposed project area are limited and can be considered low quality. In total, 2.54 acres of suitable wood stork foraging habitat will be affected by the proposed project and construction activities. Of the 2.54 acres, 1.25 acres of wood stork foraging habitat will be temporarily impacted from construction activities (Table 1). Therefore, only 1.29 acres of foraging habitat is proposed for permanent impacts. These areas include those open water areas within and adjacent to the saltmarsh habitat which are tidally influenced. Meandering creeks are present within the saltmarsh habitat which likely support wood stork prey. Other suitable foraging habitats located on site include unvegetated previously dredged canals, stormwater ditches, and mud flats.

These habitats may satisfy the three criteria listed above for suitable wood stork foraging habitat, but they are considered low quality foraging areas due to constraints that limit foraging. These wood stork foraging areas are tidally influenced, sometimes having depths less than two inches and more than 15 inches of water. The waters of the proposed project area are located in Water Body (WBID) 23631 and have been classified as "impaired" by the FDEP. WBID 23631 is listed as having impairments for arsenic, coliform (shellfish harvesting downgrade), copper, iron, mercury (in fish tissue), and nickel. The waters and mud flats also contain areas of oysters which may limit foraging for wood storks.

Wood Stork Foraging Habitat Impacts					
Wood Stork Foraging Habitat	Acreage				
Temporary impacts	1.25				
Permanent Impacts	1.29				
TOTAL	2.54				
Creation	0.60				
TOTAL NET LOSS	0.69				

Table 1				
Wood Stork Foraging Ha	bitat Impacts			

Therefore, the lack of suitable water depths, the poor water quality, the lack of hydrology in the saltmarsh habitats, and the competition from other water bird and shorebird species suggests that the majority of habitat located within the proposed project area is not considered suitable wood stork foraging habitat. Of the 12.2 acres of wetland¹ and 3.91 acres of open water habitat located within the proposed project area, only 2.54 acres (or 15.8%) is considered suitable foraging habitat. The suitable foraging habitat on site primarily includes a previously dredged canal, a stormwater ditch and mud flats. Due to the fact that these habitats are tidally influenced and classified as impaired for water quality, these habitats can be considered suitable; but, are not optimal for wood stork foraging. In addition, several wood storks were observed roosting or flying over the project. However, one wood stork was observed foraging during the listed species surveys, outside of the area proposed for direct impacts. It should also be noted that a new connection from the existing creek to the previously dredged tidal canal will be created to maintain navigation for residents that live further down the creek. This newly dredged area will provide wood stork foraging habitat and consists of approximately 0.60 acres of tidally influenced open water habitat.

Adjacent areas, outside of the proposed project area, are available for foraging wood storks that are suitable, if not of higher quality to those habitats in the proposed project area. It is expected that wood storks will move to these adjacent suitable habitats during construction and as a result, are not expected to be impacted during construction. After construction, significant amounts of suitable wetland habitat will remain adjacent to the proposed project area to support wood storks. In addition, the proposed project is not expected to increase the airport operations and aircraft activity as the proposed project is safety based. No net increase in aircraft landings or take-offs means no impact or increase in disturbance to wood storks after construction is complete. Therefore, only minimal impacts to wood storks are expected during and after construction.

3.0 Mitigation

In total, only 1.29 acres of suitable wood stork foraging habitat are proposed for permanent impact from the activities associated with the project (3.0% of the proposed project area). The proposed measures to offset and minimize impacts to these 1.29 acres of wood stork foraging habitat will be in accordance with the Clean Water Act Section 404(b)(1) guidelines and are not contrary to the Habitat

¹ The saltmarsh acreage includes approximately 1.37 acres of salt flats.

Management Guidelines for the Wood Stork. In addition, habitat compensation will be within or in proximity to the appropriate Core Foraging Area (13 miles from the known nesting colony site). Habitat compensation replaces foraging value, consisting of wetland enhancement or restoration matching the hydroperiod of the wetlands affected, and providing foraging value similar to, or higher than, that of the impacted wetland (Per the USFWS North Florida Field Office Programmatic Concurrence Letter; USFWS, 2008). For more information on the proposed mitigation options, refer to Section 6.03 of the EA.

In addition, BMPs will be utilized throughout the construction of the proposed project. Suitable erosion control and vegetative restoration methods will be utilized. Since wetland disturbance is unavoidable with the proposed project, all work will be performed in previously disturbed wetlands. Structures will be designed and maintained to prevent shoaling and the alteration of natural water circulation. Access channels and canals will be designed to ensure adequate flushing so as not to create low-dissolved oxygen conditions or sumps for heavy metals and other contaminants. Construction techniques (e.g. silt screens and turbidity curtains) will avoid or minimize turbidity and dispersal of dredged materials into adjacent wetland areas.

The proposed mitigation for the proposed project will also comply with the definition of mitigation that is provided in 40 CFR 1508.20 of the CEQ recommendations. Those recommendations define mitigation as a sequential process whereby impacts are avoided, minimized, rectified, reduced over time, or are offset through compensation. As a general rule, mitigation that restores previously existing habitats is more desirable and likely to succeed than that which seeks to create new habitat. The numerous spoil islands that exist within the Tolomato River basin provide substantial opportunity for wetlands restoration. Restoration of adversely impacted emergent vegetation is a feasible and recognized mitigation option.

It is anticipated that the loss of habitat through implementation of the proposed project will be offset by the proposed mitigation. Considering the unavoidable nature of the impacts with the proposed project, the previously disturbed quality of habitat to be impacted and the proposed restoration or mitigation to offset those impacts, the adverse impacts to wood stork foraging habitat should be considered insignificant.

4.0 Conclusion

The proposed project will result in the loss of approximately 7.46 acres of wetlands and 2.57 acres of other surface waters on site. Many of these areas are not considered suitable habitat for wood storks due to the dense vegetation and lack of necessary hydrology needed for foraging. Approximately 1.29 acres of suitable wood stork foraging habitat are proposed for permanent impact and consists primarily of unvegetated, previously dredged canals and stormwater ditches. Other suitable wood stork foraging habitat found in the proposed project area includes small, meandering, tidally influenced creeks within the saltmarsh and intertidal mud flats. The project will also create a new tidal channel which will be available for wood stork foraging and will replace part of the impacted tidal ditch. This new channel will create approximately 0.60 acres of wood stork foraging habitat, making the net loss of wood stork foraging habitat only 0.69 acres.

The USFWS North Florida Field Office Programmatic Concurrence letter (USFWS, 2008) lists certain criteria that must be met for a project to "Not Likely to Adversely Affect" the wood stork (as

described in Section 3.0 above). The proposed project will meet these criteria. The mitigation proposed for compensation of the wood stork foraging habitats impact is expected to be sufficient to satisfy the Clean Water Act 404(b)(1) guidelines and is not contrary to the Habitat Management Guidelines for the Wood Stork. Suitable foraging habitat impacts were avoided and minimized to the greatest extent practicable. In addition, the proposed mitigation will replace the foraging habitat being impacted with similar (if not higher quality) habitat type and hydroperiods and will occur within or in proximity to the Core Foraging Area (13 miles from the known nesting colony location). It is anticipated that the proposed mitigation will provide foraging habitat with similar, if not better, prey availability, hydrology, and water quality than what is being impacted. As a result, the project is expected "Not Likely to Adversely Affect" the wood stork or its habitat.

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FIGURES

FIGURE 1 FLUCFCS



FLUCFCS Table

Class Definition	Code	Number
Streams and Waterways Saltmarsh	510 642	3.91 12.2
(Includes 1.37 ac. of salt flats) Airports	811	26.7





Figure 1

FIGURE 2

Wood Stork Foraging Habitat



APPENDIX P

FNAI REPORT



JUNE 2010

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1018 Thomasville Road Suite 200-C Tallahassee, FL 32303 850-224-8207 fax 850-681-9364 www.fnai.org

Melissa Green Birkitt Environmental Services, Inc. 550 North Reo Street Tampa, FL 33609

Dear Ms. Green,

Thank you for your request for information from the Florida Natural Areas Inventory (FNAI). We have compiled the following information for your project area.

Project:	St. Augustine Airport
Date Received:	March 24, 2009
Location:	St Johns County

Element Occurrences

A search of our maps and database indicates that currently we have several Element Occurrences mapped within the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The Element Occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, Element Occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.



Florida Resources and Environmental Analysis Center

Institute of Science and Public Affairs

The Florida State University

Tracking Florida's Biodiversity

March 31, 2009

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

Managed Areas

Portions of the site appear to be located within the Guana Tolomato Matanzas National Estuarine Research Reserve, managed by the Florida Department of Environmental Protection, Office of Coastal and Aquatic Managed Areas.

The Managed Areas data layer shows public and privately managed conservation lands throughout the state. Federal, state, local, and privately managed conservation lands are included.

Land Acquisition Projects

This site appears to be located within the Northeast Florida Blueway Florida Forever BOT Project, which is part of the State of Florida's Conservation and Recreation Lands land acquisition program. A description of this project is enclosed. For more information on this Florida Forever Project, contact the Florida Department of Environmental Protection, Division of State Lands.

Florida Forever Board of Trustees (BOT) projects are proposed and acquired through the Florida Department of Environmental Protection, Division of State Lands. The state has no regulatory authority over these lands until they are purchased.

The Inventory always recommends that professionals familiar with Florida's flora and fauna should conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. FNAI data may not be resold for profit.

Thank you for your use of FNAI services. If I can be of further assistance, please give me a call at (850) 224-8207.

Lindsay Horton

Lindsay Horton Data Services Coordinator

Encl

Tracking Florida's Biodiversity



1018 Thomasville Road Suite 200-C Tallahassee, FL 32303 (850) 224-8207 (850) 681-9364 Fax www.fnai.org Natural Areas

Florida Natural Areas Inventory ELEMENT OCCURRENCES DOCUMENTED ON OR NEAR St. Augustine Airport



Natural Areas INVENTORY			Global	State	Fodora	State	Observatio	n	1001
Map Label	Scientific Name	Common Name				Listing	Date	Description	EO Comments
PITUMUGI*163	Pituophis melanoleucus mugitus	Florida Pine Snake	G4T3	S3	Ν	LS	ZZ	COASTAL STRAND DOMINATED BY SERENOA REPENS, QUERCUS VIRGINIANA, ZANTHOXYLUM CLAVA-HERCULUS, ERYTHRIMA HERBACEA, AND SCATTERED UNIOLA PANICULATA. COASTAI STRAND GRADES TO MARITIME HAMMOCK.	INDIVIDUÀL.
MARIHAMM*230	Maritime hammock		G3	\$2	N	N	2004	1992-04-23: oak hammock forming narrow fringe along salt marshes (F92JOH03FLUS).	g 2004: Update to last obs date was based on interpretation of aerial photography (previous value was 1992-04-23) (U05FNA02FLUS). 1992-04-23: 25' oaks of Quercus virginiana dominant. Tree-size Quercus geminata (still with old
SCRUB****747	Scrub		G2	\$2	Ν	Ν	2004	No general description given	2004: Update to last obs date was based on interpretation of aerial photography (previous value was 1992-04-23) (U05FNA02FLUS). LOW DENSE SPRAY-PRUNED OAK SCRUB WITH SAND LIVE OAK HEAVILY PREDOMINANT (QUERCUS GEMINATA). OTHER SHRUBS INCLUDE SERENOA REPEN
DRYMCOUP*170	Drymarchon couperi	Eastern Indigo Snake	G3	S 3	LT	LT	1970->	No general description given	INDIGO OBSERVED BY BARRY MANSELL POST-1970 (MOLER INTERVIEW OF MANSELL, 1981-01-24).
GLANMARI*46	Glandularia maritima	Coastal Vervain	G3	\$3	N	LE	1992-04-23	CHOPPED STRIP OF SCRUB FROM A1A WEST TO LAGOON.	SCATTERED PLANTS GROWING IN OPEN SUN IN SANDY SOIL AMONG THE CUT STUMPS OF SCRUB OAKS. IN FLOWER.
DERMCORI*15	Dermochelys coriacea	Leatherback	G2	S 2	LE	LE	2007-06-26		n 2007-06-26: female photographed nesting n ca. 4 km north of St. Augustine Inlet (gps): point in A08BUR01FLUS).

03/31/2009

Page 1 of 1

Florida Natural Areas Inventory Rank Explanations

GLOBAL AND STATE RANKS

Florida Natural Areas Inventory (FNAI) defines an **element** as any rare or exemplary component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature. FNAI assigns two ranks to each element found in Florida: the **global rank**, which is based on an element's worldwide status, and the **state rank**, which is based on the status of the element within Florida. Element ranks are based on many factors, including estimated number of occurrences, estimated abundance (for species and populations) or area (for natural communities), estimated number of adequately protected occurrences, range, threats, and ecological fragility.

GLOBAL RANK DEFINITIONS

- *G1* Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
- *G2* Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
- *G3* Either very rare and local throughout its range (21-100 occurrences or less than 10,0000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
- G4 Apparently secure globally (may be rare in parts of range).
- G5 Demonstrably secure globally.
- *G#?* Tentative rank (e.g., G2?)
- *G#G#* Range of rank; insufficient data to assign specific global rank (e.g., G2G3)
- *G#T#* Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1)
- *G#Q* Rank of questionable species ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q)
- *G#T#Q* Same as above, but validity as subspecies or variety is questioned.
- *GH* Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker)
- GNA Ranking is not applicable because element is not a suitable target for conservation (e.g. as for hybrid species)
- GNR Not yet ranked (temporary)
- **GNRTNR** Neither the full species nor the taxonomic subgroup has yet been ranked (temporary)
- *GX* Believed to be extinct throughout range
- *GXC* Extirpated from the wild but still known from captivity/cultivation
- GU Unrankable. Due to lack of information, no rank or range can be assigned (e.g., GUT2).

STATE RANK DEFINITIONS

Definition parallels global element rank: substitute "S" for "G" in above global ranks, and "in Florida" for "globally" in above global rank definitions.

Tracking Florida's Biodiversity

FEDERAL AND STATE LEGAL STATUSES (U.S. Fish and Wildlife Service – USFWS) PROVIDED BY FNAI FOR INFORMATION ONLY.

For official definitions and lists of protected species, consult the relevant state or federal agency.

FEDERAL LEGAL STATUS

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

- *LE* Listed as Endangered Species in the List of Endangered and Threatened Wildlife and Plants under the provisions of the Endangered Species Act. Defined as any species which is in danger of extinction throughout all or a significant portion of its range.
- *LE,XN* A non essential experimental population of a species otherwise Listed as an Endangered Species in the List of Endangered and Threatened Wildlife and Plants. LE,XN for Grus americana (Whooping crane), Federally listed as XN (Non essential experimental population) refers to the Florida experimental population only. Federal listing elsewhere for Grus americana is LE.
- **PE** Proposed for addition to the List of Endangered and Threatened Wildlife and Plants as Endangered Species.
- *LT* Listed as Threatened Species, defined as any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.
- *LT,PDL* Species currently listed Threatened but has been proposed for delisting.
- *PT* Proposed for listing as Threatened Species.
- C Candidate Species for addition to the list of Endangered and Threatened Wildlife and Plants, Category 1. Federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
- *SAT* Threatened due to similarity of appearance to a threatened species.
- SC Species of Concern, species is not currently listed but is of management concern to USFWS.
- *N* Not currently listed, nor currently being considered for addition to the List of Endangered and Threatened Wildlife and Plants.

FLORIDA LEGAL STATUSES (Florida Fish and Wildlife Conservation Commission – FFWCC/ Florida Department of Agriculture and Consumer Services – FDACS)

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission - FFWCC, 1 August 1997, and subsequent updates.

- LE Listed as Endangered Species by the FFWCC. Defined as a species, subspecies, or isolated population which is so rare or depleted in number or so restricted in range of habitat due to any man-made or natural factors that it is in immediate danger of extinction or extirpation from the state, or which may attain such a status within the immediate future.
- *LT* Listed as Threatened Species by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
- LT* Indicates that a species has LT status only in selected portions of its range in Florida. LT* for Ursus americanus floridanus (Florida black bear) indicates that LT status does not apply in Baker and Columbia counties and in the Apalachicola National Forest. LT* for Neovison vison pop. 1 (Southern mink, South Florida population) state listed as Threatened refers to the Everglades population only (Note: species formerly listed as Mustela vison mink pop. 1. Also, priorly listed as Mustela evergladensis).
- *LS* Listed as Species of Special Concern by the FFWCC, defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification,

Tracking Florida's Biodiversity

Florida Natural Areas Inventory Rank Explanations

environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species.

- LS* Indicates that a species has LS status only in selected portions of its range in Florida. LS* for Pandion haliaetus (Osprey) state listed as LS (Species of Special Concern) in Monroe County only.
- **PE** Proposed for listing as Endangered.
- *PT* Proposed for listing as Threatened.
- **PS** Proposed for listing as a Species of Special Concern.
- *N* Not currently listed, nor currently being considered for listing.

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or please visit: http://DOACS.State.FL.US/PI/Images/Rule05b.pdf

- *LE* Listed as Endangered Plants in the Preservation of Native Flora of Florida Act. Defined as species of plants native to the state that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue, and includes all species determined to be endangered or threatened pursuant to the Federal Endangered Species Act of 1973, as amended.
- **PE** Proposed by the FDACS for listing as Endangered Plants.
- *LT* Listed as Threatened Plants in the Preservation of Native Flora of Florida Act. Defined as species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in such number as to cause them to be endangered. LT* indicates that a species has LT status only in selected portions of its range in Florida.

PT Proposed by the FDACS for listing as Threatened Plants.

N Not currently listed, nor currently being considered for listing.



1018 Thomasville Road Suite 200-C Tallahassee, FL 32303 (850) 224-8207 (850) 681-9364 Fax www.fnai.org

Tracking Florida's Biodiversity







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FOR IMMEDIATE RELEASE

FNAI's Biodiversity Matrix Online

The Biodiversity Matrix Map Server is a new screening tool from FNAI that provides immediate, free access to rare species occurrence information statewide. This tool allows you to zoom to your site of interest and create a report listing documented, likely, and potential occurrences of rare species and natural communities.

The FNAI Biodiversity Matrix offers **built-in interpretation** of the likelihood of species occurrence for each 1-square-mile Matrix Unit across the state. The report includes a site map and list of species and natural communities by occurrence status: Documented, Documented-Historic, Likely, and Potential.

Try it today: www.fnai.org/biointro.cfm

Please note: FNAI will continue to offer our Standard Data Report service as always. The Standard Data Report offers the most comprehensive information available on rare species, natural communities, conservation lands, and other natural resources.



Florida Natural Areas Inventory

Biodiversity Matrix Report



Natural Areas					
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Matrix Unit ID: 47120					
Likely					
Drymarchon couperi Mesic flatwoods	Eastern Indigo Snake	G3 G4	S3 S4	LT N	LT N
Potential					
Asclepias viridula Asplenium heteroresiliens Calopogon multiflorus Calydorea coelestina Centrosema arenicola Corynorhinus rafinesquii Ctenium floridanum Gopherus polyphemus Lechea cernua Litsea aestivalis Lythrum curtissii Matelea floridana Monotropsis reynoldsiae Nemastylis floridana Neovison vison lutensis Nolina atopocarpa Pituophis melanoleucus mugitus Salix floridana Ursus americanus floridanus	Southern Milkweed Wagner's Spleenwort Many-flowered Grass-pink Bartram's Ixia Sand Butterfly Pea Rafinesque's Big-eared Bat Florida toothache-grass Gopher Tortoise Nodding Pinweed Pondspice Curtis's Loosestrife Florida Spiny-pod Pygmy Pipes Celestial Lily Atlantic Salt Marsh Mink Florida Beargrass Florida Pine Snake Florida Willow Florida Black Bear	G2 GNA G2G3 G2 G2Q G3G4 G2 G3 G3 G3 G3 G1 G2 G1Q G2 G5T3 G3 G4T3 G2 G5T2	S2 S1 S2S3 S2 S2 S2 S2 S2 S2 S2 S3 S2 S1 S2 S1 S2 S3 S3 S3 S2 S2 S2 S2	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	LT N E E E N E LT E E E E E N LS E T LS E T
Matrix Unit ID: 47121					
Likely					
Drymarchon couperi Mycteria americana	Eastern Indigo Snake Wood Stork	G3 G4	S3 S2	LT	LT LE
Potential					
Acipenser oxyrinchus oxyrinchus Asclepias viridula Asplenium heteroresiliens Calopogon multiflorus Calydorea coelestina Centrosema arenicola Corynorhinus rafinesquii Gopherus polyphemus Lechea cernua Litsea aestivalis Lythrum curtissii Matelea floridana Monotropsis reynoldsiae Nemastylis floridana Neovison vison lutensis Nolina atopocarpa	Atlantic Sturgeon Southern Milkweed Wagner's Spleenwort Many-flowered Grass-pink Bartram's Ixia Sand Butterfly Pea Rafinesque's Big-eared Bat Gopher Tortoise Nodding Pinweed Pondspice Curtis's Loosestrife Florida Spiny-pod Pygmy Pipes Celestial Lily Atlantic Salt Marsh Mink Florida Beargrass	G3T3 G2 GNA G2G3 G2 G2Q G3G4 G3 G3 G3 G3 G1 G2 G1Q G2 G5T3 G3	S1 S2 S1 S2S3 S2 S2 S3 S3 S2 S3 S3 S2 S1 S2 S1 S2 S1 S2 S3 S3 S3	0 Z Z Z Z Z Z Z Z Z Z Z Z Z	LS LT N E E E E N T T E E E E E E N T LT

Definitions: Documented - Rare species and natural communities documented on or near this site.

Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years. Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity. Potential - This site lies within the known or predicted range of the species listed.



Florida Natural Areas Inventory Biodiversity Matrix Report



Natural Arreas						
INVENTORY Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	
Pituophis melanoleucus mugitus Salix floridana Trichechus manatus Ursus americanus floridanus	Florida Pine Snake Florida Willow Manatee Florida Black Bear	G4T3 G2 G2 G5T2	S3 S2 S2 S2	N N LE N	LS LE LT*	
Matrix Unit ID: 47486						
Likely						
Drymarchon couperi Mycteria americana	Eastern Indigo Snake Wood Stork	G3 G4	S3 S2	LT LE	LT LE	
Potential						
Acipenser oxyrinchus oxyrinchus Asplenium heteroresiliens Calopogon multiflorus Calydorea coelestina Centrosema arenicola Corynorhinus rafinesquii Gopherus polyphemus Lechea cernua Litsea aestivalis Lythrum curtissii Matelea floridana Monotropsis reynoldsiae Nemastylis floridana Neovison vison lutensis Nolina atopocarpa Pituophis melanoleucus mugitus Salix floridana Trichechus manatus Ursus americanus floridanus	Atlantic Sturgeon Wagner's Spleenwort Many-flowered Grass-pink Bartram's Ixia Sand Butterfly Pea Rafinesque's Big-eared Bat Gopher Tortoise Nodding Pinweed Pondspice Curtis's Loosestrife Florida Spiny-pod Pygmy Pipes Celestial Lily Atlantic Salt Marsh Mink Florida Beargrass Florida Pine Snake Florida Willow Manatee Florida Black Bear	G3T3 GNA G2G3 G2 G2Q G3G4 G3 G3 G3 G1 G2 G1Q G2 G5T3 G3 G4T3 G2 G2 G5T2	S1 S1 S2S3 S2 S2 S3 S3 S2 S1 S2 S1 S2 S1 S2 S3 S3 S3 S2 S2 S2 S2	С Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	LS N E E E N T T E E E E E N T S E E E L E E E E E L S E E E L T	
Likely						
Drymarchon couperi Mycteria americana	Eastern Indigo Snake Wood Stork	G3 G4	S3 S2	LT LE	LT LE	
Potential						
Acipenser oxyrinchus oxyrinchus Asplenium heteroresiliens Calydorea coelestina Centrosema arenicola Gopherus polyphemus Lythrum curtissii Matelea floridana Monotropsis reynoldsiae Nemastylis floridana Neovison vison lutensis Pituophis melanoleucus mugitus	Atlantic Sturgeon Wagner's Spleenwort Bartram's Ixia Sand Butterfly Pea Gopher Tortoise Curtis's Loosestrife Florida Spiny-pod Pygmy Pipes Celestial Lily Atlantic Salt Marsh Mink Florida Pine Snake	G3T3 GNA G2 G2Q G3 G1 G2 G1Q G2 G5T3 G4T3	S1 S1 S2S3 S2 S3 S1 S2 S1 S2 S3 S3 S3	C Z Z Z Z Z Z Z Z Z	LS N LE LE LE LE LE LE N LS	

Definitions: Documented - Rare species and natural communities documented on or near this site.

Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years. Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity. Potential - This site lies within the known or predicted range of the species listed.

FLORIDA FLORIDA NUTE 200-C Tallahassee, FL 32303 (850) 224-8207 (850) 681-9364 Fax	Florida Natural Areas Inver Biodiversity Matrix Report	ntory		AT A A A A A A A A A A A A A A A A A A	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Salix floridana Trichechus manatus	Florida Willow Manatee	G2 G2	S2 S2	N LE	LE LE

Definitions: Documented - Rare species and natural communities documented on or near this site.

Documented-Historic - Rare species and natural communities documented on or near this site. Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years. Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity. Potential - This site lies within the known or predicted range of the species listed.

Northeast Florida Blueway

Duval, St. Johns and Flagler Counties

Group A Full Fee

Purpose for State Acquisition

Public acquisition of this project will contribute to the following Florida Forever goals: (1) Increase the protection of Florida's biodiversity at the species, natural community, and landscape levels - helps to maintain shoreline plant communities on the Tolomato & Matanzas rivers, benefiting the manatees that spend the warm season in these water; (2) Increase the amount of open space available in urban areas - serves as a vital connection in the Statewide System of Greenways and Trails; (3) Increase natural resource-based public recreation and educational opportunities – offers many resource-based recreation opportunities both directly and indirectly: fishing, canoeing, bicycling, and camping, to name a few; (4) Protect, restore, and maintain the quality and natural functions of land, water, and wetland systems of the state - connectivity with other areas contribute to ongoing governmental efforts to protect and restore the regional land and water; and (5) Increase the amount of forestland available for sustainable management of natural resources - areas observed within the Rayonier property that are capable of producing pine timber products have been site prepared and planted.

Manager

The City of Jacksonville, the Division of Forestry (DOF of the Department of Agriculture and Consumer Services (DACS), and the Division of Recreation and Parks (DRP) of the Department of Environmental Protection (DEP).

General Description

This project is composed of many public and privately

FNAI Elements				
MacGillivay's seaside sparrow	G4T2/S1			
Great Egret	G5/S4			
Marsh Wren	G5T3/S2			
Little Blue Heron	G5/S4			
Snowy Egret	G5/S3			
Estuarine Tidal Marsh	G4/S4			
Maritime Hammock	G4/S2			
Mesic/Wet Flatwoods G?/S4				
20 elements known from project				

owned uplands and wetlands along both sides of the Intracoastal Waterway, the Tolomato and Matanzas rivers and selected tributaries, from the Duval County line south to the Flagler County line. Marshlands, open water, and small islands of shrub and hammock vegetation are 92 percent of the public lands. The intention of the project is to connect existing natural areas and greenspace to form a conservation lands corridor along the north-south waterway. It is adjacent to the following managed areas: Guana Tolomato Matanzas National Estuarine Research Reserve (several WMD Conservation Areas included therein), Faver-Dykes State Park, Guana River State Park, Deep Creek State Forest, and Ft. Matanzas National Monument.

Public Use

This project would support primitive camping opportunities in association with canoeing and kayaking taking place within the waterway and associated creeks. Some of the larger parcels may have potential for archaeological interpretation and nature study trails, depending on the ability of the public to gain access.

The Division of Recreation and Parks proposes to manage the St. Johns County portion north of Faver-Dykes State Park and south of a haul road between US Highway 1 and a spoil site on the Matanzas River. This is about 5,000 acres. As a part of Faver-Dykes State Park, hunting would not be allowed. The property would expand the quality and quantity of recreational activity at the park including bicycling, hiking, horseback riding, camping (RV and primitive camping) environmental education and picnicking.

Project Area (Not GIS Acreage)	32,564	
Acres Acquired	18,120*	
at a Cost of	\$32,438,430**	
Acres Remaining	14,444	
with Estimated (Tax Assessed) Valu	e of \$30,059,986	
*Acquisition Includes lands owned by public entities and NGOs		

**Money spent includes funds spent by the Board of Trustees (current) and acquisition partners (requires updating).

The Division of Forestry proposes to manage the remainder of the project under a multiple-use management regime consistent with the State Forest system. A portion of the project will become part of the Deep Creek State Forest, managed for multiple uses including, but not limited to, timber management and restoration, low impact recreational opportunities, and protection of archeological and historic sites.

Acquisition Planning

On January 25, 2001, the Acquisition & Restoration Council (ARC) added the Northeast Florida Blueway – Phase I project to Group A of the Florida Forever (FF) 2001 Priority list. This fee-simple acquisition, located in Duval County and known as Pablo Creek, was sponsored by the City of Jacksonville (Preservation Project Jacksonville). It consisted of approximately 6,943 acres, multiple owners (private & public), and a 1998 taxable value of \$15,700,000 on the 4,867 acres in private ownerships. The entire project was designated as essential.

On December 6, 2001, the ARC approved Phase II, also known as Tolomato & Matanzas Rivers, to the project boundary. The fee-simple addition in St. Johns County consisted of approximately 27,929 acres, multiple owners (private & public), and a 2001 taxable value of \$18,610,780 on the 17,834 acres in private ownerships. St. Johns County sponsored this addition. The essential parcels were designated as Rayonier Timberlands, Ponce de Leon Resort, Flagler Development, Roberts, Rayland, Wadsworth, and Swan Development.

On August 15, 2003, the ARC approved two additions to the project boundary. The Office of Coastal & Aquatic Managed Areas (CAMA) sponsored a 20.26-acre addition with a single owner, Jacoby Development Inc., two parcels, and a 2002 taxable value of \$2,955,714. This fee-simple addition, located in St. Johns County, was added to Phase II. St. Johns County sponsored a 70-acre addition with a single owner, Marine Park Properties, LLC, multiple parcels, and a 2002 taxable value of \$8,400,000. This fee-simple addition is located in Flagler County.

On October 13, 2006, the ARC approved a redesign of the project boundary. A total of 2,000 acres were removed from the project, 180 in Duval County and 1,820 in St. Johns County, reducing the total project size to 32,564 acres. The updated total includes lands in public ownership and acres acquired. Previous project area estimates did not include lands in public ownership. Approximately 18,111 acres are currently in public and NGO ownership, leaving 14,453 acres to be acquired. All of the parcels removed from the project, about 6.2%, were due to development that had occurred or isolation of the parcel since the original boundary was identified.

Coordination

The City of Jacksonville is an acquisition partner in Phase I, in Duval County. The city has contacted FEMA and they may contribute \$250,000 towards acquisition. Florida Communities Trust has already contributed acquisition funds with the City for several parcels, the SJRWMD has purchased some conservation easements and the Jacksonville Transportation Authority has mitigation funds to contribute towards acquisition. The Trust for Public Land will be the intermediary for negotiations.

Portions of Phase II, in St. Johns County, will likely be acquired through other conservation programs. St. Johns County, the Florida Communities Trust Program and the St. Johns River Water Management District (SJRWMD) may be partners on portions of the project.

Management Policy Statement

To conserve and protect environmentally unique and irreplaceable lands that contain native, relatively unaltered flora and fauna representing a natural area unique to, or scarce within, a region of the state or a larger geographic area. To conserve and protect significant habitat for native species or endangered and threatened species. To conserve, protect, manage, or restore important ecosystems, landscapes, and forests, in order to enhance or protect significant surface water, coastal, recreational, timber, fish or wildlife resources. Finally, to preserve significant archaeological or historical sites.

Management Prospectus

Qualifications for State Designation

The lands in Phase I are rapidly disappearing as Duval County grows. The Preservation Project, the city's land acquisition program, seeks to protect and preserve the existing habitat and waterway as it exists today. It is the goal of the City of Jacksonville to manage this project to conserve, protect or restore important ecosystems



while providing opportunities for natural-resourcebased recreation. The City of Jacksonville proposes to manage the lands in accordance with the standards of the Acquisition and Restoration Council.

Phase II is of a size and diversity that makes it desireable for use and management as a state forest. Management by the DOF as a state forest is contingent upon acquiring fee simple title to the parcels of interest to DOF. The portion of the project of interest for management by the DRP is largely disturbed land that has been managed for silviculture. While much restoration work will be required over time, the quality of the property when restored will make it suitable for state park purposes.

Manager

The City of Jacksonville will manage that portion of the project within Duval County. The Division of Recreation and Parks proposes to manage that portion of the Northeast Florida Blueway – Phase II project, approximately 5,000 acres, lying north of Faver-Dykes State Park, south of a haul road from US 1 to a spoil site on the Matanzas River, east of US 1 and west of the Matanzas River. The Division of Forestry (DOF) proposes to manage the Rayonier parcel north of the spoil haul road (approximately 4,000 acres) plus two additional parcels, one adjoining Deep Creek State Forest and an adjoining Florida Natural Areas Inventory Addition 1 (approximately 2,500 acres).

Conditions affecting intensity of management

Initial management efforts of Phase I by the City of Jacksonville will concentrate on site security, resource inventory, removal of trash and limited public access to the property. Steps will be taken to ensure that the public is provided appropriate access while simultaneously affording protection of sensitive resources.

Intensive restoration will be needed on the portion of Phase II managed by DRP to restore natural communities disturbed by timber operations. Intensity of restoration will be dictated by study of the site. Any immediate action, such as prescribed burning, would increase the early intensity of management. The lands bordering the river are in relatively good shape and will not require intensive management.

The portions of Phase II managed by DOF can be restored with the help of carefully prescribed fires and hydrologic restoration. The use of fire must be carefully applied because of the fuel load and type of fuel in this forest system. An inventory of the forest roads in this area would determine which stay open for public use, which would be used for management, and which would be closed.

Timetable for implementing management, and provisions for security and protection of infrastructure

Jacksonville's land-acquisition program, Preservation Project Jacksonville, will be responsible for developing and implementing the management plans for Phase I. The Preservation Project set aside \$950,000 to hire a program manager to develop and implement management plans. As properties are acquired, the City will inventory natural resources and develop first a plan to protect and restore resources, including the removal of invasive and exotic species, before developing access plans.

The DRP plans for its portion of Phase II that, upon fee title acquisition, public access will be provided for lowintensity, non-facility outdoor recreation. Within the first year after acquisition, management will concentrate on site security, natural and cultural resource protection, and developing a plan for long-term public use and resource management.

The DOF timetable for management of the remainder of Phase II also provides initial public access for diverse, low-intensity outdoor recreation. Management would be carried out by the DOF Bunnell District until additional personnel were available for resource management and restoration activity. Initial and intermediate management will concentrate on site security, public and resource management access, prescribed fire, reforestation, and removal of any trash.

Revenue-generating potential

Phase II: No significant revenue to the DRP is expected to be generated initially. After acquisition and addition of the land to Faver-Dykes State Park, it will probably be several years before significant public use facilities are developed. The amount of revenue generated will depend on the nature and extent of public use and facilities developed. The DOF plans to conduct timber sales as needed to improve or maintain desirable ecosystems. These sales will primarily be from merchantable pine stands and provide a variable revenue depending on a variety of factors. The condition of the timber stands on the property is such that the revenue generating potential is expected to be moderate.

(Continued on Page 358)



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Cooperators in management activities

Although not required, the City of Jacksonville commits to submitting management plans for city-controlled properties in the Blueway to the Acquisition and Restoration Council for review and comment, even though properties may have been acquired with other sources. Doing so will ensure that the Preservation Project takes a system-wide approach to managing Blueway properties.

In Phase II, DRP will consult other federal, state, and local government agencies, as appropriate, to further resource management, recreational and educational opportunities and the development of the property for state park purposes. DOF plans to cooperate with, and seek the assistance of, local government entities, interested parties as appropriate and the Florida Natural Areas Inventory. The DOF also intends to coordinate the recreational use of the Rayonier parcel with the DRP because of the potential for a recreation trail on the eastern portion of the property. The DOF will work with the Florida Fish and Wildlife Conservation Commission (FWC) in game and non-game management and related public use of the property.

The Blueway also includes a substantial amount of property owned by other government agencies. It is not the intent that the City or State acquires these properties. However, it is hoped that the Blueway boundary will be the catalyst for a voluntary, joint management approach to publicly owned lands within the corridor. Other agencies that own lands within the Blueway include the U.S. Navy, the National Park Service, Florida Inland Navigation District, the cities of Jacksonville Beach and Atlantic Beach, the City of Jacksonville, the Jacksonville Electric Authority and the St. Johns River Water Management District.

Management costs and sources of revenue

Phase I	Management	Costs	and	Sources	of
Revenue					

Projected annual cost (FY 2	001):	
Management plans/	\$	200,000
Security:	\$	25,000
Invasion/exotics control:	\$	25,000
One-time capital outlay	\$2	,500,000
TOTAL	\$2	,750,000

The DRP has made general management estimates that would be adjusted based on approval of a unit management plan. Costs for fencing are included. Restoration costs are estimated at \$500 per acre, and until further study, the total of acres to be restored is not known.

Phase II Management Cost Summary/DRP

Startup S:	Recurring
\$0 \$15,000 \$18,000 \$28,000	\$29,000 \$8,000 \$12,000 \$0
\$81.000	\$49,000
	\$0 \$15,000 \$18,000

The DOF anticipates that revenue funding will come from the CARL Trust Fund. Budget needs for interim management are estimated as follows:

\$333,318

Phase II Manageme	ent Cost Summary/DOF
Salary (3 FTE's)	\$79,518
Expense	\$215,000
000	\$37,800

TOTAL:

APPENDIX Q GEOTECHNICAL REPORT



JUNE 2010

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218

IN COORDINATION WITH: LEGACY ENGINEERING, INC 6424 BEACH BLVD JACKSONVILLE, FL 32216


LEGACY ENGINEERING, INC

LEGACY ENGINEERING, INC 6424 BEACH BOULVARD JACKSONVILLE, FL 32216

904-721-1100 OFFICE 904-722-1100 FAX

July 17, 2009

Mr. Patrick Honore, P.E. Passero Associates, LLC 13453 N. Main Street, Suite 106 Jacksonville, Florida 32218

RE: Report of Geotechnical Exploration St. Augustine/St. Johns County Airport Taxiway B Extension and Runway 13-31Erosion Repair St. Augustine, Florida Legacy Project #09-1002.1a

Dear Mr. Honore:

Legacy Engineering, Inc. has completed a geotechnical exploration for the subject site. The exploration was performed to evaluate the general subsurface conditions within the proposed taxiway B extension and shore erosion areas. Recommendations for site preparation and earthwork of the taxiway extension as well as details for a shore protection system are included in this report.

PROJECT INFORMATION

Project information for the subject project was provided by yourself during our telephone conversations, facsimiles and emails. We visited the site on January 16, 2009 to observe the site and to locate the proposed borings. A copy of a site plan was provided and is attached. The site plan or Field Exploration Plan (FEP) indicates the boring locations. The project site is located at the St. Augustine/St. Johns County Airport in St. Augustine, Florida.

We understand that the proposed project will consist of extension of taxiway B, repair and stabilization of an area of eroded shoreline along the northeast side of runway 13-31, and the possible extension of runway 13-31 to the south.

The project site is located on the southeastern portion of the existing airport property. Taxiway B and runway 13-31 run parallel to each other. This portion of the property is surrounded by low-lying salt marsh and creeks, canals, or ditches. We understand that recent storms have caused erosion damage to the northeast facing shoreline along runway 13-31. We have been requested to provide recommendations and details for repairing this shoreline and providing protection from future storm damage.

GEOTECHNICAL EXPLORATION

Ten (10) standard penetration test (SPT) borings (ASTM D1586) were performed at the site between the dates of January 16 to January 21, 2009 to depths of 20 to 26.5 feet below the existing ground surface. Soil samples recovered during performance of the borings were visually classified in the field and representative portions of the samples were transported to our laboratory for further evaluation. Laboratory tests including percent moisture, fines content, and organic content tests were performed on selected samples. The results of these tests are included in the attachments of this report.

At the time of our field exploration, the site was cleared with ground cover consisting of grass or pavement in the taxiway and runway areas. The surrounding areas consisted of salt marsh with creeks,

Consulting Engineering Services The Ellis Family Has Been Serving the Engineering and Construction Industries Since 1939 ditches, or canals. The topography of the site was level to gently sloping. The water level in the salt marsh area varies based on the tide levels.

GEOTECHNICAL FINDINGS

The major subsurface soil stratifications encountered during this geotechnical exploration are outlined below. More detailed descriptions of the subsurface materials encountered are provided on the attached boring records. When reviewing the boring records and the subsurface conditions outlined below, it should be understood that the subsurface conditions will vary across the site.

PROPOSED SHORELINE REPAIR AND STABILIZATION AREA

The 20 to 26.5-foot deep SPT borings (B-7 to B-10) performed along the northeastern shoreline repair and stabilization area encountered very loose to medium dense fine sands, slightly silty fine sands, and silty fine sands (Unified Classification of SP, SP-SM, and SM) extending to the maximum explored depths of 20 to 26.5 feet below the ground surface level (bgsl). At the location of boring B-10, the very loose layer of silty fine sand from 3.5 to 8.0 feet bgsl contained few organic materials.

PROPOSED TAXIWAY AND RUNWAY EXTENSION AREA

The 20 to 25-foot deep SPT borings (B-11 to B-16) performed along the taxiway B and runway 13-31 extension areas encountered very loose to medium dense fine sands, slightly silty fine sands, silty fine sands, and clayey fine sands (Unified Classification of SP, SP-SM, SM, and SC) extending to the maximum explored depths of 20 to 25 feet bgsl. At the location of borings B-13 and B-14, the very loose layers of silty fine sand contained few to some organic materials. In addition, at boring locations B-14 and B-15 the upper 2 to 3 feet bgsl contained many organic materials.

Groundwater was encountered at each of the boring locations at depths ranging from 0.0 to 4.7 feet bgsl following a period of 24 hours after drilling. The groundwater levels at this site will be controlled by fluctuations in the tide levels of the surrounding marsh areas. Average subsurface water levels are expected to be slightly higher than the average tide level. We note that a relatively shallow, "perched" groundwater table will often be present after periods of prolonged or intense rainfalls. The groundwater levels at this site should be expected to fluctuate due to seasonal climatic variations, changes in surface water runoff patterns across the site, tides, construction activity, and other interrelated site-specific factors. Since groundwater level variations are anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based upon the assumption that variations will occur.

GEOTECHNICAL RECOMMENDATIONS

Our recommendations for site preparation and construction of the shore stabilization and the extension areas are based on (1) our site observations, (2) the field and laboratory test data obtained, and (3) our understanding of the project information and conditions as presented in the report.

If the conditions referenced in our report are incorrect or should the location of the proposed site improvements be changed, please contact us so that we can review our recommendations. Also, the discovery of any site or subsurface conditions during construction, which deviate from the data obtained during this geotechnical exploration should also be reported to us for our evaluation.

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The recommendations presented in the subsequent sections of this report present design and construction techniques, which are appropriate for the proposed construction. We recommend that we be provided the opportunity to review the foundation plans and earthwork specifications to verify that our recommendations have been properly interpreted and implemented.

Site Preparation and Earthwork Recommendations – Site preparation as outlined in this section should be performed to provide more uniform subgrade conditions and to reduce the potential for post-construction settlements of the planned improvements and pavement areas.

<u>Clearing and Stripping</u> – The footprint of the proposed construction areas plus a minimum of 3 feet beyond the limits of the fill areas should be stripped and cleared of all surface vegetation, including grass, roots, debris, topsoil or other deleterious materials. During the grubbing operations, roots with a diameter greater than 0.5-inch, stumps, or small roots encountered in a concentrated state, should be grubbed and completely removed. Based on our site observations and testing performed, it should be anticipated that approximately 4 to 6 inches of topsoil materials (i.e., topsoil and grass) will have to be removed from the majority upland areas of the site. In addition, 1 to 3 feet of highly organic materials will have to be removed from some of the lower lying areas along the taxiway B and runway 13-31 extension areas as described in more detail in the over-excavation section below. Any of the unsuitable materials (grass and topsoil) removed from the proposed building and pavement areas could possibly be used as fill material in other areas that are to be grassed (i.e., non-structural areas).

<u>Over-excavation</u> – Some of the low-lying areas of the site contain 1 to 3 feet or more of highly organic soils that will not be suitable for support of the proposed construction due to the potential for long-term settlement. We recommend excavating these materials and replacing them with structural backfill soils. The excavation operations should be performed under the observation of a geotechnical engineer from Legacy Engineering or his delegated representative. The purpose of the observation will be to provide guidance to the excavation operation so that sufficient, but not excessive amounts of materials are removed. We recommend that the highly organic soils removed from the marsh areas be removed from the site. Following the satisfactory completion of stripping and over-excavation, structural fill materials can be placed in the proposed construction areas to achieve the proposed elevations.

<u>Structural Fill Placement and Compaction</u> - Structural fill is typically defined as non-plastic, inorganic, granular soil having less than 10 percent material passing the No. 200 mesh sieve and containing less than 4 percent organic material. Typically, the material should exhibit moisture contents within +/- 2 percent of the Modified Proctor optimum moisture content (ASTM D 1557) during the compaction operations. Compaction should continue until densities of at least 95 percent of the Modified Proctor maximum dry density (ASTM D 1557) have been achieved within each foot of the compacted structural fill.

Since the soils below the highly organic soils to be removed are very loose or soft in some areas, it may be necessary to begin the fill placement with an 18 to 24 inch thick bridge lift of fill soils to form a stable base on which to perform additional filling and compacting operations. Compaction of the bridge lift will not be required beyond the level obtained during placement and spreading with a relatively light-weight tracked dozer. After placement of the full bridge lift, the entire surface shall be compacted by at least two complete coverages of the tracks of the dozer. Above this level, the fill placement and compaction shall be as described below.

Structural backfill should be placed in loose lifts not exceeding 12 inches in thickness and compacted by the use of a vibratory drum roller having a minimum static, at-drum weight of 6 tons and a minimum drum diameter of 4 feet. Due to the potential for damages due to vibrations, vibratory compaction with

vibratory rollers should **not** be used within 50 feet of any adjacent structures. If performing compaction immediately adjacent to existing structures, small lightweight vibratory sled or jumping jack type compacting equipment could be utilized. In larger areas adjacent to structures, compaction operations could be performed with the use of track-mounted equipment. Where track-mounted equipment is used, the structural backfill should be placed in level lifts not exceeding 8 inches in thickness.

If the fill materials should become unstable and/or begin to yield and/or pump excessively during the compaction operations due to excessive moisture contents, all compaction operations should be stopped until the moisture content of the pumping soils is reduced to allow for further compaction, or the moist/pumping soils be replaced with dry structural fill materials.

<u>Waiting Period to Allow for Settlement</u> – Since some of the subgrade soils are very soft and some are even slightly organic, we recommend a waiting period of at least 2 months between the placement of structural fill soils and the placement of any new pavements or any other improvements that may be sensitive to settlement. This waiting period will allow the subgrade soils to settle under the weight of the new fill soils prior to placement of settlement sensitive improvements. Depending on the sensitivity of the site improvements to settlement, surcharging may be considered to further reduce the anticipated settlement. Calculation of settlement estimates can be performed as the site design is developed and the fill heights and proposed improvements are developed.

Temporary Groundwater Control – Since the groundwater levels were found to be located at depths of 0.0 (ground surface) to 4.7 feet below the existing ground surface, it will probably be necessary to install temporary groundwater control measures to dewater the proposed construction areas. However, if necessary, dewatering measures should be the responsibility of the contractor. The temporary groundwater control measures utilized should be adequate to lower the groundwater levels at least one to two feet below the required depth of excavation. We would strongly recommend that the groundwater control measures remain in-place until compaction of the existing soils is completed and backfilling has reached a minimum height of 2 feet above the groundwater level at the time of construction. The site should always be graded to direct surface water runoff from the construction areas.

For the over-excavation and backfilling of the "lower" site areas, salt marsh areas and existing ditches in the proposed taxiway and runway extension areas, it will be necessary for the site contractor to develop and implement a dewatering plan to maintain and handle the collected groundwater, stormwater and tidal waters in the proposed construction areas. Since the existing groundwater was found to be at or above the ground surface in some areas, it will be necessary to block off and/or divert tidal and surface waters around areas where the over-excavation and backfilling operations are being performed. We would strongly recommend that the site contractor develop a plan such that demucking and backfilling operations be broken down and performed in "smaller" areas or segments, so that the collected water can be adequately controlled, contained and removed from the work areas. Small dikes or berms could be constructed adjacent to the work areas to allow for control of the tidal and surface waters. Once an area is completed and/or the compacted backfill/fill has reached a height of at least 2 feet above the existing groundwater or surface water level, the dikes or berms could be removed and then relocated to another area of the work effort.

It has been our experience that it is best to perform the demucking and backfilling operations using a tracked excavator to excavate the unsuitable soils in narrow "strips", approximately 15 to 25 feet wide, working parallel to the existing runway and taxiway areas. The work should begin adjacent to the existing runway or taxiway areas, using the existing compacted fill soils to load the trucks on. Wheeled dump trucks and pans will not be able to operate in these low and wet areas, so they must be loaded on

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firm ground. As the demucking operations move forward, the backfill is ramped into and placed in the demucked areas with a tracked dozer. Any water collected in the demucked areas can easily be removed with a pump as the operations move forward. Once the demucking and backfilling operations reach the end of a run, the demucking operations begin again in a new strip adjacent to the previously demucked and backfilled strip. This operation is repeated over and over until the entire area that is being demucked and backfilled is completed. It is strongly recommended that the site contractor only demuck areas that he is able to immediately backfill with structural fill materials. The demucked areas cannot be left open for any amount of time, due to the in-flow of groundwater and/or surface water run off into the excavations. At the end of each days work, the excavated areas should be backfilled to prevent the collection of any groundwater or surface water in the demucking excavations.

Pavement Section Design Recommendations – The design of the pavement section for the taxiway and runway extensions were not included in the scope of our work, but we have provided recommendations for the stabilized subgrade soils in the proposed pavement areas. For the final 12 inches of compacted subgrade soils in the proposed pavement areas, we would recommend that the soils be stabilized to meet a minimum California Bearing Ratio (CBR) test value of 40 (ASTM D 1883). It is our understanding that the taxiway and runway extensions will utilize the same type of pavement design (limerock base and asphaltic concrete) as the existing pavement sections.

Groundwater levels in and immediately adjacent to the proposed taxiway and runway areas should be maintained at a level of at least 2 feet below the proposed bottom of the base materials. If groundwater levels cannot be maintained below these levels, permanent dewatering measures (i.e., under-drains) will be required.

<u>Shoreline Stabilization Area</u> – We understand that a repair detail is required for the shoreline erosion protection along the northeast shoreline. A detail for this shoreline protection is included in the attachments of this report. This repair detail utilizes geotextile fabric, bedding stone and rip-rap to create an erosion resistance shoreline that will resist the erosion effects of future storms. New structural backfill placed behind the erosion protection system will restore the needed safety zone along runway 13-31.

<u>Quality Control Testing</u> – We would recommend that Legacy be retained to perform the construction materials testing and observations required for this project to verify that our recommendations have been satisfied. Due to our familiarity with the project, we believe that we would be the most qualified to address problems that may arise during construction.

A representative number of field in-place density tests should be made in each lift of compacted fill material and in the upper 12 inches below any new pavement areas. The density tests are considered necessary to verify that satisfactory compaction operations have been performed. We recommend density testing be performed for each lift of compacted backfill at a minimum rate of one test for each 10,000 square feet of fill area or at least one test for each 200 linear feet of fill placement area for narrow fill areas.

CLOSURE

This report has been prepared for the exclusive use of the client, for specific application to the proposed construction. Our services have been rendered using generally accepted standards of geotechnical engineering practice in the State of Florida. No other warranty is expressed or implied. Our firm is not responsible for the interpretations, conclusions, opinions, or recommendations of others based on the data contained herein. We note that the assessment of environmental conditions for the presence of pollutants

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in the soil, or groundwater at the site was beyond the scope of the exploration. Our scope of services does not address geological conditions such as sinkholes or soil conditions existing below the depth of the soil borings.

We appreciate the opportunity to be of service as your geotechnical consultant on this phase of the project. If you have any questions regarding this report, or if we may be of further service, please contact us.

Respectfully submitted, LEGACY ENGINEERING, INC.

7/17/05

John E. Ellis, II, P.E. Licensed, Florida No. 45202

JEE/dfh w/attachments

ATTACHMENTS

FIELD EXPLORATION PLAN (SITE PLAN) KEY TO SOIL CLASSIFICATION TEST BORING RECORDS SUMMARY OF LABORATORY TEST DATA FIELD & LABORATORY PROCEDURES SHORE PROTECTION DETAIL



LEGACY ENGINEERING, INC Geotechnical & Materials Engineering and Testing

KEY TO SOIL CLASSIFICATION

CORRELATION OF PENETRATION WITH RELATIVE DENSITY & CONSISTENCY

BLOW COUNT	RELATIVE DENSITY
0-4	VERY LOOSE
5-10	LOOSE
11-20	FIRM
21-30	VERY FIRM
31-50	DENSE
OVER 50	VERY DENSE

SILTS AND CLAYS							
BLOW COUNT	CONSISTENCY						
0-2	VERY SOFT						
3-4	SOFT						
5-8	FIRM						
9-15	STIFF						
16-30	VERY STIFF						
31-50	HARD						
OVER 50	VERY HARD						

PARTICLE SIZE IDENTIFICATION (UNIFIED CLASSIFICATION SYSTEM)

CATEGORY	DIMENSIONS
Boulders	Diameter exceeds 12 inches
Cobbles	3 to 12 inches
Gravel	Coarse – 0.75 to 3 inches in diameter Fine – 4.76 mm to 0.75 inch diameter
Sand	Coarse – 2.0 mm to 4.76 mm diameter Medium – 0.42 mm to 2.0 mm diameter Fine – 0.074 mm to 0.42 mm diameter
Silt and Clay	Less than 0.074 mm (invisible to the naked eye)

MODIFIERS

These modifiers provide our estimate of the amount of minor constituent (sand, silt, or clay size particles) in the soil sample

PERCENTAGE OF MINOR CONSTITUENT	MODIFIERS
5 % to 12 %	Slightly Silty, Slightly Clayey, Slightly Sandy
12% to 30%	Silty, Clayey, Sandy
30% to 50%	Very Silty, Very Clayey, Very Sandy

APPROXIMATE CONTENT OF OTHER COMPONENTS (SHELL, GRAVEL, ETC.)	MODIFIERS	APPROXIMATE CONTENT OF ORGANIC COMPONENTS
0% to 5%	TRACE	1 to 2%
5% to 12%	FEW	2% to 4%
12% to 30%	SOME	4% to 8%
30% to 50%	MANY	>8%

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REMARKS:

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T Ground Water Table

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TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC. BORING NO. _____ B7 Geotechnical & Materials Engineering and Testing Sheet _____ of ____ 2 St. Augustine Airport Taxiway B Extension Project _ SYMBOL SOIL SAMPLE NO. STANDARD PENETRATION TEST ELEV. DEPTH BLOW MATERIAL DESCRIPTION BLOWS / 6-INCH (FT) (FT) COUNT 16-17

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TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

BORING NO. Geotechnical & Materials Engineering and Testing **B**8 Sheet 2 of 2 St. Augustine Airport Taxiway B Extension Project STANDARD PENETRATION TEST SAMPLE NO. SYMBOL SVMBOL DEPTH ELEV. BLOW MATERIAL DESCRIPTION BLOWS / 6-INCH (FT) (FT) COUNT 16 17 18 1 63 80 1.0177 (1115) (1115) 7.0100 5 -14.4 Firm Gray Slightly Silty Fine SAND (SP-SM/A-2-4) Percent Fines Content = 11.3% 7 19 11 7 1.01900 1.01900 1.01900 1.01907 1.01907 1.01907 4 -15.9 20 **BORING TERMINATED** 21 . 22 23 24 25 26 -27 28 29 30 31 32

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TEST BORING RECORD

JOB NO. 09-1002

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TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

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Ground E	levation	4 Datum				Borin	g Comple	eted 0	1/16/09
Groundw	ater Depth		1.0	Foot		Drille	r	David Fran	cis
Length of	f Casing Set	5.0 Feet	Casing Size	4.0 Inches		Engir	neer	John Ellis I	I, P.E.
	T. T				Б.	щ	STANDAR	D PENETRA	TION TEST
ELEV. (FT)	DEPTH (FT)			SOIL	SAMPLE NO.	BLOW	S / 6-INCH	BLOW COUNT	
4 3.9	- 0 -1		Weeds	5				2	
0.0		VeryLoo	se Gray and Brown	Eine SAND (SP/A-3)				1	

					and the second se		_	
4 3.9	- 0 -1	Weeds	1010			2		
_		Very Loose Gray and Brown Fine SAND (SP/A-3)	14111	S elle		1		
-	- 1-		¥	1		0		3
-						2		
			11111			2		
2	- 2				-	2	-	
t		Very Loose Gray Fine SAND (SP/A-3)	70177	Sec. 21				
-				9898		3	100	
ŀ	- 3-			2		1=12"	10-12-	4
0.5								
		Very Loose Gray Silty Fine SAND w/ Few Organics						
	- 4-	(SM/A-2-4)				WOH		
		Percent Fines Content = 18.8%				1		
	_ 5 _	Organics Content = 3.4%		3				2
				5		1		~
						1		
-	- 6-					WOH		
				2				
						WOH		
ł	- 7-			4	-	1	-	1
-								
-4	- 8	Firm Gray and Brown Fine SAND (SP/A-3)			Week	3	-	
						5		
	_ 9_		1000	5		0	_	14
				Ŭ		9		35
			000			10		
	- 10-						_	
			70070					
}	- 11-				-			
							- 1	
			70077					
	12						-	
-8.5	-							
	- 13 -	Firm Gray Silty Fine SAND (SM/A-2-4)						-
	- ' -							
1						3		
	- 14-					7		{
				6				1
						9		
	- 15-						-	1

TEST BORING RECORD

JOB NO. 09-1002

B10

BORING NO.

ENGINEERING, INC.

Geotechnical & Materials Engineering and Testing

Sheet 2 of ____ 2 St. Augustine Airport Taxiway B Extension Project STANDARD PENETRATION TEST SAMPLE NO. SYMBOL ELEV. DEPTH BLOW MATERIAL DESCRIPTION BLOWS / 6-INCH (FT) (FT) COUNT 16 17 -14 18 Very Loose Gray Silty Fine SAND w/ Shell 2 (SM/A-2-4) Percent Fines Content = 15.6% 1=12" 19 7 1 20 21 -22 23 1 -19.5 Firm to Dense Gray and Brown Fine SAND (SP/A-3) 1 24 11 8 10 25 12 15 31 9 26 16 -22.5 **BORING TERMINATED** 27 28 29 30 31 32

TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

Geotechnical & Materials	Engineering and Testing	BORING NO. B11
Project	St. Augustine Airport Taxiway B Extension	Sheet of2
Boring Location		Boring Begun 01/27/09
Ground Elevation1	Datum	Boring Completed 01/27/09
Groundwater Depth	0	Driller P.R. Young
Length of Casing Set	Casing Size	Engineer John Ellis II, P.E.

DEPTH (FT)	MATERIAL DESCRIPTION	SYMBOI	SAMPLE NO.	BLOWS / 6-INCH	BLOW COUNT
	Very Loose Gray Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) Percent Fines Content = 6.0% Organics Content = 1.3%		1	1=18" 	— 1=24"
	Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) Percent Fines Content = 9.6%		2	2 - 4 5 - 5	9
	Loose Light Brown Fine SAND (SP/A-3)		3	4 - 3 - 2 - 2 - 3 -	5
	Firm to Dense Grav Fine SAND (SP/A-3)		4	4 	7
			5	6 	14
				_	_
			6	9 18 16	
		(FT) Very Loose Gray Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) 1 Percent Fines Content = 6.0% 2 Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) 2 Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) 3 Percent Fines Content = 9.6% 4 Loose Light Brown Fine SAND (SP/A-3) 5 - 6 - 7 - 8 Firm to Dense Gray Fine SAND (SP/A-3) 9 - 10 - 11 - 12 - 13 - 14 -	Very Loose Gray Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) Percent Fines Content = 6.0% Organics Content = 1.3% Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) Percent Fines Content = 9.6% Loose Light Brown Fine SAND (SP/A-3) 5 6 7 7 8 8 8 9 9 9 10 11 11 11 11 11 11 11 11 11 11 11 11	0 Very Loose Gray Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) 1 Percent Fines Content = 6.0% 0 Organics Content = 1.3% 2 Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) 9 Very Loose Gray Slightly Silty Fine SAND (SP/A-3) 1 Very Loose Gray Slightly Silty Fine SAND (SP/A-3) 2 Loose Light Brown Fine SAND (SP/A-3) 5 3 6 - 7 - 4 Loose Gray Fine SAND (SP/A-3) 5 - 10 - 11 - 12 - 14 - 14 - 14 - 14 -	0 Very Loose Gray Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) Percent Fines Content = 6.0% Organics Content = 1.3% 1 1 2 Loose Gray Slightly Silty Fine SAND (SP-SM/A-3) Percent Fines Content = 9.6% 2 5 3 Percent Fines Content = 9.6% 3 2 5 4 Loose Light Brown Fine SAND (SP/A-3) 3 2 5 6 4 Loose Cray Fine SAND (SP/A-3) 3 2 6 6 3 3 2 5 10 Firm to Dense Gray Fine SAND (SP/A-3) 5 8 10 11 1 1 1 1 10 11 11 10 10 10 10 10 10 11 11 11 10 11 10

TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

BORING NO. B11 Geotechnical & Materials Engineering and Testing 2 Sheet 2 of ____ St. Augustine Airport Taxiway B Extension Project STANDARD PENETRATION TEST SAMPLE NO. SYMBOL DEPTH ELEV. BLOW MATERIAL DESCRIPTION BLOWS / 6-INCH (FT) (FT) COUNT ()))() 16 -16 17 Very Firm Brown Slightly Silty Fine SAND (SP-SM/A-3) itt 1111 18 1 6 3 .1.1 6 63 45 1119. 1030 10 19 ((1)) ((1)) ((1)) 7 24 14 C () (A) () () () -19 20 BORING TERMINATED 21 22 23 24 25 26. 27 28 -29 30 31. 32

TEST BORING RECORD

JOB NO. 09-1002

D40

ENGINEERING, INC.

Geotec	hnical & Materi	als Engineering	and Testing			BORI	NG NO.	DI	2
Project			St. Augustine Airport Taxiv	vay B Extension	The second second	Sheet	t <u>1</u>	of	2
Boring Lo	ocation						g Begun		6/09
Ground E	levation	5 Datur	n			Borin	g Compl	eted 0	1/16/09
Groundw	ater Depth		4.7	7 Feet		Drille	r	David Fran	cis
	f Casing Set	5.0 Feet	_ Casing Size	4.0 Inches		Engir	neer	John Ellis	I, P.E.
					Б.	ш	STANDA	RD PENETRA	TION TEST
ELEV. (FT)	DEPTH (FT)		MATERIAL DES	CRIPTION	SOIL	SAMPLE NO.	BLOW	VS / 6-INCH	BLOW COUNT
5 4.9	- 0 -1		Weed	ls				3	
4.5			Firm Brown Fine S	SAND (SP/A-3)		1		4	- 11
					////			5	



TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

BORING NO. B12 Geotechnical & Materials Engineering and Testing 2 Sheet 2 of _ St. Augustine Airport Taxiway B Extension Project STANDARD PENETRATION TEST SAMPLE NO. SYMBOL SYMBOL DEPTH ELEV. BLOW MATERIAL DESCRIPTION BLOWS / 6-INCH (FT) (FT) COUNT 17 16 -12 17 Very Loose Gray Silty Fine SAND (SM/A-2-4) Percent Fines Content = 16.4% 18 1 19 1 2 7 1 20 21 -22 -17.5 Very Firm Gray Fine SAND w/ Shell Fragments 23. (SP/A-3) Percent Fines Content = 3.4% 10 14 24 29 8 15 -20 25 BORING TERMINATED 26 27 28 29 30 31 32

TEST BORING RECORD

ENGINEERING, INC.

Geotecl	hnical & Mate	rials Eng	gineering and Te	sting		BORI	NG NO.	B1	3
Project			St. Aug	ustine Airport Taxiway B Extension	Contractor and	Sheet	t <u>1</u>	of	2
Boring Lo	ocation					_ Borin	g Begun	01/2	6/09
Ground E	levation	1	Datum			Borin	g Comple	ted 01	/26/09
Groundw	ater Depth			0		Drille	r	P.R. Youn	g
Length of	f Casing Set		Cas	ing Size		_ Engir	neer	John Ellis I	I, P.E.
	П				Ь.	Щ	STANDAR	D PENETRA	TION TEST
ELEV. (FT)	DEPTH (FT)			MATERIAL DESCRIPTION	SOIL	NO.	BLOWS	6-1NCH	BLOW

ELEV. (FT)	DEPTH (FT)	MATERIAL DESCRIPTION	SYMB	SAMP NO.	BLOWS / 6-INCH	BLOW COUNT
1	0 1 1 	Very Loose Gray Silty Fine SAND w/ Shell, Brick Fragments, and Some Organics (SM/A-2-4) Percent Fines Content = 22.7% Organics Content = 4.7%		1	1=24"	1=24"
-1		Very Loose Gray Slightly Silty SAND w/ Few Organics (SP-SM/A-2-4) Percent Fines Content = 10.4% Organics Content = 2.5%		2	2 — 2 — 2 — 1 — WOR —	4
-3		Very Loose Gray Very Silty Fine SAND w/ Some Organics (SM/A-2-4) Percent Fines Content = 33.7% Organics Content = 6.7%		3	work	- WOR
				4	wor 	- WOR
-7.5		Loose Dark Brown Slightly Silty Fine SAND w/ Trace Organics (SP-SM/A-3) Percent Fines Content = 8.6% Organics Content = 1.9%	ELECTION F. 63 9015 E. 63 90	5	3 4	- 7
-12		Very Firm Gray Very Clayey fine SAND w/ Trace Organics (SC/A-6) Percent Fines Content = 36.7%		6	 3 - 11 -	
REMARK	 - 15	Organics Content = 1.4%			11 ORE DRILLING: ASTM D	

Ground Water Table <u>-</u>

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ect		St. Augustine Airport Taxiway B Extension		Shee	NG NO	of	2
							1
EV.	DEPTH		SC E	DLE	STANDARD	PENETRAT	
T)	(FT)	MATERIAL DESCRIPTION	SVMBOL	SAMPLE NO.	BLOWS	6-INCH	BLO COU
	— 16 —						-
	<u> </u>				-		1
	- 18-						
					•	5	
	- 19-				<u>}</u> − 7	, _	1.
8.5				7		,	1
1.000		Firm Light Gray Slightly Silty Fine SAND	1 (9 (0)) 1/010/70 4/140/60		,	,	
19	_ 20 _	(SP-SM/A-3)		T			
		BORING TERMINATED					
	- 21-				_	_	-
	— 22 —						1
	- 23-						
	- 23 -					1000]
	- 24-						-
	25				-		1
	26						
					5 () + = 27		
	- 27				_	1.	-
	- 28-				-		1
	29						
	— 30—						-

TEST BORING RECORD JOE

JOB NO. 09-1002

ENGINEERING, INC.

Geotechnical & Materi	ials En	gineering ar	d Testing		BORING	NO	B1	4
Project		St	Augustine Airport Taxiway B Extension		Sheet	1	of	2
Boring Location					Boring B	egun	01/2	1/09
Ground Elevation	2	Datum			Boring C	ompleted	0	1/21/09
Groundwater Depth			1.0 Foot		Driller _	Ρ.	R. Your	ng
Length of Casing Set			Casing Size		Engineer	Joh	n Ellis I	I, P.E.
Length of Casing Set			Casing Size		J.			
				5	щ ST/	ANDARD PI	ENETRA	TION TES

and the second of			, ō	5	STANDARD PENET	
ELEV. (FT)	DEPTH (FT)	MATERIAL DESCRIPTION	SVMBOL	SAMPLE NO.	BLOWS / 6-INCH	BLOW
2 1.9	0_1	Weeds	THE	-	1=3'	
1.9		Very Loose Gray Very Silty SAND w/ Many Organics (SM/A-8)		1		- 1=24'
		Percent Fines Content = 49.5% Organics Content = 22.4%			— woн	_
					woн	
-1	- 3	Very Loose Gray Silty SAND w/ Few Organics (SM/A-2-4)		2	— woн woн	- WOH
	4 	Percent Fines Content = 19.9% Organics Content = 3.8%			— woн woн	_
	- 5-			3	— woн	- woł
	6-				woн — woн	-
	 - 7			4	woн — woн	— wo
					woн	
-6.5		Firm Gray and Brown Fine SAND (SP/A-3)		2447	3	
	- 9- 			5	9	- 12
	- 10				-	_
-9		Firm Light Gray and Brown Fine SAND (SP/A-3)				-
	 - 12 				_	-
	- 13 -				-	_
				0	5 	- 10
	 - 15 -			6	4	

TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

		s Engineering and Testing			ING NO.		
Project		St. Augustine Airport Taxiway B Extension			t2		2
	r			w	STANDAR	D PENETRAT	ION TEST
ELEV. (FT)	DEPTH (FT)	MATERIAL DESCRIPTION	SYMBOL	SAMPLE NO.		S / 6-INCH	BLOW COUNT
-15		Loose Gray Silty Fine SAND w/ Clay (SM/A-2-4)			_	_	
-18				7	_	2 2 7	9
		BORING TERMINATED			-	_	-
	- 22					_	
	23 - 24 				-		
	25						-
	26				_		1
	- 27 - - 27 -				-	-	-
	- 28 - - 28 -				-	-	
	- 29 -				-	-	
	- 30				-		
	- 31 - 				-		-
					-	-	-

TEST BORING RECORD

ENGINEERING, INC.

Geotechnical & Mater	ials Eng	ineering ar	nd Testing				BORING	NO	В	15
Project		St.	Augustine Airport Taxi	iway B Exte	nsion		Sheet _	1	of	2
Boring Location							Boring I	Begun	01/	29/09
Ground Elevation	1.5	Datum					Boring	Comple	ted ()1/29/09
Groundwater Depth				0			Driller		P.R. You	ing
Length of Casing Set	9155775665-		Casing Size		4.0 Inches		Enginee	er	John Ellis	II, P.E.
									DENETO	TION TEOT
						2L	ш S	TANDAR	D PENETR/	ATION T

(FT)	DEPTH (FT)	MATERIAL DESCRIPTION	SOIL	SAMPLE NO.	BLOWS	6-INCH	BLOW COUNT
1.5 1.4	_ 0 _	✓ Very Loose Light Gray Fine SAND (SP/A-3)	ís C	0	1		COONT
-0.5		Very Loose Cray Very Silty Fine SAND (GF7A-5) Very Loose Gray Very Silty Fine SAND w/ Clay and Many Organics (SM/A-8) Percent Fines Content = 33.0% Organics Content = 29.3%		1		2	3
0.0		Loose Dark Gray and Brown Slightly Silty Fine SAND (SP-SM/A-3) Percent Fines Content = 6.0%		2		3 4 —	7
				3		3 — 2 4 —	6
-4.5		Firm to Loose Brown Fine SAND (SP/A-3) Percent Fines Content = 2.1%		4	-	6 4 — 5 6 —	- 11
						7 3 — 4	_
	9 — 9 — – – – – – – – – – – – – – – – –			5		5 — 8 —	9
-10		Loose Gray Fine SAND (SP/A-3)				-	
					_	5	_
	 - 14 			6		3 - 2 -	5

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TEST BORING RECORD JOB NO. 09-1002

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ENGINEERING, INC. Geotechnical & Materials Engineering and Testing

	al & Materials Engineering and Testing	BOR	ING NO.	B15	5
	St. Augustine Airport Taxiway B Extension	Shee	t2	of	2
	<u>ب</u>	ω	STANDAR	D PENETRAT	ION TEST
ELEV. (FT)	DEPTH (FT) MATERIAL DESCRIPTION	SAMPLE NO.		S/6-INCH	BLOW COUNT
				_	
				7	
-17.5	19 Very Dense Dark Brown Fine SAND (SP/A-3) Percent Fines Content = 3.0%	7		16 — 28	44
-18.5	BORING TERMINATED				1
			_	-	
			—		
				_	-
	24-		_	_	-
	25-		-	-	
			-	-	
				-	
			-	-	-
	 - 29		-	-	_
				-	-
	31-		-	-	-
÷			-	-	

TEST BORING RECORD

JOB NO. 09-1002

ENGINEERING, INC.

Geotechnical & Materials Engineering and Testing			BORING NO.		B16			
Project		St.	Augustine Airport Taxiway B Extension		Sheet	1	of	2
Boring Location					Boring B	egun	01/2	7/09
Ground Elevation	1.5	Datum			Boring C	ompleted	0	/27/09
Groundwater Depth			0		Driller	Ρ.	R. Your	g
Length of Casing Set			Casing Size		Engineer	Joh	n Ellis I	I, P.E.
(<u> </u>	ш STA		NETRA	

ELEV. (FT)	DEPTH (FT)	MATERIAL DESCRIPTION	SYMBO	SAMPL NO.	BLOWS / 6-INCH	BLOW COUNT
1.5		Very Loose to Loose Gray and Brown Slightly Silty Fine SAND (SP-SM/A-3)		1	1=12" 1 1	- 1
	2			2	2 	- 5
-2.5		Loose Light Brown Fine SAND (SP/A-3) Percent Fines Content = 2.2%		3	4 - 5 4 - 4 - 3 -	9
				4	4 	9
				5	4 	- 7
-9.5		Dense Gray and Brown Slightly Silty Fine SAND (SP-SM/A-3)				
REMARY			643956 86396 66436 66436 86396 86396 86396 66430 66400000000		20 17 15 ORE DRILLING: ASTM	32

TEST BORING RECORD

JOB NO. 09-1002

BORING NO. B16

ENGINEERING, INC.

Geotechnical & Materials Engineering and Testing

Project _	St. Augustine Airport Taxiway B Extension	Sheet	t2	of	2
ELEV.		ЪГЕ О	STANDARD	PENETRAT	
(FT)	T) MATERIAL DESCRIPTION	SAMPLE NO.	BLOWS	6-INCH	BLOW COUNT
				r: .	
-15.5	17 Firm Gray Fine SAND (SP/A-3) Percent Fines Content = 4.4%		_		
-18.5		7			13
	BORING TERMINATED		_		
			_		
			-	_	
			_		
			-	-	
					-
			_	_	
			_		-
			_	_	
			_	_	





SUMMARY OF LABORATORY TEST DATA

St. Augustine Airport Taxiway B Extension Passero Associates Legacy Project No. 09-1002

Boring No. / Sample No.	Depth (feet)	w ^a (%)	Fines ^b (%)	Organics ^c (%)
B7/1	0.0 - 2.5	28.9	4.1	2.4
B7/2	2.5 - 4.5	34.7	3.4	3.7
B7/3	4.5 - 8.0	19.3	1.2	-
B7/6	12.5 - 22.0	30.1	1.2	-
B8/1	0.0 - 2.0	32.4	3.1	1.1
B8/2	2.0 - 3.0	35.1	5.9	2.5
B8/3	4.5 - 6.5	25.1	4.7	-
B8/7	18.0 - 20.0	28.9	11.3	-
B9/1	0.0 - 6.0	33.9	2.6	0.4
B9/4	6.0 - 10.0	42.3	7.1	2.1
B9/6	10.0 - 17.0	112.7	62.4	6.9
B10/3	3.5 - 8.0	55.8	18.8	3.4
B10/7	18.0 - 24.5	38.5	15.6	-
B11/1	0.0 - 2.0	32.7	6.0	1.3
B11/2	2.0 - 4.0	25.0	9.6	-
B11/6	13.5 - 17.0	23.1	2.5	-
B12/4	6.0 - 12.5	27.9	0.4	-

w^a - Natural Moisture Content Fines^b - Percent Fines Content Organics^c – Percent Organics Content

SUMMARY OF LABORATORY TEST DATA

St. Augustine Airport Taxiway B Extension Passero Associates Legacy Project No. 09-1002

Boring No. / Sample No.	Depth (feet)	w ^a (%)	Fines ^b (%)	Organics ^c (%)
B12/7	17.0 - 22.5	34.6	16.4	-
B12/8	22.5 - 25.0	24.8	3.4	
B13/1	0.0 - 2.0	61.5	22.7	4.7
B13/2	2.0 - 4.0	34.4	10.4	2.5
B13/3	4.0 - 6.0	81.6	33.7	6.7
B13/5	8.5 - 13.0	32.9	8.6	1.9
B13/6	13.0 - 19.5	25.7	36.7	1.4
B14/1	0.0 - 2.5	213.2	49.5	22.4
B14/4	2.5 - 8.5	46.6	19.9	3.8
B15/1	0.0 - 2.0	51.9	33.0	29.3
B15/2	2.0 - 6.0	30.0	6.0	-
B15/5	6.0 - 11.5	28.0	2.1	-
B15/7	19.0 - 20.0	27.1	3.0	-
B16/4	4.0 - 11.0	24.3	2.2	-
B16/7	17.0 - 20.0	26.2	4.4	-

w^a - Natural Moisture Content Fines^b - Percent Fines Content Organics^c – Percent Organics Content

FIELD & LABORATORY PROCEDURES

Penetration Borings

The penetration borings were made in general accordance with ASTM D 1586-67, "Penetration Test and Split-Barrel Sampling of Soils". Each boring was advanced to the water table by augering and, after encountering the groundwater table, further advanced with a rotary drilling technique that uses a circulating bentonite fluid for borehole flushing and stability. At two-foot intervals within the upper 10 feet and at five-foot intervals thereafter, the drilling tools were removed from the borehole and a split-barrel sampler inserted to the borehole bottom. The sampler was then driven 18 inches into the material using a 140-pound SPT hammer falling, on the average, 30 inches per hammer blow. The number of hammer blows for the final 12 inches of penetration is termed the "penetration resistance, blow count, or N-value". This value is an index to several in-place geotechnical properties of the material tested, such as relative density and Young's Modulus.

After driving the sampler 18 inches (or less, if in hard rock or rock-like material) at each test interval, the sampler was retrieved from the borehole and a representative sample of the material within the split-barrel was placed in a watertight container and sealed. After completing the drilling operations, the samples for each boring were transported to our laboratory where our Geotechnical Engineer examined them in order to verify the driller's field classifications. The samples will be kept in our laboratory for a period of two months after submittal of formal written report, unless otherwise directed by the Client.

Moisture Content

The moisture content of the sample tested was determined in general accordance with ASTM D 2216. The moisture content is the actual moisture content of the sample as sampled in the field during the performance of the soil boring.

Fines Content

The percent fines of material passing the No. 200 mesh sieve of the sample tested was determined in general accordance with ASTM D 1140. The percent fines are the soil particles in the silt and clay size range.

Organics Content

The organics content of the sample tested was determined in general accordance with ASTM D 2974. The organics content is the percent of loss of material of an oven-dried sample of material after the sample has been heated in a muffle furnace to 440 °C.



APPENDIX R

MITIGATION OPTIONS AND CONCEPTUAL MITIGATION PLAN



JUNE 2010

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218

IN COORDINATION WITH: BIRKITT ENVIRONMENTAL SERVICES, INC 550 N. REO ST, SUITE 105 TAMPA, FL 33609


St. Augustine Airport Taxiway C Replacement, RSA Compliance, and Approach Lighting System Projects

Mitigation Options and Conceptual Mitigation Plan

Table of Contents

		Page
1.0	INTRODUCTION	2
2.0	REGULATORY REQUIREMENTS	2
3.0	IMPACT ASSESSMENT/MITIGATION REQUIREMENTS	3
4.0	MITIGATION OPTIONS EVALUATED	4
5.0	CONCEPTUAL MITIGATION PLAN	

Figures

Figure 1	Mitigation Options Locations
Figure 2	On-Site Spoil Island
Figure 3	SJRWMD 1870s Historic Aerial Photograph

Attachment

Attachment 1 Spoil Island Representative PhotographsAttachment 2 Spoil Island Hazardous Wildlife Attractant Potential Preliminary Site AssessmentMemo

Tables

- Table 1Mitigation Options
- Table 2UMAM Analysis of Permanent Impacts

1.0 INTRODUCTION

The Airport is a public-use commercial service airport located in St. Augustine, Florida and is owned and operated by the Airport Authority. The Airport has three paved runways that serve both air carrier and general aviation operations. The Airport is located in Sections 25 and 50, Township 6S and Range 29E, situated along the west side of the Tolomato River. The property is bordered by U.S. Highway 1 and a CSX railroad line on the west.

The Authority is proposing the following projects for the Airport:

- The replacement of the existing Taxiway 'C' that serves Runway 31;
- The restoration of the Runway 31 RSA to bring the RSA back into compliance with FAA standards; and
- The installation of an ALS Lead-In Light System for the existing ILS for Runway 31.

The project purpose is to bring the Airport within FAA design and safety standards for Runway 31 Taxiway 'C'. Specifically, to address a current centerline separation of 215 feet and operational delay issues as a result of the current Runway 31 Taxiway 'C' configuration; bring the RSA within FAA design and safety standards and address the erosion issues on the east side of Runway 31; and to install an ALS off the south end of Runway 31. The proposed project comprises 42.5 acres of the 718 acres of Airport property. Impacts as a result of the Proposed Project include the dredging and filling of approximately 7.46 acres of salt marsh habitat and 2.57 acres of open water habitat. Portions of the open water habitat are populated by oysters.

The location of the Airport is immediately adjacent to an estuarine salt marsh conditionally approved by the state as a Class II water body (shellfish harvesting). The proposed project impacts will require mitigation to meet several objectives:

- Compensatory mitigation for wetland impacts for SJRWMD and the USACE;
- Compensatory mitigation for impacts to benthic habitat, specifically oyster bars;
- Mitigation to meet public interest criteria associated with dredging and filling in a Class II approved water body. This mitigation could be water quality improvements or other activities such as land acquisition that can address public interest criteria overall; and
- Compensatory mitigation to offset the wood stork core foraging area impacts.

2.0 REGULATORY REQUIREMENTS

Compensatory mitigation typically must be provided within the same watershed as the impacts (Basin Six for the Airport) and generally must include the same type of wetlands as those impacted. Sovereign submerged lands (SSL) are not expected to be a major factor since the affected submerged lands are predominately under ownership by the Airport Authority.

Chapter 40C-4 Section 12 of the F.A.C. states that mitigation is required only to offset the adverse impacts to the functions identified in Sections 12.2 - 12.2.8.2 caused by regulated activities. Mitigation can consist of restoration, enhancement, creation or preservation of wetlands or other

surface waters and uplands. Offsite mitigation will only be accepted if adverse impacts are offset and the applicant can demonstrate that:

(a) on-site mitigation opportunities are not expected to have comparable long-term viability due to such factors as unsuitable hydrologic conditions or ecologically incompatible existing adjacent land uses or future land uses identified in a local comprehensive plan adopted according to chapter 163 F.S.; or

(b) off-site mitigation would provide greater improvement in ecological value than on-site mitigation.

Compensatory mitigation for wetland impacts, as outlined by the USACE's 33 CFR Part 320-332 Section 332.3, states that "Compensatory mitigation may be performed using the methods of restoration, enhancement, establishment, and in certain circumstances preservation. Restoration should generally be the first option considered because the likelihood of success is greater... and the potential gains in terms of aquatic resource functions are greater, compared to enhancement and preservation." On March 31, 2008, EPA and USACE issued revised regulations governing compensatory mitigation for authorized impacts to wetlands, streams, and other waters of the U.S. under Section 404 of the Clean Water Act. This new rule became effective June 9, 2008 and specifies three options to offset unavoidable wetland impacts:1) third-party compensation through mitigation banks 2) and in-lieu fee program credits and 3) permittee-responsible mitigation under a watershedbased approach. This rule establishes a preference for the use of mitigation bank credits, which reduces some of the risks and uncertainties associated with compensatory mitigation.

The State of Florida adopted the UMAM F.A.C. Ch. 62-345 on February 2, 2004. On July 18, 2005 the USACE provided public notice stating that in order to simplify and speed the evaluation of permits, the Jacksonville District of the USACE decided to implement the UMAM in the state of Florida, effective August 1, 2005. UMAM provides a standardized procedure for assessing the functions provided by wetlands and other surface waters, the amount that those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset that loss. The proposed conceptual mitigation plan and UMAM scores are presented in Section 5.0 of this document.

3.0 IMPACT ASSESSMENT/MITIGATION REQUIREMENTS

The Proposed Project will result in unavoidable impacts to approximately 7.46 acres of saltmarsh and 2.57 acres of other surface waters. Wetland A East, South, and West will be impacted as a result of the restoration of the RSA, the installation of the ALS, and the relocation of Taxiway 'C' (Figure 2). Both filling and dredging of the wetlands and open waters will occur from the proposed activities. Construction of the Proposed Project would also result in approximately 4.73 acres of temporary impacts to saltmarsh and 1.34 acres to open water.

An assessment of these unavoidable impacts and the amount of mitigation needed to compensate for the proposed project was determined utilizing UMAM. The UMAM analysis was conducted to evaluate the functional loss of wetlands associated with both the project construction and those wetlands proposed for permanent impacts from the project. The total functional loss of the salt marsh and other surface waters from the proposed project is 6.06 functional units. Therefore, the mitigation needed for these unavoidable impacts must provide a functional gain sufficient to compensate for this functional loss.

Additionally, the proposed project area contains suitable wood stork foraging habitat that is located within the 13-mile buffer of a Wood Stork Nesting Colony. As a result, habitat compensation for impacts must be within or in the proximity of the wood stork Core Foraging Area (13 miles from the known nesting colony site). **Figure 1** indicates which of the identified potential mitigation sites meet this criterion in order to avoid significant impacts to wood storks and suitable foraging habitat.

Impacts to Class II shellfish harvesting waters and oyster habitat will also occur. The proposed mitigation will also need to address compensation for these impacts. Oysters may be relocated prior to construction or appropriate mitigation provided as part of the wetlands mitigation plan.

4.0 MITIGATION OPTIONS EVALUATED

Potential mitigation options for compensating wetlands and open water impacts associated with the St. Augustine Airport project have been identified. Mitigation options evaluated included land acquisition, restoration or creation, and other opportunities. On-site and off-site options were considered.

Mitigation options were evaluated based on the following criteria:

- sufficient to compensate for wetland functional loss
- within Basin Six per SJRWMD
- within Class II Waters
- within Wood Stork Core Foraging Area
- acceptable to FAA; no significant increase in wildlife hazard

The results of the mitigation options assessment were presented to the SJRWMD and USACE on October 20, 2009 and additional mitigation opportunities to investigate were provided by agency staff.

Figure 1 depicts the location of optional sites that were reviewed. Some of the options may not provide sufficient mitigation alone; but, may potentially be combined with other alternatives to provide suitable mitigation. Key issues with each mitigation option were also identified.

4.1 Potential Mitigation Sites Investigated

Site 1 - Marsh Harbor Mitigation Area

- Source: Christine Wentzel, SJRWMD
- Location: See Figure 1
- Type: "Credits" Wetlands Preservation Only
- Sufficient mitigation: Not sufficient mitigation
- Issues: USACE may not accept preservation alone

• Further investigation: Determine if can be used in combination with other options

Birkitt contacted Michelle Hendryx of Environmental Services, Inc. (ESI) in Jacksonville on September 24, 2009 regarding the Marsh Harbor mitigation property. The property is located along the Intercoastal Waterway. The mitigation area was developed for the owner's use, but they are able to sell "credits" and the SJRWMD has accepted credits purchased from this property previously. They have about 37 acres of salt marsh preservation (not restoration or enhancement) and approximately 30 acres of uplands (not all consolidated), which SJRWMD has favored. The "credits" cost \$191,000 per UMAM unit. Ms. Hendryx indicated that the owner may have a smaller site close to St. Augustine; but, it is probably freshwater wetlands, which is not an appropriate mitigation option for salt marsh impacts associated with this project.

The SJRWMD has previously authorized a relative functional gain of only 0.01 (based on UMAM) for salt marsh preservation. Conservation easements are deeded to SJRWMD Uplands preservation receives a greater lift. The owners have not been offering wetland creation because of the effort involved (grading, planting, monitoring), and because it does not make the best use of their valuable uplands. The USACE typically will not consider preservation of uplands as appropriate mitigation for wetlands impacts. Additionally, the site is outside of the Wood Stork Core Foraging Area limits.

Site 2 - Guana Parcel

- Source: Christine Wentzel, SJRWMD
- Location: See **Figure 1**
- Type: land acquisition
- Sufficient mitigation: No
- Issues: USACE acceptance of preservation alone; not sufficient mitigation
- Further investigation: Determine if can be used in combination with other options
- Status: No opportunity alone

Birkitt contacted Farley Grainger on September 23, 2009. He referred us to Beth Breeding, a representative of the owner of the parcel. Ms. Breeding indicated that the site is a 7.5-acre parcel that is located near Ponte Vedra Beach. The property is all wetlands, predominantly saltmarsh, and is located adjacent to preserved lands. Approximately 3.5 acres of the parcel have already been used for mitigation and are under a conservation easement. The remaining 4 acres are available for purchase at \$10,000 per acre. Only 0.04 UMAM credits would be available assuming the 0.01 lift for preservation previously granted by the SJRWMD for other preservation areas would be assigned by the SJRWMD.

Site 3 - Anastasia State Park

- Location: See Figure 1
- Source: Previous EA and Christine Wentzel, SJRWMD
- Status: Nothing available at this time

Birkitt contacted Paul Crawford, Park Manager for Anastasia State Park on September 28, 2009 to discuss any mitigation opportunities that may be available onsite or on adjacent lands. Mr. Crawford indicated that there may be some potential options onsite and that he would coordinate with district biologists to identify them. He will forward any information that he obtains.

Site 4 - Fort Mose

- Location: Within the Wood Stork Core Foraging Area limits (**Figure 1**)
- Source: Previous EA
- Sufficient mitigation: No
- Issues: Potential high risk due to high wave energy
- Further investigation: Determine if can be used in combination with other options
- Status: No opportunity alone

Birkitt contacted Paul Crawford, Park Manager for Anastasia State Park on September 28, 2009 to discuss any mitigation opportunities that may be available onsite or on adjacent lands at Ft. Mose. Mr. Crawford indicated that there may be one mitigation opportunity involving a small erosion area existing onsite. Mr. Crawford will be coordinating with district biologists for their review and advice, and will provide further information when it is available.

Birkitt again contacted Fort Mose on February 1, 2010 and spoke with Alice Bard. Ms. Bard stated there is an island in the east of the Fort that is experiencing heavy boat traffic resulting in erosion of the shoreline. Ms. Bard stated that there may be an opportunity for shoreline restoration in this area with placement of a "living shoreline" of an oyster reef in this area to help curb the erosion. The shoreline length is approximately 300 feet long and the entire island is less than 5 acres in size. The opportunity presented by Ms. Bard would provide a potential for compensation of the proposed impacts; the identified mitigation opportunity is too small to meet the mitigation requirements for the Airport. In addition, there would be a potential high risk associated with the project due to high wave energy along shoreline.

Site 5 - Faver-Dykes State Park

- Location: See **Figure 1**
- Source: Previous EA
- Status: Nothing available at this time

Birkitt attempted to contact Douglas Carter, Park Manager for Faver-Dykes State Park on September 23, 2009 to discuss potential mitigation opportunities existing onsite or on adjacent lands. A detailed message was left regarding the mitigation options analysis; however, Mr. Carter has not yet contacted Birkitt.

Site 6 - Matanzas State Forest

- Location: See Figure 1
- Source: Previous EA

• Status: Nothing available at this time

Birkitt contacted the Division of Forestry on October 2, 2009 and left a detailed message for Ray Durham, who is responsible for mitigation projects within the forestry lands. We are awaiting a response.

Site 7 - Los Calinas/Ball Tract/Palencia North PUD

- Location: See Figure 1
- Source: Christine Wentzel and Paul Haydt, SJRWMD
- Type: Restoration
- Further investigation: No opportunity

Birkitt contacted David Haas of Intervest Construction of Jacksonville on Sept 22, 2009 regarding the Ball Tract Palencia North PUD. Christine Wentzel of the SJRWMD recommended we contact him regarding potential spoil islands that may be available for mitigation use. This location was also the site previously identified by Birkitt in consultation with SJRWMD resource staff on spoil island restoration in the previous EA. Mr. Haas indicated that all potential salt marsh or spoil island restoration is being used by the Palencia North PUD. There are no additional salt marsh or spoil islands available for mitigation use for outside entities. Additionally, the site is outside of the Wood Stork Core Foraging Area limits.

Site 8 - Venetian Mitigation Area/Stokes Landing Conservation Area

- Location: See **Figure 1**
- Source: Christine Wentzel, SJRWMD
- Type: Land acquisition
- Status: No willing seller
- Further investigation: No opportunity at this time

Birkitt contacted John Shanks of Access Ecological Associates, Inc. on Sept 22, 2009 regarding the Venetian Mitigation Area adjacent to the Stokes Landing Conservation Area. Christine Wentzel of the SJRWMD recommended we contact him regarding potential lands within and adjacent to salt marsh that may be available for acquisition for mitigation use. Mr. Shanks indicated that he had previously worked as a consultant for the owner of the property and that the land encompasses approximately 80 acres of platted lots in and adjacent to salt marsh. Mr. Shanks added that the SJRWMD was interested in acquisition of the property because it is adjacent to Stokes Landing Conservation Area, was already platted, and has a high potential for development. Mr. Shanks tried to contact the landowner on several occasions to determine the availability of acquisition but his calls have not been returned, and he assumes they are not interested in selling at this time. Mr. Shanks will provide an update if he is able to make contact.

Site 9 - On-site Spoil Island - SGJ

- Location: See Figures 1 and 2
- Source: Previous EA, the Airport, and Christine Wentzel, SJRWMD
- Type: Restoration; on-site

- Sufficient mitigation: Yes; may need obtain approval to utilize the state lands portion or use Airport-owned portion in combination with another site
- Issues: FAA proximity to the Airport; costs; approval to restore state portion
- Further investigation: Yes
- Status: Developing conceptual plans for restoration

A large spoil island is located to the northeast of the airport within the Tolomato River estuary. This island is approximately 18.3 acres in size. The southern portion of the island is owned by the Airport Authority while the northern portion of the island is owned by the state. It is expected that negotiations with the Florida Division of State Lands would result in the entire island becoming available for wetlands restoration if needed. The island was formed from dredged spoil and has a sandy aggregate shoreline encircling uplands supporting dense vegetation at approximately 1.0 feet or more above MSL. The interior island elevation ranges from approximately 0.0 to 9.0 feet above MSL. The proposed mitigation would involve construction of salt marsh habitats at appropriate elevations.

The concept would include restoration of the area to historic conditions and creation of a mosaic of wetland habitat types including salt marsh and a tidal creek. The proposed design would include grading surface elevations to approximately the mean high water level and lower to create low and high salt marsh habitat and the tidal creek system, removal of the spoil materials, and planting of native salt marsh vegetation.

Based on UMAM, the spoil island restoration would provide sufficient and appropriate mitigation for project impacts. Restoration at this location would provide benefits to Class II waters and provide oyster habitat and salt marsh habitat. It is located within Basin Six and is in proximity to the Airport. It is also within the Wood Stork Core Foraging Area limits. Discussion with FAA on the potential wildlife hazard associated with the spoil island restoration is warranted due to the expansion of salt marsh habitat surrounding the airport. However, based upon the extent of existing salt marshes surrounding the airport, no significant increase in wildlife hazards is anticipated as a result of the spoil island restoration. In addition, if the spoil island is left alone, it would likely develop into a bird rookery. The restoration of the island from a potentially suitable nesting forested habitat to a saltmarsh may provide a reduction in a wildlife hazard attract and therefore, be considered a benefit to airport operations.

An additional benefit of utilizing the spoil island is that the spoil material may be available for use as fill for the construction of Taxiway 'C'. A geo-technical analysis of the soils will be needed to determine the suitability of the sediments. If the soils are acceptable as fill, then utilization of this material may save on the construction costs. In addition, if the spoil island is selected as the mitigation site, disposal costs during the construction of the mitigation will be minimized.

Site 10 - Guana-Tolomato-Matanzas National Estuarine Research Reserve – Guana Peninsula

• Location: See Figure 1

- Source: Previous EA, Christine Wentzel, SJRWMD
- Type: restoration on public lands; off-site
- Sufficient mitigation: Not sufficient alone
- Issues: Mitigation on federal property; good mitigation or public interest benefit for Class II shellfish waters; High risk due to wave activity
- Further investigation: Yes
- Status: Continuing coordinating with GTMNERR to identify opportunities Determine if can be used in combination with other options

The Guana-Tolomato-Matanzas Research Reserve (GTMNERR) includes spoil islands and some tidal marsh habitats. A large number of spoil islands located in the Matanzas River and some within the Tolomato River are included within this Reserve. Birkitt contacted GTMNERR on September 23, 2009 and spoke with Dr. Mike Shirley, the Reserve Manager. He indicated there was a shoreline restoration project on the Guana Peninsula for which they have been trying to obtain grant money. He referred us to Forrest Penny, Stewardship Coordinator, who provided details of the shoreline restoration project. The Guana Peninsula contains archeological artifacts including Indian shell mounds and a historic docking facility. The goal of the proposed project is to create a living shoreline from the oyster reef to promote sediment accretion. The length of the shoreline is approximately 300 to 350 linear feet. The location is within the Wood Stork Core Foraging Area limits. There may also be an opportunity for salt marsh plantings for additional stabilization. We are awaiting information on the potential for spoil island restoration in the Reserve. Insufficient information is currently available; however, initial review indicates that the identified mitigation opportunity is too small to meet the mitigation requirements for the Airport.

Birkitt met with GTMNERR representatives again on December 21, 2009 and have been coordinating closely with staff on other potential mitigation opportunities. It was determined that the shoreline restoration project was the only available project at this time. High wave activity along the shoreline increases the potential risk of failure unless hydrologic modeling is conducted.

4.2 Other Mitigation Options Investigated *Mitigation Banks*

Birkitt investigated the possibility of utilizing approved mitigation banks for mitigation for the project. No banks are available within Regulatory Mitigation Basin Six or Nine that would provide mitigation for salt marsh impacts.

St. Johns County

Birkitt spoke to Tony Cubbedge from the St. John's County Division of Land Acquisition on September 22, 2009. Birkitt explained that the mitigation needs were for the St. Augustine Airport project. Mr. Cubbedge indicated that all available lands for acquisition or lands that are currently owned by the County would be utilized for County projects and that there are no opportunities for the Airport or other non-County projects at this time. Birkitt contacted Mr. Cubbedge again in January 2010 and Mr. Cubbedge explained that the opportunities for estuarine mitigation have been reserved for County boat ramp and road projects. There are no opportunities available for the Airport. He is not aware of any other opportunities in the project vicinity.

St. Johns River Water Management District

Christine Wentzel, SJRWMD, checked with the District's land acquisition section, and indicated that no opportunities have been identified.

FDOT Mitigation Program, Chapter 373.4137, F.S.

The FDOT Mitigation Program, also known as the "Senate Bill", states that projects funded by the Federal Highway Administration or the Federal Department of Transportation may be eligible for participation in a program managed by the water management district if they have an appropriate project under way that could be used to offset project impacts. This alternative to providing on-site or off-site mitigation may be available for airport improvements funded by the Federal Highway Administration or the Federal Department of Transportation. The Tampa International Airport was one of the first airports to utilize this program for mitigation for wetland impacts in Florida. Under this program, money (approximately \$102,000 per acre of wetlands impact) is paid to the water management district if they have a project under way that could be used to offset project impacts. In this case, the SJRWMD would have to have a restoration project that included salt marsh restoration and open water habitat.

Lisa Grant of SJRWMD, manager of the FDOT Mitigation Program for SJRWMD, indicated that the District does not currently have any projects that could be utilized for mitigation for the St. Augustine Airport project. However, the project can be placed on the FDOT mitigation list next July (2010) when the list is updated. The SJRWMD will then evaluate the possibility of initiating an appropriate mitigation project. This option is potentially viable but no further information can be obtained until 2010.

Wetland Creation On-site

Other sites previously considered as mitigation for project impacts at the Airport included creation of wetlands at the Araquay Subdivision. During the previous EA effort, this site was estimated to provide approximately 1.7 acres of wetlands habitat if the uplands were graded down to the elevation of adjacent wetlands. This site has not been included at this time due to landowner and adjacent property issues.

Wetland Preservation On-site

Preservation of Airport owned saltmarsh was considered as compensation for the proposed project at the Airport. There appears to be less than 50 acres of airport owned salt marsh that could be preserved at the site. SJRWMD has previously stated that the relative functional gain for saltmarsh preservation is only 0.01 (based on UMAM). Therefore, preservation of over 600 acres of saltmarsh would be needed to fully compensate for the proposed impacts alone. The airport does not have 600 acres of saltmarsh to preserve; however, preservation of saltmarsh at

the Airport could be combined with other opportunities to provide the needed functional gain and will continue to be evaluated.

Privately-owned Spoil Islands

Based on previous coordination with Paul Haydt of the SJRWMD during the previous EA investigation, it appears that multiple privately owned spoil island sites may exist along the coastline of St. Johns County and adjacent counties. Efforts have been made to contact property owners and evaluate their willingness to sell the spoil islands for use as mitigation for the airport project. Additionally, Christine Wentzel, SJRWMD, identified a privately owned spoil island known as the Ball Tract. However, it was recently determined to be unavailable for utilization as mitigation for the Airport as the current owners are utilizing the spoil island for their own mitigation. One of the landowners of other privately owned spoil islands has indicated that they might be willing to sell their spoil island. Therefore, restoration of a privately owned spoil island might be a viable option. When more information is available, this option may be investigated further.

Other Privately-owned Lands

Birkitt contacted Mr. Patrick Hamilton of Southern Realty on October 28, 2009 regarding the Anastasia Lakes property owned by Anastasia Lakes LLC, within the City of St. Augustine. It lies immediately north of SR 312 on Anastasia Island. Of the original 50 acres available for purchase, approximately 45 to 47 acres remain. This parcel of land is located within a salt marsh system; however, it does not lie within Class II waters. If acquired, the restoration of this property would meet in-kind mitigation requirements but would not meet criteria for Class II waters; therefore, further investigation has not been conducted. Additionally, the USACE does not readily accept preservation alone as mitigation. Mr. Hamilton indicated that the property is available for purchase.

Madiera Development

Birkitt has attempted to contact the Madeira Development, which is located adjacent to the Airport, to determine if they have any potential opportunities available. Messages have been left and phone calls have not been returned. Birkitt also stopped by the Madeira office and spoke with Lauren Braren. Ms. Braren provide a referenc for additional contacts and Birkitt has left messages but has not received a call back. Birkitt is continuing to follow up with contacts provided by the USACE.

4.3 Mitigation Options Conclusion

Table 1 provides a comparison of all mitigation options evaluated for this assessment. Currently the only mitigation option that meets all permitting criteria and has sufficient mitigation opportunity to compensate for the wetlands functional loss is the on-site spoil island restoration. Efforts are continuing to determine whether other mitigation projects are available or a combination of mitigation projects could be utilized. Currently the other potential mitigation projects identified either in combination or alone are insufficient to meet the wetlands mitigation requirements

The on-site spoil island restoration would provide mitigation for all aspects of project impacts including wetlands, oysters, wood stork foraging habitat, EFH, and Class II shellfish harvesting waters and is the preferred mitigation option. At this time, the restoration of the spoil island coupled

with the restoration of the shoreline of the proposed project area will be pursued unless other viable mitigation becomes available.

5.0 PREFERRED MITIGATION OPTION - CONCEPTUAL MITIGATION PLAN

A Conceptual Mitigation Plan is provided below to describe the proposed mitigation to off-set wetland and open water impacts that will result from constructing the proposed St. Augustine Airport project. The preferred mitigation option for offsetting the impacts associated with the construction of the proposed project consists of restoring the shoreline of the proposed project area and a large spoil island, approximately 18.3 acres in size. The spoil island is located in the vicinity of the Airport, northeast of Runway 31.

5.1 Project Impacts and UMAM Assessment

Refer to Section 4.16 for a description of the anticipated project impacts. A summary of the temporary and permanent project impacts is provided below in Table 2. Construction of the Proposed Project would result in approximately 7.46 acres of permanent impact to intertidal saltmarsh wetlands and sand flats (FLUCFCS types 6420 and 6500, respectively) and 2.57 acres of surface waters impacts including excavated embayments and tidal canals which contain approximately 0.17 acres of oysters (FLUCFCS type 5100) (see **Figure 4.16-1**). Construction of the Proposed Project would also result in approximately 4.73 acres of temporary impacts to saltmarsh and 1.34 acres to open water. The temporary construction areas will be minimally disturbed during construction and or returned to preconstruction conditions.

To comply with State and Federal regulations, potential impacts to wetlands and surface waters were quantified and the extent of mitigation proposed for unavoidable impacts was based on the UMAM, Chapter 62-345, Florida Administrative Code (F.A.C.). The UMAM analysis was conducted to evaluate the functional loss of wetlands associated with the impacts of project construction.

The total functional loss for wetland impacts is 6.06 functional units (refer to UMAM forms provided in **Appendix L** and Table 2). UMAM was also utilized to assess the functional gain from the proposed mitigation. Please refer to Section 5.2.4 below.

The UMAM calculations are preliminary and are subject to the review and approval from the SJRWMD and USACE. Therefore, the total functional units required may change during the permitting phase of the project.

5.2 Proposed Mitigation

The preferred mitigation option for offsetting the impacts associated with the construction of the proposed project consists of restoring the shoreline of the proposed project area and an airport owned on-site spoil island.

5.2.1 Restoration of the Shoreline of the Project Area

The east and west shorelines of the proposed project area will be restored with the planting of native saltmarsh vegetation that is similar to what is proposed for impact. The vegetation will be placed on the slope of the RSA and interplanted with the erosion control structures (Armorflex 30).

Approximately, 1.46 acres of saltmarsh will be temporarily impacted and re-vegetated. In addition, approximately 0.2 acres of open water will be restored to saltmarsh. Historically, the open water areas proposed for impact were dredged from saltmarsh for fill for the construction of airport facilities. As a result, the conversion of the open water to saltmarsh can be considered a restoration and will provide mitigation for the proposed project impacts. Based on the UMAM calculations, a relative function gain of 0.13 will be obtained from the restoration of the open water habitat and results in a 0.01 functional gain. Therefore, the function loss remaining that needs to be compensated through the spoil island restoration is 6.05 functional units (6.06 [from project impact] - 0.01 [functional gain from shoreline restoration]). In addition, oysters will be relocated to the toe of slope of the ArmorFlex. It is expected that the RSA slope, interplanted with saltmarsh vegetation and the oysters at the toe of slope, will create a "living shoreline" for fish and wildlife. It is also expected that natural recruitment of saltmarsh vegetation and oysters will occur along and at the toe of slope.

5.2.2 Spoil Island Restoration

5.2.2.1 Spoil Island Description

A dredged material spoil island occurs just northeast of the mainland area of the Airport (**Figures 1 and 2**) within the Tolomato River estuary. The southern portion (approximately two-thirds) of the spoil island is owned by the Airport Authority and approximately 7 acres along the northern portion is owned by the state. The spoil island was formed from dredged spoil and has a sandy aggregate shoreline encircling uplands supporting dense vegetation above approximately 1.0 foot mean sea level (MSL). The interior island elevation ranges from approximately 0.0 to 9.0 feet MSL.

Historically, the area was comprised entirely of salt marsh and tidal creek systems. Refer to the aerial photograph (1870s) showing site conditions before the spoil island was created (**Figure 3**).

Based on preliminary habitat assessments of the spoil island, it was found that the island is comprised of an upland forest and surrounded by fringing disturbed freshwater forest. The two forested habitats are surrounded by a saltmarsh containing salt flats, saltmarsh vegetation, and open water (**Figure 4**). The upland center of the island comprises 10.3 acres and is dominated by wax myrtle (*Myrica cerifera*), red cedar (*Juniperus virginiana*), cabbage palm (*Sabal palmetto*), sweetgum (*Liquidambar stryaciflua*), pine trees (*Pinus* spp.), and various vines. The disturbed freshwater wetland area comprises 8.0 acres and is dominated by Brazilian pepper (*Schinus terebinthifolius*), yaupon (*Ilex vomitoria*), red cedar, sugarberry (*Celtis laevigata*), saltbush (*Baccharis halimifolia*), and red maple (*Acer rubrum*). These two habitats are surrounded by a saltmarsh and salt flat mosaic (Refer to Photographs 1-8 in Attachment 1).

Mitigation for the unavoidable impacts to wetlands and oyster habitat are proposed on the spoil island. This option would be in-kind mitigation on the project site as well as provide valuable ecological benefits within Class II Waters. Although the northern portion of the spoil island is under state ownership, it is expected that negotiations with the Florida Division of State Lands would result in the entire island becoming available for wetlands restoration if needed.

Agency staff including the NMFS and USFWS met at the Airport to assess the large spoil island north of the entrance to the Sea Plane basin on August 1, 2007. After viewing the spoil island and

surrounding sites, agency staff agreed that the site would provide appropriate on-site mitigation. Restoration of the spoil island would return the currently upland habitat and fringing disturbed freshwater habitat to historic conditions of a mosaic estuarine habitat including salt-marsh, littoral zone, and inter-tidal creek. Recent coordination with the USACE and the SJRWMD also indicates support of this mitigation option.

5.2.2.2 Proposed Restoration Activities

Restoration of the spoil island (Figure 3) will include the following activities:

- Clearing, grading, and re-contouring the upland and freshwater wetland fringe portions of the island reducing surface elevations to between mean low water and mean high water to create a salt marsh habitat that supports colonization by saltmarsh cordgrass (*Spartina alterniflora*), black needlerush (*Juncus roemerianus*), and other marsh species;
- Portions of the spoil island will be re-contoured below the mean low water elevation to create a tidal creek system;
- Oyster habitat will be created within the tidal creek system by placement of oyster shell. It is possible that oysters will be relocated from the impact site; and
- Planting of salt marsh flora including saltmarsh cordgrass (*Spartina alterniflora*), black needlerush (*Juncus roemerianus*), and saltmeadow cordgrass (*Spartina patens*), similar to surrounding wetlands.

The proposed mitigation on the spoil island would require extensive earthwork to re-contour spoil island elevations. It is anticipated that the spoil island would be accessed from the mainland Airport property via a temporary pontoon bridge. A temporary pontoon bridge would be constructed from the Airport to the spoil island to provide access to the spoil island during restoration construction activities. The location of the temporary pontoon bridge would consider the shortest distance from the airport to the spoil island, the depth of the water, and presence and location of oyster clusters and wetland vegetation. Efforts to minimize unavoidable temporary impact to surface waters and wetlands would be undertaken in locating the pontoon bridge. In addition, sediment and erosion control measures would also be implemented to avoid or minimize disturbance to adjacent wetlands and water quality. Temporary impacts to existing salt marsh habitat will occur during restoration; however, it is anticipated that the salt marsh would return quickly to pre-construction conditions upon removal of the pontoon bridge.

Spoil from the proposed project and mitigation areas will be deposited in an approved upland disposal site within the Airport property. The exact location for the disposal and dewatering of dredge and excavation spoil has not been determined at this time. There is a possibility that the spoil from the island could be utilized as fill for the proposed extension of Taxiway C'. The spoil will only be used in this manner if the materials are tested and are suitable for use as fill. Regardless of the upland location chosen, the spoil disposal will be accomplished in accordance with applicable regulatory requirements for protection of water quality within Waters of the United States. Details of this project component will be addressed in the ERP Application for the proposed project.

Photographs 9 and 10 in Attachment 1 show close range oblique aerial photographs of construction in progress on a similar spoil island at Port Manatee; Manatee County, Florida. This design modified

existing elevations to increase *Spartina alterniflora*, mangrove, and oyster bed habitat. This is very similar to the proposed conceptual plan for the spoil island at the Airport. The Port Manatee Spoil Island Project was considered a successful restoration project.

5.2.2.3 Spoil Island Restoration UMAM Assessment

A preliminary UMAM assessment was also conducted for the potential restoration of the spoil island. The spoil island predominantly contains upland forested vegetation encircled by a fringing disturbed freshwater wetland. The forested areas are surrounded by salt marsh and open water of the Tolomato River. Previous site visits by agency staff documented that the existing upland habitat on the spoil island is not providing suitable habitat for fish and wildlife and the USACE, SJRWMD, and NMFS have previously indicated their interest in utilizing this area for mitigation for the proposed project.

The estimated relative functional gain for the restoration of the upland portions of the spoil island is 0.598. The estimated relative functional gain for the restoration of the disturbed freshwater wetlands of the spoil island is 0.25. This equates to a total relative function gain of 0.85 for restoring the spoil island.

The functional loss from the Proposed Project (reduced from the lift provided from the restoration of the shoreline of the proposed project area) is calculated at 6.05. To determine the acres of mitigation needed to offset impacts from restoring the spoil island, the functional loss is divided by the relative functional gain. If we restore the spoil island, approximately 7.1 acres of restoration is needed (6.05/0.85).

5.2.2.4 Monitoring, Maintenance, and Management

The mitigation project will be monitored to document the successful re-establishment of appropriate elevations and vegetative characteristics. Periodic inspections will be conducted to document the condition of the mitigation and appropriate measures for the control of exotic and nuisance species, and will be implemented as necessary. It is anticipated that vegetation will be established on the restored spoil island within two to three years following plant installation. Specific details concerning monitoring, maintenance, and management will be established during the permitting process.

5.3 Conceptual Mitigation Plan Conclusion

The St. Augustine Airport is working with the FAA and appropriate agencies to determine the appropriate mitigation for the proposed impacts. Restoration of a spoil island on Airport property is currently proposed to offset the functional loss of unavoidable wetland and open water impacts from the proposed project. Restoration activities at the spoil island will allow for in-kind mitigation in proximity to the impact area within Class II Waters. The mitigation site is also within the Wood Stork Core Foraging Habitat area. It is expected that the restoration of the shoreline of the proposed project area and the Airport's spoil island will provide the appropriate mitigation in order to meet the no-net loss requirements.

Figures







Figure 3. SJRWMD 1870's Historic Aerial of the Spoil Island Location

Attachments



Photograph 1. Aerial photograph of Spoil Island at St. Augustine Airport



Photograph 2. View of the Interior of the Spoil Island



Figure 3. Upland Habitat on the Spoil Island



Figure 4. View of the Fringing Disturbed Freshwater Forested Wetland



Photograph 5. View of the Saltmarsh and Forested Habitat of the Spoil Island



Photograph 6. Saltmarsh areas of Spoil Island at St. Augustine Airport



Figure 7. Brazilian pepper, an exotic species, on the spoil island.



Photograph 8. Spoil Island at St. Augustine Airport



Photograph 9. Close range vertical aerial photograph of the regrading and recontouring in progress at the spoil island, Port Manatee; Manatee County, FL.



Figure 10. Close range vertical aerial photograph of the regrading and recontouring in progress at the spoil island, Port Manatee; Manatee County, FL.

Tables

St. Augustine Airport

Table 1. Mitigation Options

Potential Mitigation Sites/ Evaluation Factors	Marsh Harbor Mitigation Area	Guana Parcel	Anastasia State Park	Fort Mose	Faver-Dykes State Park	Matanzas State Forest	Los Calinas/Ball Tract/Palencia North PUD	Venetian Mitigation Area	On-site Spoil Island - Airport	GTMNERR - Guana Peninsula	Araquay Subdivision	On-site Saltmarsh Preservation	Privately Owned Spoil Islands	FDOT Mitigation Program	Madeira Development
Sites	1	2	3	4	5	6	7	8	9	10	N/A	N/A	N/A	N/A	N/A
Willing seller/owner	Yes	Yes	N/A	Yes	N/A	N/A	No	No	Airport owned; portion state- owned	Yes	No	Airport owned	No	N/A	No
Within Same Drainage Basin	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes, if available	Yes
Within Wood Stork Core Foraging Area	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes, if available	Yes
Within Class II Waters	No	No	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes, if available	Yes
Mitigation Type	Preservation Only	Land Acquisition	N/A	Restoration on Public Land	N/A	N/A	Restoration	Land Acquisition	Restoration, On- site	Restoration on Public Land	Creation	Preservation, On- site	Restoration on Private Land	Could include all types	Unknown
In or Adjacent to Special Areas OFW's, Parks, Etc.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Some	Potentially	No
UMAM Relative Functional Gain/Lift	0.01*	0.01	N/A	0.1	N/A	N/A	N/A	N/A	0.598 Uplands, 0.249 Freshwater	0.1	Simliar to on-site spoil island restoration	0.01	Simlar to on-site spoil island restoration	N/A	N/A
Acreage Available	37 acres saltmarsh, 30 acres upland	4 acres	0	300 linear feet (acreage unknown)	0	0	N/A	80 acres	8.5 acres Airport owned, 7.9 acres state owned	7.69 acres	3.1 acres	Estimated <50 acres dependent on title determination	N/A	N/A	N/A
Sufficient Mitigation	No	No	No	No	No	No	N/A	N/A	Yes	No	No	No	N/A	N/A	N/A
Likelihood of success	High	High	N/A	Unknown	N/A	N/A	High	High	High	Unknown	High	High	High	N/A	N/A
Time to reach success	0	0	N/A	2-3 years	N/A	N/A	2-3 Years	0	2-3 Years	2-3 Years	2-3 Years	0	2-3 Years	0	N/A
Liability/Monitoring	0	0	N/A	Until Success	N/A	N/A	Until Success	None	Until Success	Until Success	Until Success	0	Until Success	0	N/A
Other Considerations	Also has available uplands which SJRWMD prefers; USACE does not typically like	None	No options available at this time	High wave engergy area; Mitigation on state property; Class II shellfish waters; in the public interest	No options available at this time	No options available at this time	None	None	Close Proximity; most of property owned by airport; Class II shellfish waters	High wave energy area; Mitigation on federal property; Class II shellfish waters; also an archeological site; in the public interest	Not a willing seller although adjacent to airport property and saltmarsh	Close Proximity; Class II shellfish waters	A willing seller must be identified; spoil island must be accessible for restoration	SJRWMD project must be identified, funding feasibilty must be evaluated; no opportunities available at this time	Need a willing seller and similar habitat available
Agency Support	USACE may not accept wetlands preservation alone and will not accept uplands preservation	USACE may not accept preservation alone	N/A	Possible	N/A	N/A	Yes	USACE may not accept preservation alone	Yes	Unknown	Possible	USACE may not accept preservation alone	Likely	Likely; but USACE has had issues with mitigation delays with program	N/A
Continue to Evaluate Mitigation Option	Yes	Yes	No	Yes	No	No	No	No	Yes	Yes	No	Yes	No	No	No

* Salt marsh

UMAM Analysis of Permanent Impacts										
	Cowardin	FLUCFCS	Permanent							
	(USFWS)	Code and	Impact		Functional					
Section	Classification	Description	(Acres)	UMAM Delta	Unit Loss					
	E1UBLx – Excavated embayment	5100- Streams and Waterway	0.16 fill	0.633	0.10					
East	E2EM1P – Estuarine intertidal saltmarsh	6420- Saltwater Marshes	3.92 fill	0.700	2.74					
	E2USP – Sand and mud flats	6500-Non- vegetated Wetlands								
	R1UB2/3Nx –	5100-	0 fill	0	0					
	Tidal canal	Streams and Waterway	0.11 dredge	0	0					
South	E2EM1P - Estuarine intertidal saltmarsh	6420- Saltwater Marshes	0.01 fill	0.767	0.01					
	R1UB2/3Nx -	5100-	2.16 fill	0.567	1.22					
	Tidal canal	Streams and Waterway	0.14 dredge	0	0					
West	E2EM1P -	6420-	2.93 fill	0.667	1.95					
	Estuarine intertidal saltmarsh	Saltwater Marshes	0.6 dredge	0.67	0.04					
		Totals	10.03	-	6.06					

Table 2UMAM Analysis of Permanent Impacts



Photograph 1. Aerial photograph of Spoil Island at St. Augustine Airport



Photograph 2. View of the Interior of the Spoil Island



Figure 3. Upland Habitat on the Spoil Island



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APPENDIX S

PUBLIC COORDINATION



JUNE 2010

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218



Table of Contents

Part A Proof of Publication Part B Hearing Transcripts Part C Public Written Comments Part D Response to Public Comments

.
Part A Proof of Publication

THE ST. AUGUSTINE RECORD

RECEIVED

COPY OF

nsac 15 2009

S.A. AIRPORT AUTHORITY 4796 US HIGHWAY 1 N SAINT AUGUSTINE FL 32095

Ref.#: L4261-9 P O #: TAXI C

PUBLISHED EVERY MORNING SUNDAY THRU SATURDAY ST. AUGUSTINE AND ST. JOHNS COUNTY, FLORIDA

STATE OF FLORIDA. COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared ULINDA E. VERSTRAATE

who on oath says that he/she is an Employee of the St. Augustine Record,

a daily newspaper published at St. Augustine in St. Johns County, Florida:

that the attached copy of advertisement being a NOTICE OF MEETING

In the matter of DRAFT ENV ASSESSMENT - TAXIWAY C REPLACEMENT

was published in said newspaper on 12/11/2009

Affiant further says that the St. Augustine Record is a newspaper published at St. Augustine, in said St. Johns County, Florida, and that the said newspaper heretofore has been continuously puonenes. each day and has been entered as second class mail matter at the post office in an interest city of St. Augustine, in said St. Johns County, for a period of one year preceding rederal avialida Administration of the copy of advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discourd the stores from the stores of securing the advertisement for while stores for the purpose of securing the advertisement for the purpose of securing the advertisement for a period of the purpose of securing the advertisement for the purpose of securing the advertisement for the purpose of securing the advertisement for the protection and the stores for the purpose of securing the advertisement for the purpose of securing the advertisement for the purpose of securing the advertisement for the protection and the stores for the purpose of securing the advertisement for the purpose of securing heretofore has been continuously published in said St. Johns County, Florida,

6%2

Sworn to and subscribed before me this 11th day of Dec 2009

Winda EVerstrant who is personally known to me by [

or who has produced as identification

Hrieley Atwens seama. (Signature of Notary Public)

allow the associated and the associated and and and REGINA WRIGLEY STEVENS NARY 211 Notary Public - State of FlorIda My Commission Expires Jan 7, 2011 Commission # DD 627170 Bond (Stop)) h National Notary Assn. ALOF FURN Aldreed Arabit of Brasil marked and the allowed by and a state

Assency National Worine Filter Securice Atmospheric Adminis Fiorida Departmental Florida Departmental Fiorida Depa Agency Inflored Morine Flaher-

Ine, FL 32075.

Draff Environmental Assessment for Toxiway (O' Replace-ment, Ruaway Sofety Area Complance and Approach Lightine St. Augustine Airbort, St. Johns County EL Noticatia Given that c DRAFT Environmenta Assessment (EA) pre-orred by the St August ing - St Johns County A) +Rgat A ut no city (Authority) for pro-cosed projects at the St August no Alter pott is by all able for pott is by all able for pott is ovallable for pottors output a the concent. social and environm tal impacts of th

NOTICE OF PUBLIC

NOTICE OF PUBLIC INFORMATION MEETING AND PUBLIC HEARING

NT

The DRAFT Environmen-tal Assessment has been distributed to the tal-lowing agencies Comments on the DRAPA Environmental Assessment from December 11/2009 to January 25, 2010

NOTICE OF PUBLIC AVAILABILITY

NOTICE OF PUBLIC INFORMATION MEETING AND PUBLIC HEARING

Draft Environmental Assessment for Taxiway 'C' Replacement, Runway Safety Area Compliance and Approach Lighting System St. Augustine Airport, St. Johns County FL

Notice is Given that a DRAFT Environmental Assessment (EA) prepared by the St. Augustine – St. Johns County Airport Authority (Authority) for proposed projects at the St. Augustine Airport is available for public review. The DRAFT EA evaluates the economic, social and environmental impacts of three proposed projects. The projects include: improve aircraft access to Runway 31 by replacing Taxiway C; bring the Runway 31 Runway Safety Area (RSA) back into compliance with current FAA design standards; and add an Approach Lighting System (ALS) system to the Runway 31 approach. The proposed projects will be located on airport-owned property and an area of adjacent state-owned submerged land.

The proposed projects will permanently impact 10.03 acres of jurisdictional wetlands and open water. Mitigation is proposed to reduce impacts to wetlands. The U.S. Army Corps of Engineers is a cooperating agency with the Federal Aviation Administration (FAA) on the EA.

The DRAFT EA is available for public review for 45 days beginning December 11, 2009, at the St. Augustine - St. Johns County Airport Administration Building, 4796 U.S. 1 North, St. Augustine, FL 32095. Contact Cindy Hollingsworth at (904) 209-0090 to review the document. The DRAFT EA is also available for review at the FAA's Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando Florida, 32822, and telephone (407) 812-6331. The DRAFT EA will be made available online at: <u>www.staugustineairport.com</u>. The Authority will accept public comments on the DRAFT Environmental Assessment from December 11, 2009 to January 25, 2010.

The findings of the DRAFT Environmental Assessment will be presented at a public information meeting on January 11, 2010, from 3 p.m. to 4 p.m. At the meeting, the public will have the opportunity to ask technical questions about the proposed projects. Following the public information meeting and immediately following the Airport Authority's organization meeting, a PUBLIC HEARING will be held at 4:00 p.m. Both the meeting and public hearing will be held at the St. Augustine – St. Johns County Airport Authority board room: St. Augustine – St. Johns County Airport, 4796 U.S. 1 North, St. Augustine, FL 32095.

The DRAFT Environmental Assessment has been distributed to the following agencies:

Federal Aviation Administration
Unite States Army Corps of Engineers
United States Fish and Wildlife Service
United States Environmental Protection Agency
National Marine Fisheries Service
National Oceanic and Atmospheric Administration
Florida Department of State, Division of Historical Resources
Florida Department of Transportation
Florida Department of Environmental Protection, Intergovernmental Programs
Florida Department of Environmental Protection, Submerged Lands and Environmental Resources
St. Johns River Water Management District
St. Johns County (Board of County Commissioners, Environmental Division)

Cindy K. Hollingsworth

From: Sent: To: Subject: Attachments: Brannon, Karen [karen.brannon@staugustine.com] Wednesday, December 09, 2009 10:55 AM Cindy K. Hollingsworth RE: 12/11 Legal Ad image001.jpg

Hi Cindy! No problem. Will publish on Dec 11.

Karen Brannon

From: Cindy K. Hollingsworth [mailto:ckh@sgj-airport.com] Posted At: Wednesday, December 09, 2009 10:52 AM Posted To: Legals Conversation: Legal Ad Subject: 12/11 Legal Ad

Good Morning,

We would like to have the attached legal ad ran on Friday, 12/11/09 if at all possible. Please confirm receipt of this email request.

Thank you,

For the St. Augustine Airport Authority, Cindy Hollingsworth 4796 US 1 N St. Augustine, FL 32095 904-209-0090 office 904-209-0528 fax

URL: www.staugustineairport.com

This electronic transmission and any documents accompanying it contains information intended solely for the individual or entity to which it is addressed, and may include confidential information. This information will be made available to the public upon request (Florida Statute Chapter 119) unless the information is exempted according to Florida law. Unauthorized disclosure of confidential information contained herein is prohibited by Federal Regulations (42 CFR Section 481.101), HIPAA, Sarbanes-Oxley and State law. If you are not the intended recipient of this message or a person responsible for delivering it to the addressee, you are hereby notified that you must not disseminate, copy, use, distribute, publish or take any action in connection therewith. If you have received this communication in error, do not distribute it. Please notify the sender immediately. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing. Thank you.

Part B Hearing Transcripts

1	ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY
2	Public Meeting
3	held at 4796 U.S. 1 North
4	St. Augustine, Florida
5	on Monday, January 10, 2009
6	from 4:22 p.m. to 5:45 p.m.
7	* * * * * * * * * * * * * * * * * * * *
8	BOARD MEMBERS PRESENT:
9	WAYNE GEORGE
10	JOHN "JACK" GORMAN KELLY BARRERA, Chairman
11	CARL YOUMAN, Secretary-Treasurer
11	JAMES WERTER
12	* * * * * * * * * * * * * * * * * * * *
13	ALSO PRESENT:
14	DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 1301 Plantation Island Drive South, Suite 302-B, St.
15	Augustine, FL, 32080, Attorney for Airport Authority.
16	EDWARD WUELLNER, A.A.E., Executive Director.
17	BRYAN COOPER, Assistant Airport Director.
18	* * * * * * * * * * * * * * * * * * * *
19	
20	
21	JANET M. BEASON, RPR, RMR, CRR, FPR
22	St. Augustine Court Reporters 1510 N. Ponce de Leon Boulevard
23	St. Augustine, FL 32084 (904) 825-0570
24	

INDEX PAGE 3 CALL TO ORDER 4 PROJECT OVERVIEW & SUMMARY - PASSERO **5** AFFECTED ENVIRONMENT 6 ENVIRONMENTAL CONSEQUENCES MITIGATION 8 PERMITTING 9 PUBLIC COMMENTS **10 AUTHORITY DISCUSSION** 11 ADJOURNMENT

1	P R O C E E D I N G S
2	CHAIRMAN BARRERA: And we will reconvene a
3	public hearing for the runway safety area. We
4	have a few comment cards here. If we have any
5	members of the public who would like to speak on
6	this item, please make sure that you give me a
7	comment card before we we go any further. I
8	need to have comment cards filled out before we go
9	any further. So if there is anybody else, let me
10	give you a minute to go and get some and turn
11	those in.
12	MR. COOPER: Anybody want one?
13	CHAIRMAN BARRERA: Okay. To get started, I
14	want to ask Andrew Holesko to come to the
15	microphone. He's the project manager with
16	Passero.
17	And I want to reiterate that as we go through
18	this process and we do when we do open it up to
19	public comment, all public comment responses will
20	get a written response. So I want to make sure
21	everybody in the audience is aware of that.
22	PROJECT OVERVIEW & SUMMARY - PASSERO ASSOCIATES
23	MR. HOLESKO: Good evening. I'm Andrew
24	Holesko with Passero Associates. I have several

1	Raise your hand if you're with the consultant
2	team. Quite a few of us here this evening. We've
3	had numerous companies working with us on this
4	Environmental Assessment over the past 12 months.
5	I'd like to thank everybody who attended the
6	public information meeting from 3:00 to 4:00 p.m.
7	You can still see some of the remnants around the
8	room of the different information stations that
9	were available from 3:00 to 4:00.
10	What I'd like to do is just do a little
11	summary and a little bit of reading directly from
12	the Environmental Assessment, and then I'm going
13	to hand over a little bit of a pre-presentation to
14	representatives of the LPA Group and Birkett
15	Environmental to talk about the environmental
16	factors listed inside the Environmental
17	Assessment.
18	CHAIRMAN BARRERA: And, Andrew, before you go
19	any further, let me just reiterate that this is a
20	runway safety area reclamation, a Taxiway C
21	replacement, and a Runway 31 approach lighting
22	public hearing. This this time does cover all
23	three of those items. Thank you.
24	MR. HOLESKO: The Environmental Assessment is

1	County Airport Authority to evaluate the potential
2	environmental impacts associated with three
3	projects recommended in the 2006 Airport Master
4	Plan and shown on the Airport Layout Plan which
5	was conditionally approved by the FAA on September
6	19th, 2006.
7	The three proposed actions being analyzed in
8	this EA are as follows. Number one, to improve
9	access to Runway 31 by replacing Taxiway C.
10	Number two, to bring the Runway 31 safety area
11	back into compliance with current FAA design
12	standards. And number three, to add an approach
13	lighting system to Runway 31 approach.
14	This EA provides the purpose and need for
15	each proposed action, an inventory of the existing
16	environmental conditions, and the results of an
17	environmental analysis associated with each
18	proposed action.
19	This EA has been developed in accordance with
20	the National Environmental Policy Act of 1969, the
21	Federal Council on Environmental Quality's NEPA
22	Regulations Part 1500 to 1508, and FAA Orders
23	5050.4B and 1050.1E.
24	Section 1 of the Environmental Assessment

1	Section 2 of the EA was the alternative section,
2	which had three sections. Section 3 was the
3	affected environment, which had 18 sections.
4	Section 4 was the environmental con
5	environmental consequences section, which had 17
6	subsections. Section 5 was the mitigation, which
7	had two sections. Section 6 is anticipated
8	approvals and permits. It had seven subsections.
9	Section 7 was agency coordination and public
10	involvement. Had seven subsections. And then we
11	had appendices, and we had 24 different appendices
12	which provide additional technical information,
13	technical support, and specialized study which was
14	supported inside the EA.
15	I'm going to hand over first to Mariben from
16	LPA to do a brief presentation and then to Melissa
17	Green. And then we'll come back and open up for
18	public comments. Again, as Kelly had mentioned,
19	we will provide a written response to each comment
20	received today.
21	AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES
22	MS. ANDERSON: Thank you, Andrew. Good thing
23	I wore heels today. Whoops. As part of the
24	National Environmental Policy Act, which is the

1 regulatory requirements and guidelines, we had to 2 do a due diligence. That 18 sections in the 3 affected environment, those are the areas that was 4 investigated and evaluated, and we had to describe 5 them. 6 In summary, we looked at biotic resources, which is your uplands and the animals that live in 7 them; compatible land use, which is the planning 8 9 land use in the airport and outside the airport; federally listed threatened and endangered 10 11 species, which also included actually state listed 12 species. Those are the animals that are protected by law because there's not a whole lot of them and 13 14 development has threatened their habitat. 15 Hazardous materials and pollution prevention, 16 we had to investigate area's historical use in the 17 airport to make sure that when we start digging 18 for construction, we don't discover a drum buried 19 in there. 20 Light emissions and visual impact because we 21 have an approach lighting system. We have to make 22 sure that the animals that use the surrounding 23 areas and the neighborhoods was not going to be impacted. 24

1	aircraft. Gratefully, there are no increase in
2	operations or aircraft a difference in aircraft
3	type.
4	Social impacts, because the construction
5	would bring and the new construction would affect
6	operations at the airport as far as rather
7	construction in the airport as far as bringing in
8	revenue and jobs.
9	Water quality, because we're increasing
10	pavement. And of course the wetlands, because
11	we're impacting some of them. And cumulative
12	impacts. And last but not the least, construction
13	impacts.
14	After we studied all of those, we determined
15	that our impacts are to biotic communities and
16	wetlands, federally listed and threatened and
17	endangered species, and water quality, and we have
18	cumulative impacts associated with with them.
19	And we were able to come up with options and
20	alternatives that was coordinated with the
21	agencies, so we were able to mitigate for them.
22	And Melissa is going to talk about mitigation and
23	permitting.
24	MITIGATION

1 Environmental.

2	Mitigation for the wetland impacts and the
3	threatened and endangered species impacts as well
4	as water quality and those other items that
5	Mariben listed are typically done through some
6	sort of wetland or open water restoration.
7	For this project, we had to meet six
8	criteria. The first one is it had to be a
9	suitable size to mitigate to compensate for the
10	proposed impacts. Two, it had to be in the the
11	same drainage basin, which is Basin 6. It had to
12	be approved by the FAA it would not be a wildlife
13	hazard. It had to be similar habitat type
14	saltwater marsh and estuarine open waters.
15	Had to be in Class II waters, since the
16	waters we are impacting are Class II, and I'll
17	explain what that is in a little bit. As well as
18	had to be located within the 13-mile wood core
19	wood stork foraging habitat, which is 13 miles of
20	radius around their calling.
21	The amount of mitigation that we needed was
22	determined using the the Uniform Mitigation
23	Assessment Method or UMAM. Through this
24	assessment, it was determined that we needed 6.06

1	say, is mainly they're mainly called units. So
2	this means we had to find some sort of mitigation
3	that would provide a functional gain of the same
4	amount, 6.06 units.
5	We first looked at many options, but we
6	decided that one of the things we could do within
7	the project area is to revegetate or replant the
8	salt marsh along the runway safety area or the
9	RSA.
10	There's 1.66 acres of that, and that would
11	give us a functional gain of .01 units. So,
12	therefore, we now needed to find a project that
13	would provide or projects that would provide a
14	functional gain of 6.05 units.
15	We looked at a multitude of options. We met
16	with St. Johns River Water Management District.
17	We met with the Army Corps of Engineers. We
18	met we contacted local state and federal parks
19	around the area.
20	We contacted private entities to help us
21	identify some potential options. We explored
22	different options such as restoration, creation,
23	enhancement, meaning removal of exotic species, as
24	well as preservation of wetlands as well as in

1	After conducting an extensive research and
2	analysis, we found two viable options. The first
3	one was at the Guana Tolomato Matanzas National
4	Estuarine Research Reserve, or I'll call it
5	GTMNERR, since it's really long. And they
6	identified a project for us that would be creating
7	a living shoreline out of oysters.
8	It is about 300 to 350 linear feet, with some
9	possible opportunity for salt marsh creation.
10	They they wanted it to help promote settlement
11	accretion in their area as well as provide a great
12	oyster reef habitat.
13	It ended up being about 7.69 acres, and
14	through the UMAM analysis, we would only get a
15	functional gain of .01. Remember we needed 6.05.
16	Therefore, this it met all of the options
17	except it wasn't large enough to alone cover the
18	mitigation that we needed. So we looked at other
19	options.
20	The other viable option that we looked at is
21	the airport spoil island, which is down here. I'm
22	blocking. Here's the picture so you can see it.
23	This is about 18 acres in size. The southern
24	portion, about I don't know, you can't see

1	The north side is owned by the state.
2	The spoil island was historically, prior to
3	about 1960, was salt marsh. It was created as a
4	spoil island from dredging of this adjacent
5	embankment right there. Therefore, restoration of
6	the upland island, of the island back to salt
7	marsh could be considered restoration and could be
8	mitigation for the project.
9	Utilizing UMAM, the spoil island would
10	compensate for the functional loss that we needed
11	by providing the functional gain alone. You would
12	not need to combine it with any other project.
13	Discussions with agency staff were held and
14	everyone was in great support of this option.
15	Therefore, we selected this option as our
16	preferred alternative for the EA and moved forward
17	with the conceptual design that you see here.
18	For the restoration, the trees will be
19	removed and the island will be graded back down to
20	salt marsh elevations and replanted with salt
21	marsh vegetation, and a tidal creek will be
22	created to mimic the natural habitat. This tidal
23	creek will be will have oyster shells planted
24	along it to promote oyster growth, oyster

1	The island does contain some exotic species
2	such as Brazilian pepper and camphor trees, and
3	those will be removed, which is also is a small
4	ecological benefit. Another benefit is that the
5	spoil material could possibly be used for fill for
6	the Taxiway C as well as the shoreline, once it's
7	been tested and approved. A geotech like I
8	said, a geotechnical analysis will be needed for
9	that.
10	So, therefore, the spoil island provides
11	meets all the criteria to fully compensate for the
12	proposed salt marsh and open water impacts
13	associated with the project. As I said, the
14	agencies fully support it. And the restoration
15	will convert the disturbed upland areas to
16	historic natural habitat that matches the adjacent
17	areas.
18	I believe I also am supposed to discuss the
19	permitting that will be needed and approvals that
20	will be needed from this project. Let me see.
21	MR. GEORGE: And there will be a quiz later.
22	MS. GREEN: Yeah. See if you remember it all
23	from the two seconds you looked at it.
24	PERMITTING

MS. GREEN: For this to -- in order to

1	proceed with a construction, we will need an
2	Environmental Resource Permit from the St. Johns
3	River Water Management District. This is needed
4	in order to meet the stormwater runoff treatment,
5	water quality, wetland impact, state listed
6	wildlife, floodplains, and mitigation regulatory
7	requirements.
8	Impacts to wetlands and open waters
9	associated with the project area will also require
10	a permit from the United States Army Corps of
11	Engineers. The ERP application form also serves
12	as an application form for the Army Corps dredge
13	and fill, along with other supplemental
13 14	and fill, along with other supplemental information.
14	information.
14 15	information. In addition, as I said, the waters adjacent
14 15 16	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II
14 15 16 17	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II waters are a water quality standard to protect the
14 15 16 17 18	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II waters are a water quality standard to protect the waters excuse me, the designated uses, since
14 15 16 17 18 19	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II waters are a water quality standard to protect the waters excuse me, the designated uses, since the Class II water designation means that the
14 15 16 17 18 19 20	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II waters are a water quality standard to protect the waters excuse me, the designated uses, since the Class II water designation means that the water supports sell shellfish propagation.
14 15 16 17 18 19 20 21	information. In addition, as I said, the waters adjacent to the project are Class II waters. Class II waters are a water quality standard to protect the waters excuse me, the designated uses, since the Class II water designation means that the water supports sell shellfish propagation. So, statutory requirements say that you need

1	We also conduct Section 7, consultation of
2	the Endangered Species Act. This is needed for
3	any potential impacts to federally listed fish and
4	wildlife through NMFS, National Marine Fisheries
5	Service, and the U.S. Fish and Wildlife Service.
6	We anticipate informal consultation, and most
7	of the species as all of the species will
8	either have no effect or may affect, not likely to
9	adversely affect. So we expect informal
10	consultation and approval federal federally for
11	listed species initial impacts.
12	Potential impacts to essential fish habitat.
13	Essential fish habitat includes salt marsh,
14	estuarine water column, mangroves, such those
15	sort of things, is being handled through the EA
16	and through the National Marine Fisheries Service
17	or NMFS. And so that's another approval we will
18	get.
19	Potential stormwater impacts during
20	construction will require an NPDES construction
21	permit. This includes development of a Stormwater
22	Pollution Prevention Plan or SWPPP. This will be
23	done prior to construction.
24	Lastly, we will need approval from St. Johns

1	through their associated construction permits.
2	That's it. I'm not sure I'm not sure who's
3	next.
4	PUBLIC COMMENTS
5	CHAIRMAN BARRERA: Okay. At this time, we
6	would like to open this up for public comments.
7	And we'll start with Mr. Malcolm Kingsley.
8	MR. KINGSLEY: I was the last one that threw
9	it down, so I'll get up and do it first.
10	Good afternoon, ladies and gentlemen. My
11	name is Malcolm Kingsley. My address is 365 North
12	Boulevard, St. Augustine, Florida. And the reason
13	I'm standing up here and I have a question I
14	want to ask you, but I want to show you something.
15	If I can use one of your diagrams over here.
16	CHAIRMAN BARRERA: Can you take the mic with
17	you
18	MR. GORMAN: Take the mic with you.
19	CHAIRMAN BARRERA: so that everything you
20	say gets recorded here?
21	MR. KINGSLEY: Okay. Thank you. This is a
22	picture of the runway. I assume this is the
23	extension that they're going to be working in.
24	North Boulevard comes in right here. And my

1 Could I bother you for one second to stand up, 2 please? My property is right here. Here's five 3 acres right there. And this is Runway 31. Now, 4 all of this stuff is going to be going on right 5 out in my front yard. 6 My question to you is, if you were in my 7 shoes, how would you feel and what would you do? 8 And before I sit down, I've been here for 14 9 years, and in that area right up until a year ago 10 I've seen every Florida wildlife creature except 11 a -- a brown bear or black bear. I've seen the 12 panthers there. Bobcats, deer, whatever. It's 13 all there. I thank you very much, and I'll sit 14 down. 15 CHAIRMAN BARRERA: Ed, it's my understanding 16 that with this where -- we go through each of the 17 public comments before we get into Authority 18 discussion; is that correct? 19 MR. WUELLNER: Correct. 20 CHAIRMAN BARRERA: Okay. Thank you, 21 Mr. Kingsley. Steven Yacarri? Yaccarino. I 22 apologize. 23 MR. YACCARINO: How are you doing? I'm Steve 24 Yaccarino, 2772 South Collins. I'm just a local

1	impact on the commercial fishing and
2	St. Augustine's way of life and you know, it's
3	going to change on the whole west side of that
4	creek.
5	I mean, you know, I just think it's a total
6	waste of taxpayers' monies just to try to get a
7	little revenue from Sawgrass or whatever, you
8	know. It's just killing a bunch of my friends
9	that commercial fish.
10	You know, it's bad enough they shut down
11	snapper. Now they're just trying to take away
12	more and more fishing area. And it's just not
13	right. So, you know, anything that costs us more
14	money in a bad economy and you're just taking away
15	more and more jobs, you know, it's just not right.
16	So that's all I've got to say.
17	CHAIRMAN BARRERA: Thank you, Steven. Cathy
18	Heller?
19	MS. HELLER: My name is Cathy Heller. I live
20	at 4075 Quail Drive, which is probably a mile west
21	of the airport. And I do hear the engines because
22	when I first moved there like five years ago, I
23	was like, "What's that noise? What's that noise?"
24	It's the engines from the airport. But that's not

The island that's been there for 40 years,
you're going to tell me you're going to come in
here and pretty prettily design and move stuff
around and it's not going to affect anything.
It's going to affect a lot.
And then if you're going to extend the runway
further into the marsh, how much further into the
intracoastal are we not going to be able to fish?
And what's it going to affect? It's going to
affect all of the surrounding areas.
I have a friend that lives right where that
blue line is. It's going to affect us going there
and enjoying his beautiful marshland. And we
fish, we catch redfish, and we enjoy his property.
And it's going to affect all the people that is
around there. Thank you.
CHAIRMAN BARRERA: Thank you, Cathy. Sherry
Badger.
MS. BADGER: Hi. I know some of y'all missed
me. Back again. This is a waste of taxpayers'
money. The airport is on a fast track to doing
the same thing that the city has done by allowing
Flagler College to be exempt from taxes.
Y'all know this isn't right. Y'all are

1	the people nothing that you're going to be off the
2	tax rolls but a bunch of snow. And it you
3	know, it seems like you people would understand
4	everybody's not moving to St. Augustine for an
5	airport.
6	You're going to be affecting the you're
7	going to decrease the land values. And I will be
8	at every commissioners and you know, there's
9	and I know Mr. Burnett and Mr. Warner (sic), y'all
10	have a beautiful way of speaking, but this isn't
11	going to stop people. Thank you.
12	CHAIRMAN BARRERA: Thank you, Sherry. Dwight
13	Hines. Mr. Hines?
14	MR. HINES: Hello. My name is Dwight Hines.
15	I live at Post Office Box 562, St. Augustine.
16	My concerns are with the technical details.
17	I think we can work this out. But this is a
18	really a lot of work people did. And I had
19	trouble getting through it all. And it seemed a
20	little bit disorganized with the appendices and
21	everything. But my primary concerns are with the
22	sampling of biology, the sampling of the culture,
23	it's inadequate.
24	It's in 2002, the Office of Management and

1 These are not just suggestions; they're 2 requirements. They're rewriting those now under 3 Obama, and in 90 days or so they'll be out. But 4 this sampling just won't work. It's fixed 5 sampling. 6 Fixed sampling means it's -- you decide where 7 you want to do it. You can't generalize past that 8 spot, okay? So you're limited in what you can 9 generalize. They also didn't sample for different types of creature likes macroinvertebrates. 10 11 They're the foundation. That's what we need. 12 I think doing the same type of thing for cultural artifacts, you're going to miss stuff. 13 14 And you're also not going to be able to 15 generalize, like say, well, there's nothing here, 16 so there's nothing anywhere. What you want to be able to do is generalize the whole universe and --17 18 or that area. 19 I think these can be worked out. I put them in writing and I'm not sure who to give these to. 20 21 I figured I'd post them on the web. But these are 22 very technical. But my concern also is with the 23 general culture, how is this going to impact? CHAIRMAN BARRERA: Thank you, Mr. Hines. 24

1	MR. SESONA: My name is Al Sesona, 394 North
2	Boulevard. I'd like to thank Ed personally for
3	sending me a letter advising me of this meeting
4	and also listing a rather rough draft of what was
5	going to be discussed here today.
6	Madam Chair, I don't know how much time I
7	have, but if I do run over my allotted time, I'm
8	wondering if someone else here might donate their
9	speaking time in my behalf.
10	CHAIRMAN BARRERA: Mr. Sesona, we won't as
11	long as you don't as long as you don't go into
12	a 20-minute thing, as long as you're within a
13	10-limit time thing, I think I'll be fine.
14	MR. SESONA: It looks like I can run my
15	mouth.
16	My life in St. Augustine began in 1967 as
17	project engineer for the Boston Bay seafood people
18	working with John and Felix Salvador designing,
19	building, and making operational an automated
20	processing system for shucking and eviscerating
21	scallops and hopefully establish a new State of
22	Florida scallop industry.
23	In 1974, I bought and still own the same
24	property at the end of North Boulevard to organize

a fish farm enterprise. In 1981, my plans

1	submitted to the Department of Natural Resources
2	for permits to utilize sovereign land immediately
3	adjacent to my property and main Runway 13/31 was
4	refused.
5	Then and now, a history of data deems these
6	waters acceptable for shellfish harvesting and
7	fish farming. In fact, with runoff polluting
8	conditions once clogged by Ponce golf course no
9	longer happening, these waters and surrounding
10	marshland are better off for it. I offer the
11	sincerest thanks to Stokes Land Group for helping
12	achieve much environmental improvement and
13	protecting this. What you don't see here is
14	the is the pink spoonbill bird species.
15	Private shellfish spawning research success
16	beginning in the late 60s with Marvin Groves
17	convinced Florida state administration Farm
18	Administration to approve a loan of about \$243,000
19	in 1973 to begin a fishing farming enterprise
20	located on Camachee island since we already had
21	two fish ponds with a sizeable in-captivity
22	pompano population and a fully operational fish
23	meal dehydration system there. 125,000 fully
24	understood to purchase the 43-acre Camachee Island

1	of a massive heart attack at the age 49, some five
2	days before signing final papers.
3	I say all this because my experience with
4	saltwater fisheries is vast. One page of handout
5	that I've given to the board describes some of my
6	fears, and I now present copies to the board and
7	executive director, which Cindy has already done.
8	Thank you.
9	Whether or not existing or future Airport
10	Authority project is permitted rests solely upon
11	you, the St. Augustine St. Johns County
12	citizens who pay the bill.
13	One particular person believes my concerns
14	weird and announced so in this room during the 18,
15	May '09 monthly meeting. Others here associate me
16	with spurting misinformation, having many
17	businesses, whatever that means. Check the
18	minutes of that Airport Authority monthly meeting.
19	After hearing my concerns today, I leave it
20	to you to determine because in the final analysis,
21	taxpayers will allow or disallow the Airport
22	Authority from bringing our airport to a
23	destination similar to what city of New London,
24	Connecticut inherited due to the blitzing of

25 private property for common good.

1	Now, after ten years of expensive legal
2	wrangling all the way to the Supreme Court by the
3	best lawyers money can buy, we see a large amount
4	of once revenue-yielding property lying barren and
5	empty on purpose. Can we say for sure that will
6	not happen here?
7	Essence of a successful business operation,
8	or for that manner running a household depends on
9	an ability to be debt-free, generate cash flow,
10	and have a type of growth befitting sensible
11	parameters.
12	I seriously doubt that anyone in this room
13	could run their personal household matters like is
14	done by Airport Authority and avoid a sheriff's
15	notice of eviction or possibly end up in a
16	bankruptcy court.
17	With due respect to this board, its
18	chairperson and executive director, who
19	undoubtedly feel the job they're doing is
20	acceptable, I submit that Airport Authority
21	tactics, strategies, and objectives lack true
22	merit.
23	Implementation of a 3,000 foot long lighting
24	system can hardly be considered fiscally

1	cordially invited to visit my property and see for
2	yourself firsthand how empty the skies are of
3	daily air traffic, the nitty-gritty component
4	factor concerning airport expansion.
5	Your Airport Authority has been, is now, and
6	will continue to be a financially subsidized
7	entity. No matter St. Johns County taxpayer, FAA,
8	FDOT, or DOT agency contributions, it's all tax
9	money. And there is no getting off the tax roll.
10	Dig deep, I urge you. Become better informed
11	of Airport Authority's performance,
12	accomplishment, success, and failure. Then decide
13	if requests sought are worthy.
14	Yesterday's St. Augustine Record front page
15	article is very telling, folks. Imagine if you
16	will hundreds of thousands of tax dollars given to
17	professional consultants over the years who on
18	just about every chance confronted environmental
19	issues. Why suddenly this?
20	Surely we all know no matter the expansion of
21	our airport, inventing a better mousetrap or
22	creating an improved particular service, the name
23	of the game is market size, customer base, sales
24	and profits.

With just about the entire air travel hardly

1	flying while suffering from a sour economy and
2	fast getting towards a lasting depression, is this
3	the time to even think about such a lavish
4	expenditure? I say no and pray you will dwell on
5	this very intensely, then decide if requests
6	sought for a highly speculative venture are worthy
7	of your moral and financial support. Thank you
8	for your kind attention and for taking time to be
9	here today.
10	CHAIRMAN BARRERA: Thank you, Mr. Sesona.
11	Mr. Kendeigh.
12	MR. KENDEIGH: My name is Bruce Kendeigh. I
13	live at 240 Redfish Creek Drive North in Casa
14	Cola, 32095-9627 zip.
15	On record, I wish to request that the FAA
16	deny the \$15 million funded upgrade to the St.
17	Johns County Airport, as reported in the
18	St. Augustine Record dated Sunday, January 1st
19	January 10th, 2010.
20	This Record article gives a cite to view the
21	draft of the current Environmental Assessment. In
22	reviewing this, and Passero & Associates did a
23	tremendous job, I went online as was suggested in
24	Chad's article and reviewed the information

1	opening, and found out that there were a total of
2	1,400 pages. That kind of struck me as odd.
3	That's about half the number of pages in our new
4	national health care plan. I don't know how many
5	people read that much prior to this meeting, but I
6	certainly didn't.
7	Also, I'd request oh, the general wildlife
8	species protected report, and this was done it
9	sounded like very very comprehensively by these
10	ladies, using this first page as a kind of an
11	example and as a guideline that's on the site, it
12	sort of leaves off any reference to humans, with
13	families adjacent to and impacted by this
14	requested airport construction increase, which
15	would increase noise, it will increase exhaust
16	fumes from diesels.
17	During the meeting for the Airport Authority,
18	noise group that I was a member of, one of the
19	founding members of, there were concerns that were
20	brought forth to some of the board members about
21	there were greasy residues, this is back when
22	Skybus was flying, greasy residues that was left
23	on 31 when the planes would come in on final
24	approach. Obviously from the surface of the boats

1	and they're affecting the obviously the the
2	aquiculture.
3	Anyway, the there's no reference to humans
4	with families adjacent to or impacted by this
5	requested airport construction, none of us, with
6	the exception of Al. I think Mr. Wuellner sent
7	him a letter.
8	Also, I would request that the FDOT item,
9	number 424071, which is a million dollar cap, St.
10	Augustine Airport acquire land for airport
11	expansion, that's been prequalified. This is in
12	2011. FDOT item 409882 is a \$1,100,000 cap,
13	St. Augustine design and construction approach
14	lighting system, Runway 31. And item number
15	2171355, it's a million dollar cap, St. Augustine
16	design and construction service road SGJ 612 for
17	year 2011 be denied, also.
18	Although the St. Augustine Authority has
19	committed to be off the St. Johns County tax rolls
20	in 2010, a critical review of the proposed future
21	operational funding and budgets of this airport
22	reflect a continuing dependence on federal and
23	state money.
24	As a reference, this Friday will be the a

1	about in the newspaper. We've run out of money in
2	the county. So people are taking a voluntary day
3	off and they aren't getting paid because of money;
4	we don't have the money. Evidently the FAA has
5	the money and evidently the Florida Department of
6	Transportation has the money for aviation
7	projects.
8	A fiscal review of the St. Augustine Airport
9	Authority expenditures for the past five years
10	suggests that management is complacent about
11	operational underperformance, is cavalier about
12	potential risks, and does not fully understand the
13	economics of a business and is undisciplined about
14	spending. A thorough financial or fiscal analysis
15	of the Skybus venture will substantiate my views.
16	As I said, we live at Redfish Creek Drive.
17	There are 27 homesites in Casa Cola. There are
18	250 homes in the adjacent neighborhood of Eagle
19	Creek. There are currently 950 homes within a
20	mile radius that are continuously impacted by
21	aircraft fight noise and low-altitude overflights.
22	Approximately 18 months ago, because of the
23	continuing flight noise and safety concerns, a
24	group of about 28 airport adjacent homeowners met
1	meetings attended by homeowners, people
----	--
2	representing airport interest began attending.
3	Our concerns were duly noted. Reasons were
4	repeatedly given. Lack of homeowners' belief in
5	the Airport's ability to provide solutions led to
6	a gradual decline in homeowner attendance. In an
7	attempt to place a positive spin by the airport
8	staff, the 10/19/09 St. Augustine Airport
9	Authority minutes meeting minutes pages 29 to
10	36 might be of interest.
11	And another bit of information quickly. I've
12	heard that we can't do anything, nothing can be
13	done. A quote, if you've ever lived near an
14	airport, you know that noise can make a major
15	issue. The only one of I think the board members
16	that live close to the airport is Mr. Wuellner.
17	The noise from jet engines and the vibration
18	you feel as your home shakes from passing aircraft
19	can be more than just a minor annoyance.
20	Balancing the needs of airports and their
21	consume or customers with those of residents
22	living near airports is a tricky issue for
23	communities across the nation.
24	Los Angeles area, Bob Hope, John Wayne, all

I	airport they have a voluntary curfew.
2	John Wayne, the result, pilots must often
3	take off at nearly full power and many times are
4	required to make steep climb before reducing power
5	while flying over Newport Beach. Orange County
6	also prohibits commercial flights between 10 p.m.
7	and 7 a.m.
8	Noise is just one issue facing residents
9	living near airports. They also face safety and
10	health concerns. And what I've seen, what I've
11	read, the concern with the birds, the roseate
12	spoonbill, the shrimp, and the microflora don't
13	affect the 950 homes that we will be privy to the
14	increased noise if these funds are spent to
15	increase the airport business. Thank you.
16	CHAIRMAN BARRERA: Maria Kingsley.
17	MRS. KINGSLEY: Bingo. Hi. My name is Maria
18	Kingsley. I live at 365 North Boulevard. It's at
19	the end of 13/31. I apologize for being late. I
20	couldn't get out of work.
21	The only thing I immediately wanted to say is
22	I very much want to see instead of the vertical
23	illustrations, I would like to see a horizontal
24	rendering that can give someone an idea of how far

1	to that doesn't give me any idea of what the
2	visual impact will be. Thank you.
3	CHAIRMAN BARRERA: Thank you, Ms. Kingsley.
4	Dorothy Wardell.
5	MS. WARDELL: I'd like to give my three
6	minutes to Mrs. Sherry Badger, please.
7	MS. BADGER: Sherry Badger, 2772 South
8	Collins Avenue. And there was something
9	Dorothy and I have worked hand in hand on the
10	Hometown Democracy, which there's something that
11	everybody in here needs to know, that the city
12	gave the developer gave all the rights away to
13	the people who would be purchasing property at the
14	Ponce. Which means if they have a complaint, it
15	will fall upon deaf ears. What is this going to
16	do to property values in there when people find
17	out? Do they wait? Is it going to be said?
18	This is another you know, y'all really
19	need to think about what's going on. Because the
20	city got the land annexed by the county and now
21	the city's out of land. And they keep annexing
22	land, and y'all are going to be out of the tax
23	base.

24 CHAIRMAN BARRERA: Thank you. Tina Harishick

1	(Not present.)
2	CHAIRMAN BARRE

2	CHAIRMAN BARRERA: Reba Ludlow. Reba Ludlow?
3	MS. LUDLOW: Now Mariben knows how I feel
4	every week when I have to talk after these tall
5	people. Reba Ludlow, Ponte Vedra Beach.
6	What I really want to say, I do understand
7	the concern that so many of you have. I do I
8	would like to suggest that you be a little more
9	open-minded to it. All islands I know the
10	island is there, but all islands are not healthy,
11	you know. It could be that, you know, having the
12	tidal basin and making the better oyster beds and
13	things like that would be better for the
14	environment than what's going on on the island.
15	I have an island behind my house, and it was
16	a very nice island I didn't interrupt you. I
17	had a very nice island there at one time, and I
18	want to say, in ten years now, it is not a nice
19	island. It is so congested, birds cannot get in
20	and out. You know, if they land on top, all they
21	do is, you know, send their, you know, droppings
22	down to the bottom. It ruins the bottom. And
23	really, they're just waiting on the island to, you
24	know, die. So, we don't have anything to replace

1	way to replace and keep the environment going in a
2	positive direction.
3	The one thing I would like to say is oh,
4	that that doing something like this does
5	involve many many entities, mainly the EPA and the
6	do, do, do and the dah, dah, dah, you know, and I
7	would suggest that, you know, we work with these
8	people to get together and try to come to a
9	workable solution.
10	I mean, you can't just say "We want the
11	island removed," and you say, "I want the island
12	to stay there." We all have to be able to work
13	together and see what will work for everybody.
14	That's what I have to say.
15	CHAIRMAN BARRERA: Thank you, Ms. Ludlow.
16	Mr. Jones?
17	MR. JONES: Joe Jones, 4672 Fifth Avenue.
18	Some of my questions have been answered it seems
19	like, you know, talking to the people at the
20	things. One was, you know, have any of the
21	permits already been applied for? She said
22	nothing has been applied for yet as far as
23	permitting goes or anything.
24	The spoils island that you're talking about

1 it was first permitted and built?

2	I mean, it looks like it's pretty much
3	deteriorated where there was no upkeep done on it
4	from the get-go and it's destroyed more marsh than
5	what it was originally. I know when you do a
6	spoils island, usually you come back and you
7	and you maintain them. You don't just let it sit
8	and sit out there and just destroy the rest of the
9	marsh.
10	I mean, are you basically going to get paid
11	for destroying something that because, you know,
12	you put your spoils marsh I didn't know it was
13	part of the state you know, part you, part
14	state. But I mean, normally on a spoils island,
15	there is a certain amount of maintaining going on
16	to it to keep it from eroding back in there and
17	destroying more of the marshland. So obviously it
18	don't look like none of that's ever happened.
19	And then like where your safety run your
20	safety zone is now, you've already had a safety
21	zone there at one time and it's just eroded? What
22	was y'all doing to keep with the erosion at that
23	time and stuff like that so over time while it was
24	eroding, I mean, did you what kind of efforts

1	Or did that dirt there actually just go in the
2	marsh and fill in more marsh, also?
3	So, I mean, they really, you're not being
4	good stewards, I guess is what I'm saying. You
5	already proved, you know, what you did to start
6	with you didn't keep up with.
7	When the runway was built and you built the
8	channel going out, wasn't a periodic study
9	supposed to be done on the effects of the marsh
10	and everything else at that time, and the channel
11	actually even be dredged out? I thought
12	because, I mean, at meetings, I was told that
13	y'all were responsible for dredging that channel
14	out at some time or another. Is it a straight
15	channel that goes straight and pretty much
16	flowed all the water flowed down?
17	Because I know the marshes I've been out
18	there 35 years back in here and all of the marshes
19	and little creeks are filling in. I mean, that's
20	no ifs, ands or buts. You can pull out your map,
21	any map you want, and look at the size of the
22	creeks now compared to what they were and your
23	pictures from 40 years ago. They're filling in
24	and it's from consequences from the airport and

1	you're supposed to be doing as good stewards of
2	the environment.
3	So what makes us think when you move this
4	tidal creek, it's going to happen again. Or if
5	you fill it in, it's going to happen again. You
6	know, unless you're willing to be a good
7	student or steward from the start, you're right
8	back where you were.
9	I mean, that's the way I always understood
10	it, that y'all were supposed to keep an eye on
11	that the channel, the canal, I guess. It's
12	just a straight canal. It's all silted in now.
13	You can't even get through there at low tide no
14	more.
15	You used to be able to come and go at any
16	tide. And you know for a fact that back there on
17	Casa Cola, there was you used to be able to
18	pull boats in and out 40 foot long and work on
19	them. There's no coming in no more with any size
20	boat hardly.
21	And then another concern of mine is these
22	the lights you're talking about running out there.
23	You're talking about a gangway going from light to
24	light? That's what I read in the article your

thing, was a gangway to service the lights.

39

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1	That's been taken out? That was in that's in
2	your study, though. That wasn't
3	MR. HOLESKO: (Shakes head.)
4	MR. JONES: I read that in your study,
5	lighting the light with a gangway. How are you
6	planning on servicing these lights, you know,
7	throughout the marsh? How are you going to get
8	back to them eventually, you know, when you do
9	have to service them? Are you just going to keep
10	going back across the marsh to service them?
11	MR. HOLESKO: We'll respond to your comments
12	in writing.
13	MR. JONES: Oh, okay. I'm sorry. So this is
	MR. FORES. On, ORay. The sorry. So this is
14	just we don't have no answers here today. I'm
14	just we don't have no answers here today. I'm
14 15	just we don't have no answers here today. I'm sorry.
14 15 16	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The
14 15 16 17	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The Record is. You know, I don't take it, you know,
14 15 16 17 18	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The Record is. You know, I don't take it, you know, but when they're talking about, you know, for the
14 15 16 17 18 19	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The Record is. You know, I don't take it, you know, but when they're talking about, you know, for the safety of the runway is to encourage because
14 15 16 17 18 19 20	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The Record is. You know, I don't take it, you know, but when they're talking about, you know, for the safety of the runway is to encourage because you say you I don't know if they were quoting
14 15 16 17 18 19 20 21	just we don't have no answers here today. I'm sorry. Okay. And then I know how accurate The Record is. You know, I don't take it, you know, but when they're talking about, you know, for the safety of the runway is to encourage because you say you I don't know if they were quoting you or not, Ed, but it sounded like with the new

1	encourage more airlines and stuff to come. Well
2	that is more additional noise.
3	So I know in the I mean, all through the
4	report, no additional noise, no additional noise,
5	and if it's to encourage more air traffic, that is
6	additional noise.
7	And then another question, but I guess you're
8	not answering questions, as far as being in
9	noncompliance all this time, what effect did that
10	have on like Grumman and stuff like that? I mean,
11	did it did it do anything at all to Grumman for
12	the for the noncompliance of that safety zone?
13	I mean, did it affect how they come and go
14	with not being able to come and go anymore? I
15	mean, is it like if they start coming like
16	if it did affect them, is it going to make them
17	sit out there with their jets and just run all day
18	long like they're used to? And you could hear
19	them all the way from downtown.
20	All right. And then and then one other
21	thing. I'm just curious and I don't know if it's,
22	you know it just makes you think sometimes.
23	Some of the stuff that's been done, like Araquay
24	Park, you know, it's kind of picking on a

1	that's not really economically strong like some of
2	the other neighborhoods the can put up a fight.
3	I know you railroaded that's how Araquay
4	Park kind of got railroaded. It was almost like
5	they just weren't equal you know, if they were
6	a stronger community money-wise and put up more of
7	a fight and stuff like that, it would have been.
8	You know, it's almost like discrimination, is
9	basically about what it's like, a form of
10	discrimination, you know. You don't think
11	people I'm not saying they're worth less, but
12	it seems like, well, they ain't going to have much
13	to say about it. And it's probably true.
14	And the last thing I want to say is I love
15	the tower. It's a great tower. It's beautiful
16	coming into the city.
17	CHAIRMAN BARRERA: Thank you, Joe. Joe
18	Lopinto?
19	MR. LOPINTO: I'd like to start off by
20	thanking the Authority for holding this meeting.
21	I think it's very informative and with the
22	communication that comes from the public.
23	I'd like the record to show that my comments
24	are derived from because I know that these

1	are derived from 45 years as an aviation
2	professional with experience in the corporate and
3	airline aviation sectors and accumulating over
4	25,000 hours of aviation experience, piloting
5	experience, and also holding senior management
6	positions in those aviation sectors.
7	From a pilot's perspective, landing an
8	aircraft in bad weather, the approach lighting
9	system in my opinion and I will be addressing
10	each one of the three items up there, the approach
11	lighting system is one of the most important
12	features.
13	It is the only item that allows the pilot to
14	transition from the on-based or onboard
15	instrumentation to the successful landing.
16	Without the system, other operational factors come
17	into play which may prevent the pilot from landing
18	and therefore causing the plane or the pilot to go
19	to another airport.
20	And so what does that all mean from a real
21	world experience? Planning. When the pilot is
22	planning, is doing his operational planning, he
23	does take into or she does take into account
24	both the actual runways, the electronic

1	systems that that airport has available to them.
2	And this allows the airport lighting
3	system allows for a higher likelihood of a
4	successful landing. Even though there may be the
5	same electronic systems from airport to airport,
6	the actual lighting system does give a higher
7	possibility of having a successful landing and
8	therefore not going to another airport. The
9	downside of going to another airport is
10	passengers, be they either themselves, corporate
11	passengers or airline passengers, don't like being
12	50 to 150 miles away from their intended airport.
13	As a matter of fact, I recall one time when I
14	was a passenger, the pilot did remark that, "Well,
15	folks, if you could get your local authority to
16	put an approach lighting system, we wouldn't be
17	going to this other airport where you're now going
18	to have to rent cars and can drive to your final
19	destination."
20	When you arrive at your destination, it
21	allows the passengers to conduct business. If
22	they're a passenger on a an airliner, avail
23	themselves of all the facilities, tourist
24	facilities that we have here in St. Augustine, and

1	minimizes the uncertainty. And it also gives the
2	public, the flying public, whether you're a
3	passenger, a pilot, or a passenger on an airliner,
4	a a modicum of confidence that the arrival is
5	going to occur. You always want to get to your
6	destination.
7	It does allow with respect to the taxiway
8	replacement, Taxiway C replacement, from an
9	operational standpoint, it gives the tower a lot
10	of operational flexibility, both in arrival and
11	landings excuse me, arrival, landings, and
12	takeoffs. This will allow airplanes to get off
13	the ground quicker, rather than staying on the
14	ground with their engines running.
15	And with respect to the runway safety area,
16	well, flying is not quite the exact science.
17	Sometimes we do leave the runway. And so having
18	more safety area is a benefit for us.
19	I heard some comments made that I'd like to
20	address here, but by the public, I'm not
21	attempting to answer them, but knowing that
22	one, this is not an extension to the runway. Yes,
23	there is an approach lighting system, but the
24	runway itself is still staying the same. I'd like

1	to happen.
2	And the taxes being paid, they're being paid
3	by the aviation fuel taxes and the passenger use
4	taxes that the aviation public uses. Thank you
5	for your comments and your time.
6	AUTHORITY DISCUSSION
7	CHAIRMAN BARRERA: Okay. That is the end of
8	the public comment section. We want to open it up
9	for Authority discussion. And I thank you, Joe.
10	You took care of two of the things that I had made
11	notes to make a point on. Jim?
12	MR. WERTER: If I may. In prelude to what
13	I'm about to say, let me talk about my background
14	a little bit. 1 grew up in Flushing, Queens a
15	mile down from final approach of Laguardia Airport
16	I think it's also numbered runway 31. Joe, is
17	that correct?
18	MR. LOPINTO: That is correct.
19	MR. WERTER: I lived in a on the 24th
20	floor of a 27-story apartment building. I could
21	hand the pilots cups of coffee as they were coming
22	by. And I understand the noise factor, except I
23	grew up I guess growing deaf to it.
24	However, being on an aircraft carrier living

1	landing, I got that hearing back and I do feel
2	about the noise factor.
3	The other part of my upbringing is, I was a
4	stumpy, an aggy, wanted to be a wildlife manager
5	in high school, was in the agricultural program,
6	which was a strange thing in the middle of New
7	York City, but that was my goal, to become either
8	a forest ranger, a wildlife manager, things of
9	that nature. And those tenets, those basic
10	feelings are still with me today. And when I
11	looked at these improvements and first heard about
12	these improvements, even before I became a board
13	member, I looked to see what was going on.
14	An extension there was not going to be an
15	extension of the runway into the marshland. That
16	was not going to happen. And I was pleased to
17	hear that. Then over the past few months, the
18	object of using the island to reconvert the
19	island, using the island as mitigation land, which
20	saves us money, we don't have to pay a mitigation
21	fee, we don't have to buy mitigation points, I
22	asked one of the first things I asked was, what
23	the why are we taking this pretty island with
24	all this vegetation and doing away with it? And

1	nothing living on that island other than scrub.
2	And my understanding is that we are
3	converting this to viable wetlands which may
4	increase fishing potential. And this brings back
5	the old 16-, 17-year-old times when this is what I
6	wanted to be involved in.
7	I was involved with a a commercial
8	agricultural conversion commercial property
9	project at Macclenny, up in Macclenny, Nassau
10	County. And my partner in it, in trying to design
11	what we wanted to put up there, he was old school,
12	let's knock everything down and cement it over,
13	and I stomped on him big time.
14	I don't see that happening in this project,
15	okay? I see a recouping of wildlife area by
16	re-seeding. We we do not have the technology
17	of the 1960s. We have the technology of 2010 now.
18	That doesn't just apply to aviation. That applies
19	to our agricultural industry. And yes, according
20	to my father, since I wanted to be involved in
21	agriculture, I wanted to be a farmer, that
22	includes wildlife management and things of that
23	nature.
24	So, I have not seen on this board a total

1	issues at the end of Runway 31. And you have to
2	look more closely at the reports and what is being
3	done at that runway, and if it was that
4	destructive, I would not be in favor of it.
5	CHAIRMAN BARRERA: Thank you, Jim. Any
6	further board comment? Carl?
7	MR. YOUMAN: Go ahead.
8	CHAIRMAN BARRERA: Jack?
9	MR. GORMAN: Well, I don't agree with you,
10	Jim. I'm sorry. We can agree to disagree.
11	I've been on that island, and the fact that
12	is that island is part of the ecology. It's
13	been it's been taken back by good old Mother
14	Nature. It started as a spoil island and now it's
15	fully treed. It has trees on it that are 40 feet
16	tall. It has cedar trees. It has everything.
17	It's in low in some areas. In some areas, it's
18	over nine feet in elevation.
19	So, to my way of thinking, it really is part
20	of the ecology. It really has reevolved back into
21	all what all marsh islands are. I live on a
22	marsh island. I've got a little camp north of the
23	town of the airport here. And it's the same
24	island. It's the same type. It's about the same

1	So I just don't agree with you. If you've
2	been out there, if you did go out there, then
3	then talk to me again.
4	MR. WERTER: One question for you.
5	MR. GORMAN: Okay.
6	MR. WERTER: I mean, what I was told that
7	really there was no wildlife out there.
8	MR. GORMAN: I disagree with that, too.
9	Certainly with 18 people from 15 committees out
10	there, the wildlife are maybe hiding. I'm sure
11	they're you know. But there's plenty of
12	wildlife out there. It's I was told the
13	wildlife didn't live there full time. I mean,
14	maybe it's a bedroom community for wildlife. I'm
15	not sure. You've just got to laugh.
16	Maybe I'm just an old redneck woods guy, but
17	it's it's the woods. It's reevolved. It's
18	there. It's part of what natural ecology happens
19	when you just leave something alone. I mean,
20	that's just my opinion, and I've been on that darn
21	island. I can go on and on. I mean, there's
22	other ways to mitigate that.
23	I think that if you want to start with money,
24	let's start with money. I the assessment of

1	down, bury all that, and then bury and burn all
2	that and then dig that whole thing, including nine
3	foot elevation, just my opinion, but I've been in
4	the dredge business a bit, and dig that down below
5	water level, it's going to be I'd like to see a
6	hard copy of that. And I wish at the eleventh
7	hour, we certainly had hard copies of that in
8	front of us before we we had this discussion.
9	I mean, I feel like here's the eleventh hour.
10	We've got no data as to what this is really going
11	to cost. Everybody said, oh, the federal
12	government's going to pay for that. What if they
13	don't? That's my point. I mean, what if they
14	don't?
15	It's I mean, I want the taxiway because I
16	believe it finishes the airport. The ILS is a
17	moot point. If you're a pilot, it doesn't ruin
18	the environment, it's just posts in the ground.
19	And the other mitigation areas are I feel
20	overblown by the agencies.
21	Mitigation requirements. You want me to go
22	on? I'll go on as quickly as I can about this,
23	but I've read the Birkett report. We can go on
24	and on, but there are mitigation possibilities

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1	One is St. Johns County. They have
2	mitigation credits, but they're not letting them
3	go. Another is the iguana (sic). The iguana
4	the amount of units that the iguana project, the
5	state park, whatever it is in other words, I'm
6	not labeling it properly, but everybody knows what
7	I'm talking about. The amount of units that these
8	agencies are assessing to that, I mean, they
9	should be negotiable.
10	This whole thing is is a matter of
11	judgment. The matter of mitigation is a matter of
12	judgment. The quality of the mitigation and the
13	units is a matter of judgment. And to sum it all
14	up, I see three things going on here.
15	Money, I see a lot I see common sense. To
16	me, it's just not common sense to pull that out.
17	I'm sorry we disagree, but it's just not. And I
18	see a lack of cooperation between agencies that
19	are just not talking to one another and they're
20	not trying to help the airport.
21	We've got the County. We've got the St.
22	Johns River Water Management District. They're
23	when they assess the amount of mitigation required
24	or where the mitigation can happen, its adjacency

1	a matter of their judgment as an agency. And I
2	just don't see that anybody's given an inch on
3	this whole thing.
4	I think there's alternative mitigation
5	requirement available. I think that it's
6	it to me, it's not common sense to knock down
7	an existing island. But at the eleventh hour, I
8	feel like this whole thing is coming at us like a
9	railroad train where, well, we have to pick this
10	island, raze it, dig it below sea level or we lose
11	our money.
12	I'd like to know where the dredge where
13	are these these dig, dredge and burn and and
14	dig down, where are these quotes before we can
15	make any kind of a good assessment of this. I'd
16	like to see some other alternative.
17	We have, in this paper, the Birkett report,
18	no other alternative. Anastasia State Park,
19	status pending. Fort Moosa, status pending.
20	Faver-Dykes, status pending. Let's see. What
21	have we got? Mitigation banks, no opportunities.
22	Throughout this whole state, there's
23	opportunities with mitigation banks. The fact
24	that we're told by the Birkett report no

1	they're doing their best, but there's no no
2	mitigation bank opportunities? Every developer
3	that's ever been around here's used a mitigation
4	bank.
5	St. Johns County, no opportunities. Well,
6	that's because St. Johns County said that they
7	that their mitigation availability would be used
8	for county projects.
9	St. Johns River Management District, okay,
10	check of land their land acquisition indicated
11	there's no opportunities have been identified with
12	the entire St. Johns County Water land St.
13	Johns County Water Management District, there are
14	no opportunities? To me, that's not credible as a
15	taxpayer. It's just not credible. I'm sorry.
16	I wish that that these the mitigation
17	could be done in, as far as I'm concerned, a more
18	common sense, it could be done piecemeal, and it
19	could be done with more interagency cooperation.
20	And with their help, I'm begging, as a board
21	member for the help of these different agencies.
22	I'm kind of done.
23	MR. WERTER: Oh, no. It makes
24	MR. GORMAN: What else can I say?

1	keep the mitigation factor within St. Johns
2	County, you can get more cooperation from there.
3	I understand that.
4	The island, I was, you know, posing what I
5	was represented. With the island, there's also
6	quid not quid pro quo, but you've got trees and
7	nice vegetation. That's what first attracted me
8	to the island, okay, versus converting it to an
9	oyster bed, you know, so quid pro quo there.
10	So I guess, yes, if more people were on
11	board, I guess there'd be more flexibility as to
12	what to do to add to the to the wildlife
13	environment of St. Johns County. I guess the
14	intergovernmental committee can actually talk to
15	people.
16	MR. GORMAN: It doesn't seem anybody's
17	talking to anybody. It seems like the Birkett
18	group has been stonewalled by not many of these
19	situations. And it takes the agency level
20	themselves.
21	I mean, I went down to Mica's office, John
22	Mica. And try at that level. I mean, if you
23	can't get the ship's headed for a rock. I
24	mean, well, you know, bang on the door of the

1	I mean, it's just I'm just not buying all
2	this. To me, there's no common sense and it's
3	going to be really expensive. By the way, we're
4	going to have to have more than one bid if we're
5	going to tear a whole island up.
6	MR. WERTER: And is it
7	MR. GORMAN: I don't see any bids yet.
8	MR. WERTER: Is it a matter of fiefdom or
9	MR. GORMAN: Yes.
10	MR. WERTER: protectionism on the part of
11	the county?
12	MR. GORMAN: I'm not going to I'm not
13	going to throw stones at people, but they should
14	be talking more. I mean, you know, it's pretty
15	obvious that these agencies should be talking.
16	The Department of Environmental Protection.
17	The Environmental Protection Agency. St. Johns
18	River Water Management District and the Army Corps
19	of Engineers. I mean, this is a municipal
20	Authority. We're not trying to develop marsh.
21	And the fact that we've just got at least the
22	Birkett group, according to their report, they
23	haven't got much help here. You know, we've
24	gotten one mitigation opportunity.

1	MR. YOUMAN: My from what I gather out of
2	all this, number one, we're trying to improve
3	Runway 31. That's a given. Which is no problem
4	with any of us, I don't believe. The number two
5	issue is the lights going out in the water.
6	From what I understand, that may or may not
7	have an impact on the wildlife, et cetera, or on
8	the people in the area. That has to be further
9	investigated, in my opinion, to take take a
10	real hard look at.
11	I understand what Joe's saying as to the
12	improvements to the airport, and that's one of the
13	board's big responsibilities, to maintain the
14	quality of the airport and the use usability of
15	the airport so that it's an economic plus for St.
16	Johns County and the area.
17	And then of course is the island. It
18	became that that's an issue. And I can see
19	your side and I can see what the report is saying
20	at this point in time. The island could provide
21	the fill there's going to have to be fill
22	coming from somewhere for for the for the
23	MR. WERTER: Safety zone.
24	MR. YOUMAN: safety zone because it's

MR. GORMAN: Let me interject something real

2	quick.
3	CHAIRMAN BARRERA: Huh-uh. Huh-uh.
4	MR. YOUMAN: Let me finish.
5	MR. GORMAN: Okay. I apologize. Sorry.
6	MR. YOUMAN: And then you comment whatever
7	you want to what I say.
8	MR. GORMAN: All right.
9	MR. YOUMAN: That has to come from somewhere,
10	whether it's from the island or whether it's from
11	the middle of Florida or wherever. It has to be
12	decided. Then it gets down to the cost factor,
13	which is less expensive to make this happen.
14	But the island issue in itself, if it's
15	reduced back to the environment of what it was
16	that makes it marshland, it would seem a plus to
17	me, because it because we're now back to the
18	fisheries, like everybody else want to be a
19	fisherman.
20	I have to say my remarks. I was born and
21	raised in downtown Washington, D.C. I am not a
22	wildlife expert. I've gone fishing maybe ten
23	times in my life, and I I don't have the
24	empathy that other people have. I have to be very

1	totally understand some of the extra-strong
2	feelings that people have about fishing.
3	But I I try to understand them and try to
4	make it part of my decision-making factor, because
5	I have a duty to the public as well as the
6	airport. And so we'll have to get those issues
7	resolved as to that island. That's my comments.
8	CHAIRMAN BARRERA: Thank you, Carl.
9	MR. GORMAN: Can I interject something?
10	CHAIRMAN BARRERA: Now you can speak, Jack.
11	MR. GORMAN: Sorry to interrupt. I do that
12	all the time. Buzz and I do that to each other
13	each other all the time and it's you know.
14	As far as fill goes, I mean, if you were just
15	going to apply common sense to life, we have the
16	entrance to a seaplane base that needs dredging.
17	We just had an Albatross leave here and he
18	couldn't leave by water because it didn't have the
19	draft to be able to get out.
20	So I mean, fill, there's plenty of
21	possibilities for fill. That becomes a nightmare
22	for the director here because it's just so
23	difficult to get the pieces of the funding puzzle
24	together. But that in a common sense world would

1	the east side the northeast side of the runway
2	and whatever fill you need. I mean, there's
3	plenty available there.
4	MR. YOUMAN: The other side of the coin again
5	is the federal requirements and the state
6	requirements to make the project happen. We may
7	not have too much to say about whether they will
8	use the island or not if we want to make this
9	happen because we're subject to all of the federal
10	and state environmental authorities.
11	MR. GORMAN: Okay. This seems to be yet
12	another eleventh hour deal. In other words, let
13	this go or you lose the funding. We have no bids,
14	no nothing. I that bothers me, okay?
15	MR. YOUMAN: That bothers me, too. I agree
16	with you there.
17	MR. GORMAN: The second thing is is that
18	to in my world, reducing an island, you know,
19	using tremendous heavy equipment, the tremendous
20	work and the money required to reduce an island
21	down into mush, into marsh, is has no common
22	sense to it. You know, whether or not I'm too
23	too environmentally sensitive or that's just my
24	opinion, that stands. But I just I can never

1	I think you're taking an existing ecology and
2	destroying it. And it will take actually quite a
3	while for an actual marsh, you know, a man-made
4	Disneyland marsh to come back to real marsh.
5	Sorry. Just an opinion. I've been in the woods
6	my whole life maybe.
7	MR. YOUMAN: I have no problem with your
8	opinion. I have a bunch of them.
9	MR. GORMAN: That's good.
10	CHAIRMAN BARRERA: Buzz?
11	MR. GEORGE: Ed, a bunch of us have said, and
12	I'm asking you specifically for the public, are we
12	autonding the minutes of all?
13	extending the runway at all?
13	MR. WUELLNER: No, sir.
14	MR. WUELLNER: No, sir.
14 15	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the
14 15 16	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased
14 15 16 17	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased traffic are you anticipating the St. Augustine
14 15 16 17 18	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased traffic are you anticipating the St. Augustine Airport to have because of this project?
14 15 16 17 18 19	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased traffic are you anticipating the St. Augustine Airport to have because of this project? MR. WUELLNER: None.
14 15 16 17 18 19 20	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased traffic are you anticipating the St. Augustine Airport to have because of this project? MR. WUELLNER: None. MR. GEORGE: I couldn't see
14 15 16 17 18 19 20 21	MR. WUELLNER: No, sir. MR. GEORGE: Okay. We're not extending the runway. This whole project, how much increased traffic are you anticipating the St. Augustine Airport to have because of this project? MR. WUELLNER: None. MR. GEORGE: I couldn't see MR. WUELLNER: There's no direct correlation

,

1 more traffic that's in here.

2	If we're not extending the runway and we're
3	not bringing in more traffic, what is the impact
4	on fishing? We're talking about creating another
5	area, you know, that would be efficient. So I
6	don't see what the impact is on fishing.
7	I think there was a misconception by a lot of
8	people that we were going to extend the runway,
9	but we're not going to extend the runway to cut
10	into that straight channel. We're not going to
11	extend the runway to impose the on the flow of
12	water by Mr. Sesona's property. That's not part
13	of this deal.
14	Part of this deal, I thought, was Runway 31
15	is deteriorating. It must be corrected or we move
16	the whole airport somewhere else. And then what
17	kind of problems are you going to get into?
18	Tacking onto it to reclaim some of the land that
19	we have already given up to the marshes, it was
20	just, you know, tacked onto it, okay?
21	I tend to agree with with Jack that the
22	cost of going in and taking an island back is
23	disrupting. It's going to cost a ton. And I
24	think we need to go back to the drawing board and

1 mitigation problem.

2	Now, I do realize that putting the lights
3	out but it's my understanding, and you can
4	correct me if I'm wrong, we're talking about
5	putting like metal structures out there that have
6	the lights on them. There's no gangways. There's
7	no no cutting across where no wires
8	underground where the boats can't get back into
9	where they are presently getting into. That is
10	going to disrupt something.
11	But the safety of our St. Johns County
12	citizens flying in, you know, or tourists flying
13	in, I think you have to outweigh. Do we do like
14	California and shut down all irrigation to half of
15	the state because there was a crawfish that was on
16	the endangered species list?
17	MR. WERTER: Snail darter.
18	MR. GEORGE: Whatever. This board is not
19	going to make any decisions today, but I would
20	assume that would be done at the next board
21	meeting, but I would strongly suggest that we come
22	up with other alternatives for this mitigation.
23	And I know that we have briefly said there's
24	one, two and three. I think we in detail need to

1	seven and eight.
2	MR. GORMAN: Thank you. I concur.
3	MR. GEORGE: I'm through, Madam Chairman.
4	CHAIRMAN BARRERA: Okay. First of all, I
5	appreciate the input on this topic that's been
6	given. It's obviously something that weighs
7	heavily on every board member's mind and obviously
8	on the community as well, and I appreciate that.
9	A lot of information that was put out, I
10	appreciate those who clarified that as far as the
11	runway extension, the impact to fishing, and the
12	additional noise and aircraft that we're expecting
13	from this. So, thank you.
14	The one thing that I think that needs to be
15	looked at is that this project has been analyzing
16	how to reclaim the runway safety area, has been
17	going on for six years. This is not an eleventh
18	hour problem with an eleventh hour solution.
19	This is something that has had agency
20	coordination from the U.S. Fish and Wildlife
21	Service, the U.S. Environmental Protection Agency,
22	the National Marine Fish Fisheries Service, the
23	Florida Fish and Wildlife Conservation Commission,
24	along with many other agencies, all of which have

1 approaches to the situation.

2	And as a board, I and as a community, we
3	need to be aware that these are the experts of
4	their different areas, and we need to recognize
5	that. And we need to understand that their
6	signoff on something is critical. And they're not
7	going to sign off on anything that they're
8	uncomfortable with.
9	With that, we are not at the point to vote on
10	this. We can look at what their comments and
11	feedback has been, and we can look at what other
12	alternatives have been pursued, suggested, and why
13	they were dismissed as we go forward.
14	This is not something that we are rushing
15	into in the eleventh hour. This is something
16	that's been going on since 2004. These agencies
17	have walked this land since 2004, and they haven't
18	just walked it once.
19	I would encourage all of the board members to
20	continue to become educated on this and be
21	prepared to discuss it further at our next
22	meeting. With that, I would like to go ahead and
23	adjourn the meeting.
24	MR. YOUMAN: Can I just make one comment? I

Part C Public Written Comments

RECEIVED FEB 1 6 2010

To:

01/24/2010

FAA / FDOT Orlando / Jacksonville /Atlanta / Washington

We respectfully request **denial** of the pending St. Johns County Airport \$ 15,000,000 expansion. Approval will subject adjacent homeowners to possibly increased noise levels (as stated on record, by the Executive Director "...it potentially could attract more pilots or commercial flights-thus, more noise." copy of article enclosed.).

There are, **currently**, approximately 950 homes adjacent to, and impacted by, the operations of the St. Johns County Airport, with **many** hundred more planned at the approved developments of Madeira, Cordova, and Istoria. The <u>completion</u> of these approved developments in our community is dependent on our **economy**, as is the projected growth model of airport operations.

In December 27, 1933, the St. Augustine City Commission voted to purchase 276 acres in Araquay Park, the current site of the airport. To be noted, was the **previous** existence of homes in this area; Araquay, and Jackson parks(s), respectively. On many occasions we've heard "we were here first," when discussing safety and noise issues addressed to the Airport Authority...kind of hollow.

In the late '40's, commercial flights were attempted, but foundered when cutbacks in federal subsidies were instituted. In 1983, commercial service was again attempted, but again failed after eight months. Recently, after several million documented dollars in FAA / FDOT investments, another attempt at commercial traffic as a revenue source, the Skybus venture, failed.

At a recent noticed St. Johns County Airport Authority workshop meeting, 01/04/2010, vendor presentations were made by Passero Associates, The LPA Group, and Birkitt Environmental Services Inc. A review of the information, posted on the St. Johns County Airport Authority website, would require reading of <u>1,004</u> pages of information, in order for a resident to address issues, for this planned expansion of our airport. This amount of information, would be comparable to adjacent effected residents, to read and
understand, half of our current National Health Bill Proposal ! Unfortunately, only eight or nine speakers in opposition to this massive undertaking were able to attend. Their comments are on record.

Environmental scientists, fees paid by the Airport Authority, assessed the impact(s) on general wildlife / protected species (copy enclosed). The 950 adjacent homeowners' / taxpayer's opinions apparently weren't desired.

If expansion of the St. Augustine Airport Authority is perceived as necessary, and negative impact on homes adjacent to the current St. Johns County Airport, FAA / FDOT might consider the airport's past / continuing property acquisition as a denigrator of adjacent property blighting. A 2002 tax year 'uniform residential property appraisal report,' initiated by the St. Johns County Airport Authority, is quoted as stating "The noise factor from the airport has caused the property values within the subject's S/D and nearby S/Ds to increase at a slower rate than most of the other areas of St. Johns County." Integrate this appraisal, with current property devaluation.

The airport currently owns 304 pieces of property. Continued airport property acquisition, continues to accelerate "blighting" of our respective property values, and homes.

Please; consider this a formal request, to <u>deny</u> the current expansion plans, or, develop a plan to relocate St. Johns County Airport to a more suitable area, away from impact to the currently sited pristine marsh front / estuaries of the Tolomato River.

Sincerely, Bruce and Marilyn Kendeigh 240 Redfish Creek Drive St. Augustine, fl. 32095-9627



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12A • THE ST. AUGUSTINE RECORD

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AIRPORT

CONTINUED FROM PAGE 1A

A sticking point with Gorman is funding.

In an interview with The Record last week, Ed Wuellner, the airport authority's executive director, said that destroying and re-converting the island might cost \$1.4 million.

Gorman believes the cost would be much greater. "I wish, at the 11th hour, we would have hard copies of (the budget) in front of us," he said.

Later, the board's chairwoman, Kelly Barrera, said, "This is not an 11th-hour probiem or an 11th-hour solution." The project, she said, has been studied since 2004.

Part of the board's mission in recent years has been expanding the airport's size and scope. The board hopes to move toward that goal with this project, which includes extending a taxiway by several hundred feet, making way for bigger airlines to navigate; adding buoyed approach lights to the river; and repairing the runway's coastline that has been eroded by storms over.

the years.

Some nearby residents worried what it would mean in terms of noise from planes and fishing near the marsh.

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"Noise is just one issue	Av
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Wuellner said that the project would not directly increase noise from the airport, it potentially could attract more pilots or commercial flights – thus, more noise.

"I just don't want anybody to misunderstand, maybe, that we are not going to go after new business. We believe that we will still pursue our objecthe airport, board member Carl Youman said. "Whether the island is C

"Whether the island is there or isn't." board member Wayne George added.

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The Economic Gateway to St. Johns County





## 1,004 Pages Toreview 1/2 as Many as National Health Bill. **ENVIRONMENTAL ASSESSMENT - DRAFT REPORT**



The links below provide access to the Draft Environmental Assessment Doc associated with the Restoration of the eastern-most portions of the Safety Associated with Runway 13/31: the Extension of Taxiway "B", and the justof Runway Approach Lighting for Runway 31.

NOTICE: A Public Reeting to encurs and outain input from the general pr will be held at the Main Conference Room of the St. Augustine Airport Auth on Monday January 11, 2010 beginning at 4:00pm The PUBLIC is INVITE pariticpate.

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Executive Summary Series

Draft Coversheet and Table of Contents 7 995.

Chapter 1 Spas. Chapter 2 23 page Chapter 3 42 Pas.

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| <u>Chapter 8</u>                                                                               | 'T <u>P5</u> 5                                                                                                                                   |
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| Appendix H<br>Appendix J<br>Appendix J<br>Appendix K<br>Appendix L<br>Appendix M               | 4 pgs<br>4 pgs<br>10 pgs weiter admin<br>4 pgs<br>11 pg- start marsh<br>offen water<br>12 marchine page<br>4 Rogs culture resurce                |

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#### APPENDIX A

#### ST. AUGUSTINE AIRPORT TAXIWAY 'C' REPLACEMENT, RSA COMPLIANCE, AND APPROACH LIGHTING SYSTEM PROJECTS

#### GENERAL WILDLIFE/PROTECTED SPECIES REPORT

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| 4-0 | Kesu.  | Reugits                                   |  |
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Attachment 1 Wading Bird Survey Results

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| Figure 1 | Frieting   | Conditions - | FLUCECS   |
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- Figure 1 Figure 2 National Wetland Inventory (NWI) Habitat
- Proposed Impacts FLUCIUS Figure 3
- FWC Manatee Mortality Locations Figure 3

# County doesn't need commercial airline

#### By H. CLARK AGLER 3.7 3 Crescent Beach AL 2.2



was well written, it failed to unmask the predictable couse of Skybus' flamnout.

As a veteran of 31 years in the airline industry, I was concerned from the outset tear we were opening to be

caught up by another round of inflated expectations and glitzy marketing gimmicks

introduce a new way of minning an airline. I he

by an arrhae claiming to GUEST

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business premise and reality are dan the Sc. Augustine community neither needs, nor will ever justify, scheduled commercial คลระเหมดด จนเป็นจนนี้ on its population and demographics. Within 100 miles and less than a two-hour drive (not that much of a burden) we have Jacksonville, Daytona trach and Octando affeores each with ample capacity, frequency and modern facilities to reach any domestic and, or global destination.

Skybus was a venture opitalist and concurrence dream, nowever, their business model was an unsustainable nightmare from day one

(although a convenient excuse) by the ensuing increase in the price of jet fuel. Their pricing strategy would most likely fair at \$75 or \$100/barrel of oil. In any business you cannot sell your product for less dian cost but if do you, you darn well better have access to massive volume to contribute to the balance sheet.

Skybus' pricing scheme was a neat marketing and advertising eimmick for the potential customer but it had nothing to do with generating profitability to stata enceriona.

Something else to think about; Skybus couldn't even begin to show hope of premiability even camp they had sweetheart lease deals from Airbus( a revernment subsidized. European aircrait builder)

and were paying far less than industry scale wages for

2008 I will steer clear of managerial issues except to say that I knew the CEO personally. If there is one more lesson for any future start-up airline ventures; it is to totally understand the airline business. Learn from past failures as there are a host of prime examples that will serve to provota the painful lessons of airline failures.

6.8

I truly love our St. Augustine community (incidentally, Skybus did not even use St. Augustine ey its published destinction but rather Jacksonville/ Daytona Beach) but I respectfully submit that the the content of the second second our community do not need nor are willing to pay for scheduled airline service.

1 would rather see our Airport Authority leaders accelerate the process and

NISTER RECORD airport off the tax rolls. There is simply no moral justification for the taxpayer main feam Connel as underwrite Ponte Vedra's appetite for corporate jets and the general aviation/ private aneraic owner.

sector and the sector of the s

Those tax monies could be more prudently spent on our -evhonneatel public voc es such as beaches, pools and bike trails that would benefit so many more of our community and our second needed and appreciated tourist trade.

Mr. Agier was with Delta Airlines for 31 years, He was hired in 1966 as a pilot. He we dimensional and a second the 1970s where he served as Delta's chief pilot, senior vice president of operations. He han el la pare a preside vice president of operations. He has been a resident of St.



#1 - FAGLE CREEK, ISTORIA, COSA COLA LANDING, Cordoba #2 - ARAQUAY POVK, JACKSON PARK, MAdeira

# 3 - VILLONO BEACH, North Shore

+4950 + homas currently impacted by: Noise upon Take offs, Crash Zones, ENVIRONMENTAL impacts of UNDURNED JET FUEL ON Marsh / WATER WAYS

**RECEIVED** FEB - 2 2010

365 North Blvd St. Augustine, FL 32095

February 1, 2010

Attn: Mr. Edward R. Wuellner, Executive Director The St. Augustine-St. Johns County Airport 4796 U.S. Highway 1 North St. Augustine, FL 32095



Dear Sir or Madam:

We are seeking legal representation for infringement of property rights by local (St. Augustine - St. Johns County Airport), state (The state of Florida) and federal (The Federal Aviation Administration) entities.

Our homestead with acreage and income producing rentals abuts the St. Augustine-St. Johns County, Florida Airport and a salt marsh ecosystem along the Intracoastal Waterway (regionally named the Tolomato River).

In 2005, the St. Augustine – St. Johns County Augustine Airport engaged St. Johns County to purchase our property for the appraised value of 1.3 million dollars. After property inspections by St. Johns County agent Tony Cubbedge with Parks and Recreation Manager Troy Blevins and a public presentation to the St. Johns County Board of Commissioners, the sale dissolved because of intergovernmental disagreements between St. Johns County and the St. Augustine-St. Johns County Airport.

When the associate of a private buyer interested in purchasing our property went to the airport's office, his inquiries were answered with strong-arm-like innuendos of potential harassment, lawsuits and a gauntlet of roadblocks if his employer purchased our property.

The St. Augustine-St. Johns County Airport is now moving to further destroy our ability to enjoy our homestead or to sell privately by a three-pronged, \$20 million dollar plan to : 1.) Extend Taxiway C by 1620 feet 2.) Install a runway safety erosion control area and 3.) Construct 1800 ft. of approach lighting directly in the Florida wetlands that is our eastern property boundary.

An environmental assessment commissioned by the airport was completed in November 2009 by Passero Associates, The LPA Group Transportation Consultants and Birkitt Environmental Services. On December 24<sup>th</sup> we formally requested a hard copy of the draft environmental study, but were told by Airport Purchasing and Property Coordinator Cindy Hollingsworth that the study was too large to distribute. The findings were posted on the airport's website.

During discussion at a January 11, 2010 public hearing at the St. Augustine-St. Johns County Airport, an opinion was rendered that air quality, visual impact, noise levels, coastal barriers, fish, shellfish and wild animals <u>will not be</u> <u>substantially affected</u> by the dredging, filling and construction that these three development projects will entail. This assessment was approved by members of the St. Augustine-St. Johns County Airport Authority on January 25, 2010.

Living in our home for fourteen years affords us firsthand knowledge that a statement that these projects will have no impact are misguided and not factual. Riparian rights have allowed us to enjoy mussels, clams, oysters and blue crabs from this salt marsh. We see birds, both migratory and native, that include egret, roseate spoonbill, herons, egrets, ibis and storks. We have frequently marveled at the sights of bobcat, deer and even a Florida panther.

The rotating beacon atop the airport control tower has forced us to shutter all windows on the west and north sides of our home. Our remaining delight is the beautiful scene we view to the east that begins in an upland oak and palm hammock across a tidal salt marsh, sail and fishing boats on the Intracoastal Waterway to South Ponte Vedra Beach, North Beach and Vilano Beach. This last enjoyment will no doubt end when an approach lighting system (1,800 hundred feet of high intensity strobe lights projecting eight to twenty feet high) is constructed in the wetland marsh about 600 ft. from my eastern property line.

If this extensive project is permitted by local, state and federal agencies and commences in the year 2012, our property and the protected, state-owned wetlands it spans **will** be negatively impacted, the tidal salt marsh's purpose as an ecosystem will be compromised and its beauty will be desecrated. We ask that St. Johns County and Airport either conclude the purchase of our property that they appear to have abandoned in 2006 or to compensate us for the significant ruin of our homestead and rights to a peaceful and happy existence there.

This letter is being copied per the attached list to all permitting parties, elected and appointed governmental officials and Florida counsel in the practice area of property rights. We would appreciate a written reply to our mailing address on this letterhead or electronically to <u>malcolmwmaria@bellsouth.net</u>

We thank you in advance for your courteous attention to our statements.

Respectfully,

Malcolm W. Kingsley Maria Kingsley Attn: Mr. Edward R. Wuellner, Executive Director The St. Augustine-St. Johns County Airport 4796 U.S. Highway 1 North St. Augustine, FL 32095

Attn: Mr. Carl Youman, Group 5 Board Member The S.A.-S.J.C. Airport Authority 4796 U.S. Highway 1 North St. Augustine, FL 32095

Attn: Mr. John Gorman, Group 2 Board Member The S.A.-S.J.C. Airport Authority 4796 U.S. Highway 1 North St. Augustine, FL 32095

Attn: Mr. Jim Werter, Group 4 Board Member The S.A.-S.J.C. Airport Authority 4796 U.S. Highway 1 North St. Augustine, FL 32095

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Attn: Mr. Richard Owen The Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive, Suite 400 Orlando, FL 32822

Attn: Mr. Joseph R. Hunt The Federal Aviation Administration Orlando Flight Standards District Office 5950 Hazeltine National Drive, Suite 500 Orlando, FL 32822

Attn: Mr. Mark Napier St. Augustine Airport Contract Tower The Federal Aviation Administration 392 Estrella Avenue St. Augustine, FL 32095

Attn: Mr. Roland Luster The Florida D. O. T. District 2 Aviation Program Post Office Box 2018 Lake City, FL 32025 S.J.C. District 1 Commissioner Cyndi Stephenson St. Johns County Board of County Commissioners 500 San Sebastian View St. Augustine, FL 32084

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S.J.C. 2010 Vice Chair Commissioner Ken Bryan St. Johns County Board of County Commissioners 500 San Sebastian View St. Augustine, FL 32084

Attn: David S. Hobbs, Division Chief The U.S. Army Coprs. Of Engineers P. O. Box 4970 Jacksonville, FL 32232-0019

Attn: North Florida Agent in Charge The U.S. Fish and Wildlife Service 20501 Independence Blvd. Groveland, FL 34736

Attn: Special Agent for Jacksonville, FL The U.S. Fish and Wildlife Service 6620 Southpoint Drive So., Suite 310 Jacksonville, FL 32216-0958

Attn: Administrative Office The U.S. Fish and Wildlife Service 701 San Marco Blvd. Suite 7 West Jacksonville, FL 32207-8196

The U.S. Environmental Protection Agency Atlanta Federal Center for Region 4 61 Forsyth Street S.W. Atlanta, GA 30303-3104 Attn: George Strong, Director, N.E. Florida District U.S. Environmental Protection Agency 7825 Baymeadows Way, Suite B200 Jacksonville, FL 32256-7577

Attn: Office of the Southeast Regional Counsel National Oceanic & Atmospheric Administration 263 – 13<sup>th</sup> Avenue South, Suite 177 St. Petersburg, FL 33701

Attn: Nick Wiley, Executive Director's Ofc. Florida Fish & Wildlife Conservation Commission 620 South Meridian Street Tallahassee, FL 32399-1600

Attn: Ms. Kathy Barco, Commissioner Florida Fish & Wildlife Conservation Commission 620 South Meridian Street Tallahassee, FL 32399-1600

Sally B. Mann, Director, Intergovernmental Programs Florida Dept. of Environmental Protection 3900 Commonwealth Blvd., MS47 Tallahassee, FL 32399-3000

Attn:Jim Maher Ofc. of Submerged Lands+Environmental Resources Permitting Florida Dept. of Environmental Protection 7825 Baymeadows Way, Suite B200 Jacksonville, FL 32256-7590

Attn: Ross A. McVoy, Esquire Akerman Senterfitt 106 East College Avenue, 12<sup>th</sup> Floor Tallahassee, FL 32301

Attn: Russell K. Dickson, Jr. Fisher, Rushmer, Werrenrath, Dickson, Talley & Dunlap, P.A. 20 North Orange Ave., Suite 1500/P.O.Box 712 Orlando, FL 32802

Birchfield & Humphrey, P.A. 1031 LaSalle Street Jacksonville, FL 32207

Law Offices of Curtis & Associates, P.A. 701 Market Street, Unit 109 St. Augustine, FL 32095 The National Marine Fisheries Service Southeast Regional Office 263 – 13<sup>th</sup> Avenue South St. Petersburg, FL 33701

Attn: Dennis David, Northeast Region Director Florida Fish & Wildlife Conservation Commission 1239 S.W. 10<sup>th</sup> Street Ocala, FL 34471

Attn: Harold G. Vielhauer, General Counsel Florida Fish & Wildlife Conservation Commission 620 South Meridian Street Tallahassee, FL 32399-1600

Attn: Aviation Office – District 2 The Florida Department of Transportation 605 Suwannee St., MS 46 Tallahassee, FL 32399-0450

Attn: Rick Cantrell, Deputy Director Ofc. of Submerged Lands+Environmental Resources Permitting Florida Dept. of Environmental Protection 7825 Baymeadows Way, Suite B200 Jacksonville, FL 32256-7590

Attn: Jeff Cole, Director, Community & Government Affairs St. Johns River Water Management District P. O. Box 1429 Palatka, FL 32178-1429

Attn: L. Forrest Owens, Associate The Aviation Legal Group, P.A. 5525 Northwest 15<sup>th</sup> Avenue, Suite 200 Fort Lauderdale, FL 33309

Harry W. Haskins, Esq. SunTrust Bank Bldg., Suite 201 3400 South Tamiami Trail Sarasota, FL 34239

Borowski & Duncan, P.A. 25 West Cedar Street, Suite 525 P. O. Box 12651 Pensacola, FL 32591-2651

The Caplan Law Firm, P.A. 815 South Main Street, Suite 300 Jacksonville, FL 32207 Baker & Hostetler, L.L.P 6260-C Dupont Station Court Jacksonville, FL 32217-2535

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Richard M. Knellinger, P.A. 3277 Fruitville Road, Unit E Sarasota, FL 34237

> Attn: Steven M. Taber, Esq. Chevalier, Allen & Lichman, LLP 695 Town Center Drive, Suite 700 Costa Mesa, CA 92626

> > .

Brigham Moore, L.L.P. 2963 Dupont Avenue, Suite C Jacksonville, FL 32217

McGuire Woods, LLP Bank of America Bldg., Suite 305 2815 Northwest Thirteenth Street Gainesville, FL 32609-2865

#### Cindy K. Hollingsworth

From:Cindy K. HollingsworthSent:Tuesday, February 02, 2010 11:20 AMTo:'Dwight.hines@gmail.com'Subject:EA Plan

#### Mr. Hines,

Thank you for your comments relative to our Environmental Assessment effort. They have been noted and will become a part of the Authority's records. As your comments are a duplicate to previously submitted by yourself, please expect only one response in the coming weeks.

Have a great day!

For the St. Augustine Airport Authority, Cindy Hollingsworth 4796 US 1 N St. Augustine, FL 32095 904-209-0090 office 904-209-0528 fax

URL: www.staugustineairport.com

-----Original Message-----From: contactus@staugustineairport.com [mailto:contactus@staugustineairport.com] Sent: Monday, February 01, 2010 10:20 PM To: Cindy K. Hollingsworth Subject: Contact Form

The following was received at St. Augustine Airport - Contact Form: contactType: General

fname: Dwight

lname: Hines

email: Dwight.hines@gmail.com

phone: 904-315-0553

timecontact: day

comment: EIS Airport St. Augustine January 11, 2010

St. Augustine/St.Johns County (Florida) Airport "Draft Environmental Assessment Plan" (December, 2009) is inadequate in its sampling design and execution for biological information in benthic estuaries and it is inadequate for its sampling of cultural and archaeological materials. The draft is extremely long and poorly organized and is based on a fundamental fallacy because the Airport Authority is requesting improvements based on "hardship" but the airport's own documentation reports there have been no incidents within the last three years under the present conditions. The hardship is not defined well enough to differentiate it from a required vehicle stop at a red traffic light.

Questions we need answered are 1) Who in the FAA is responsible for quality or integrity of information? For meeting the data quality requirements of the OMB dating back to 2002, that's currently being updated by the Obama administration? 2) Who in the FAA is responsible for appropriateness and adequacy of methods and procedures (sampling, statistics, generalizations, validity, reliability)? 3) How do we contact the Inspector General for the FAA? Several citizens filed a formal complaint about 9 months ago against the St. Augustine Airport for obtaining construction permits from the water management district to build or modify airport property. The airport authority then failed, even after being requested to do so, to publicly notify the voters about the permits being granted, an act that the water management district stated the airport was required to do. Now we are asked to approve a draft that has no mention of the earlier modifications and as far as the private citizen knows, far more than 27 acres have already been irreversibly harmed.

It's important to note that Environmental Impact Statements were avoided for an unknown number of highly sensitive (cultural, archaeological, biological and ecological) areas by the simple signature of the very contractor who made money from the work. A local FAA official endorsed the recommendation without question. Note Bene: St. Augustine, Florida is the oldest continually inhabited European founded city in the United States. It is a serious misfortune that the area where the airport is located was not required to have an EIS when it started and so we do not have even the minimal amount of information needed to make decisions based on results of sound scientific research on the Airport properties.

A probabilistic map of likely locations of human ancient artifacts on the airport property and surrounding areas, based on finds already made by professional archaeologists, makes the highest possible score on the likelihood of materials of unique and essential archaeological and cultural significance being located on airport property. It is stunning that the airport consultant in this draft EIIS acknowledged the existence of the large Sesona Midden that is immediately adjacent to the airport but mentions that the Midden has not yet been excavated as if it is a trivial fact. What makes the lack of excavation troublesome is the sampling plan and execution of the sampling plan is a non-random sample of 17 post holes taken in close proximity to the runway, an area that was scraped and filled years ago. What is also unacceptable is that the 17 samples were taken from a small area and are not representative of the 27 acres that are to be destroyed, if an approval of the EIS is granted. Remember, there is no way to mitigate for lost archaeological or cultural materials.

Before there is any progression in this development plan, we need to have the above concerns satisfied, as well as other questions, like why does the Draft EIS conduct the benthic sampling and measurements on only one species — the oyster. We need to know what the status is of the benthic estuary macroinvertebrates, those small but visible creatures who are the foundation of our food chain. No data at all, no plans to collect such data and you have to wonder is that because the macroinvertebrates are sensitive to jet fuels.

Because of the wide discrepancy between generally accepted scientific practice and what has occurred in practice in St. Augustine is that if necessary corrections can not be made to the present draft EIS, any and all attempts to disturb or molest the extremely sensitive and unique ecological, cultural, biological, and archaeological must be prohibited.

Finally, when changes are made to the draft EIS, more time must be granted to ordinary citizens to read and think and discuss the changes and their short and long term impact.

Dwight Hines IndyMedia P.O. Box 562 St Augustine, Florida 32085

RECEIVED FEB - 5 2010

365 North Blvd.

St. Augustine, FL 32095

Attn: Mr. Edward R. Wuellner, Executive Director The St. Augustine-St. Johns County Airport 4796 U.S. Highway 1 North St. Augustine, FL 32095

Re: The St. Augustine-St. Johns County Airport Development Projects

February 7, 2010

Dear Sir or Madam:

My home at 365 North Blvd. in St. Augustine, Florida sits on nearly five acres of land bounded on the east by a tidal salt marsh and St. Augustine – St. Johns County airport owned property on the north and west sides. The airport surrounded itself on three sides with security fencing extending from the salt marsh to U.S. Highway One.

Spoil Island is the only "bridge" that migrating animals have as they travel north and south between the Intracoastal Waterway and the airport. Spoil Island is easily seen from my yard. On Sunday, January 17, 2010, friends Jean and Paul Mickler and I watched three deer moving south along the edge of the salt marsh. Many times I have seen bobcats, Florida panther and numerous small animals using the Spoil Island "roadway". Spoil Island is <u>NOT</u> a dead island as Passero Associates indicated in their environmental assessment produced in December of 2009. Removing this land mass will reduce the protected space in a vital area and restrict the movement of these animals. Removal of Spoil Island would be disastrous, as this 17 acre island, along with the two islands south of the seaplane base, are essential noise barriers for Vilano Beach; furthermore, they reduce hangar visibility, light emissions, glare, etc. from Grumman and other airport facilities. These islands make up the western bank or shoreline of the Intracoastal Waterway or Tolomato River. Without these island barriers, the airport is vulnerable to the damaging forces of storms and hurricanes from the east.

I would like it noted that noise levels at the St. Augustine-St. Johns County Airport have risen to the point that in 2008, residents of Vilano Beach assembled an airport interaction group chaired by Dr. Bo George, in the hope of working with airport management to lower noise levels. The proposed approach lighting system for Runway 31 will be located in a ten acre area just south of the airport in a salt water marsh 600 feet east of property. As a retired airline transport pilot (License No. 1571113) I am quite familiar with this system. Using the system that is in place now, a pilot may descend down to, but not lower than 250 feet. If at that point the pilot does not see the runway, he must break off the approach and proceed to another airport. With an approach lighting system installed, that same pilot may descend 50 feet lower, or to an altitude of 200 feet, before deciding to proceed to a different airport. This is a difference of fifty feet; everyone I have talked to regarding this multi-million dollar, very disruptive project agree that it is not worth fifty feet – especially for a non-metropolitan airport with light aircraft traffic that would utilize the system perhaps eight to ten times a year!

With the airport's control tower operational, its rotating beacon flashes every four seconds into my dining room and bedroom windows. Our neighborhood has been forced to adjust to this, but an approach lighting system would be too extreme for my neighbors and for the residents of South Ponte Vedra Beach, North Beach and Vilano Beach. I believe they are not aware of what is about to hit them,... but if these projects are permitted and constructed – then they will no doubt "see the light"!

Respectfully submitted,

Malcolm W. Kingsley

Malcolm W. Kingsley

Attn: Mr. Edward R. Wuellner, Executive Director The St. Augustine-St. Johns County Airport 4796 U.S. Highway 1 North St. Augustine, FL 32095

Attn: Mr. Carl Youman, Group 5 Board Member The S.A.-S.J.C. Airport Authority 4796 U.S. Highway 1 North St. Augustine, FL 32095

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Attn: David S. Hobbs, Division Chief The U.S. Army Coprs. Of Engineers P. O. Box 4970 Jacksonville, FL 32232-0019

Attn: North Florida Agent in Charge The U.S. Fish and Wildlife Service 20501 Independence Blvd. Groveland, FL 34736

Attn: Special Agent for Jacksonville, FL The U.S. Fish and Wildlife Service 6620 Southpoint Drive So., Suite 310 Jacksonville, FL 32216-0958

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Attn: Russell K. Dickson, Jr. Fisher, Rushmer, Werrenrath, Dickson, Talley & Dunlap, P.A. 20 North Orange Ave., Suite 1500/P.O.Box 712 Orlando, FL 32802

Birchfield & Humphrey, P.A. 1031 LaSalle Street Jacksonville, FL 32207

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Harry W. Haskins, Esq. SunTrust Bank Bldg., Suite 201 3400 South Tamiami Trail Sarasota, FL 34239

Borowski & Duncan, P.A. 25 West Cedar Street, Suite 525 P. O. Box 12651 Pensacola, FL 32591-2651

The Caplan Law Firm, P.A. 815 South Main Street, Suite 300 Jacksonville, FL 32207

#### Cindy K. Hollingsworth

From: Sent: To: Subject: contactus@staugustineairport.com Friday, February 12, 2010 12:19 PM Cindy K. Hollingsworth Contact Form

The following was received at St. Augustine Airport - Contact Form: contactType: General

fname: dwight

Iname: Hines

email: dwight.hines@gmail.com

phone: 904 3150553

timecontact: day

comment: Please place these comments in the public comment files for the Environmental Impact Analysis. This is my second comment.

First, I am concerned that the airport authority has produced no independent objective data that shows the community supports and enlargement of the runway or the airport. According to people I have interviewed in a non random sample, not a single person approves of the increase in the runway or future increases in the airport size or frequency of us.

In the absence of other data, these results must be taken as the only data available on community support or, more accurately, lack of community support for airport runway extensions and airport lighting increases and airport expansion.

Second, the sampling methods of both the historical and the biological studies have lethal flaws and need to be done again properly.

Third, the large plume of toxic materials that are discussed in a letter at the end of the EIS are missing the final page or final pages where the signatures would be, as well as recommendations. So, we don't know what remedial actions are planned to intercept this mobile plume of toxins, if any. We need to know what health and ecological impact the plume may have in the near and far future. Please email a copy of the complete report on the plume, and any follow up studies available. Please be sure that the report is complete with signatures.

Dwight Hines 1523 State Road 13 St. Johns, Florida 32259 365 North Blvd St. Augustine, FL 32095

February 15, 2010

Virginia Lane, Environmental Program Specialist The Federal Aviation Administration 5950 Hazeltine National Dr., Suite 400 Orlando, FL 32822-5024



12.5 3

Dear Sir or Madam:

We are seeking legal representation for infringement of property rights by local (St. Augustine - St. Johns County Airport), state (The State of Florida) and federal (The Federal Aviation Administration) entities.

Our homestead with acreage and income producing rentals abuts the St. Augustine-St. Johns County, Florida Airport and a salt marsh ecosystem along the Intracoastal Waterway (regionally named the Tolomato River).

In 2005, the St. Augustine – St. Johns County Augustine Airport engaged St. Johns County to purchase our property for a land value appraisal of \$1. 3 million dollars. After property inspections by St. Johns County agent Tony Cubbedge with Parks and Recreation personnel and a public presentation to the St. Johns County Board of Commissioners, the sale dissolved because of intergovernmental disagreements between St. Johns County and the St. Augustine-St. Johns County Airport.

However, when the associate of a *private* buyer went to the airport's office, his inquiries were answered with strong-arm-like innuendos of potential harassment, lawsuits and a gauntlet of roadblocks if his employer purchased our property.

The St. Augustine-St. Johns County Airport is now moving to further destroy our ability to enjoy our homestead or to sell privately by a three-pronged, \$20 million dollar plan to : 1.) Extend Taxiway C by 1620 feet 2.) Install a runway safety erosion control area and 3.) Construct 1800 ft. of approach lighting directly in the Florida wetlands that is our eastern property boundary.

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During discussion at a January 11, 2010 public hearing at the St. Augustine-St. Johns County Airport, an opinion was rendered that air quality, visual impact, noise levels, coastal barriers, fish, shellfish and wild animals <u>will not be</u> <u>substantially affected</u> by the dredging, filling and construction that these three development projects will entail. At this recorded discussion we again verbally requested diagrams or 3 dimensional renderings of these construction projects but as of the date of this letter we have yet to receive same. The assessment was approved by members of the St. Augustine-St. Johns County Airport Authority on January 25, 2010.

We have firsthand knowledge that a statement declaring these projects will have no impact is misguided and not factual. Riparian rights allow us to enjoy mussels, clams, oysters and blue crabs from this salt marsh. We see birds, both migratory and native, that include egret, roseate spoonbill, herons, egrets, ibis and storks. We have frequently marveled at the sights of bobcat, deer and even a Florida panther.

The rotating beacon atop the airport control tower forces us to shutter all windows on the west and north sides of our home. Our remaining delight is the beautiful scene we view to the east that begins in an upland oak and palm hammock across a tidal salt marsh, sail and fishing boats on the Intracoastal Waterway to South Ponte Vedra Beach, North Beach and Vilano Beach. This last enjoyment will no doubt end when an approach lighting system (1,800 hundred feet of high intensity strobe lights projecting eight to twenty feet high) is constructed in the wetland marsh about 600 ft. from my eastern property line.

If this approach lighting system is permitted by local, state and federal agencies and commences in the year 2012, our property and the protected, state-owned wetlands it spans **will** be negatively impacted, the tidal salt marsh's purpose as an ecosystem will be compromised and its beauty will be desecrated. We ask that St. Johns County and Airport either conclude the purchase of our property or to compensate us for the significant ruin of our homestead and rights to a peaceful and happy existence there.

This letter is being copied permitting parties, elected and appointed governmental officials and Florida counsel in the practice area of property rights. We would appreciate a written reply to our mailing address on this letterhead or electronically to malcolmwmaria@bellsouth.net

We thank you in advance for your courteous attention to our statements.

Respectfully, Malcolm W. and Maria Kingsley

#### RECEIVED FEB 1 6 2010

To:

01/24/2010

#### FAA / FDOT Orlando / Jacksonville /Atlanta / Washington

We respectfully request **denial** of the pending St. Johns County Airport \$ 15,000,000 expansion. Approval will subject adjacent homeowners to possibly increased noise levels ( as stated on record, by the Executive Director "...it potentially could attract more pilots or commercial flights-thus, more noise." copy of article enclosed.).

There are, **currently**, approximately 950 homes adjacent to, and impacted by, the operations of the St. Johns County Airport, with **many** hundred more planned at the approved developments of Madeira, Cordova, and Istoria. The <u>completion</u> of these approved developments in our community is dependent on our **economy**, as is the projected growth model of airport operations.

In December 27, 1933, the St. Augustine City Commission voted to purchase 276 acres in Araquay Park, the current site of the airport. To be noted, was the **previous** existence of homes in this area; Araquay, and Jackson parks(s), respectively. On many occasions we've heard "we were here first," when discussing safety and noise issues addressed to the Airport Authority...kind of hollow.

In the late '40's, commercial flights were attempted, but foundered when cutbacks in federal subsidies were instituted. In 1983, commercial service was again attempted, but again failed after eight months. Recently, after several million documented dollars in FAA / FDOT investments, another attempt at commercial traffic as a revenue source, the Skybus venture, failed.

At a recent noticed St. Johns County Airport Authority workshop meeting, 01/04/2010, vendor presentations were made by Passero Associates, The LPA Group, and Birkitt Environmental Services Inc. A review of the information, posted on the St. Johns County Airport Authority website, would require reading of <u>1,004</u> pages of information, in order for a resident to address issues, for this planned expansion of our airport. This amount of information, would be comparable to adjacent effected residents, to read and

understand, half of our current National Health Bill Proposal ! Unfortunately, only eight or nine speakers in opposition to this massive undertaking were able to attend. Their comments are on record.

Environmental scientists, fees paid by the Airport Authority, assessed the impact(s) on general wildlife / protected species ( copy enclosed). The 950 adjacent homeowners' / taxpayer's opinions apparently weren't desired.

If expansion of the St. Augustine Airport Authority is perceived as necessary, and negative impact on homes adjacent to the current St. Johns County Airport, FAA / FDOT might consider the airport's past / continuing property acquisition as a denigrator of adjacent property blighting. A 2002 tax year 'uniform residential property appraisal report,' initiated by the St. Johns County Airport Authority, is quoted as stating "The noise factor from the airport has caused the property values within the subject's S/D and nearby S/Ds to increase at a slower rate than most of the other areas of St. Johns County." Integrate this appraisal, with current property devaluation.

The airport currently owns 304 pieces of property. Continued airport property acquisition, continues to accelerate "blighting" of our respective property values, and homes.

Please; consider this a formal request, to <u>deny</u> the current expansion plans, or, develop a plan to relocate St. Johns County Airport to a more suitable area, away from impact to the currently sited pristine marsh front / estuaries of the Tolomato River.

Sincerely, Bruce and Marilyn Kendeigh 240 Redfish Creek Drive St. Augustine, fl. 32095-9627



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12A • THE ST. AUGUSTINE RECORD

#### AIRPORT

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#### CONTINUED FROM PAGE 1A

A sticking point with Gorman is funding.

In an interview with The Record last week, Ed Wuellner, the airport authority's executive director, said that destroying and re-converting the island might cost \$1.4 million.

Gorman believes the cost would be much greater. "I wish, at the 11th hour, we would have hard copies of (the budget) in front of us," he said.

Later, the board's chairwoman, Kelly Barrera, said, "This is not an 11th-hour probiem or an 11th-hour solution." The project, she said, has been studied since 2004.

Part of the board's mission in recent years has been expanding the airport's size and scope. The board hopes to move toward that goal with this project, which includes extending a taxiway by several hundred feet, making way for bigger airlines to navigate; adding buoyed approach lights to the river; and repairing the runway's coastline that has been eroded by storms over

#### the years.

Some nearby residents worried what it would mean in terms of noise from planes and fishing near the marsh.

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While board members and Wuellner caid that the project would not directly increase noise from the airport, fit potentially could attract more pilots or commercial flights – thus, more noise, the second second second second second the second second second second second second the second second second second second second second the second secon

"I just don't want anybody to misunderstand, maybe, that we are not going to go after new business. We believe that we will still pursue our objectives of increasing the use of the airport," board member Carl Youman said. "Whether the island is C

"Whether the island is there or isn't." board member Wayne George added.

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Project Updates



The Economic Gateway to St. Johns County



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1004 Pages Toreview 1/2 as many as National Health Bill.

ENVIRONMENTAL ASSESSMENT - DRAFT REPORT



The links below provide access to the Draft Environmental Assessment Dot associated with the Restoration of the eastern-most portions of the Safety Associated with Bunway 10/21: the Extension of Taxiway "B": and the instof Runway Approach Lighting for Runway 31.

NOTICE: A Public Pleeting to discuss and outain imper from the general power will be held at the Main Conference Room of the St. Augustine Airport Auth on Monday, Japuary 11, 2010 beginning at 4:00pm. The PUBLIC is INVITE participate.

Posseve Associates - Cast of Total

Executive Summary 👘 🗧 🗠 🗧

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### County doesn't need commercial airline

By H. CLARK AGLER 3.9 Z Crescent Beach

Ithough last Sunday's Record's coverage of Skybus' demise was well written, it failed to unmask the predictable cause of Skybus' flamoaut.

As a veteran of 31 years in the airline industry, I was concerned from the outset in the concerned for the outset

caught up by another round of inflated expectations and glitzy marketing gimmicks by an anima claiming to

introduce a new way of running ar arrine. The business Columna GUEST Columna

premise and reality are That the St. Augustine community neither needs, nor will ever justify, scheduled commercial pastenger service based on its population and demographics. Within 100 miles and less than a two-hour drive (not that much of a burden) we have Jacksonville, Daytona Beach and Orlando al porta each with ample capacity, frequency and modern facilities to reach any

dontestic and, or global destination.

Skybus was a venture application of concumer dream, nowever, their business model was an unsustainable nightmare from day one (although a convenient excuse) by the ensuing increase in the price of jet fuel. Their pricing strategy would most likely fai at \$75 or \$100/barrel of oil. In any business you cannot sell there ereduce for less than dosi but if do you, you darn well better have access to massive volume to contribute to the balance sheet.

Skybus' pricing scheme was a neat marketing and advertising simmick for the potential customer but it had nothing to do with generating profitability to sustain operations.

Something else to think about; Skybus couldn't even begin to show hope of promability even shortgin they had sweetheart lease

deals from Airbus( a government subsidized, European aircraft builder) and were paying far less than industry scale wages for 1 will steer clear of managerial issues except to say that I knew the CEO personally. If there is one more lesson for any future start-up airline ventures; it is to totally understand the airline business. Learn from past failures as there are a host of prime examples that will erve to prevent the painful lessons of airline failures.

I truly love our St. Augustine community (incidentally, Skybus did not even use St. Augustine or its published destination but rather Jacksonville/ Daytona Beach) but I respectfully submit that the our community do not need nor are willing to pay for scheduled airline service.

I would rather see our Airport Authority leaders accelerate the process and

clear of airport off the tax rolls. sues except There is simply no mora

There is simply no moral justification for the taxpayer in 51. Johns County to underwrite Ponte Vedra's appetite for corporate jets and the general aviation/ private an craft owner.

Those tax monies could be more prudently spent on our environmental public ten ner such as beaches, pools and bike trails that would benefit so many more of our commenter, and our outconeeded and appreciated tourist trade.

Mr. Agier was with Detta Airlines for 31 years, He was hired in 1966 as a pilot. He was a lint enterpolycological the 1970s where he served as Delta's chief pilot, senior vice president of operations. He parent in 1986 as executive vice president of operations. He has been a resident of St.



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#### Sara Massey

From: Sent: To: Subject: Virginia.Lane@faa.gov Tuesday, February 16, 2010 10:28 AM Sara Massey Fw: St Augustine Environmental Issues

Sara, please include this comment and provide a response in the Final EA.

When do you think I will have a chance to review a preliminary copy of the comments and responses? Please give me a call. Thanks.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

----- Forwarded by Virginia Lane/ASO/FAA on 02/16/2010 10:25 AM -----

| Virginia<br>Lane/ASO/FAA |                                           |
|--------------------------|-------------------------------------------|
| ASO-ORL-ADO,             | То                                        |
| Orlando, FL              | "John C Gorman (Jack)"                    |
|                          | <gormancapt@aol.com></gormancapt@aol.com> |
|                          | CC                                        |
| 02/16/2010 10:24         | Ralph Thompson/AWA/FAA@FAA, Winsome       |
| AM                       | A Lenfert/ASO/FAA@FAA, Jackie             |
|                          | Sweatt-Essick/ASO/FAA@FAA, Jim            |
|                          | Castleberry/ASO/FAA@FÃA                   |
|                          | Subject                                   |
|                          | Re: St Augustine Environmental            |
|                          | Issues(Document link: Virginia<br>Lane)   |
|                          |                                           |

Dear Mr. Gorman: Thank you for your comments in the attached email dated 2-10-2010. The FAA Orlando Airports District Office is currently reviewing an Environmental Assessment (EA) for proposed improvements, including repairs to the runway safety area, at the St. Augustine Airport. The Draft EA discusses various mitigation options including an option of restoring the referenced spoil island. Before making any decision on this project, the FAA will be consulting with the US Army Corps of Engineers (USACE), the Florida Department of Environmental Regulation (FDEP), and the St. Johns River Water Management District (SJRWMD), regarding project impacts and proposed mitigation. These agencies have the expertise and regulatory jurisdiction for wetland and coastal resources. We will certainly look into your comment and consult with them regarding the spoil island and effects of wind and erosion. A

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response to your comment will be provided in the Final EA currently being prepared by the Airport for the FAA's review and consideration. The Final EA and the FAA's decision will be made available for public review. We anticipate that the Final EA and FAA decision will be available this Spring. Again, thank you for your comment.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

| "John C Gorman<br>(Jack)"                                 |                                             |    |
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| РМ                                                        | Subjec<br>St Augustine Environmental Issues | :t |

FEB 10th 2010

Federal and State Compliance Review and Department manager personnel;

I have serious issues with the mitigation (replacement of salt marsh) that is tentatively planned for SGJ Airport St. Augustine. While it is obvious that we will need to enhance the safety area of runway 13/31 in the area of the SE corner of the approach to runway 31- the planned mitigation is the complete removal of a spoil island directly to the northeast of the area that needs to be filled and repaired to its original pre-hurricane width. I have lived on an island on the same body of water appox. 3 miles to the north and can tell you that the removal of the island will greatly increase the wind and wave erosion in the area that needs fixing as the predominant storm wind direction is from the northeast. The lack of practical consideration of other mitigation means by the various environmental groups has shown a lack of understanding of the whole dynamic involved. Not to mention the enormous waste of tax dollars. The DEP, EPA, and Water Management District are following strict bureaucratic mitigation guidelines, while omitting common sense and actual service to the quality of the environment as a whole. The cutting and shredding and burning of 14 acres of trees and brush to save the environment seem absurd. Please allow us at St. Augustine airport to continue to serve the needs of the public, by minimizing the safety area we need to immediately enhance (within

practicality) while we sort out the absurd mitigation mess.

Sincerely John C Gorman (Jack)

795 E Stokes Landing Rd. St. Augustine, FL. 32095

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#### Sara Massey

| From:    | Virginia.Lane@faa.gov                 |
|----------|---------------------------------------|
| Sent:    | Tuesday, February 16, 2010 11:32 AM   |
| То:      | Evans, Mark R SAJ                     |
| Cc;      | Sara Massey                           |
| Subject: | RE: St Augustine Environmental Issues |

Thanks. We can have the airport's engineer address the issue.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

| "Evans, Mark R<br>SAJ"                                   |                                          |
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| <mark.r.evans@usa< td=""><td>То</td></mark.r.evans@usa<> | То                                       |
| ce.army.mil>                                             | Virginia Lane/ASO/FAA@FAA                |
|                                                          | cc                                       |
| 02/16/2010 11:20                                         |                                          |
| АМ                                                       | Subject                                  |
|                                                          | RE: St Augustine Environmental<br>Issues |

#### Virginia,

He lives on an island several miles north of the site (you can Bing Map directly to his property based on his address, which I did).

He is concerned that the proposed mitigation would potentially facilitate wind and wave erosion at the \*airport\* property (\*not\* his property). That is, he believes (and possibly with some validity) that the removal of the spoil island will increase the instance of wind and wave erosion along the eastern property boundary of the airport (along the Tolomato River), which is the side of the airport runway 13-31 where the RSA needs to be fixed. So, yes, he's worried about future potential impacts to the RSA of 13-31.

Mark R. Evans CESAJ-RD-NJ 904-232-2028 identify an alternate mitigation that would address all of the Federal and State requirements, he still is adamant that some other solution to the mitigation requirements is possible.

Unless an alternate mitigation option, yet unidentified, becomes available, I believe that Mr. Gorman will simply need to acquiesce that either the proposed mitigation goes forward; or, that the project will not obtain all of the requisite authorizations and, as such, the airport will need to decrease or cancel certain services/functions.

Mark R. Evans CESAJ-RD-NJ 904-232-2028

Please assist us in better serving you! Please complete the customer survey by clicking on the following link: http://per2.nwp.usace.army.mil/survey.html

-----Original Message-----From: Virginia.Lane@faa.gov [mailto:Virginia.Lane@faa.gov] Sent: Tuesday, February 16, 2010 10:25 AM To: John C Gorman (Jack) Cc: ralph.thompson@faa.gov; winsome.a.lenfert@faa.gov; Jackie.Sweatt-Essick@faa.gov; Jim.Castleberry@faa.gov Subject: Re: St Augustine Environmental Issues

Dear Mr. Gorman: Thank you for your comments in the attached email dated 2-10-2010. The FAA Orlando Airports District Office is currently reviewing an Environmental Assessment (EA) for proposed improvements, including repairs to the runway safety area, at the St. Augustine Airport. The Draft EA discusses various mitigation options including an option of restoring the referenced spoil island. Before making any decision on this project, the FAA will be consulting with the US Army Corps of Engineers (USACE), the Florida Department of Environmental Regulation (FDEP), and the St. Johns River Water Management District (SJRWMD), regarding project impacts and proposed mitigation. These agencies have the expertise and regulatory jurisdiction for wetland and coastal resources. We will certainly look into your comment and consult with them regarding the spoil island and effects of wind and erosion. A response to your comment will be provided in the Final EA currently being prepared by the Airport for the FAA's review and consideration. The Final EA and the FAA's decision will be made available for public review. We anticipate that the Final EA and FAA decision will be available this Spring. Again, thank you for your comment.

Virginia Lane, A.I.C.P.
# Part D Response to Public Comments

The following are the respondents who commented during the January 11, 2010 Public Hearing held at the St. Augustine – St. Johns County Airport, and is also inclusive of those who sent written correspondence to the Airport and / or FAA.

Mr. Al Sesona 394 North Boulevard St. Augustine, FL 32095

Mr. Bruce Kendeigh 240 Redfish Creek Drive North St. Augustinc, FL 32095-9627

Mr. Dwight Hines PO Box 562 St. Johns, FL 32259

Mr. Joe Jones 4672 5<sup>th</sup> Avenue St. Augustine, FL 32095

Mr. Joe Lopinto 529 Ria Mibada Ct. St. Augustine, FL 32080

Mr. John (Jack) Gorman 795 E. Stokes Landing Rd St. Augustine, FL 32095 Mr. Malcolm Kingsley 365 North Boulevard St. Augustine, FL 32095

Mr. Steve Yaccarino 2772 South Collins St. Augustine, FL 32084

Ms. Cathy Heller 4075 Quail Drive St. Augustine, FL 32084

Ms. Maria Kingsley 365 North Boulevard St. Augustine, FL 32095

Ms. Reba Ludlow 46 Village Walk Dr Ponte Vedra, FL 32082

Ms. Sherry Badger 2772 South Collins Avenue St. Augustine, FL 32084

### RESPONSE TO PUBLIC COMMENTS RECEIVED DURING THE PUBLIC HEARING AND WRITTEN CORRESPONDANCE RECEIVED BY THE AIRPORT AND / OR THE FAA

**Spoil Island Use**: Mitigation for the unavoidable impacts to wetlands and oyster habitat are currently proposed to occur at the on-site spoil island. This option would be in-kind mitigation on the project site as well as provide valuable ecological benefits within Class II Waters. Restoration of the spoil island will include the following activities:

- Clearing, grading, and re-contouring the island, reducing surface elevations to between mean low water and mean high water to create a salt marsh habitat that supports colonization by saltmarsh cordgrass (*Spartina Alterniflora*), black needlerush (*Juncus Roemerianus*), and other marsh species.
- Portions of the spoil island will be re-contoured below the mean low water elevation to create a tidal creek system.
- Oyster habitat will be created within the tidal creek system by placement of oyster shell. It is possible that oysters will be relocated from the impact site.
- Planting of salt marsh flora including saltmarsh cordgrass (*Spartina Alterniflora*), black needlerush (*Juncus Roemerianus*), and saltmeadow cordgrass (*Spartina Patens*), similar to surrounding wetlands.

Spoil island restoration is a widely acceptable process known to increase the ecological value of the habitat. Converting the man-made spoil island that is covered with dense vegetation to saltmarsh will greatly improve the habitat both ecologically and biologically. Saltmarsh is known to be one of the most biologically productive natural systems on earth. It provides habitat to fish and many more wildlife species than a man-made island. Saltmarsh is considered Essential Fish Habitat, providing nursery and foraging grounds for many fish and wildlife. Restoring the habitat to historic saltmarsh will also improve water quality and reduce sedimentation in the adjacent areas.

Historically, the spoil island area was comprised entirely of salt marsh and tidal creek systems. The 1870's historic aerial photographs clearly demonstrate that the area was saltmarsh and was bisected by a tidal canal. The spoil island was created in the 1960's for a place for spoil material from the dredging of what is now the seaplane basin. Over 18 acres of valuable salt marsh habitat were destroyed by creation of the spoil island.

Currently the island contains thick layers of vegetation that is preventing birds and mammals from reaching the food supply of berries and seeds. The island contains exotic species and is densely covered in vines and thorny vegetation. Little new growth of plants and trees has been observed and as a result, the island is providing minimal support to wildlife.

Regulatory agency staff including the U.S. Army Corps of Engineers (USACE), the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS) met at the Airport to assess the large spoil island north of the entrance to the sea plane basin on August 1, 2007. After viewing the spoil island and surrounding sites, agency staff agreed that the site did not contain high quality habitat and would provide appropriate on-site mitigation if restored to estuarine habitat. Restoration of the spoil island would return the currently upland habitat and fringing disturbed freshwater habitat to historic conditions of a mosaic estuarine habitat including saltmarsh, littoral zone, and inter-tidal creek. Recent coordination with the USACE and the St. Johns River Water

Management District (SJRWMD) also indicates support of this mitigation option. (Refer to Environmental Assessment (EA) Chapter 5; and Appendix R).

**Height of the approach lighting system**: The height of the approach lighting system (ALS) that is proposed to be placed in the marsh will have an elevation of 12.50' from mean sea level. As a comparison, please refer to the enclosed picture of an approach lighting system tower.

**Visual impacts and approach light system**: An intermediate ALS will extend from the Runway 31 southern displaced threshold into the salt marsh areas south of Runway 13-31 approximately 1,800 feet. The lights of the Approach Lighting System (ALS) are of medium intensity and equipped with intensity control. The lights are unidirectional white, steady burning, and generally equivalent to a 150-watt floodlight. The Airport Sponsor proposes to install a baffle or shield on the outside of each light which prevents the lighting from being seen from the side. That proposal is not yet approved by the FAA. A sample picture of an ALS light pole, baffle, and light shield is attached. The lights are mounted on poles and with their beam axes aimed parallel to the runway centerline. The ALS is only utilized during inclement weather when the pilot's visibility of the approach and the runway is limited. As a reference, in 2005 visibility was impaired for approximately 16 days or (3.68%) of the total annual operations period at the airport. The impact of the lights to residents across the Tolomato River and those parallel to airport will be negligible due to the positioning of the lights.

Noise impacts: The document evaluated potential noise impacts after the project construction is complete in accordance with Federal Aviation Administration guidelines found in Section 14 of FAA Order 1050.1E. The FAA Order defines significant impact as an action that would cause noise sensitive areas such as homes, schools, churches, and hospitals to experience an increase in noise of 1.5 dB day-night average sound level (DNL) in areas exposed to at least 65 DNL. Taxiing aircraft contribute relatively little to the noise level around airports in comparison to noise generated during takeoffs and departures. The proposed project would only affect the way that aircraft taxi to and from Runway 13-31 and would not affect takeoffs and departures or number of operations. The noise analysis indicated that no significant noise impacts are anticipated to result from the proposed project. See Section 4.11.1 of the EA.

**Commercial and recreational fishing**: The project area contains habitat for commercially important fisheries, and a few of these species were observed during the site assessments. Several blue crabs, one juvenile stone crab, and many oysters were observed during the benthic survey conducted in April 2009. It is also expected that other commercially and recreationally important species such as shrimp, flounder, and redfish are present in the open water and saltmarsh habitats of the project area.

Although some of these commercially important species were observed in or near the project area, these species are expected to occur throughout the coastal area surrounding the airport due to the presence of suitable habitat. These adjacent areas contain higher quality habitats with denser concentrations of suitable cover and forage and would be available for these species to utilize during and after construction are completed.

Approximately, 2.57 acres of open water and 7.46 acres<sup>1</sup> of saltmarsh habitat are proposed for permanent impacts from the proposed projects. The open water areas are not optimal fishing habitats as they are shallow and boats cannot access the specific areas proposed for impact. In fact, often during low tide, the bottom is exposed and no water is present. The saltmarsh habitat contains 1.37 acres of salt flats that rarely contain water levels high enough to support fish.

Importantly, the loss of habitat will be mitigated in accordance with permit requirements and replaced such that no net loss of habitat function for commercially and recreationally important species is expected. The dredged tidal canal that connects to Indian Creek will be replaced. The relocated tidal canal will keep access to the areas of concern with open waters similar to the existing navigational canal. In addition, a tidal creek is proposed for creation at the spoil island which will be available for fish, shellfish, and invertebrates. Oyster shells will be placed in the canal, available for the fish, shellfish, and invertebrates. Oyster shells will be placed in the canal, available for the attachment and growth of oysters. As a result, no impacts to commercial and recreational fishing are expected. (Refer to EA pages 4-6 through 4-8; and Appendix D (Essential Fish Habitat)).

**Impact to shellfish**: Only 0.17 acres of oysters would be permanently impacted by the project. Permanent impacts would occur from the filling of the shoreline of the Airport for restoration of the RSA to FAA design standards.

Impacts to oysters will be compensated appropriately. At this time, mitigation for impacts to the oyster beds is proposed to include placement of oyster shell within areas of suitable habitat to increase the regional oyster distribution. Alternatively, it may be possible to relocate existing oyster clumps to suitable areas outside the influences of the proposed action. Free floating oyster larvae, known as oyster spat, need to attach to a solid surface to begin growing into an adult. The placement of shell is expected to provide a substrate that will lead to the formation of oyster bars and reefs in proximity to the areas of impact. Therefore, impacts to benthic habitat (oysters) are expected to be minimal. For a detailed description on the methodologies, results, and further discussion on impacts to oysters, please refer to Appendix C, Benthic Habitat of the EA. (Refer to EA Pages 4-6; and Appendix C).

**Coastal Barriers**: The Coastal Barrier Resources Act of 1982, as amended by the Coastal Barrier Improvement Act of 1990, 16 USC Sections 3501-3510 bans Federal agencies from providing funding for almost all actions occurring on any unit of the Coastal Barrier Resource System. Barrier islands are geologically unstable formations and cannot support development. Yet, they protect the mainland by buffering storm or hurricane-driven winds or waves. As a result, these islands protect fish, wildlife, human life, and property along coasts and shorelines. The Department of the Interior, through the USFWS and the National Park Service, develops and maintains maps of these islands collectively entitled the "Coastal Barrier Resources System."

Based on a review of Coastal Barrier Resources Act (COBRA) data obtained from the National Oceanic and Atmospheric Administration (NOAA), there are no Coastal Barrier Resources within

<sup>&</sup>lt;sup>1</sup> The saltmarsh acreage includes approximately 1.37 acres of salt flats.

the proposed project area (NOAA 1998). The proposed action or no action alternatives would not affect COBRA resources. (Refer to EA, Pages 3-46).

Fish and wildlife impacts: This project will re-establish the Runway Safety Area (RSA) in accordance with FAA standards and also provide a taxiway and lighting system that will help prevent operational delays and meet FAA standards. The Proposed Action was designed through careful planning and site design utilizing the latest technology which would impact the least habitat and through coordination with both state and federal regulatory agencies. The proposed action has been designed to minimize unavoidable ecological impacts to the greatest extent practicable and still meet the project's purpose and need. It is anticipated that the loss of habitat through implementation of the proposed alternative will be offset by the proposed mitigation within months to a year of completion.

Of the 42.8 acres in the project area, the project will result in unavoidable permanent impacts to approximately 7.46 acres<sup>2</sup> of saltmarsh and 2.57 acres of open water habitats. The saltmarsh and open water areas are suitable habitat for wading and shorebirds, federally managed fish, state listed species, shellfish, and commercially important species. However, the project will not impact rare or sensitive habitat as the saltmarsh in the project area is surrounded by Airport infrastructure and residential areas and has been previously disturbed. The open water areas have been previously dredged, and untreated and treated stormwater runoff flows into some of the open waters via culverts. It is expected that the fish, birds, and other wildlife that currently utilize the habitats within the project area would relocate to adjacent areas, which are further away from the airport activities and are considered higher quality habitats. In addition, after construction, saltmarsh habitat that is similar to what is proposed for impact will be replanted along the shoreline of the project area and created at the spoil island. These areas will be available to fish, birds, and other wildlife after construction and are anticipated to provide the same functions as the habitat that is proposed for impact.

Overall, only nominal impacts to wildlife and protected species are expected. Considering the previously disturbed quality of habitat to be impacted and the proposed restoration/mitigation to offset those impacts, potential impacts to the listed and protected species are considered insignificant. The USFWS and the NMFS will review and comment on potential impacts to listed species and proposed mitigation during the USACE 404 permit process (Refer to EA, Pages 4-7; and Appendix A for additional discussion of listed species).

Noise impacts: The document evaluated potential noise impacts after the project construction is complete in accordance with Federal Aviation Administration guidelines found in Section 14 of FAA Order 1050.1E. The FAA Order defines significant impact as an action that would cause noise sensitive areas such as homes, schools, churches, and hospitals to experience an increase in noise of 1.5 dB day-night average sound level (DNL) in areas exposed to at least 65 DNL. Taxiing aircraft contribute relatively little to the noise level around airports in comparison to noise generated during takeoffs and departures. Because the proposed project would only affect the way that aircraft taxi to and from Runway 13-31 but would not affect takeoffs and departures or number of operations, no significant noise impacts are anticipated to result from the proposed project.

<sup>&</sup>lt;sup>2</sup> The saltmarsh acreage includes approximately 1.37 acres of salt flats.

**Safety concerns**: The purpose for the proposed projects analyzed in the EA is to address not only federal standards, but to address and improve operational safety at the airport. The runway safety area (RSA), according to FAA Advisory Circular 150/5300-13, section 305 and table 3-3, states the RSA is to be 1,000 feet wide x 500 feet beyond each runway end. The RSA enhances the safety of airplanes which undershoot, overrun, or vecr off the runway, and it provides greater accessibility for firefighting and rescue equipment during such incidents.<sup>3</sup> Due to weather events in recent years the RSA has eroded and no longer meets FAA standards.

The replacement of Taxiway 'C' with the extension of Taxiway 'B' is for aircraft movement and addresses safe separation of aircraft on the ground as they taxi in or out of the aircraft operating area to Runway 13-31. It will eliminate the need for aircraft having to hold at Taxiway 'D', back taxi onto Runway 31, which in turn reduces aircraft emissions and noise. FAA Advisory Circular 150/5300-13, Table 2-2 states the Taxiway/Taxilane/Centerline separation of 400 feet. Currently, separation of Taxiway 'C' centerline to Runway 31 centerline is 215 feet, 185 feet below minimum regulatory standard.

The approach lighting system (ALS) is to complete Instrument Landing System (ILS) at the airport. The ALS allows for aircraft to engage the lighting system when visibility is limited due to weather.

**Permitting**: Permit applications will be filed with the St Johns River Water Management District (SJRWMD) and the United States Army Corps of Engineers (USACE) for the proposed projects. Permit applications will be consistent will all state and federal requirements.

A pre-application meeting with SJRWMD was held on January 20, 2010. Meetings and coordination with both SJRWMD and USACE will continue to occur throughout the permitting process.

**Erosion control**: One question posed is how the restored Runway Safety Area will be able to avoid the type of historical erosion that has led to the current Runway Safety Area being substandard relative to federal requirements. This will be accomplished through the installation of Armorflex 30 (or an equivalent product). This type of material is an interlocking mesh of concrete blocks that are connected by cables to form an articulating sheet. The individual blocks of the material have open cells that will be planted with native vegetation on the slope. This technique will provide for long-term, durable slope stabilization and crosion control while allowing for the establishment of native saltmarsh vegetation below the wetland boundary on the newly constructed sideslopes. This type of bank armoring system was not available when the Runway Safety Area was originally constructed in the late 1960's.

**Channel maintenance**: The Airport's Stormwater Pollution Prevention Plan (SWPPP) requires an annual inspection of all outfall structures, including the channel. Therefore, at a minimum the channel would be inspected annually to ensure that the channel is functioning properly. Should the

<sup>&</sup>lt;sup>3</sup> FAA Advisory Circular 150/5300-13, Appendix 8, page 139

result of the inspection warrant the need for the removal of sediment to ensure unobstructed flow in the channel, then a permit for said activity would be applied for with the appropriate agencies.

**Construction impacts**: The construction will be required to include sediment and erosion control and slope stabilization measures as a condition of its Florida Department of Environmental Protection National Pollutant Discharge Elimination System permit, its U.S. Army Corps of Engineers dredge and fill permit, and its St. Johns River Water Management District Environmental Resource Permit. By implementing these measures, it is anticipated that the project will minimize impacts to the adjacent salt marsh outside of the limits of construction to the maximum extent practicable.

**Catwalk**: Another comment concerned a gangway for accessing the proposed lighting system. A maintenance access catwalk was something that was considered early in the development of the project alternatives, but was eliminated from the design for the Approach Lighting System. Mention of the catwalk in the draft Environmental Assessment was an oversight and it will be removed from the document before the Environmental Assessment is finalized. The final design of the lighting system is still under development. A description of maintenance access methods will be included in the final Environmental Assessment.

**Impacts to the human environment**: Potential impacts to the human environment were considered in the EA analysis. See sections 4.04 Compatible Land Use, 4.05 Construction Impacts, 4.10 Light Emissions and Visual Impacts, 4.12 Noise, and 4.13 Socioeconomic Impacts. These sections all discuss potential impacts to the human environment. For each of these categories, it was concluded that there would be no significant impact as a result of the proposed projects.

Air Quality: Air quality is expected to remain as is or slightly improve with the replacement of Taxiway 'C'. The proposed replacement of Taxiway 'C' will eliminate the need for aircraft to hold at Taxiway 'D' and the need for aircraft to back taxi on Runway 31, and it will reduce air traffic in the hold pattern. The proposed replacement of Taxiway 'C' will not change the fleet mix or aircraft operations at the Airport. Refer to EA, page 3-43. Regarding the comment about "greasy residues", soot residue studies by the FAA at other airports have not indicated that aircraft operations result in soot deposits or "greasy residues" in an area. The studies indicate that such residues are the result of large stationary sources (power plants) and vehicular traffic.

**Comments not in the scope of the EA**: Comments received regarding the Airport's budget and expenditures are not included in the scope of the Environmental Assessment.

**Impact to property value**: In response to comments regarding the decrease in land value, the proposed projects would not increase the number of aircraft operations or result in any increase in noise levels from aircraft operations. With mitigation of wetland impacts, the proposed projects would not cause significant impacts to any environmental resource. There is no data to support the assertion that the proposed projects would affect the market value of property in the area of the airport.

**Organization of the EA**: The EA was prepared in accordance with FAA NEPA regulations. (FAA Order 1050.1E Environmental Impacts: Policies and Procedures and the FAA Desk Reference for Environmental Actions).

**Cultural resources**: In response to comments regarding cultural and archeological significance, as documented in the EA, the proposed projects would not affect cultural or archeological resources. See Section 3.18.6 of the EA.

**Benthic habitat sampling:** In response to comments regarding benthic invertebrate sampling and analysis, please refer to Chapter 40 Part 230 of the Code of Federal Regulations - Section 404B of the United States Army Corps of Engineers, FAA Order 1050.1E - Environmental Impacts: Policies and Procedures, and Chapter 62-330 of the Florida Administrative Code - Environmental Resource Permitting regulation. These regulations apply to these projects and do not require benthic invertebrate sampling. Impacts to Benthic Habitat are discussed in Section 4.02.1.5 and Appendix C of the EA.

**Roseate spoonbills**: Roseate spoonbills (*Platalea ajaja*) primarily nest in mixed-species colonies on coastal mangrove islands and breed from Tampa Bay on the Gulf coast and Brevard County on the Atlantic coast, south to Florida Bay. They are not known to nest or breed in the St. Augustine area. They are, however, migratory visitors to the area.

As stated in the EA and in Appendix A, General Wildlife/ Protected Species Report, only nominal impacts to bird species are expected. It is anticipated that birds present within the project area will relocate to suitable habitat that are outside the influences of construction activities. The areas proposed for impact have been previously disturbed and higher quality habitat is available for wildlife in adjacent areas. After construction, saltmarsh habitat that is similar to what is proposed for impact will be replanted along the shoreline of the project area. Approximately 1.66 acres of saltmarsh will be planted along the shoreline interspersed with the erosion control structures. In addition, the proposed restoration of the on-site spoil island to saltmarsh will compensate for the proposed project impacts to marsh and open water habitat. Both the shoreline and restored saltmarsh areas will be available to birds after construction and are anticipated to provide the same function as the habitat that is proposed for impact. It is expected that birds will return to the remaining areas available after construction is completed or will relocate to the adjacent suitable areas. The project is expected to have a determination of "*Not Likely to Adversely Affect*" roseate spoonbills or other bird species that may be found within the project area. (Refer to EA, Pages 4-5 and 4-14; and Appendix A).

**Airport Expansion:** The proposed projects will not extend the airports runways or expand the airport. The proposed projects are Alternative 12 (which includes Alternative 3, Alternative 8, and Alternative 10). See Chapter 2 for a description of the proposed projects.

**Passero Associates, LLC** 

March 16, 2010

Ms. Reba Ludlow 46 Village Walk Dr Ponte Vedra, FL 32082

#### **RE: Response to Public Hearing Comments, January 11, 2010** St. Augustine Airport Environmental Assessment

Dear Ms. Ludlow:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 34 lines 3 through 25, and page 35 lines 1 through 14) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Andrew Holesko, CM Program Manager

CC: Ed Wuellner, AAE, St. Augustine Airport Virginia Lane, FAA 13453 N. Main Street-Suite 106 Jacksonville, FL 32218 www.passero.com

904-757-6106 904-757-6107 Fax



**Passero Associates, LLC** 

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Ms. Cathy Heller 4075 Quail Drive

St. Augustine, FL 32084

March 16, 2010

**RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Ms. Heller:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 18, lines 19 through 25 and 19 through page 19, lines 1 through 16) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Hu M. Dlesk

Andrew Holesko, CM Program Manager



**Passero Associates, LLC** 

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904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Steve Yaccarino 2772 South Collins St. Augustine, FL 32084

#### RE: Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Mr. Yaccarino:

On behalf of the St. Augustine - St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 17, lines 23 through 25 and page 18, lines 1 through 16) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Hum. Holest

Andrew Holesko, CM Program Manager



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904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Malcolm Kingsley 365 North Boulevard St. Augustine, FL 32095

#### **RE: Response to Public Hearing Comments, January 11, 2010** St. Augustine Airport Environmental Assessment

Dear Mr. Kingsley:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We are providing this response to your letters submitted to the Authority {FAA} on February 1, 2010, February 7, 2010, and February 15, 2010. We also appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 16 lines 8 through 25, and page 17 lines 1 through 18) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

a.M. Deles

Andrew Holesko, CM Program Manager



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904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. John (Jack) C. Gorman 795 E. Stokes Landing Rd. St. Augustine, FL 32095

#### **RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Mr. Gorman:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We are providing this response to your letter submitted to the Authority {FAA} on February 16, 2010. We also appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 41 lines 17 through 25, page 42 lines 1 through 25, page 43 lines 1 through 25, page 44 lines 1 through 25, and page 45 lines 1 through 5) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.



Sincerely,

He M. Hess

Andrew Holesko, CM Program Manager

**Passero Associates, LLC** 

13453 N. Main Street-Suite 106 Jacksonville, FL 32218 www.passero.com

904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Joe Lopinto 529 Ria Mibada Ct. St. Augustine, FL 32080

#### **RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Mr. Lopinto:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 41 lines 17 through 25, page 42 lines 1 through 25, page 43 lines 1 through 25, page 44 lines 1 through 25, and page 45 lines 1 through 5) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.



Sincerely,

uM. Klim

Andrew Holesko, CM Program Manager

**Passero Associates, LLC** 

13453 N. Main Street-Suite 106 Jacksonville, FL 32218 www.passero.com

904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Joe Jones 4672 5th Avenue St. Augustine, FL 32095

#### **RE: Response to Public Hearing Comments, January 11, 2010** St. Augustine Airport Environmental Assessment

Dear Mr. Jones:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 35 lines 17 through 25, and page 36 lines 1 through 25, page 37 lines 1 through 25, page 38 lines 1 through 25, page 39 lines 1 through 25, page 40 lines 1 through 25, and page 41 lines 1 through 16) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Stull. Slow

Andrew Holesko, CM Program Manager



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13453 N. Main Street-Suite 106 Jacksonville, FL 32218 www.passero.com

904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Dwight Hines PO Box 562 St. Johns, FL 32259

#### **RE: Response to Public Hearing Comments, January 11, 2010** St. Augustine Airport Environmental Assessment

Dear Mr. Hines:

On behalf of the St. Augustine - St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 20 lines 14 through 25, and page 21 lines 1 through 23) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Ste M. Hest

Andrew Holesko, CM Program Manager



**Passero Associates, LLC** 

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904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Bruce Kendeigh 240 Redfish Creek Drive North St. Augustine, FL 32095-9627

#### RE: Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Mr. Kendeigh:

On behalf of the St. Augustine - St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We are providing this response to your letter submitted to the Authority {FAA} on January 24, 2010. We also appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 27 lines 12 through 25, page 28 lines 1 through 25, page 29 lines 1 through 25, page 30 lines 1 through 25, page 31 lines 1 through 25, and page 32 lines 1 through 15) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

SterM. Holm

Andrew Holesko, CM Program Manager



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904-757-6106 904-757-6107 Fax

March 16, 2010

Mr. Al Sesona 394 North Boulevard St. Augustine, FL 32095

#### **RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Mr. Sesona:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 22 lines 1 through 25, page 23 lines 1 through 25, page 25 lines 1 through 25, page 26 lines 1 through 25, page 27 lines 1 through 9) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.



Sincerely,

Andrew Holesko, CM Program Manager

**Passero Associates, LLC** 

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904-757-6106 904-757-6107 Fax

March 16, 2010

Ms. Sherry Badger 2772 South Collins Avenue St. Augustine, FL 32084

#### **RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Ms. Badger:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 19, lines 19 through 25; page 20 lines 1 through 11; and page 33 lines 7 through 23) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.



Sincerely,

Andrew Holesko, CM Program Manager

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904-757-6106 904-757-6107 Fax

March 16, 2010

Ms. Maria Kingsley 365 North Boulevard St. Augustine, FL 32095

#### **RE:** Response to Public Hearing Comments, January 11, 2010 St. Augustine Airport Environmental Assessment

Dear Ms. Kingsley:

On behalf of the St. Augustine – St. Johns County Airport Authority, thank you for providing comments and / or attending the Public Hearing for the St. Augustine Airport Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System, held on Monday, January 11, 2010 at the St. Augustine Airport. Complete transcripts of that hearing are available upon request from the Airport Authority.

We are providing this response to your letters submitted to the Authority {FAA} on February 1, 2010 and February 15, 2010. We also appreciate your comments regarding the proposed project and thank you for your participation in this important process. Your comments (which can be found in the official transcript, page 32 lines 17 through 25, and page 33 lines 1 through 2) have been received by the Airport Authority and have been entered into Appendix S of the Environmental Assessment Report. All public comments related to the scope of the Environmental Assessment will be taken into consideration as the Environmental Assessment moves forward and is finalized. A response to each public comment related to the scope of the Environmental Assessment is also included in Appendix S.

Sincerely,

Harn. Hen

Andrew Holesko, CM Program Manager







### APPENDIX T AGENCY COORDINATION



**JUNE 2010** 

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218



Part A Agency Coordination and Communication

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Part B Meetings

Part C Agency Comments and Responses

# PART A Agency Coordination and Communication

From: Sent: To: Cc: Subject: Virginia.Lane@faa.gov Friday, January 30, 2009 5:36 PM Sara Massey cbryant@kbenv.com Re: St. Augustine EA

I understand Carrol Bryant also feels that it is not required. I'm ok with not doing one. Thanks.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

| Sara Massey<br>≺SMassey@passero. |                                                   |         |
|----------------------------------|---------------------------------------------------|---------|
| COM>                             |                                                   | То      |
|                                  | Virginia Lane/ASO/FAA@FAA                         |         |
| 01/27/2009 02:34                 |                                                   | сс      |
| PM                               | Andrew Holesko<br>< <u>AHolesko@passero.com</u> > |         |
|                                  |                                                   | Subject |
|                                  | St. Augustine EA                                  | у       |

Virginia,

Good afternoon! In one of our previous discussions we discussed the various studies inside the EA that are required (or not required). We agreed that a Noise Analysis / Study would not have to be done. We also discussed whether or not an Air Quality Analysis / Evaluation would be required only to have to do some research on the issue. We both agreed to revisit the Air Quality Analysis / Study at a later date.

I've been reading through 1050.1E, which refers you to Air Quality Procedures for Civilian Airports and Air Force Bases Chapter 1, Figures 1 and 2 and section 2.3.4, and the Airport Desk Reference Chapter 1 § 6 d.

(2). Both state that if a commercial service airport does not have 1.3 million Enplanements or 180,000 GA and Air Taxi operations per year an Air Quality Analysis / Study is not required. St. Augustine, like the state of Florida is in attainment for all six criteria pollutants according to EPA's website and according to FAA's TAF SGJ will not meet the

threshold of 180,000 GA and Air Taxi operations by 2025, establishing that there is no requirement to provide such an analysis based on regulations and guidance.

I followed this up with a former colleague, Ed Melisky, FAA APP – 400, whom I worked with on 5050.4B while with ACI-NA in Washington D.C. He agreed that if the Enplanements and GA and Air Taxi operations criteria were not met or exceeded, conformity is not needed and there is no precedence, then there is no need for an Air Quality Analysis / Study. I have yet to find any precedence that it would be needed. Do you know of any? Therefore, do you concur that we can forgo an Air Quality Analysis / Study? We would still address Air Quality in the EA referencing EPA attainment data as well as the information referenced above. I look forward to hearing from you.

Thank you,

Sara Massey

Sara Massey Airport Planner /Grants Administrator Passero Associates, LLC 13453 North Main Street, Suite 106 Jacksonville, FL 32218,

Phone: 904 757 6106 FaxL 904 757 6107 Cell: 904 557 3212 <u>smassey@passero.com</u>

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From: Sent: To: Subject: Everett Frye [efrye@sjrwmd.com] Wednesday, July 08, 2009 10:53 AM Victor Calvert FW: Permitting Question

Hey Vic.

See below attached email from Cammie. Looks like the buffer treatment for the runway expansions are OK.

Take care.

Everett Frye, P.E. Sr. Professional Engineer, Water Resources Department St. Johns River Water Management District 7775 Bay Meadows Way, Suite 102 Jacksonville FL 32256 Ph: 904-448-7913 Fax: 904-730-6267 e-mail: <u>efrye@sjrwmd.com</u> Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Cammie Dewey Sent: Wednesday, July 08, 2009 10:47 AM To: Everett Frye Cc: Mike Register; Bill Wilson; David Miracle Subject: RE: Permitting Question

Everett,

Yes, the use of buffers/infiltration for runway and taxiway (air-side improvements) is acceptable. I don't believe that the 2007 report has been finalized as yet, Nov. 2007 was the last meeting that I attended that was held to discuss the data that had been collected and the design recommendations. It is OK to use the design recommendations from the report, the Leesburg Airport in Lake County has recently permitted runway and taxiway improvements and they utilized the data from the report. The two permit numbers are: 19073-20 (pending issuance in the next few days), and 19073-17 (issued Apr '08). I would encourage the consultant to maybe take a look at those two files for some helpful design information. It does sound like there are a couple of differences in these two airports, the Leesburg airport is in the floodplain and very poor type D soils, whereas it sounds like the St. Augustine airport is in better soils.

I'm happy to help co-review this application when it is submitted, just let me know when it comes in. Let me know if you have any other questions.

Cammie

Cammie Dewey, P.E., Assistant Director Division of Surface Water Management

SJRWMD - Altamonte Springs Service Center

1

975 Keller Rd. Altamonte Springs, FL 32714-1618

(407) 659-4839 (office) (407) 832-3704 (cell) (407) 659-4805 (fax)

#### cdewey@sjrwmd.com

From: Everett Frye Sent: Wednesday, July 08, 2009 9:59 AM To: Cammie Dewey Subject: Permitting Question

Hello Cammie.

I have a general permitting question for you. St. Augustine Regional Airport will be widening their existing runway. Can they use buffer treatment for the widening? As you are well aware, the FAA and other air transportation regs. discourage wet ponds in runway areas. The existing runway is surrounded by wide grassed areas with sandy soils that would be good candidates for infiltration (A & B soils with low water table).

I just has a pre-app with the airport's consultant and they proposed this treatment approach. I told them I would run it by management. The consultant also brought a copy of a DOT report from July 2007 that dealt with water quality treatment for runways using buffers only. As it turns out, both you and Mike R. were listed as steering committee members on the acknowledgements page.

Any help you can provide is appreciated. I can provide you with maps and location exhibits if it helps you.

Thanks.

Everett Frye, P.E. Sr. Professional Engineer, Water Resources Department St. Johns River Water Management District 7775 Bay Meadows Way, Suite 102 Jacksonville FL 32256 Ph: 904-448-7913 Fax: 904-730-6267 e-mail: <u>efrye@sjrwmd.com</u> Please note: Florida has a very broad public records law. Most written communications to or from state officials regarding state business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

| From:    | Virginia.Lane@faa.gov                 |
|----------|---------------------------------------|
| Sent:    | Tuesday, February 16, 2010 11:32 AM   |
| То:      | Evans, Mark R SAJ                     |
| Cc:      | Sara Massey                           |
| Subject: | RE: St Augustine Environmental Issues |

Thanks. We can have the airport's engineer address the issue.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

.

| "Evans, Mark R<br>SAJ"                                   |                                |
|----------------------------------------------------------|--------------------------------|
| <mark.r.evans@usa< td=""><td>То</td></mark.r.evans@usa<> | То                             |
| ce.army.mil>                                             | Virginia Lane/ASO/FAA@FAA      |
| 02/16/2010 11:20                                         |                                |
| AM                                                       | Subject                        |
|                                                          | RE: St Augustine Environmental |
|                                                          | Issues                         |

Virginia,

He lives on an island several miles north of the site (you can Bing Map directly to his property based on his address, which I did).

He is concerned that the proposed mitigation would potentially facilitate wind and wave erosion at the \*airport\* property (\*not\* his property). That is, he believes (and possibly with some validity) that the removal of the spoil island will increase the instance of wind and wave erosion along the eastern property boundary of the airport (along the Tolomato River), which is the side of the airport runway 13-31 where the RSA needs to be fixed. So, yes, he's worried about future potential impacts to the RSA of 13-31.

Mark R. Evans CESAJ-RD-NJ 904-232-2028 Please assist us in better serving you! Please complete the customer survey by clicking on the following link: http://per2.nwp.usace.army.mil/survey.html

-----Original Message-----From: Virginia.Lane@faa.gov [mailto:Virginia.Lane@faa.gov] Sent: Tuesday, February 16, 2010 11:10 AM To: Evans, Mark R SAJ Subject: RE: St Augustine Environmental Issues

Mark, Thanks for the response.

Question for you: Is there any credence to his claim that "I have lived on an island on the same body of water appox. 3 miles to the north and can tell you that the removal of the island will greatly increase the wind and wave erosion in the area that needs fixing as the predominant storm wind direction is from the northeast.."

Is he worried about wind and erosion impacts to his island or the airport's runway safety area?

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

| Го                             |  |
|--------------------------------|--|
|                                |  |
| CC                             |  |
|                                |  |
| ct                             |  |
| RE: St Augustine Environmental |  |
|                                |  |
| (                              |  |

Virginia,

The applicant's consulting team and I met with Mr. Gorman last week (with a representative of the St. Johns River Water Management District on the telephone with us). Although the Federal and State requirements and processes have been fully explained to him; and, although the diligent work by the applicant's consulting team (in complete cooperation with all of the Federal and State agencies) has been fully explained to him; and, although he could not

identify an alternate mitigation that would address all of the Federal and State requirements, he still is adamant that some other solution to the mitigation requirements is possible.

Unless an alternate mitigation option, yet unidentified, becomes available, I believe that Mr. Gorman will simply need to acquiesce that either the proposed mitigation goes forward; or, that the project will not obtain all of the requisite authorizations and, as such, the airport will need to decrease or cancel certain services/functions.

Mark R. Evans CESAJ-RD-NJ 904-232-2028

Please assist us in better serving you! Please complete the customer survey by clicking on the following link: http://per2.nwp.usace.army.mil/survey.html

-----Original Message-----From: Virginia.Lane@faa.gov [mailto:Virginia.Lane@faa.gov] Sent: Tuesday, February 16, 2010 10:25 AM To: John C Gorman (Jack) Cc: ralph.thompson@faa.gov; winsome.a.lenfert@faa.gov; Jackie.Sweatt-Essick@faa.gov; Jim.Castleberry@faa.gov Subject: Re: St Augustine Environmental Issues

Dear Mr. Gorman: Thank you for your comments in the attached email dated 2-10-2010. The FAA Orlando Airports District Office is currently reviewing an Environmental Assessment (EA) for proposed improvements, including repairs to the runway safety area, at the St. Augustine Airport. The Draft EA discusses various mitigation options including an option of restoring the referenced spoil island. Before making any decision on this project, the FAA will be consulting with the US Army Corps of Engineers (USACE), the Florida Department of Environmental Regulation (FDEP), and the St. Johns River Water Management District (SJRWMD), regarding project impacts and proposed mitigation. These agencies have the expertise and regulatory jurisdiction for wetland and coastal resources. We will certainly look into your comment and consult with them regarding the spoil island and effects of wind and erosion. A response to your comment will be provided in the Final EA currently being prepared by the Airport for the FAA's review and consideration. The Final EA and the FAA's decision will be made available for public review. We anticipate that the Final EA and FAA decision will be available this Spring. Again, thank you for your comment.

Virginia Lane, A.I.C.P.

| From:    | Virginia.Lane@faa.gov                                         |
|----------|---------------------------------------------------------------|
| Sent:    | Friday, January 15, 2010 2:26 PM                              |
| То:      | Sara Massey                                                   |
| Subject: | St. Augustine EA - List of Agencies that the EA was provided. |

Sara, where in the EA is a list of the agencies that received a copy of the Draft EA?

Also, I called the Florida Division of Historic Resources. I may have misunderstood you the other day, but according to them they have not delegated any type of historic or archaeological review responsibility to St. Johns County. Please provide a copy of the CRAS to the Florida SHPO for their review and concurrence that no historic or archaeological resources would be affected by the proposed project, if this has not already been done.

Also, a copy of the CRAS needs to be provided to the following Native American Tribes for their review and comment: Miccosukee, Seminole Nation of Oklahoma, Seminole Tribe of Florida. Send it only to the THPO. You can send the report on my behalf.

http://www.dot.state.fl.us/emo/NA%20Website%20Files/Contacts.htm

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

| From:        | Virginia.Lane@faa.gov                            |
|--------------|--------------------------------------------------|
| Sent:        | Friday, January 15, 2010 3:29 PM                 |
| To:          | Sara Massey                                      |
| Subject:     | Native American Coordination Letters             |
| Attachments: | Sample-EA Native American Letter req comment.doc |

Just send the three tribes the entire EA.

(See attached file: Sample-EA Native American Letter req comment.doc)

Mr. Pare Bowlegs Tribal Historic Preservation Officer Seminole Nation of Oklahoma P.O. Box 1498 Wewoka, OK 74884

Mr. Steve Terry Section 106 and NAGPRA Representative Miccosukee Tribe of Indians of Florida Tamiami Station P.O. Box 440021 Miami, FL 33144

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978

From: Sent: To: Subject: Andrew Holesko Thursday, January 21, 2010 10:18 AM Sara Massey; Beverly Birkitt; Melissa Green; Abbey Naylor; Andersen, Mariben; Victor Calvert FW: Mitigation Alternatives

FYI (below)

Andrew Holesko, C.M. Passero Associates, LLC Designing Your Future...

From: Andrew Holesko Sent: Thursday, January 21, 2010 10:17 AM To: 'Edward R. Wuellner' Subject: RE: Mitigation Alternatives

Ed,

I wanted to provide some updated information in response to Lee Gerald's email below:

- 1. We (members of the EA team) contacted Lee on the day that you forwarded me the email,
- 2. We have had numerous telephone conversations with him to discuss the general approach to our project, as well as specific planning, scope and mitigation strategies for the 3 EA projects at St. Augustine Airport,
- 3. We met (8 of us) yesterday with Lee and Leesa Gerald to discuss any specific, feasible or general opportunities to improve the mitigation strategies and implementation of the 3 projects listed in the EA.
- 4. In summary:
  - a. Lee does not have any readily-available mitigation strategy, current project or project location that provides benefit to the current Airport-EA project mitigation needs,
  - Lee's main focus was the opportunity (long-term) to work with the GTM-NERR Reserve to create areas for future research and restoration that could benefit both the NERR and the Airport (and other agencies),
  - c. The contacts and content of Lee's interest have already been researched (for months) with the NERR staff (Rob Mathews and Dr. Shirley) and the EA Team. The NERR has no project ready (or remotely close to ready, within years of implementation) that can benefit the airport. If it did, it would already have been considered and become a part of the airport mitigation strategy.
  - d. Long-term: If the NERR does create a viable research and restoration program, it could be a very good opportunity for the Authority to work with them. It could be very good for both agencies.
- 5. We will continue to discuss mitigation strategies with Lee Gerald, and provide information to you if feasible alternatives arise.

#### Andrew Holesko, C.M. Passero Associates, LLC Designing Your Future...

From: Edward R. Wuellner [mailto:erw@sgj-airport.com] Sent: Thursday, January 14, 2010 8:57 AM To: Andrew Holesko Subject: FW: Mitigation Alternatives

From: Lee Gerald [mailto:leegerald@lg2es.com]
Sent: Wednesday, January 13, 2010 3:42 PM
To: 'cyouman@staugustineairport.com'; 'JGorman@staugustineairport.com'; 'jswerter@staugustineairport.com'; 'KBarrera@staugustineairport.com'; 'WGeorge@staugustineairport.com'
Cc: 'Leesa Gerald'
Subject: Mitigation Alternatives
#### Board Members,

I have read the Environmental Assessment and the recent newspaper article in the St. Augustine Record. I understand that you do not like the wetland mitigation plan involving the dredge spoil island. I am an environmental consultant in St. Augustine who is an expert on wetland permitting and mitigation. I have a very interesting alternative to your mitigation plan that could solve many issues. It is off-site, does not include airport property but does have a fantastic Public Relations benefit. I would be glad to discuss it with you at your convenience.

FYI, LG2ES is already on continuing contract with St. Johns County.

Lee Gerald LG2 Environmental Solutions, Inc. *SBA 8(a) and SDB Certified* 88 Riberia Street, Suite 300 St. Augustine, Florida 32084 Off: (904) 824-8633 Fax: (904) 824-8177 Cell: (904) 669-2839 www.lg2es.com

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904-757-6106 904-757-6107 Fax

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Suite 400 Orlando, FL 32822

#### RE: PRE - NOTIFICATION / EARLY COORDINATION FOR THE ENVIRONMENTAL ASSESSMENT OF PROPOSED PROJECTS AT THE ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT (SGJ)

Dear Ms. Lane,

May 5, 2009

This letter serves as notification and early coordination of three proposed projects at the St. Augustine – St. Johns County Airport.

The St. Augustine – St. Johns County Airport Authority (Authority) is proposing three projects (see attached drawings) for the St. Augustine – St. Johns County Airport (Airport). Based on the location of each project, the Authority will be preparing an Environmental Assessment (EA) to examine the possible environmental impacts of the proposed projects. The EA will be conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, Federal Aviation Administration (FAA) Orders 1050.1E (as amended), *Policies and Procedures for Considering Environmental Impacts* and 5050.4B (as amended) *National Environmental Policy Act Implementing Instructions for Airport Actions*, and 40 CFR Parts 1500 – 1508 Council on Environmental Quality (CEQ).

The Airport is a public – use commercial service airport and is designated by the FAA as a Reliever airport in the National Plan for an Integrated Airport System (NPIAS) for Jacksonville International Airport (JAX). Aircraft conducted approximately 110,000 operations at the airport in 2008, an average of 300 aircraft operations per day.



### Passero Associates, LLC

The three projects depicted on the drawings are briefly described below:

- Replacement of existing parallel Taxiway 'C' to Runway 13 31: The current location of parallel taxiway C is less than the minimum design standard advised by the FAA. The minimum distance from runway centerline to parallel taxiway centerline at St. Augustine Airport should be 400-feet. The current distance from Taxiway C centerline to Runway 13-31 centerline is 215-feet, 185-feet below the minimum standard. The proposed project relocates Taxiway C to the proper design standard of 400-feet from runway centerline. The replacement of Taxiway C will meet FAA design standards, and improve operational safety, capacity and efficiency for arriving and departing aircraft.
- Stabilization of the Runway Safety Area (RSA) to Runway 13-31: A runway safety area is defined as the "surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway" (Source: FAA Advisory Circular 150/5300-13 Airport Design). The runway safety area must also be able to support aircraft rescue and firefighting (ARFF) vehicles. The current runway safety area on the east and south side of Runway 13-31 is less than the minimum design standard advised by the FAA. The minimum width of the runway safety area at St. Augustine Airport is 500-feet (250-feet off each side of the runway centerline). The current distance for the east side of the safety area ranges between the full standard width of 250-feet, down to 140-feet, which is 110-feet below the design standard. This area has been graded (and permitted) to the proper distance of 250-feet in the past. It has been eroded by weather events because of its' close proximity to the Tolomato River. The proposed project stabilizes and re-grades the safety area on the east side of the runway to the proper design standard of 250-feet from runway centerline. The restoration of the runway to the proper design standard of 250-feet from runway centerline. The restoration of the runway to the proper design standard of 250-feet from runway centerline. The restoration of the runway to the proper design standard of 250-feet from runway centerline. The restoration of the runway to the proper design standard of 250-feet from runway centerline. The restoration of the runway to the proper design aircraft.
- Installation of an Approach Lighting System (ALS): The airport has a simplified precision instrument approach (Instrument Landing System-ILS) procedure to Runway 31. A complete ILS requires the installation of an approach lighting system, extending at least 2,400-feet beyond the approach end of the runway, to serve arriving aircraft during periods of low visibility and extreme weather conditions. All commercial service airports in the state of Florida (such as St. Augustine Airport) have a full ILS, including an approach lighting system, with the exception of St. Augustine Airport. The installation of the ALS will complete the full ILS, provide improved capabilities



during periods of low visibility and improve operational safety and efficiency for arriving and departing aircraft.

The Authority carefully prepared and reviewed each proposed project, considered numerous alternatives, then eliminated other alternatives based on screening criteria (e.g., environmental impact, practicality, safety and design standards, economic benefit cost analysis and the scope of the project itself). The preferred alternative presented here (as drawing 1) is the alternative that best met the screening criteria. The Draft Environmental Assessment will include a full discussion of the screening criteria and alternatives eliminated.

On behalf of the St. Augustine - St. Johns County Airport Authority, we would like to request any related information that you can provide on the project area and thank you for your interest and participation in the Environmental Assessment process. The Authority and the FAA have established these projects as a priority in order to assure compliance with federal safety requirements in a timely manner.

We would like to invite you to the first of several Multi – Agency meetings that will be held June 3, 2009 at 1:00 in the board room at the St. Augustine – St. Johns County Airport.

If you have any questions or need additional information regarding the proposed projects, please do not hesitate to contact me in-writing or by telephone at (904) 757-6106.



Sincerely, Passero Associates, LLC

Andrew Holesko Program Manager

Enclosures

Copy: Edward Wuellner, St. Augustine - St. Johns County Airport Bryan Cooper, St. Augustine - St. Johns County Airport Virginia Lane, FAA Sara Massey, Passero Associates, LLC Mariben Andersen, LPA Beverly Birkitt, Birkitt Environmental Services











Transportation Consultants

4503 WOODLAND CORPORATE BOULEVARD, SUITE 400■ TAMPA, FLORIDA 33614 813-889-3892 ■ FAX 813-889-3893

May 5, 2009

Beverlee Lawrence USACE Jacksonville Permitting Section 701 San Marco Blvd. Rm. 372 Jacksonville, FL 32207

SUBJECT: Non-binding Wetland Determination Request for the St. Augustine-St. Johns County Airport Environmental Assessment (EA) of Taxiway C, Runway Safety Area Stabilization, and Installation of Lighting for the Instrument Landing System

Dear Bev:

On behalf of the St. Augustine-St. Johns County Airport Authority, The LPA Group Incorporated respectfully requests a preliminary review or an informal jurisdictional determination of the wetland within the project area for the following projects:

- 1. The replacement of Taxiway C to the Approach of Runway 31 Pavement;
- 2. The stabilization of Runway Safety Area to East Approach End of Runway 31;
- 3. The installation of lighting for the Instrument Landing System (ILS)

The wetland limits were delineated according to the Florida Wetland Delineation Manual and concepts outlined in Chapter 62-340 of the Florida Administrative Code (F.A.C.). The delineation was based upon three (3) required parameters: soil (hand-drilled auger determinations), hydrophilic vegetation, and hydrologic characteristics. The potential wetland limits were flagged and the flags were surveyed by a registered land surveyor. The surveyed line was entered in ArcGIS to produce a preliminary wetland limits map (attached). I have also attached a soils map for your use:

For your convenience, we would like to schedule the preliminary review on Wednesday, June 3, 2009, after the EA Agency Coordination meeting at St. Augustine Airport. Should you find this request favorable, please contact me at (813) - 889-3892, on my cell at (727) 560-6757) or via e-mail at <u>mandersen@lpagroup.com</u> so that I can make the necessary arrangements for access and security clearance.

Beverlee Lawrence May 5, 2009 Page 2

Thank you for your help in this matter.

Sincerely,

THE LPA GROUP INCORPORATED

Mariben Espiritu Andersen

Environmental Manager

cc: Bryan Cooper, St. Augustine-St. Johns County Airport Andrew Holesko, Passero Associates







#### THE LPA GROUP INCORPORATED

**Transportation Consultants** 

4503 WOODLAND CORPORATE BOULEVARD, SUITE 400■ TAMPA, FLORIDA 33614 813-889-3892 ■ FAX 813-889-3893

May 5, 2009

Mr. Wally Esser Supervising Regulatory Scientist Environmental Resource Management Division St. Johns River Water Management District 7775 Baymeadows Way, Suite 102 Jacksonville, FL 32256

SUBJECT:Preliminary Site Visit Request for the<br/>St. Augustine-St. Johns County Airport<br/>Environmental Assessment (EA) of Taxiway C, Runway Safety Area Stabilization, and<br/>Installation of Lighting for the Instrument Landing System

Dear Mr. Wally Esser:

On behalf of the St. Augustine-St. Johns County Airport Authority, The LPA Group Incorporated respectfully requests a preliminary review or an informal jurisdictional determination of the wetland within the project area for the following projects:

- 1. The replacement of Taxiway C to the Approach of Runway 31 Pavement;
- 2. The stabilization of Runway Safety Area to East Approach End of Runway 31;
- 3. The installation of lighting for the Instrument Landing System (ILS)

The wetland limits were delineated according to the Florida Wetland Delineation Manual and concepts outlined in Chapter 62-340 of the Florida Administrative Code (F.A.C.). The delineation was based upon three (3) required parameters: soil (hand-drilled auger determinations), hydrophilic vegetation, and hydrologic characteristics. The potential wetland limits were flagged and the flags were surveyed by a registered land surveyor. The surveyed line was entered in ArcGIS to produce a preliminary wetland limits map (attached). I have also attached a soils map for your use:

For your convenience, we would like to schedule the preliminary review on Wednesday, June 3, 2009, after the EA Agency Coordination meeting at St. Augustine Airport. Should you find this request favorable, please contact me at (813) - 889-3892, on my cell at (727) 560-6757) or via e-mail at <u>mandersen@lpagroup.com</u> so that I can make the necessary arrangements for access and security clearance.

ATLANTA B BATON ROUGE CHARLESTON CHARLOTTE CHICAGO COLUMBIA GREENSBORO GULFPORT JACKSONVILLE KNOXVILLE LITTLE ROCK MOBILE ORLANDO RALEIGH SARASOTA TALLAHASSEE TAMPA WEST PALM BEACH Wally Esser May 5, 2009 Page 2

Thank you for your help in this matter.

Sincerely,

THE LPA GROUP INCORPORATED lariben Espiritu Andersen **Environmental Manager** 

Attachments

cc: Bryan Cooper, St. Augustine-St. Johns County Airport Beverly Birkitt, Birkitt Environmental Services Andrew Holesko, Passero Associates







## DEPARTMENT OF THE ARMY RECEIPT OF APPLICATION NOTIFICATION

Date 5/10/2009

Dear Applicant:

Your application for a Department of the Army (DA) permit has been assigned number SAJ-2009-1716. The proposed work is also identified in our database as St. Augustine - St. Johns County Airport Authority.

Your file has been assigned to the following project manager for processing, Beverlee A. Lawrence. You may contact the project manager at telephone number 904-232-2517 or by electronic-mail at beverlee.a.lawrence @usace.army.mil.

Sincerely,

David S. Hobbie Chief, Regulatory Division

Edition Date: 3 December 2007



U.S. Department of Transportation Federal Aviation Administration

ORLANDO AIRPORTS DISTRICT OFFICE 5950 Hazeltine National Dr., Suite 400 Orlando, Florida 32822-5024 Phone: (407) 812-6331 Fax: (407) 812-6978

June 23, 2009

Mr. Damon Young U.S. Army Corps of Engineers 701 San Marco Boulevard Jacksonville, FL 32207 IJUN 2 6 2009

Dear Mr. Young:

RE: Request for the U.S. Army Corps of Engineers (USACE) to participate as a Cooperating Agency in the St. Augustine-St. John's County Airport Environmental Assessment (EA)

The purpose of this letter is to request that the USACE be a cooperating agency in the Federal Aviation Administration's (FAA) conduct of an EA for the proposed relocation of Taxiway B and Runway Safety Area (RSA) improvements for Runway 13-31 at the St. Augustine-St. John's County Airport (Airport). This request is based on the USACE's comments at the meeting held at the Airport June 3, 2009, and the USACE's jurisdiction and expertise regarding the potential for significant impacts to wetland habitat and potential mitigation plans.

The Airport is currently preparing preliminary draft Purpose/Need, Alternatives, and Affected Environment sections of the EA. We anticipate that these preliminary sections would be ready for review in mid to late August and I will forward these sections for your comment. The Airport anticipates that a preliminary draft EA will be ready for review in December 2009.

Thank you for your interest and we look forward to working with the USACE on this project.

· Original Signed <sup>(B)</sup> Virginia Lane Environmental Specialist

cc: Sara Massey, Passero Associates, LLC Ed Wuellner, St. Augustine-St. Johns County Airport



THE LPA GROUP INCORPORATED

Transportation Consultants

4503 WOODLAND CORPORATE BOULEVARD, SUITE 400 TAMPA, FLORIDA 33614 813-889-3892 FAX 813-889-3893

October 14, 2009

Mark Evans United States Army Corps of Engineers (USACE) Jacksonville Permitting Section 701 San Marco Blvd. Rm. 372 Jacksonville, FL 32207

IOCT 16 2009

SUBJECT: SAJ-2009-0716

Formal Wetland Determination Request St. Augustine-St. Johns County Airport (Airport) Environmental Assessment (EA) of Taxiway C Realignment, Runway Safety Area Stabilization, and Installation of Lighting for the Instrument Landing System

Dear Mr. Evans:

On June 3, 2009, representatives of St. Augusine-St Johns County Airport (Airport), The LPA Group Incorporated (LPA), Passero and Associates, and Birkitt Environmental Services met with Ms. Beverlee Lawrence in the field at the Airport so that she could review the delineation project area for the above referenced projects and provide us with a non-binding wetland determination for the area. At that time, it was determined that our delineated wetland boundary was a satisfactory representation of the limits of wetlands on the site. On behalf of the St. Augustine-St. Johns County Airport Authority (Authority), LPA is writing to request a formal wetland determination for the same area. The delineation project area is located within the area depicted on the USGS 1:24K St. Augustine quadrangle map and within Section 50, Township 06S, Range 29E (Exhibit 1). The delineation project area's location in decimal degrees is 29.95925° latitude and -81.33975° longitude. The parcel identification numbers of the parcels within the delineation project area were obtained through the St. Johns County Property Appraiser's website (<u>http://www.sjcpa.us/</u>). Those parcels include the following:

| Parcel Number | Parcel Owner                                     |
|---------------|--------------------------------------------------|
| 0727800000    | State of Florida TIITF                           |
| 0748400000    | St. Augustine-St. Johns County Airport Authority |
| 0749400000    | St. Augustine-St. Johns County Airport Authority |
| 0817710030    | St. Augustine-St. Johns County Airport Authority |
| 1423500000    | State of Florida TIITF                           |

The remainder of the delineation project area is over sovereign lands of the state for which there does not appear to be an assigned parcel number.

October 14, 2009 Page 2

In order to determine the wetland limits, the wetlands were delineated according to the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and the USACE Interim Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (October 2008). The attached documentation contains pertinent information for your use in making the formal determination:

- A. Copy of Original Letter of Permission to Access the Airport Property
- B. Signed and Sealed Jurisdictional Wetland Survey
- C. Exhibit I Project Location Map
- D. Exhibit 2 NRCS Soils Map
- E. Exhibit 3 USFWS NWI Map
- F. Exhibit 4 Jurisdictional Wetland Map
- G. Exhibit 5 Completed Wetland Determination Data Form Atlantic and Gulf Coast Plain Region
- H. Exhibit 6 Legal Description of Parcels within Delineation Project Area
- I. Approved Jurisdictional Determination Form

If you would like to schedule another site visit to review the wetland delineation, please contact me to schedule a date and time at your convenience so that we may arrange for the necessary security clearance and access to the project area.

Thank you for your help in this matter. Please contact me at 813-889-3892 or on my mobile phone at 727-560-6757, if you have any questions.

Sincerely,

THE LPA GROUP INCORPORATED

Mariben Espiritu Andersen Environmental Manager

cc: Bryan Cooper, St. Augustine-St. Johns County Airport Andrew Holesko, Passero Associates w/o Attachment's Beverly Birkitt, Birkitt Environmental Services

# PART B Meetings

# SAI# FL200912175061C

Federal Aviation Administration - Airport Improvement Program -Draft Environmental Assessment for Taxiway "C" Replacement, RSA Compliance and Approach Lighting System at St. Augustine-St. Johns County Airport - St. Augustine, St. Johns County, FL.

contact the Clearinghouse staff at (850) 245-2161. agencies. Florida State Clearinghouse regarding this project. If you have any questions, please the State Application Identifier (SAI) number in all written correspondence with the The above-referenced project was received by the Florida State Clearinghouse on later than <u>2/17/09</u> The clearance letter and agency comments will be forwarded to you no 2/15/ \_\_\_\_, and has been forwarded to the appropriate reviewing 0 \_, unless you are otherwise notified. Please refer to



RECEIVED JUL 1 3 2009



JACKSONVILLE DISTRICT CORPS OF ENGINEERS P.O. BOX 4970 JACKSONVILLE, FLORIDA 32232

July 9, 2009

Regulatory Division North Permits Branch Jacksonville Permits Section SAJ-2009-01716(SP-BAL)

Ms. Virginia Lane U.S. Department of Transportation Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Dr., Suite 400 Orlando, FL 32822-5024

Dear Ms. Lane:

This letter is in response to your letter dated June 23, 2009 inviting the U.S. Army Corps of Engineers (Corps) to participate as a Cooperating Agency in the Federal Aviation Administration's (FAA) Environmental Assessment (EA) for the proposed relocation of Taxiway B and Runway Safety Area improvements for Runway 13-31 at the St. Augustine - St. Johns's County Airport.

The FAA will be the lead Federal agency for preparation of the EA. The Corps will be a formal cooperating agency in the preparation of the EA and will work to adopt the EA to support its decision on the permitting process. It is understood that as a cooperating agency, the Corps will assist in the proceedings of the EA in accordance with the Council of Environmental Quality regulations and guidance. The proposal has been assigned Corps' project number SAJ-2009-01716(SP-BAL), please refer to this number in future correspondence.

The Corps looks forward to working with you on the EA. If you have any questions, please contact Bev Lawrence at the letterhead address, by telephone at (904) 232-2517, or email at beverlee.a.lawrence@usace.army.mil.

Sincerely,

David S. Hobbie

Chief, Regulatory Division

Copies Furnished:

- Ms. Sara Massey, Passero Associates, LLC, 13453 N. Main Street-Suite 106, Jacksonville, FL 32218
- Mr. Ed Wuellner, St. Augustine-St. Johns County Airport, 4796
  U.S. 1 North, St. Augustine, FL 32095

Engineering Architecture

Passero Associates, LLC

October 1, 2009 Christine Wentzel St. Johns River Water Management District 7775 Baymeadows Way Suite 102

Re: Uniform Mitigation Assessment Method (UMAM) Scores for the St. Augustine Airport Project

Dear Ms. Wentzel:

Jacksonville, FL 32256

We respectfully request your review and comments on the UMAM calculations for the St. Augustine – St. Johns County Airport Environmental Assessment. Parts I and II of the UMAM forms and a map displaying the UMAM assessment areas are provided for your reference. We would like to meet on-site October  $20^{th}$  from 12:30 - 4:30, at the St. Augustine Airport to review your comments and suggestions on the UMAM calculations. The meeting will include a visit to the project site. Other agencies in attendance will include the Federal Aviation Administration (FAA), U.S. Army Corps of Engineers (USACE), National Marine and Fisheries Service (NMFS), and the Environmental Protection Agency (EPA) so that we can obtain a joint agreement on the scores. In addition, we will discuss potential mitigation opportunities available to meet the needs of the project and would appreciate your comments on the mitigation options provided at the meeting.

We greatly appreciate your assistance in this matter and we look forward to the UMAM / mitigation discussion on October 20th, 2009.

Thank you.

Sincerely, Passero Associates, LLC

Sara L

Sara Massey Airport Planner

SLM\slm Enclosures

Cc: Virginia Lane, FAA Mark Evans, USACE George Getsinger, NMFS Eric Hughes, EPA Beverly Birkitt, Birkitt Environmental Services, Inc. Mariben Andersen, The LPA Group



#### PART I – Qualitative Description (See Section 62-345.400, F.A.C.)

| DRAFT                                                                                                                                                                |                                                                  |                                            |                                                                                                                                                                                                                                   |                                                                                                                          |                                                      |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|--|
| Site/Project Name                                                                                                                                                    |                                                                  | Application Numbe                          | ır                                                                                                                                                                                                                                | Assessment Area Name                                                                                                     | or Number                                            |  |
| St Augustine Airpo                                                                                                                                                   | ort EA                                                           |                                            |                                                                                                                                                                                                                                   | Wetland A                                                                                                                | A - East Area                                        |  |
| FLUCCs code<br>642, 510, and 650                                                                                                                                     | Further classif                                                  | ication (optional)                         | Impact or Mitigation Site? Assessment A<br>Saltmarsh<br>Impact acres Open<br>1.57 ac                                                                                                                                              |                                                                                                                          |                                                      |  |
|                                                                                                                                                                      | Affected Waterbody (C                                            | lass)                                      | Special Classificati                                                                                                                                                                                                              | On (i.e.OFW, AP, other local/state/feder                                                                                 | al designation of importance)                        |  |
| Matanzas River/ Upper East<br>Coast                                                                                                                                  | Clas                                                             | ss II                                      |                                                                                                                                                                                                                                   | None                                                                                                                     |                                                      |  |
| Geographic relationship to and hyde                                                                                                                                  | ologic connection wi                                             | ith wetlands, other s                      | urface water, upla                                                                                                                                                                                                                | nds                                                                                                                      |                                                      |  |
| Directly adjacent and hydrologicall                                                                                                                                  | y connected to navig                                             | able waterways and creeks                  |                                                                                                                                                                                                                                   | er; Connects to continuous s                                                                                             | altmarsh and estuarine                               |  |
| Assessment area description                                                                                                                                          |                                                                  |                                            |                                                                                                                                                                                                                                   |                                                                                                                          |                                                      |  |
| Wetland is a saltmarsh domina<br>Wetland is directly adjacent to the<br>are designate                                                                                | Saint Augustine Air                                              | port and connects to                       | tributaries of the<br>eas contain oyster                                                                                                                                                                                          | Tolomato River. Open water<br>beds. No seagrass is prese                                                                 | areas are present and<br>nt.                         |  |
| Significant nearby features                                                                                                                                          | 5                                                                |                                            | Uniqueness (co<br>landscape.)                                                                                                                                                                                                     | nsidering the relative rarity in                                                                                         | relation to the regional                             |  |
| Airport runways and taxiway; tributa<br>Marsh Aquatic Preserve and Guanc<br>Research Reserve (C                                                                      | -Tolomato Matanza                                                | s National Estuarine                       | Not Unique: sal                                                                                                                                                                                                                   | tmarsh and open water habit<br>areas                                                                                     | at is similar to adjacent                            |  |
| Functions                                                                                                                                                            |                                                                  |                                            | Mitigation for pre                                                                                                                                                                                                                | vious permit/other historic us                                                                                           | 6                                                    |  |
| Provides habitat for estuarine fis<br>roosting habitat for wading birds, s<br>filtration,                                                                            | h, shellfish, and wild<br>horebirds, and alliga<br>water storage | life. Foraging and<br>ators. Water quality | to construct the time. Historica                                                                                                                                                                                                  | was a contiguous saltmarsh<br>runways at the airport. No n<br>Ily (1960s), the open water a<br>unway 13/31 and runway sa | nitigation needed at that<br>reas were filled create |  |
| Anticipated Wildlife Utilization Base<br>that are representative of the asses<br>be found )                                                                          | d on Literature Revie<br>sment area and reas                     | ew (List of species<br>sonably expected to | classification (E, assessment area                                                                                                                                                                                                | 5.                                                                                                                       | ensity of use of the                                 |  |
| Osprey, bald eagle, wading birds, shorebirds, waterbirds (gulls and terns)<br>alligators, racoons, crabs and other crustaceans, snakes, shellfish,<br>mollusks, fish |                                                                  |                                            | Snowy egret (SSC) occasional feeding usage; tricolored heron (SSC occasional feeding usage; Least Tern (T) occasional feeding usage; Alligator (SSC) occasional feeding and nesting usage; Piping plover (T) rare roosting usage. |                                                                                                                          |                                                      |  |
| Observed Evidence of Wildlife Utiliz                                                                                                                                 | zation (List species d                                           | lirectly observed, or                      | other signs such a                                                                                                                                                                                                                | as tracks, droppings, casings                                                                                            | , nests, etc.):                                      |  |
| Osprey, bald eagle, snowy egret, g<br>cormorant, fish crow, purple martin<br>red-winged blackbird, killdeer, les                                                     | n, three lined rat sna<br>sser yellowlegs, rudd                  | ke, willet, crab (Uca                      | sp.), whimbrel, m<br>rail, hooded merg                                                                                                                                                                                            | ottled duck, belted kingfisher                                                                                           | , northern harrier, teals,                           |  |
| Additional relevant factors:                                                                                                                                         |                                                                  |                                            |                                                                                                                                                                                                                                   |                                                                                                                          | 1                                                    |  |
| Areas of no vegetation in sand/salt                                                                                                                                  | flats (FLUCFCS 650                                               | )); Concrete pieces a                      | and rip-rap presen                                                                                                                                                                                                                | t in some areas. Heavy eros                                                                                              | sion present.                                        |  |
| Assessment conducted by:                                                                                                                                             |                                                                  |                                            | Assessment dat                                                                                                                                                                                                                    |                                                                                                                          |                                                      |  |
| Birkitt Environmental Services                                                                                                                                       |                                                                  |                                            | April 6 - 10, 200                                                                                                                                                                                                                 | 9                                                                                                                        |                                                      |  |

Form 62-345.900(1), F.A.C. [effective date 02-04-2004]

#### PART I – Qualitative Description (See Section 62-345.400, F.A.C.)

| DRAFT                                                                                     |                     |                                                               |                                           |                                                                                                |                   |                                                                                            |                                                                              |  |
|-------------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------|-------------------|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--|
| Site/Project Name                                                                         |                     |                                                               | Application Numbe                         | ٢                                                                                              |                   | Assessment Area Name                                                                       | or Number                                                                    |  |
| St Augustine Airp                                                                         | ort EA              | ۱.                                                            |                                           | Wetland A - West Ar                                                                            |                   |                                                                                            | - West Area                                                                  |  |
| FLUCCs code<br>642, 510                                                                   |                     | Further classifica                                            | tion (optional)                           | Saltmarsh<br>Impact acres Open                                                                 |                   |                                                                                            | Assessment Area Size<br>Saltmarsh - 5.11<br>acres Open Water -<br>2.54 acres |  |
| Basin/Watershed Name/Number<br>Matanzas River/ Upper East                                 |                     |                                                               |                                           | Special Classification (i.e.OFW, AP, other local/state/federal designation of importance) None |                   |                                                                                            |                                                                              |  |
| Coast                                                                                     |                     | Class                                                         |                                           |                                                                                                |                   |                                                                                            |                                                                              |  |
| Geographic relationship to and hyd                                                        |                     |                                                               |                                           |                                                                                                |                   | continuous saltmarsh a                                                                     | nd estuarine creeks that                                                     |  |
|                                                                                           |                     |                                                               | travel into reside                        | ntial areas.                                                                                   |                   |                                                                                            |                                                                              |  |
| Assessment area description                                                               |                     |                                                               |                                           |                                                                                                | _                 |                                                                                            |                                                                              |  |
| The wetland is primarily an estuar saltmarsh vegetation. The wetl areas consist of        | and is              | directly adjacent t                                           | o the Saint Augus                         | tine Airport and tr<br>ry scattered oyste                                                      | avels<br>r clum   | inland toward residentians. No seagrass is pre                                             | al areas. Open water<br>esent.                                               |  |
| Significant nearby features                                                               |                     |                                                               |                                           | Uniqueness (co<br>landscape.)                                                                  | nsider            | ing the relative rarity in                                                                 | relation to the regional                                                     |  |
| Airport runways and taxiway; Resi                                                         | dentia<br>River     |                                                               | s of the Tolomato                         | Not Unique; saltn                                                                              | narsh             | and open water habitat<br>areas                                                            | s are similar to adjacent                                                    |  |
| Functions                                                                                 |                     |                                                               |                                           | Mitigation for pre-                                                                            | vious             | permit/other historic us                                                                   | 6                                                                            |  |
| Stormwater conveyance for the a shellfish, and wildlife; Foraging h storks, and alli      | abitat              | Provides habitat fo<br>for wading birds, s<br>; Water storage | or estuarine fish,<br>horebirds, wood     | maintain naviga                                                                                | bility t          | s a contiguous saltmars<br>o adjacent residence a<br>approved by the USAC<br>at that time. | sh, dredged in 1967 to<br>nd replace a previously<br>E. No mitigation needed |  |
| Anticipated Wildlife Utilization Bas<br>that are representative of the asse<br>be found ) | ed on<br>essmer     | Literature Review<br>ht area and reasor                       | (List of species<br>hably expected to     | Anticipated Utiliza<br>classification (E,<br>assessment area                                   | T, SS             | by Listed Species (List<br>C), type of use, and int                                        | species, their legal<br>ensity of use of the                                 |  |
| Osprey, wading birds, waterbi<br>sh                                                       | rds (gu<br>ellfish, |                                                               | gators, crabs,                            | (SSC) occass                                                                                   | sional            | occassional feeding us<br>feeding usage; Wood s<br>jator (SSC) occassiona<br>usage         | Stork (T) occassional                                                        |  |
| Observed Evidence of Wildlife Uti                                                         | lization            | n (List species dire                                          | ctly observed, or                         | other signs such a                                                                             | as trac           | ks, droppings, casings                                                                     | , nests, etc.):                                                              |  |
| Osprey, bald eagle, snowy egre<br>nor                                                     | t, grea<br>thern I  | t egret, great blue<br>narrier, wood stork                    | heron, tricolored<br>a, oysters, blue cra | heron, fish crow, p<br>ab, killifish, periwin                                                  | ourple<br>Ikle sn | martin, crab ( <i>Uca</i> sp.)<br>ail ( <i>Littorina</i> sp.)                              | , red-winged blackbird,                                                      |  |
| Additional relevant factors:                                                              |                     |                                                               |                                           |                                                                                                |                   |                                                                                            | ,                                                                            |  |
| This impact area primarily consist<br>alterniflora . Obvious erosion in ar                | s of a<br>eas ac    | man-made canal.<br>Bjacent lo airport. I                      | The adjacent sal<br>arge concrete pie     | lmarsh is mainly d<br>aces and gravel pr                                                       | lomina<br>resent  | ited by <i>Juncus roemari</i><br>in one area.                                              | anus and Spartina                                                            |  |
| Assessment conducted by:                                                                  |                     |                                                               |                                           | Assessment date                                                                                | e(s):             |                                                                                            |                                                                              |  |
| Birkitt Environmental Services                                                            |                     |                                                               |                                           | April 6 - 10, 2009                                                                             | 9                 |                                                                                            |                                                                              |  |
|                                                                                           |                     |                                                               |                                           |                                                                                                |                   |                                                                                            |                                                                              |  |

Form 62-345.900(1), F.A.C. [effective date 02-04-2004]

#### PART I – Qualitative Description (See Section 62-345.400, F.A.C.)

| DRAFT                                                                                         |                                                                      |                                                   |                                                             |                     |                                                                            |                                                                              |
|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------|---------------------|----------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Site/Project Name                                                                             |                                                                      | Application Number                                | 1                                                           |                     | Assessment Area Name                                                       | or Number                                                                    |
| St Augustine Airpe                                                                            | ort EA                                                               |                                                   |                                                             |                     | Wetland A                                                                  | - South Area                                                                 |
| FLUCCs code<br>642, 510                                                                       | Further class                                                        | ification (optional)                              | Impact Open Wat                                             |                     |                                                                            | Assessment Area Size<br>Saltmarsh - 0.91 acres<br>Open Water - 0.97<br>acres |
| Basin/Watershed Name/Number<br>Matanzas River/ Upper East<br>Coast                            | Affected Waterbody                                                   | (Class)<br>ss III                                 | Special Classificati                                        | ion (i.e.C          | FW, AP, other local/state/federa                                           | l designation of importance)                                                 |
| Geographic relationship to and hyd<br>Hydrologically connected to navig                       |                                                                      |                                                   | nato River; Conne                                           |                     | continuous saltmarsh a                                                     | and estuarine creeks that                                                    |
| Assessment area description                                                                   |                                                                      |                                                   |                                                             |                     |                                                                            | 13                                                                           |
| The wetland is primarily an estua<br>saltmarsh vegetation. The wetland<br>consist of a        | is directly adjacen                                                  | to the Saint Augusti                              | ne Airport and trav<br>scattered oyster                     | vels inli<br>clumps | and toward residential<br>s. No seagrass is pres                           | areas. Open water areas<br>ent.                                              |
| Significant nearby features                                                                   |                                                                      |                                                   | Uniqueness (co<br>landscape.)                               | nsideri             | ing the relative rarity in                                                 | relation to the regional                                                     |
| Airport runways and taxiway;<br>Toloi                                                         | Residential areas; T<br>mato River                                   | ributaries of the                                 | Not Unique; salt                                            | marsh               | and open water habita<br>areas                                             | ts are similar to adjacent                                                   |
| Functions                                                                                     |                                                                      |                                                   | Mitigation for pre                                          | vious p             | permit/other historic us                                                   | e                                                                            |
| Stormwater conveyance for the air shellfish, and wildlife. Foraging ha storks, and allig      | port; Provides habi<br>bitat for wading biro<br>pators; Water storag | ls, shorebirds, wood                              | maintain navi<br>existing tidal cre                         | igabilit<br>ek as   | y to adjacent residence<br>approved by the USAC<br>at that time.           | E. No mitigation needed                                                      |
| Anticipated Wildlife Utilization Base<br>that are representative of the asse<br>to be found ) | ed on Literature Rev<br>ssment area and re                           | view (List of species<br>asonably expected        | Anticipated Utiliz<br>classification (E,<br>assessment area | T, SSC              | y Listed Species (List s<br>C), type of use, and inte                      | species, their legal<br>ensity of use of the                                 |
| Osprey, bald eagle, wading birds,<br>alligators, crabs                                        | shorebirds, waterbi<br>, snakes, shellfish, f                        | rds (gulls and terns),<br>ish                     | occassional feed                                            | ling us             | cassional feeding usag<br>age; Wood Stork (T) o<br>) occassional feeding a | e; Tricolored heron (SSC)<br>ccassional feeding usage;<br>nd nesting usage   |
| Observed Evidence of Wildlife Util                                                            | zation (List species                                                 | directly observed, or                             | other signs such                                            | as trac             | cks, droppings, casings                                                    | , nests, etc.):                                                              |
| Osprey, bald eagle, snowy eg                                                                  | ret, great egret, gre<br>blackbird, lesser ye                        | at blue heron, tricolo<br>llowlegs, clapper rail, | red heron, fish cro<br>wood stork, oyste                    | w, purj<br>ers, blu | ple martin, willet, crab (<br>e crab, killifish                            | Uca sp.), red-winged                                                         |
| Additional relevant factors:                                                                  | 2                                                                    | 2<br>8                                            |                                                             |                     |                                                                            | r                                                                            |
| This impact area primarily consists<br>and other types of rip-rap pieces p                    | s of creeks and ditch<br>resent; Obvious ero                         | nes and minimum div<br>osion in areas; Culver     | ersity in saltmarsh<br>rts and stormwater                   | n mainl<br>r outfal | y dominated by <i>Juncus</i><br>Ils present.                               | s roemarianus ; Concrete                                                     |
| Assessment conducted by:                                                                      |                                                                      |                                                   | Assessment date                                             | e(s):               |                                                                            |                                                                              |
| Birkitt Environmental Services                                                                |                                                                      |                                                   | April 6 - 10, 200                                           | 9                   |                                                                            |                                                                              |
| L                                                                                             |                                                                      |                                                   | -                                                           |                     |                                                                            |                                                                              |

Form 62-345.900(1), F.A.C. [effective date 02-04-2004]

#### DRAFT

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Application Number                                                                                                                                                                                                                                                                      |                                                                                                                                                            | Assessment Area Name or Number                                                                                                                                          |                                                                                                                                                                                                                               |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Saint Augus                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | tine EA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                         |                                                                                                                                                            | Wetland A - East                                                                                                                                                        |                                                                                                                                                                                                                               |  |
| mpact or Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | - 19/- ()                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Assessment conducted by<br>Birkitt Environmental Se                                                                                                                                                                                                                                     | 1. Constant of the second second                                                                                                                           | Assessment date:<br>Inc. April 6 - 10, 2009                                                                                                                             |                                                                                                                                                                                                                               |  |
| Impact (Ope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | n water)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Dirkitt Crivitorimental Se                                                                                                                                                                                                                                                              | WCC3, 110.                                                                                                                                                 |                                                                                                                                                                         |                                                                                                                                                                                                                               |  |
| Scoring Guidance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Optimal (10)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Moderate(7)                                                                                                                                                                                                                                                                             | Minlr                                                                                                                                                      | nal (4)                                                                                                                                                                 | Not Present (0)                                                                                                                                                                                                               |  |
| The scoring of each<br>ndicator is based on what<br>would be suitable for the<br>ype of wetland or surface<br>water assessed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Condition is optimal and<br>fully supports<br>wetland/surface water<br>functions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Condition is less than<br>optimal, but sufficient to<br>maintain most<br>wetland/surface water<br>functions                                                                                                                                                                             | of wetland/s                                                                                                                                               | el of support<br>surface water<br>stions                                                                                                                                | Condition is<br>insufficient to provide<br>wetland/surface wate<br>functions                                                                                                                                                  |  |
| .500(6)(a) Location and<br>Landscape Support                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Current: Adjacent to the salim<br>water habitat is adjacent to tribu<br>Augustine Airport are adjacent<br>outfalls into the open water are<br>open water habitat contains a s<br>formed from salt marsh habitat<br>present in and adjacent to the                                                                                                                                                                                                                                                                                                                    | utaries of the Tolomato River.<br>as they are present on the oth<br>as. A large spoll island exists<br>eaplane dock and a boat ram<br>which was dredged for fill to o                                                                                                                   | Runways, tax<br>her side of the<br>to the north ar<br>p. Historically                                                                                      | iways, and othe<br>salt marsh. A c<br>id contains a fe<br>(1960s), the op                                                                                               | r facilities of the St<br>ulvert is present that<br>w exolic species. The<br>en water areas were                                                                                                                              |  |
| o pres or<br>urrent with<br>3 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | With: The proposed project will fill 0.57 acres of open water habitat of Wetland A (East) to address the significant<br>erosion occurring in Runway Safety Area (RSA) of the airport. The fill is necessary to bring the RSA to the<br>appropriate design standard advised by the FAA. Currently, the erosion in the area has caused the RSA to be sho<br>of the proper design standard of 250 feet from the runway centerline. Thus, regrading of the shoreline is necessar<br>to restore the proper design standard of the RSA on the eastern side of the airport. |                                                                                                                                                                                                                                                                                         |                                                                                                                                                            |                                                                                                                                                                         |                                                                                                                                                                                                                               |  |
| .500(6)(b)Water Environment<br>(n/a for uplands)<br>/o pres or<br>current with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Current: The open water a<br>shellfish beds are exposed.<br>visibility. The hydrology and<br>habitat to fish and wildlife. I<br>historic flow of water has be<br>and south of Runway 13-31<br>areas for foraging and habit<br>With: The proposed project<br>significant erosion occurring<br>the RSA to the appropriate<br>caused the RSA to be short<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                       | The water quality and clar<br>d water quality are normal f<br>However, a culvert is prese<br>en altered (rerouted) by wa<br>Several species of birds a<br>tat.<br>will fill 0.57 acres of open<br>g in Runway Safety Area (F<br>design standard advised b<br>of the proper design stand | ity of the ope<br>or this type o<br>ont bringing s<br>ay of a tidal d<br>and fish were<br>water habitat<br>RSA) of the a<br>y the FAA. C<br>lard of 250 fe | in water is fair<br>f habitat and t<br>tormwater into<br>itch. This dito<br>observed utili<br>t of Wetland A<br>irport. The fill<br>uurrently, the e<br>set from the ru | ly good with 2 to 3 too<br>he open water provide<br>the system and the<br>h is located to the wes<br>zing the open water<br>(East) to address the<br>is necessary to bring<br>rosion in the area has<br>nway centerline. Thus |  |
| .500(6)(c)Community structure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Current: The open water<br>minimal vegetative cover bu<br>is present including Ulva sp<br>presence of quahogs were<br>open water.                                                                                                                                                                                                                                                                                                                                                                                                                                    | ut does contain areas of lar<br>pecies. Ovsters are preser                                                                                                                                                                                                                              | ge shellfish j<br>nt in clumps,                                                                                                                            | batches (~0.6<br>individuals, ar                                                                                                                                        | acres). Some algae<br>d patches and a smal                                                                                                                                                                                    |  |
| <ol> <li>Vegetation and/or</li> <li>Benthic Community</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | With: The proposed project significant erosion occurring                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | n in Runway Safety Area (F                                                                                                                                                                                                                                                              | RSA) of the a                                                                                                                                              | irport. The fill                                                                                                                                                        | (East) to address the                                                                                                                                                                                                         |  |
| Total and the memory former in the second se | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand                                                                                                                                                                                                                               | y the FAA. C<br>dard of 250 f                                                                                                                              | eet from the ru                                                                                                                                                         | inway centerline. Thus                                                                                                                                                                                                        |  |
| v/o pres or<br>current with<br>7 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand<br>s necessary to restore the                                                                                                                                                                                                 | y the FAA. C<br>dard of 250 fi<br>proper design                                                                                                            | eet from the ru                                                                                                                                                         | inway centerline. Thus he RSA on the eastern                                                                                                                                                                                  |  |
| v/o pres or<br>current with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand<br>s necessary to restore the<br>igation:                                                                                                                                                                                     | y the FAA. C<br>dard of 250 fo<br>proper design                                                                                                            | eet from the runn the runn standard of t                                                                                                                                | rosion in the area has<br>inway centerline. Thus<br>he RSA on the eastern                                                                                                                                                     |  |
| Vo pres or<br>current with<br>7/ 0<br>Score = sum of above scores/30 (<br>uplands, divide by 20)<br>current                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand<br>s necessary to restore the<br>igation:<br>ment factor =                                                                                                                                                                    | y the FAA. C<br>dard of 250 fo<br>proper design                                                                                                            | eet from the runn standard of f                                                                                                                                         | ment areas                                                                                                                                                                                                                    |  |
| V/o pres or<br>current with<br>7<br>Score = sum of above scores/30 (<br>uplands, divide by 20)<br>current<br>or w/o pres with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand<br>s necessary to restore the<br>igation:<br>ment factor =                                                                                                                                                                    | y the FAA. C<br>dard of 250 fr<br>proper design<br>For<br>FL =<br>Acres                                                                                    | eet from the runn standard of finite standard of finite standard assessed delta x acres a                                                                               | ment areas                                                                                                                                                                                                                    |  |
| Vo pres or<br>current with<br>7/ 0<br>Score = sum of above scores/30 (<br>uplands, divide by 20)<br>current<br>or w/o pres with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | the RSA to the appropriate<br>caused the RSA to be shor<br>regrading of the shoreline is<br>side of the airport.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | design standard advised b<br>t of the proper design stand<br>s necessary to restore the<br>igation:<br>ment factor =                                                                                                                                                                    | y the FAA. C<br>dard of 250 fr<br>proper design<br>For<br>FL =<br>Acres                                                                                    | eet from the runn standard of finite standard of finite standard assessed delta x acres a                                                                               | mway centerline. Thus<br>he RSA on the easter<br>ment areas                                                                                                                                                                   |  |

#### DRAFT

| DRAFT                                                                  |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                              |                                                                                                                               |                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Site/Project Name                                                      |                                                                                                                                                                                                                                                                                                                         | Application Number                                                                                                                                                                                                                           |                                                                                                                               | 1000                                                                                                                                    | Area Name or Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| Saint Augu                                                             | stine EA                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                              |                                                                                                                               | Wetland A - East                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| mpact or Mitigation                                                    |                                                                                                                                                                                                                                                                                                                         | Assessment conducted b                                                                                                                                                                                                                       | y:                                                                                                                            | Assessment date:                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Impact (Sa                                                             | ltmarsh)                                                                                                                                                                                                                                                                                                                | Birkitt Environmental Se                                                                                                                                                                                                                     | rvices, Inc.                                                                                                                  | Apr                                                                                                                                     | il 6 - 10, 2009                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Scoring Guidance                                                       | Optimal (10)                                                                                                                                                                                                                                                                                                            | Moderate(7)                                                                                                                                                                                                                                  | Minir                                                                                                                         | nal (4)                                                                                                                                 | Not Present (0)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| The scoring of each                                                    | Condition is optimal and                                                                                                                                                                                                                                                                                                | Condition is less than                                                                                                                                                                                                                       | 2000 2001 200400                                                                                                              | the states of the                                                                                                                       | Condition is                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| indicator is based on                                                  | fully supports                                                                                                                                                                                                                                                                                                          | optimal, but sufficient to                                                                                                                                                                                                                   |                                                                                                                               | el of support<br>surface water                                                                                                          | insufficient to provide                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| what would be suitable                                                 | wetland/surface water                                                                                                                                                                                                                                                                                                   | maintain most<br>wetland/surface water                                                                                                                                                                                                       | tere terre et al subtration                                                                                                   | tions                                                                                                                                   | wetland/surface wate                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| or the type of wetland or<br>surface water assessed                    | functions                                                                                                                                                                                                                                                                                                               | functions                                                                                                                                                                                                                                    | ion.                                                                                                                          | liono                                                                                                                                   | functions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| .500(6)(a) Location and<br>Landscape Support                           | Current: Wetland A (East) inc<br>and other facilities of the St Au<br>the Tolomato River. The saltm<br>mixed with unvegetated sand f<br>also present. A large spoil isla<br>open water areas were filled to<br>Oyster clumps and patches are                                                                            | gustine Airport. The wetland<br>harsh can be considered a mo<br>flats. Concrete pieces and rip<br>nd exists to the north and cor<br>o create Runway 13/31 and ru                                                                             | is also adjaced<br>osaic of habital<br>-rap are presentains a few ex<br>nway safety a                                         | nt to tributaries<br>ts dominated by<br>int where erosic<br>otic species. Hi                                                            | and other saitmarsh of<br>y high marsh species and<br>on is evident. A culvert is<br>istorically (1960s), the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| o pres or<br>urrent with<br>3                                          | With: Approximately 6.3 ac<br>erosion occurring in the Run                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                              |                                                                                                                               | ill be filled to a                                                                                                                      | address the significant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| .500(6)(b)Water Environment<br>(n/a for uplands)                       | Current: The sailmarsh habita<br>mixed with unvegetated sand f<br>facilities of the St Augustine Air<br>Tolomato River. Concrete piec<br>quality are normal for this type<br>culvert is present bringing storr<br>construction of the runway. Thi<br>vegetative stress is evident du<br>open water areas were filled to | lats. The sattmarsh is tidally in<br>rport. The welland is also adj<br>ces and rip-rap are present w<br>of habilat and the assessmer<br>mwater into the system and th<br>is ditch is located to the east a<br>e to hypersaline conditions in | nfluenced and<br>acent to tributa<br>here erosion is<br>nt area provide<br>ne historic flow<br>and south of R<br>and adjacent | adjacent to run<br>aries and other<br>s evident. The h<br>is habitat to fish<br>of water has be<br>unway 13-31. J<br>to the salt flats. | ways, laxiways, and othe<br>saltmarsh of the<br>hydrology and water<br>a and wildlife. However, a<br>sen attered by the origina<br>Additionally, some<br>Historically (1960s), the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| o pres or<br>current with                                              | With: Approximately 6.3 acres<br>occurring in the Runway Safety                                                                                                                                                                                                                                                         | s of salimarsh of Wetland A (I<br>y Area (RSA) of the airport.                                                                                                                                                                               | East) will be fill                                                                                                            | ed to address ti                                                                                                                        | he significant erosion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 7                                                                      |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                              |                                                                                                                               |                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| .500(6)(c)Community structure                                          | Current: The salimarsh habit<br>mixed with unvegetated sand f<br>Welland A (east) is primarily de<br>mangroves (Avicennia germina<br>are sparse along the edges bu<br>and size distribution is present                                                                                                                  | ilats. The wetland has high sp<br>ominated by an estuarine gro<br>ans ) are present in small nun<br>It mainly are found adjacent to                                                                                                          | ecies diversity<br>und cover but<br>obers and are<br>o the satimars                                                           | r and species n<br>a shrub layer w<br>included in the<br>h in the open wa                                                               | umber in some places.<br>as present. Black<br>shrub stratum. Oysters<br>ater habitat. Normal age                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 1. Vegetation and/or<br>2. Benthic Community                           | and size distribution is present<br>Large areas of unvegetated sa<br>disturbed vegetation are also p<br>filled to create Runway 13/31 a                                                                                                                                                                                 | alt/sand flats are interspersed<br>present near the seaplane bas                                                                                                                                                                             | within the wet<br>sin. Historically                                                                                           | and. Large are:<br>(1960s), the o                                                                                                       | as of concrete rip rap and<br>pen water areas were                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| /o pres or<br>current with                                             | With: Approximately 6.3 acres<br>occurring in the Runway Safet                                                                                                                                                                                                                                                          | of saltmarsh of Wetland A (E<br>y Area (RSA) of the airport.                                                                                                                                                                                 | asl) will be fille                                                                                                            | ed to address If                                                                                                                        | ne significant erosion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|                                                                        |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                              |                                                                                                                               |                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|                                                                        |                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                              | E                                                                                                                             | u a a a l como o                                                                                                                        | mant aroos                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| • • • • • • • • • • • • • • • • • • •                                  | f preservation as miti                                                                                                                                                                                                                                                                                                  | igation:                                                                                                                                                                                                                                     |                                                                                                                               | mpact assess                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Score = sum of above scores/30 (i<br>uplands, divide by 20)<br>current | If preservation as miti<br>Preservation adjustr                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                              |                                                                                                                               | mpact assess<br>lelta x acres =                                                                                                         | Provide state of the second state of the secon |  |
| uplands, divide by 20)<br>current                                      |                                                                                                                                                                                                                                                                                                                         | ment factor =                                                                                                                                                                                                                                |                                                                                                                               | ielta x acres =                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| current<br>r w/o pres with                                             | Preservation adjust                                                                                                                                                                                                                                                                                                     | ment factor =                                                                                                                                                                                                                                | FL = 0<br>Acres<br>8300                                                                                                       | leita x acres =                                                                                                                         | 4.2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| uplands, divide by 20)<br>current<br>r w/o pres with                   | Preservation adjustr                                                                                                                                                                                                                                                                                                    | ment factor =                                                                                                                                                                                                                                | FL = o<br>Acres<br>81300<br>For                                                                                               | ielta x acres =                                                                                                                         | 4.2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

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| Site/Project Name                                                                                                             |                                                                                                                                                                                                                                                  | Application Number                                                                                                                                                                                                      |                                                                                                                         | Assessment Area Name or Numb                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
|-------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| Saint Augu                                                                                                                    | stine EA                                                                                                                                                                                                                                         | ð.                                                                                                                                                                                                                      | Second and second                                                                                                       | Wetland A - South                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | th -                                         |
| mpact or Mitigation                                                                                                           |                                                                                                                                                                                                                                                  | Assessment conducted by:                                                                                                                                                                                                |                                                                                                                         | Assessment date:                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
| Impact - Fill (C                                                                                                              | pen Water)                                                                                                                                                                                                                                       | Birkitt Environmental Se                                                                                                                                                                                                | rvices, Inc.                                                                                                            | Apr                                                                                                                 | il 6 - 10, 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 9                                            |
| Scoring Guidance                                                                                                              | Optimal (10)                                                                                                                                                                                                                                     | Moderate(7)                                                                                                                                                                                                             | Minir                                                                                                                   | nal (4)                                                                                                             | Not Pres                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ent (0)                                      |
| The scoring of each<br>indicator is based on<br>what would be suitable<br>or the type of wetland or<br>surface water assessed | Condition is optimal and<br>fully supports<br>wetland/surface water<br>functions                                                                                                                                                                 | Condition is less than<br>optimal, but sufficient to<br>maintain most<br>wetland/surface water<br>functions                                                                                                             | Minimal lev<br>of wetland/s                                                                                             | el of support<br>surface water<br>stions                                                                            | Condil<br>insufficient<br>wetland/sur<br>funct                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | tion is<br>to provid<br>face wate            |
| .500(6)(a) Location and<br>Landscape Support                                                                                  | Current: Wetland A (South<br>Runway 13-31 of the St Au-<br>hydrologically connected to<br>present along the banks of<br>were observed within or adj<br>present within and adjacent                                                               | gustine Airport and flows s<br>the tributaries of the Tolor<br>the man-made canal in are<br>acent to the open water ar                                                                                                  | outhwest to a<br>mato River. (<br>eas adjacent                                                                          | a residential a<br>Concrete piec<br>to the airport.                                                                 | rea. The car<br>es and rip-ra<br>No exotic s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | nal is<br>p are<br>species                   |
| o pres or<br>irrent with<br>5 0                                                                                               | With: The proposed project<br>placement of an Approach<br>pilings. Any additional impa                                                                                                                                                           | Lighting System (ALS). Fil                                                                                                                                                                                              | I will only inc                                                                                                         | lude the place                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
| .500(6)(b)Water Environment<br>(n/a for uplands)<br>o pres or<br>current with                                                 | Airport to the west. The ma<br>to saltmarsh habitat and no<br>are present along the bank<br>wading birds, fish, and shel<br>turbid to turbid. The charac<br>foraging areas. Wood stork<br>With: The proposed project<br>placement of an Approach | rth east to tributaries of the<br>s. The canal provides hab<br>lfish. The water quality an<br>ceristics of the habitat sati<br>s were observed foraging<br>t will fill 0.21 acres of open<br>Lighting System (ALS). Fil | e Tolomato R<br>itat for wetlar<br>d clarity of th<br>sfy the requir<br>in the man-n<br>water habita<br>I will only inc | tiver. Concrete<br>ad dependent<br>e open water<br>ement for woo<br>nade canal.<br>t of Wetland A<br>lude the place | e pieces and<br>species such<br>ranges from<br>od stork critic<br>A (South) due                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | rip-rap<br>h as<br>somewh<br>cal<br>e to the |
| .500(6)(c)Community structure                                                                                                 | Current: The open water<br>has minimal vegetative and<br>acres). Some algae is pre                                                                                                                                                               | areas of Wetland A (South                                                                                                                                                                                               | ) are tidally in<br>I clumps of s                                                                                       | nfluenced and parse oysters                                                                                         | are present                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | (~0.001                                      |
| 1. Vegetation and/or<br>2. Benthic Community                                                                                  | the canals.                                                                                                                                                                                                                                      |                                                                                                                                                                                                                         | , condition in                                                                                                          |                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
| /o pres or<br>current with<br>6 0                                                                                             | With: The proposed projec<br>placement of an Approach<br>pilings. Any additional impa                                                                                                                                                            | Lighting System (ALS). Fil                                                                                                                                                                                              | Il will only inc                                                                                                        | lude the place                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
|                                                                                                                               | If preservation as mit                                                                                                                                                                                                                           | igation:                                                                                                                                                                                                                | For in                                                                                                                  | npact assess                                                                                                        | ment areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                              |
| core = sum of above scores/30 (i<br>uplands, divide by 20)                                                                    | f Preservation adjust                                                                                                                                                                                                                            |                                                                                                                                                                                                                         |                                                                                                                         | elta x acres =                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
| current<br>w/o pres with<br>0,600 0.000                                                                                       | Adjusted mitigation d                                                                                                                                                                                                                            | elta =                                                                                                                                                                                                                  | Acres                                                                                                                   |                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
| X                                                                                                                             | If mitigation:                                                                                                                                                                                                                                   |                                                                                                                                                                                                                         | For                                                                                                                     | mitigation as:                                                                                                      | sessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                              |
| Delta = [with-current]                                                                                                        | Time lag (t-factor) =                                                                                                                                                                                                                            |                                                                                                                                                                                                                         |                                                                                                                         | areas                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                              |
|                                                                                                                               |                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                         |                                                                                                                         |                                                                                                                     | Property of the local division of the local |                                              |

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| Site/Project Name                                                                                                              |                                                                                                                                                                                                                        | Application Number                                                                                                                                                                |                                                                                                | 1 4 4 2 4 5 1 5 5 4 5 4 5 5 5 5 5 5 5 5 5 5 5 5                                             | Assessment Area Name or Number                                                                                        |  |  |
|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|--|--|
| Saint Augus                                                                                                                    |                                                                                                                                                                                                                        |                                                                                                                                                                                   |                                                                                                | Wetland A - South                                                                           |                                                                                                                       |  |  |
| Impact or Mitigation                                                                                                           |                                                                                                                                                                                                                        | Assessment conducted b                                                                                                                                                            | •                                                                                              | Assessment                                                                                  |                                                                                                                       |  |  |
| Impact (Sa                                                                                                                     | tmarsh)                                                                                                                                                                                                                | Birkitt Environmental Se                                                                                                                                                          | ervices, Inc.                                                                                  | Apr                                                                                         | il 6 - 10, 2009                                                                                                       |  |  |
| Scoring Guidance                                                                                                               | Optimal (10)                                                                                                                                                                                                           | Moderate(7)                                                                                                                                                                       | Minir                                                                                          | mal (4)                                                                                     | Not Present (0)                                                                                                       |  |  |
| The scoring of each<br>indicator is based on<br>what would be suitable<br>for the type of wetland or<br>surface water assessed | Condition is optimal and<br>fully supports<br>wetland/surface water<br>functions                                                                                                                                       | Condition is less than<br>optimal, but sufficient to<br>maintain most<br>wetland/surface water<br>functions                                                                       | Minimal lev<br>of wetland/s                                                                    | el of support<br>surface water<br>stions                                                    | Condition is<br>insufficient to provide<br>wetland/surface wate<br>functions                                          |  |  |
| .500(6)(a) Location and<br>Landscape Support<br>/o pres or                                                                     | Current: Wetland A (South<br>canal dredged historically fr<br>dominated by Juncus roems<br>the other side of the canal,<br>are present to the southwes<br>Tolomato River. The wetlar<br>species were observed with     | om saltmarsh. The saltma<br>arianus and Spartina alter<br>Runway 13-31 of the St Au<br>t. The wetland is also adji<br>nd provides foraging, nesti<br>in or adjacent to the wetlan | arsh in this ar<br>niflora with so<br>ugustine Airpo<br>acent to tribu<br>ng, and roost<br>nd. | rea is predomi<br>everal tidal cr<br>ort is in proxin<br>taries and oth<br>ting habitat for | inantly low marsh,<br>eeks intermixed. On<br>nity. Residential areas<br>ier saltmarsh of the<br>r wildlife. No exotic |  |  |
| current with                                                                                                                   | With: Approximately 0.01 a<br>placement of an Approach L<br>pilings. Any construction re                                                                                                                               | ighting System (ALS). Fil                                                                                                                                                         | I will only incl                                                                               | lude the place                                                                              | ment of support                                                                                                       |  |  |
| .500(6)(b)Water Environment<br>(n/a for uplands)                                                                               | Current: Wetland A (South<br>system. The saltmarsh is a<br>areas (low density) to the so<br>side of the canal. The saltm<br>River to the west and north.<br>dependent species such as<br>the saltmarsh and in the tida | djacent to the dredged car<br>buth. Airport runways and<br>harsh is also adjacent to tri<br>The wetland, as a low ma<br>wading birds and juvenile                                 | hal to the eas<br>laxiways are<br>butaries and<br>hrsh environm<br>fish. Shellfis              | t and is also a<br>present to the<br>other saltman<br>nent, provides                        | adjacent to residential<br>e east on the other<br>sh of the Tolomato<br>habitat for wetland                           |  |  |
| /o pres or<br>current with<br>8 0                                                                                              | With: Approximately 0.01 and<br>placement of an Approach L<br>pilings. Any construction rel                                                                                                                            | ighting System (ALS). Fill                                                                                                                                                        | will only inclu                                                                                | ude the place                                                                               | ment of support                                                                                                       |  |  |
| .500(6)(c)Community structure<br>1. Vegetation and/or<br>2. Benthic Community                                                  | Current: The saltmarsh ha<br>dominated by Juncus roeme<br>flows through the saltmarsh<br>distribution of the vegetation<br>contains Juncus roemerianu<br>the edges but mainly are fou                                  | rianus and Spartina altern<br>in this area which contains<br>are present. The wetland<br>s and Spartina alterniflora                                                              | illora. An op<br>areas of she<br>has lower sp<br>. Oysters are                                 | en water natu<br>ellfish. Norma<br>pecies diversi<br>e present in s                         | ral tidal creek system<br>al age and size<br>ty as it predominantly<br>mall numbers along                             |  |  |
| /o pres or<br>current with<br>8 0                                                                                              | With: Approximately 0.01 ac<br>placement of an Approach L<br>pilings. Any construction rel                                                                                                                             | ighting System (ALS). Fill                                                                                                                                                        | will only inclu                                                                                | ude the place                                                                               | ment of support                                                                                                       |  |  |
|                                                                                                                                | If preservation as mitig                                                                                                                                                                                               | ation:                                                                                                                                                                            | For im                                                                                         | pact assessm                                                                                | nent areas                                                                                                            |  |  |
| Score = sum of above scores/30 (if<br>uplands, divide by 20)                                                                   | Preservation adjustm                                                                                                                                                                                                   |                                                                                                                                                                                   |                                                                                                | elta x acres =                                                                              | 0.0077                                                                                                                |  |  |
| current<br>w/o pres with<br>0.767 0.000                                                                                        | Adjusted mitigation de                                                                                                                                                                                                 | lta =                                                                                                                                                                             | Acres                                                                                          | ļ                                                                                           |                                                                                                                       |  |  |

Delta = [with-current] 0.767 If mitigation:

Risk factor =

Time lag (t-factor) =

,

For mitigation assessment areas RFG = delta/(tfactor x risk) =

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| DRAFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                         |                                                                                                                                                  |                                                                                                                                                                  |                                                                                                                                                                                                               |
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| Site/Project Name                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                   | Application Number                                                                                                                                                                                                                                                                      |                                                                                                                                                  | 14-14-17 (23.8) 92 (31                                                                                                                                           | Area Name or Number                                                                                                                                                                                           |
| Saint Augus                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | tine EA                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                         |                                                                                                                                                  | Wetland A - West                                                                                                                                                 |                                                                                                                                                                                                               |
| mpact or Mitigation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                   | Assessment conducted by:                                                                                                                                                                                                                                                                |                                                                                                                                                  | Assessment date:                                                                                                                                                 |                                                                                                                                                                                                               |
| Impact - Dredge (                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Open Water)                                                                                                                                                                                                                                                                                                                                                       | Birkitt Environmental Se                                                                                                                                                                                                                                                                | ervices, Inc.                                                                                                                                    | Apr                                                                                                                                                              | il 6 - 10, 2009                                                                                                                                                                                               |
| Scoring Guidance                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Optimal (10)                                                                                                                                                                                                                                                                                                                                                      | Moderate(7)                                                                                                                                                                                                                                                                             | Minir                                                                                                                                            | mal (4)                                                                                                                                                          | Not Present (0)                                                                                                                                                                                               |
| The scoring of each<br>indicator is based on<br>what would be suitable<br>for the type of wetland or<br>surface water assessed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Condition is optimal and<br>fully supports<br>wetland/surface water<br>functions                                                                                                                                                                                                                                                                                  | Condition is less than<br>optimal, but sufficient to<br>maintain most<br>wetland/surface water<br>functions                                                                                                                                                                             | Minimal lev<br>of wetland/s                                                                                                                      | el of support<br>surface water<br>ctions                                                                                                                         | Condition is<br>insufficient to provide<br>wetland/surface wate<br>functions                                                                                                                                  |
| .500(6)(a) Location and<br>Landscape Support<br>/o pres or<br>urrent with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Current: Part of Wetland A (V<br>taxiways, and other facilities of<br>south and the residential areas<br>hydrologically connected to trib<br>stormwater flows into the canal<br>With: The proposed project<br>deeper canal. The dredging<br>Runway 13-31 while mainta<br>habitat impacted.                                                                        | the St Augustine Airport to th<br>and the airport create a barri<br>utaries and other saltmarsh of<br>s directly from a stormwater p<br>t will dredge 0.14 acres of<br>g is necessary to replace a                                                                                      | e north. Reside<br>er for fish and<br>f the Tolomato<br>oond and sever<br>open water h<br>and relocate t                                         | ential areas are<br>wildlife. The ca<br>River to the ea<br>al culverts.<br>abitat of Wetl<br>he canal loca                                                       | in close proximity to the<br>nats are, however,<br>st. In addition,<br>and A (West) into a<br>ted to the southwest o                                                                                          |
| .500(6)(b)Water Environment<br>(n/a for uplands)<br>To pres or<br>current with                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Current: Wetland A (Wes<br>adjacent to runways, taxiwa<br>is also adjacent to residenti<br>tributaries and other saltma<br>ranges from somewhat turb<br>an adjacent stormwater por<br>individuals but the aquatic s<br>considered wood stork critic<br>With: The proposed project<br>deeper canal. The dredging<br>Runway 13-31 while mainta<br>habitat impacted. | ys, and other facilities of the<br>al areas (low density) to the<br>rsh of the Tolomato River.<br>id to turbid and is most like<br>and several culverts. So<br>species number of diversity<br>cal foraging habitat and wo<br>t will dredge 0.14 acres of<br>g is necessary to replace a | he St Augusti<br>le south and<br>The water q<br>ely degraded<br>ome oysters a<br>y of fish was<br>od storks we<br>open water h<br>and relocate t | ine Airport to<br>hydrologically<br>juality and cla<br>due to the sto<br>are present in<br>low in the can<br>re observed for<br>abitat of Wetl<br>the canal loca | the north. The wetland<br>connected to<br>rity of the open water<br>primwater inflow from<br>small clumps or<br>als. The area can be<br>oraging in the area.<br>and A (West) into a<br>ted to the southwest o |
| .500(6)(c)Community structure 1. Vegetation and/or 2. Benthic Community /o pres or current with 6 /0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Current: The open water<br>has minimal vegetative cov<br>acres). Some algae is pre-<br>area during the surveys of t<br>With: The proposed project<br>deeper canal. The dredging<br>Runway 13-31 while mainta<br>habitat impacted.                                                                                                                                 | er but does contain a very<br>sent including <i>Ul</i> va sp. No<br>he canals. In addition, a<br>t will dredge 0.14 acres of<br>g is necessary to replace a                                                                                                                             | few areas of<br>o seagrass w<br>few upland s<br>open water h<br>and relocate t                                                                   | f small clumps<br>as observed i<br>poil areas are<br>habitat of Weth<br>the canal loca                                                                           | of shellfish (~0.001<br>n or near the project<br>present to the south.<br>and A (West) into a<br>ted to the southwest o                                                                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | If preservation as mit                                                                                                                                                                                                                                                                                                                                            | inction                                                                                                                                                                                                                                                                                 | For in                                                                                                                                           | npact assess                                                                                                                                                     | ment areas                                                                                                                                                                                                    |
| Score = sum of above scores/30 (if<br>uplands, divide by 20)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Preservation adjustr                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                         |                                                                                                                                                  | elta x acres =                                                                                                                                                   |                                                                                                                                                                                                               |
| current                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                         | Acres                                                                                                                                            |                                                                                                                                                                  |                                                                                                                                                                                                               |
| 0.467 0.467                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Adjusted mitigation de                                                                                                                                                                                                                                                                                                                                            | eita =                                                                                                                                                                                                                                                                                  | 0 140                                                                                                                                            |                                                                                                                                                                  |                                                                                                                                                                                                               |
| Construction of the second sec |                                                                                                                                                                                                                                                                                                                                                                   | eita =                                                                                                                                                                                                                                                                                  | alterior and a                                                                                                                                   |                                                                                                                                                                  | ]                                                                                                                                                                                                             |
| Contraction of the second s                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | If mitigation:<br>Time lag (t-factor) =                                                                                                                                                                                                                                                                                                                           | ei(a =                                                                                                                                                                                                                                                                                  | alterior and a                                                                                                                                   | mitigation as<br>areas                                                                                                                                           | sessment                                                                                                                                                                                                      |

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| DRAFI                                                                                                                          |                                                                                                                                                                                            |                                                                                                                         |                                                                      |                                                                      |                                                                                          |  |
|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------|--|
| Site/Project Name<br>Saint Augus                                                                                               | stine EA                                                                                                                                                                                   | Application Number                                                                                                      |                                                                      | AND AVAILS N                                                         | Area Name or Number<br>Nand A - West                                                     |  |
| Impact or Mitigation                                                                                                           |                                                                                                                                                                                            | Assessment conducted b                                                                                                  | v:                                                                   | Assessment date:                                                     |                                                                                          |  |
| Impact - Dredge                                                                                                                | (Saltmarsh)                                                                                                                                                                                | Birkitt Environmental Se                                                                                                |                                                                      |                                                                      | il 6 - 10, 2009                                                                          |  |
| Scoring Guidance                                                                                                               | Optimal (10)                                                                                                                                                                               | Moderate(7)                                                                                                             | Minir                                                                | nal (4)                                                              | Not Present (0)                                                                          |  |
| The scoring of each<br>indicator is based on<br>what would be suitable<br>for the type of wetland or<br>surface water assessed | Condition is optimal and<br>fully supports<br>wetland/surface water<br>functions                                                                                                           | Condition is less than<br>optimal, but sufficient to<br>maintain most<br>wetland/surface water<br>functions             | Minimal lev<br>of wetland/s                                          | el of support<br>surface water<br>stions                             | Condition is<br>insufficient to provide<br>wetland/surface water<br>functions            |  |
| .500(6)(a) Location and<br>Landscape Support                                                                                   | Current: Part of Wetland A<br>saltmarsh system is within of<br>Airport to the north. The we<br>hydrologically connected to<br>stormwater flows into the cr<br>west. A man-made sand bo     | close proximity to runways,<br>etland is also adjacent to re<br>tributaries and other saltm<br>eek and saltmarsh system | , taxiways, ar<br>esidential are<br>harsh of the T<br>h from a storm | nd other facilit<br>as (low densit<br>folomato Rive<br>nwater pond a | ies of the St Augustine<br>by) to the south and<br>r. In addition,<br>nd culverts to the |  |
| do pres or<br>surrent with<br>4 4                                                                                              | With: The proposed project<br>water habitat to replace and<br>water habitat can be consid                                                                                                  | relocate the canal located                                                                                              | to the south                                                         | west of Runw                                                         |                                                                                          |  |
| .500(6)(b)Water Environment<br>(n/a for uplands)                                                                               | Current: Wetland A (West)<br>natural creek system. The f<br>Augustine Airport to the nor<br>south and hydrologically cor<br>wetland provides habitat for<br>quality and clarity of the ope | habitat is adjacent to runw<br>th. The wetland is also ad<br>nected to tributaries and<br>wetland dependent specie      | ays, taxiways<br>jacent to resi<br>other saltmar<br>es such as wa    | and other fa<br>idential areas<br>ish of the Tolo<br>ading birds an  | cilities of the St<br>(low density) to the<br>mato River. The                            |  |
| /o pres or<br>current with                                                                                                     | With: The proposed project<br>water habitat to replace and<br>water habitat can be conside                                                                                                 | relocate the canal located                                                                                              | to the south                                                         | west of Runw                                                         |                                                                                          |  |
| 6                                                                                                                              |                                                                                                                                                                                            |                                                                                                                         |                                                                      |                                                                      |                                                                                          |  |
| .500(6)(c)Community structure                                                                                                  | Current: Wetland A (Wes<br>and a natural creek system.<br>Wetland A (West) is primari<br>roemerianus (low marsh). /<br>palmetto, palms) are encroa                                         | The wetland in this area<br>ly dominated by an estuari<br>Along the southern edge o                                     | has lower spo<br>ine ground co<br>f the wetland                      | ecies diversity<br>over dominate<br>, upland speci                   | y than the east side.<br>Ind by <i>Juncus</i><br>ies (oaks, saw                          |  |
| <ol> <li>Vegetation and/or</li> <li>Benthic Community</li> </ol>                                                               | of the marsh. Normal age at<br>sall/sand flats and open wal<br>are present creating a sepa                                                                                                 | nd size distribution of the v<br>ter are interspersed within                                                            | regetation are                                                       | e present. Are                                                       | eas of unvegetated                                                                       |  |
| /o pres or<br>current with<br>7/ 5                                                                                             | With: The proposed project<br>water habitat to replace and<br>water habitat can be conside                                                                                                 | relocate the canal located                                                                                              | to the south                                                         | west of Runw                                                         |                                                                                          |  |
|                                                                                                                                | If preservation as miti                                                                                                                                                                    | nation:                                                                                                                 | For in                                                               | npact assessr                                                        | mont areas                                                                               |  |
| Score = sum of above scores/30 (if uplands, divide by 20)                                                                      | Preservation adjustn                                                                                                                                                                       | -                                                                                                                       |                                                                      | elta x acres =                                                       | 0.0400                                                                                   |  |
| 2                                                                                                                              |                                                                                                                                                                                            |                                                                                                                         |                                                                      |                                                                      |                                                                                          |  |
| current<br>r w/o pres with<br>0.567 0.500                                                                                      | Adjusted mitigation de                                                                                                                                                                     | olta =                                                                                                                  | Acres                                                                |                                                                      |                                                                                          |  |
| r w/o pres with                                                                                                                | Adjusted mitigation de                                                                                                                                                                     | olta =                                                                                                                  | 0,600                                                                | miliantian                                                           |                                                                                          |  |
| r w/o pres with                                                                                                                |                                                                                                                                                                                            | olta =                                                                                                                  | 0,600                                                                | mitigation ass<br>areas                                              |                                                                                          |  |

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January 22, 2010

Mr. Steve Terry Section 106 and NAGPRA Representative Miccosukee Tribe of Indians of Florida Tamiami Station P.O. Box 440021 Miami, FL 33144

**RE:** Proposed Taxiway C Replacement, Runway Safety Area (RSA) Compliance, and Approach Lighting System (ALS) at the St. Augustine Airport, St. Augustine, Florida.

Dear Mr. Terry,

This letter and enclosed document are being sent on behalf of the Federal Aviation Administration (FAA) by the St. Augustine – St. John's County Airport Authority (Airport Sponsor). The Airport Sponsor is proposing the above referenced improvements at the St. Augustine Airport and has prepared the enclosed Environmental Assessment (EA) to disclose potential environmental impacts that may occur as a result of the proposed actions. Figures depicting the existing airport and location of the proposed actions are included in the enclosed EA (Figure 1.02.1 Airport Layout; Figure 2.02.12 Alternative 12 Preferred Combined Alternatives 3, 8, and 10).

To comply with the National Historic Preservation Act of 1966 (PL 89-665, as amended) a Cultural Resource Assessment Survey (CRAS) was undertaken to identify and assess the importance of any historic properties, such as prehistoric or historic archaeological sites, structures, or objects, that may be affected by the construction of the proposed actions (the CRAS is provided in Appendix N). The FAA is soliciting the opinion of the Miccosukee Tribe of Indians of Florida concerning any religious or cultural significance to any historic property that may be affected by this action.

Please submit any comments the Tribe may have by February 15, 2010, to Ms. Virginia Lane, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024.

Thank you for your cooperation.

For the Airport Authority,

Edward R. Wuellner, AAE Executive Director

ERW/kv



January 22, 2010

Mr. W.S. Steele Tribal Historic Preservation Officer Seminole Tribe of Florida AH-TAH-THI-KI Museum HC-61, Box 21-A Clewiston, FL 33440

**RE:** Proposed Taxiway C Replacement, Runway Safety Area (RSA) Compliance, and Approach Lighting System (ALS) at the St. Augustine Airport, St. Augustine, Florida.

Dear Mr. Steele,

This letter and enclosed document are being sent on behalf of the Federal Aviation Administration (FAA) by the St. Augustine – St. John's County Airport Authority (Airport Sponsor). The Airport Sponsor is proposing the above referenced improvements at the St. Augustine Airport and has prepared the enclosed Environmental Assessment (EA) to disclose potential environmental impacts that may occur as a result of the proposed actions. Figures depicting the existing airport and location of the proposed actions are included in the enclosed EA (Figure 1.02.1 Airport Layout; Figure 2.02.12 Alternative 12 Preferred Combined Alternatives 3, 8, and 10).

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Please submit any comments the Tribe may have by February 15, 2010, to Ms. Virginia Lane, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024.

Thank you for your cooperation.

**Eor the Airport Authority**,

Edward R. Wuellner, AAE Executive Director

ERW/kv


January 22, 2010

Mr. Pare Bowlegs Tribal Historic Preservation Officer Seminole Nation of Oklahoma P.O. Box 1498 Wewoka, OK 74884

**RE:** Proposed Taxiway C Replacement, Runway Safety Area (RSA) Compliance, and Approach Lighting System (ALS) at the St. Augustine Airport, St. Augustine, Florida.

Dear Mr. Bowlegs,

This letter and enclosed document are being sent on behalf of the Federal Aviation Administration (FAA) by the St. Augustine – St. John's County Airport Authority (Airport Sponsor). The Airport Sponsor is proposing the above referenced improvements at the St. Augustine Airport and has prepared the enclosed Environmental Assessment (EA) to disclose potential environmental impacts that may occur as a result of the proposed actions. Figures depicting the existing airport and location of the proposed actions are included in the enclosed EA (Figure 1.02.1 Airport Layout; Figure 2.02.12 Alternative 12 Preferred Combined Alternatives 3, 8, and 10).

To comply with the National Historic Preservation Act of 1966 (PL 89-665, as amended) a Cultural Resource Assessment Survey (CRAS) was undertaken to identify and assess the importance of any historic properties, such as prehistoric or historic archaeological sites, structures, or objects, that may be affected by the construction of the proposed actions (the CRAS is provided in Appendix N). The FAA is soliciting the opinion of the Seminole Nation of Oklahoma concerning any religious or cultural significance to any historic property that may be affected by this action.

Please submit any comments the Tribe may have by February 15, 2010, to Ms. Virginia Lane, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822-5024.

Thank you for your cooperation.

Eor the Airport Authority, Edward R. Wuellner, AAE

Edward R. Wuellner, AAE Executive Director

ERW/kv



DEPARTMENT OF THE ARMY JACKSONVILLE DISTRICT CORPS OF ENGINEERS POST OFFICE BOX 4970 JACKSONVILLE, FLORIDA 32232

REPLY TO ATTENTION OF

May 12, 2010

Regulatory Division North Permits Branch Jacksonville Permits Section

# PUBLIC NOTICE

## Permit Application Number SAJ-2009-01716 (SP-MRE)

TO WHOM IT MAY CONCERN: This district has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403) as described below:

<u>APPLICANT</u>: St. Augustine - St. Johns County Airport Authority 4796 US Highway 1 North St. Augustine, Florida 32095

WATERWAY & LOCATION: The project would affect waters of the United States, including wetlands, associated with the Tolomato River. The St. Augustine - St. Johns County Airport (Airport) is located at 4796 US Highway 1 North, in Section 50, Township 6 South, Range 29 East, St. Augustine, St. Johns County, Florida. The proposed work area is approximately 110.05 acres in size and includes Taxiway C, a contiguous Runway Safety Area (RSA), an on-site tidal canal, and a spoil island that is located just east of the airport runway.

APPROXIMATE CENTRAL COORDINATES: Latitude 29.96°, Longitude -81.34°

EXISTING CONDITIONS: Habitat types found within the project area include streams and waterways (excavated embayment, tidal canal, and tidal channel), saltmarsh, sand and mud flats, spoil island (including forested uplands and disturbed freshwater forested wetlands), and the existing airport RSA and taxiways. The streams and waterways are predominantly open water. Scattered oysters are present in these systems. The saltmarsh is dominated by smooth cord grass (Spartina alterniflora), black rush (Juncus roemerianus), and salt grass (Distichlis spicata).

The spoil island was created by spoil disposal in the 1960's. The upland center of the spoil island is dominated by wax myrtle (Myrica cerifera), red cedar (Juniperus virginiana), cabbage palm (Sabal palmetto), sweetgum (Liquidambar styraciflua), pine trees (Pinus spp.), and various vines. A disturbed freshwater wetland area fringes much of the spoil island and is dominated by Brazilian pepper (Schinus terebinthifolius), yaupon (Ilex vomitoria), red cedar, sugarberry (Celtis laevigata), saltbush (Baccharis halimifolia), and red maple (Acer rubrum). The spoil island is surrounded by sand flats and saltmarsh, primarily containing high marsh species.

#### PROJECT PURPOSE:

Basic: The basic project purpose is the implementation of improvements to a commercial airport.

Overall: The overall project purpose is the implementation of safety improvements at the Airport to comply with Federal Aviation Administration (FAA) safety and design regulations.

<u>PROPOSED WORK</u>: The applicant seeks authorization to implement the following work:

- 1. extension of Taxiway B
- 2. restoration of the east RSA
- 3. improvement and stabilization of the south and west RSA
- 4. relocation of a tidal canal
- 5. wetland restoration at a nearby spoil island as mitigation

Taxiway C provides access to the south end of Runway 13-31. The current location of Taxiway C is less than the minimum design standard distance from runway centerline to taxiway centerline required by the FAA. In some areas, the separation is 185 feet less than the minimum standard. The proposed work would replace the existing Taxiway C with an extension of Taxiway B.

Restoration of the east RSA and improvements and stabilization of the south and west RSA also are proposed to meet FAA standards. A RSA is defined by FAA Advisory Circular 150/5300-13 as the "surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway". The RSA must also be able to support aircraft rescue and firefighting (ARFF) vehicles.

The existing east RSA is less than the minimum required standard advised by the FAA. The basis for the airport planning safety and operational compliance standards are described in FAA Advisory Circular (AC) 150/5300 - 13, Airport Design. The minimum required width of the RSA for Runway 13-31 is 500 feet (250 feet off each side of the runway centerline). The east RSA was originally permitted, graded, and installed at the proper distance of 250 feet from runway centerline; however, this RSA has been severely eroded by weather and tidal events due to its proximity to the Tolomato River. The south and west RSA are not subject to as much wave action as the east RSA; however, proper stabilization is required to prevent future erosion.

The project would stabilize the RSAs through the placement of ArmorFlex-30 (ArmorFlex) to prevent future erosion of these areas. The individual blocks of the ArmorFlex material have open cells that would be planted with native marsh vegetation. The improvement of the RSAs would meet FAA design standards and address operational safety issues for arriving and departing aircraft. The project would also relocate the existing tidal canal on the western and southern sides of Runway 13-31. This relocation would be implemented to maintain navigable access to the Tolomato River for property owners adjacent to the existing canal. The tidal canal would be relocated adjacent to the proposed improvements.

Implementation of the work proposed would result in the elimination of approximately 10.43 acres wetlands and 3.41 acres surface water habitats within the project area. Implementation of the work proposed also would generate temporary construction effects on approximately 1.61 acres of aquatic habitat (1.14 acres of saltmarsh and 0.47 acres of open water).

<u>Avoidance and Minimization Information</u>: The severely eroded east RSA was originally designed and constructed to meet FAA standards. The "no action" alternative would preclude the attainment of the project purpose and limit use of the runway. The applicant has expressed the opinion that there are no alternatives that would meet the project purpose for the eastern RSA. The applicant also has expressed the opinion that there are no alternatives for the proposed stabilization of the south and west RSA, for similar reasons.

Typically side slopes of a Taxiway Safety Area and RSA would be 6:1 slope or greater. The side slopes in the majority of the proposed RSA have been reduced (4:1 instead of the standard 6:1) to minimize impacts to the contiguous wetlands. The steeper side slopes would decrease the impacts to the contiguous saltmarsh. The side slopes would be constructed using ArmorFlex, which would support colonization by oysters and create a "living shoreline" for fish and wildlife.

The applicant and the FAA evaluated six build alternatives for the Taxiway B extension (including the tidal canal relocation) in the Preliminary Draft Environmental Assessment (EA) document. Of the six build alternatives that considered, four had lower wetland and surface water impacts than the proposed project. However, those alternatives would not sufficiently address the FAA standards and operational efficiency needs of the Airport. One alternative would have potentially provided improved operational efficiency in comparison to the proposed project; however, this alternative would have resulted in greater wetland and surface water impacts. The applicant believes that the proposed project, as designed, addresses the required improvements, while minimizing impacts to wetlands and surface waters.

In addition to design elements incorporated to minimize impacts to wetlands, Best Management Practices (BMPs) would be implemented during construction to minimize potential sedimentation and erosion impacts to wetlands and other surface waters adjacent to the project.

<u>Compensatory Mitigation</u>: As compensatory mitigation for the work proposed, the applicant would restore 16.4 acres of wetlands by excavating a nearby spoil island, created in the 1960's, to historic saltmarsh conditions. The planting of marsh vegetation in the

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ArmorFlex associated with the RSA slopes and newly constructed tidal canal slope would provide additional compensatory mitigation. Restoration activities at the spoil island as well as the ArmorFlex and tidal canal slope plantings would allow for in-kind mitigation within Basin 6, in proximity to the work areas. In addition, oysters would be relocated from the project area to the toe of slope of the ArmorFlex on the eastern RSA of the airport.

ENDANGERED SPECIES: The project site is approximately 7.5 miles from the nearest identified wood stork (Mycteria americana) colony. Foraging habitat for the wood stork exists within the project area. However, the majority of the habitat that satisfies the criteria of the wood stork Core Foraging Habitat consists of a previously dredged canal and ditch, which are not optimal habitat. Tidal marsh, contiguous to the proposed work area, is available for foraging wood This tidal marsh provides higher-quality foraging habitat storks. than those habitats within the work area. It is expected that wood storks would utilize these adjacent suitable habitats during construction activities. Additionally, the proposed mitigation would be located within the wood stork Core Foraging Area and would be expected to compensate for any impact to foraging habitat. The U.S. Army Corps of Engineers (Corps) utilized the September 2008 Wood Stork Key to determine potential effects upon this species. Use of this key resulted in the sequence A-B-C-D-E-"not likely to adversely affect". Through a Programmatic Concurrence on the key, "not likely to adversely affect" determinations for projects made pursuant to the key require no further consultation with the Jacksonville Ecological Services Field Office of the United States Fish and Wildlife Service (FWS).

The open water habitats encompassed by the project site could be utilized by manatees (*Trichechus manatus*); however, the probability of manatees occurring in the project area is very low as these open water areas are shallow and do not contain seagrass, which might be an attractant for manatees. The Corp utilized the October 2008 *Manatee Key* to determine potential effects upon this species. Use of this key resulted in the sequence A-B-C-G-N-O-P-"may affect, not likely to adversely affect". The applicant would implement the "*Standard Manatee Conditions for In-Water Work*" as a special condition of any permit issued. In consideration of this assessment, through separate correspondence, the Corps will coordinate our assessment with the FWS.

No sturgeon (shortnose or Atlantic (*Candidate* spp.) have been observed in the project area. However, suitable sturgeon habitat does exist within this area; and therefore, as a precaution, the applicant would implement the "Sea Turtle and Smalltooth Sawfish Construction Conditions" as a special condition of any permit issued.

ESSENTIAL FISH HABITAT (EFH): This notice initiates consultation with the National Marine Fisheries Service on EFH as required by the Magnuson-Stevens Fishery Conservation and Management Act 1996. The proposed project activities at the Airport are expected to permanently

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impact 10.43 acres of saltmarsh and sand flats, 3.41 acres of open water habitat, 1.52 acres of oyster beds and clumps, and a few low quality black mangroves. Impacts to the managed species that may be present in the area are expected to be minimal. These species utilize a wide variety of habitats and suitable habitats are located in proximity, outside of the influence from the proposed project's activities. Higher quality habitat is available for the managed fish species and their prey to move into during and after construction. The proposed mitigation would result in the restoration of 16.4 acres of marsh habitat and the establishment of living shorelines along the east, south, and west RSAs. In consideration of the overall project, including the proposed mitigation, our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in the Tolomato River. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

<u>NOTE</u>: This public notice is being issued based on information furnished by the applicant. This information has not been entirely verified or evaluated to ensure compliance with laws and regulation governing the regulatory program. The extent of Federal jurisdiction was field verified by Corps staff.

#### AUTHORIZATION FROM OTHER AGENCIES:

The FAA prepared an EA in March 2010. This EA is available on the Internet at http://www.staugustineairport.com by following the hyperlink labeled "*Environmental Assessment Project Page*". The Final EA is expected in the near future.

Water Quality Certification will be required from the Florida Department of Environmental Protection and/or one of the state Water Management Districts.

Comments regarding the application should be submitted in writing to the District Engineer at the above address within <u>21 days</u> from the date of this notice.

If you have any questions concerning this application, you may contact Mark R. Evans at the letterhead address, by electronic mail at mark.r.evans@usace.army.mil, by fax at 904-232-1904, or by telephone at 904-232-2028.

The decision whether to issue or deny this permit application will be based on the information received from this public notice and the evaluation of the probable impact to the associated wetlands. This is based on an analysis of the applicant's avoidance and minimization efforts for the project, as well as the compensatory mitigation proposed. IMPACT ON NATURAL RESOURCES: Preliminary review of this application indicates that an Environmental Impact Statement will not be required. Coordination with US Fish and Wildlife Service, Environmental Protection Agency (EPA), the National Marine Fisheries Services, and other Federal, State, and local agencies, environmental groups, and concerned citizens generally yields perlinent environmental information that is instrumental in determining the impact the proposed action will have on the natural resources of the area. By means of this notice, we are soliciting comments on the potential effects of the project on threatened or endangered species or their habitat.

IMPACT ON CULTURAL RESOURCES: Review of the latest published version of the National Register of Historic Places indicates that no registered properties, or properties listed as eligible for inclusion therein, are located at the site of the proposed work. Presently, unknown archaeological, scientific, prehistorical, or historical data may be lost or destroyed by the work to be accomplished.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be belanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthelics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safely, food and fiber production, mineral needs; considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administration; EPA, under authority of Section 404(b) of the Clean Water Act of the criteria established under authority of Section 102(a) of the Marine, Protection, Research, and Sanctuaries Act of 1972. A parmit will be granted unless its issuance is found to be contrary to the public interest.

The US Army Corps of Engineers (Corps) is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make or deny this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments listed and of an Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

COASTAL ZONE MANAGEMENT CONSISTENCY: In Florida, the State approval constitutes compliance with the approved Coastal Zone Management Plan. In Puerto Rico, a Coastal Zone Management Consistency Concurrence is required from the Puerto Rico Planning Board. In the Virgin Islands, the Department of Planning and Natural Resources permit constitutes compliance with approved Coastal Zone Management Plan.

REQUEST FOR PUBLIC HEARING: Any person may request a public frearing. The request must be submitted in writing to the District Engineer within the designated comment period of the notice and must state the specific reasons for requesting the public hearing.

Donald W. Kinard Chief, Regulatory Division



SAJ-2009-01716 ST AUGUSTINE – ST JOHNS COUNTY AIRPORT GENERAL LOCATION

U.S. ARMY CORPS OF ENGINEERS SAJ-2009-01716 ST AUGUSTINE - ST JOHNS COUNTY AIRPORT PAGE 1 OF 13 MAY 12, 2010





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**U.S. ARMY CORPS OF ENGINEERS** 



ST AUGUSTINE - ST JOHNS COUNTY AIRPORT PAGE 10 OF 13 MAY 12, 2010 U.S. ARMY CORPS OF ENGINEERS SAJ-2009-01716



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# PART B Meetings

# Meeting Agenda (at FAA – Orlando ADO)

# January 22, 2009

## St. Augustine Airport Environmental Assessment – Meeting No. 1

- I. Introductions / Task Assignments
- II. Project History
- III. Purpose and Need
  - a. Runway Safety Area
  - b. Taxiway C Replacement / B Extension
  - c. Approach Lighting System
- IV. Environmental Assessment
  - a. Project Scope Review
  - b. Coordination
    - i. Sponsor-FAA-Consultant
    - ii. Notification Letter (To Agencies)
    - iii. Involved Agencies
    - iv. Continuous (throughout project)
  - c. Alternatives
    - i. First Review
    - ii. Establishing the "Preferred" Alternative
  - d. Next Meeting
- V. Other, General, Q & A
- VI. Next Meeting

# Project Kick-Off Meeting With FAA January 22, 2009

- Attendees: Virginia Lane (FAA), Richard Owen (FAA), Bart Vernace (FAA), Ed Wuellner (SGJ), Bryan Cooper (SGJ), Andrew Holesko (Passero Associates), Sara Massey (Passero Associates), Beverly Birkitt (Birkitt Environmental Services, Inc.), Noah Silverman (Birkitt Environmental Services, Inc.), Mariben Andersen (The LPA Group, Inc.), Carrol Bryant (KB Environmental Services, Inc.)
- **Objective:** St. Augustine St. Johns County Airport Environmental Assessment Kick Off Meeting.
- **<u>Summary</u>**: The purpose and need of the project was discussed:
  - Runway Safety Area (RSA) Compliance and Stabilization
    FAA stated the RSA to the east of RWY 31 is a priority.
  - Taxiway C Replacement
  - Approach Lighting System (ALS)

Passero shared several conceptual alternatives to addressing Taxiway C Replacement and Compliance and Stabilization of the RSA.

- FAA posed the question as to why Taxiway C required replacement?
  - Passero stated that the class of aircraft now operating out of the Airport is larger than when Taxiway C was originally constructed. Aircraft who request full pavement for take-off must taxi down either Taxiway B or D and back-taxi on RWY 31 causing a delay in operations while the aircraft back-taxi's and aircraft waiting for clearance to take-off are required to hold at Taxiway D and aircraft waiting to land must hold the pattern.
    - Current pavement available for take-off from Runway 31 is estimated between 5,990'-6,220'.
    - For the class of aircraft operating out of the airport 8,000' of pavement is needed
  - A question was raised by FAA about the number of operations that occuring at the Airport requesting full pavement take-offs from Runway 31 and if that data included military operations (which requires 500 operations/year), and those of the civilian contractor (Northrop Grumman)?
    - Ed stated he could only estimate at that time but he could get FAA those numbers.
  - A question was then raised about the validity of civilian contractor/military operations being included in the statistical data for annual operations from Runway 31 by Virginia (FAA).
    - Bart again stated that if military operations were 500 or more at the airport then those operations would be included as well

as those operations (with no limitation) from Northrop Grumman.

- Virginia stated that she would like to see supporting data requiring the use of full pavement from Runway 31 to justify the need of extending Taxiway B and the need for aircraft to utilize full pavement on Runway 31.
- FAA agreed that Alternative 4 is the preferred alternative.

The pre-notification letter should include a drawing of the Preferred Alternative 4

- The letter should be sent to the following agencies (per Virginia)
  - EPA, USACE, SJRWMD, NMFMS, FAA, FFWCC, FDEP, NOAA Fisheries, and USFWS

## St. Augustine – St. Johns County Airport Authority Environmental Assessment - Agency Coordination Meeting No. 1 June 3, 2009 (1:00)

- 1. Welcome
  - a. Ed Wuellner, AAE, Executive Director, St. Augustine St. Johns County Airport
- 2. Project Overview, Consultant Team Introductions
  - a. Andrew Holesko, Program Manager, Passero Associates, LLC
  - b. EA Project Scope, Project Area
- 3. Wetlands and Water Quality
  - a. Mariben Andersen, Environmental Manager, The LPA Group, Incorporated

## 4. Biotic Resources and Protected Species

- a. Noah Silverman, Project Scientist, Birkitt Environmental Services, Incorporated
- 5. Project Graphics
- 6. Project Schedule
- 7. Questions / Comments
- 8. Site Visit

# Agency Coordination Meeting June 3, 2009

- Attendees: Please refer to attached sign in sheet.
- **Objective:** St. Augustine St. Johns County Airport Environmental Assessment Agency Coordination Meeting

**Summary:** The first agency coordination meeting for the St. Augustine-St. Johns County Airport Environmental Assessment (EA).

#### I. Passero introduced the three projects that encompass the EA:

- 1. Taxiway C
  - a. Aircraft who request full pavement for take-off from Runway (RWY) 13-31 causes aircraft to backup (at least 10 aircraft)
  - b. Causes the runway to be closed as aircraft back-taxi
  - c. Airspace becomes congested with aircraft waiting to land
- 2. Runway Safety Area (RSA) Stabilization and Compliance
  - a. Safety Concerns (addressed by Virginia Lane (FAA))
    - National objective to bring non-compliant RSA's to standard
  - b. Out of compliance with FAA design regulations
  - c. Restoration of what was previously permitted (addressed by Bryan Cooper (Airport)
  - d. RWY 31 has a displaced threshold for approaching aircraft
  - e. RSA Parallel to RWY 31 and end of RWY 31 will also be stabilized
  - f. Alternatives Analysis (discussed what would be presented in the Alternatives Analysis)
- 3. Approach Lighting System (ALS)
  - a. Navigational Aids—only airport in FL without
  - b. Redundant System
  - c. No Catwalk
  - d. Specialty Equipment
  - e. State Owned Submerged Lands

### II. Consulting Team Introductions

- 1. Passero Associates
  - a. Prime
  - b. Engineering
  - c. Design
  - d. Planning
- 2. The LPA Group, Inc.
  - a. Wetlands
  - b. Water Quality
- 3. Birkitt Environmental Services, Inc.
  - a. Protected Species-wood stork analysis, wildlife report

- b. Benthic Habitat-EFH analysis, Benthic Habitat Report
- III. General Discussion
  - 1. USACE has requested to be a cooperating agency on the EA—Damon Young (USACE) and Virginia Lane (FAA) agreed.
  - 2. Jen Brewer (St. Augustine City Council) requested that we provide the impact categories being affected
    - a. Virginia said that these would be addressed in the EA
  - 3. We plan to have a draft EA document to the FAA by December 1<sup>st</sup>
  - 4. George Getsinger (NMFS) requested an interagency review team for scoring UMAM and reviewing appropriate mitigation
  - 5. Discussed the major impact from the proposed project-filling wetlands
  - 6. Stormwater challenges due to conflicting FAA and State regulations regarding stormwater ponds at airports and the limited space for stormwater treatment at the Airport
    - a. Wally Esser (SJRWMD) was concerned about how we will treat stormwater
    - b. Andrew (PA) said they are working on a few options for treatment
  - 7. Discussed scheduling another agency meeting in 60 days
  - 8. Wally Esser (SJRWMD) expressed concerns over the prohibition to dredge and fill in waters designated for shellfish harvesting (Class II); need to make sure a variance is requested to address this provision
  - 9. Noise
    - a. Noise Contour from Master Plan Update will suffice if fleet mix does not change and there is no increase in operations
  - 10. Alternatives should include an in-depth discussion of how they were eliminated (Screening Criteria)
  - 11. UMAM team needs to explore all mitigation possibilities for impacts
- IV. On-Site Review
  - 1. Wally Esser (SJRWMD) indicated he would begin filling out UMAM forms on his own after viewing the site
  - 2. Damon Young and Beverlee Lawrence (USACE) discussed UMAM numbers the entire site visit
  - 3. Erin Gawera (USFWS) agreed that wood storks were the main concern
  - a. Said we would follow up on preparation of the wood stork foraging analysis
  - 4. SJRWMD & USACE after seeing the wetland line and discussing what indicators were used in its determination verbally agreed to the wetland line and in some places requested it be moved waterward

|                     | ANOINMERN I AL ASSESSMEIN I                                             |                                                                                       |                                                           | Date: June 3, 2009                           |
|---------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------------------------------|
| NAME                | REPRESENTING                                                            | MAILING ADDRESS                                                                       | TELEPHONE                                                 | E-MAIL                                       |
| V Beverlee Lawrence | Army Corps of Engineers                                                 | 701 San Marco Blvd<br>Jacksonville, FL 32207                                          | (904)232-2234                                             | Beverlee.A.Lawrence@usace.army.mil.us        |
| Damon Young         | Army Corps of Engineers                                                 | 701 San Marco Blvd<br>Jacksonville, FL 32207                                          | (904)232-2234                                             | damen myour to usare a my                    |
| V Virginia Lane     | Federal Aviation Administration                                         | 5950 Hazeltine National Drive, Suite 400                                              | (407) 812-6331<br>x129                                    | vinginia lane@faa.gov                        |
| George Gestinger    | National Marine & Fisheries<br>Service                                  | 9741 Ocean Shore Blvd<br>St. Augustine, FL 32080                                      | (904) 461-8674                                            | george.getsinger@noaa.gov                    |
| Etin Gawera         | U.S. Fish & Wildlife Services                                           | 7915 Baymeadows Way, Suite 200<br>Jacksonville, FL 32256-7517                         | 904/731-3121<br>(ditect)                                  | erin_gawera@fws.gov                          |
|                     | A 1511 ALICE WILDING                                                    |                                                                                       | (uncu)<br>904/731-3336<br>(main)<br>Fax: 904/731-<br>3045 | Ciller                                       |
| Wally Esser         | St. Johns River Water<br>Management District                            | 7775 Baymeadows Way, Suite 102<br>Jacksonville, FL 32256                              | (904)448-7985<br>12                                       | wesseresjrumd.com                            |
| Greg Strong         | Florida Department of<br>Environmental Protection<br>Northeast Division | 7825 Baymeadows Way, Suite B200<br>Jacksonville, FL 32256                             | (904)807-3300                                             | greg.strong@dep.state.fl.us                  |
| Jan Brewer          | St. Johns County                                                        | 4040 Lewis Speculary                                                                  | 112400                                                    | Abrun @Singl.vc                              |
| Justin Ellenberger  | FL Fish & Wildlife Conservation<br>Commission                           | 2690 E South Ponte Vedra Blyd.<br>4470 Guarov, E.V. K.<br>Ponte Vedra Beach, FL 32082 | (352)732-1225<br>90×1-875-6877                            | justin.ellenberger@myfwc.com                 |
|                     | Guana River Habitat & Species<br>Field Lab                              |                                                                                       |                                                           | XXX                                          |
| Ed Wuclines-        | St-Augustine – St. Johns-County<br>Airport                              | 4796 U.S. 1 N-<br>St. Augustine, FIL 32095                                            | ( <del>904)209-0090-</del>                                | errollesgi-airport.com NOT IN<br>ATTENDATION |
| Влуал Соорег        | St. Augustine – St. Johns County<br>Airport                             | 4796 U.S. 1 N<br>St. Augustine, FL 32095                                              | (904)209-0090                                             | jbc@sgj-airport.com                          |
| Andrew Holesko      | Passero Associates, LLC                                                 | 13453 N. Main St, Suite 106<br>Jacksonville, FL 32218                                 | (904)757-6106                                             | aholesko@passero.com                         |
|                     |                                                                         |                                                                                       |                                                           |                                              |

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ENVIRONMENTAL ASSESSMENT JGUSTINE - ST. JOHNS COUNTY AIRPORT

Date: June 3, 2009

Re:

|  |  |  |      |  |  | Chris the bener | Noah Silvennan                                    | Beverley Birkitt                                  | v Mariben Andersen                                              | Steve Sabia               | Satra Mass-,                                          |
|--|--|--|------|--|--|-----------------|---------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------|---------------------------|-------------------------------------------------------|
|  |  |  |      |  |  | . VIA TELECOM   | Birkitt Environmental Sciences,<br>Inc.           | Birkitt Environmental Sciences,<br>Inc.           | m The LPA Group, LLC Introported                                | Passero Associates, LLC   | Passero Associates, ILC                               |
|  |  |  |      |  |  |                 | 550 N. Reo Street<br>Suite 105<br>Tampa, FL 33609 | 550 N. Reo Street<br>Suite 105<br>Tampa, FL 33609 | 4503 Woodland Corporate Blvd.<br>Suite 400 Tampa, Florida 33614 |                           | 13453 N. Main St, vuite 106<br>Jacksonville, FL 32218 |
|  |  |  | <br> |  |  |                 | (813) 259-1085                                    | (813) 259-1085                                    | (813)889-3892                                                   | 904-382-5651              | (904)757-6106                                         |
|  |  |  |      |  |  |                 | nsil <del>vetman@birk</del> itt.com               | bbirkutt@birkatt.com                              | R                                                               | 1 lillun-pice 49/1001 com | smassey@passero.com                                   |

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# St Augustine Airport Mitigation Options Meeting with SJRWMD August 25, 2009

## Attendees

SJRWMD:Ken John and Christine WentzelSt. Augustine Airport:Bryan CooperBirkitt Environmental Services:Beverly Birkitt and Melissa Green

## **General Discussions**

- Impacts to Class II waters will need to be compensated. The mitigation can be provided separately but will need to be provided in other Class II waters. The other mitigation needs can be provided outside of Class II waters.
- Christine Wentzel is okay with the airport spoil island as mitigation; she would prefer it since it is in Class II waters and close to what is being impacted.
- Due to the FAA circular, would need to make sure FAA is okay with mitigation at the spoil island near the airport.
- The spoil island identified previously by Paul Haydt (44 acres) may be part of the Ball Tract (see below).
- Christine Wentzel to provide Birkitt contacts for options below.

## Potential Options

Onshore Options

- 1. Off of 210 in Nokatee, Palm Valley Marsh Harbor
  - South of the development, they have saltmarsh area available for mitigation (also have freshwater wetlands)
  - Onshore along the intracoastal waterway
  - Have graphics that will need to be fine tuned
  - o Restoration opportunities, trail roads
- 2. Los Calinas/ Ball Tract
  - o Palencia owns marsh side
  - Hooks up into Nokatee development (large-scale)
  - May have saltmarsh/spoil island areas available for mitigation
  - Spoil island identified by Paul Haydt may be part of this tract.

### State and Federal Parks

- 3. GTMNERR Dr. Mike Shirley
  - The National Research Reserve may have some needs

### 4. Anastasia State Park

• Have some shellfish area and saltmarsh – Salt Run

C:\Users\smassey\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook\XBBF10AI\SJRWMD mit options meeting\_082509.docx • Might have an area in need of restoration?

#### Land Acquisition

#### 5. Venetian/Stokes Landing

- Directly adjacent to SJRWMD property
- Looking to sell to SJRWMD
- Maybe for acquisition

#### 6. Other Land Acquisition Areas

- o Contact Bill Bossoutte SJRWMD's Land Manager for the area
- Cheapest option may be to buy land to give to SJRWMD
- Tony Cubbage purchases land for SJRWMD

#### Follow-up email from Christine Wentzel

Here is the information I spoke about:

#### Marsh Harbor Mitigation Area

Contact: Michelle Hendryx Environmental Services, Inc. (904) 470-2200

## **Ball Tract / Palencia North PUD**

Contact: David Haas Intervest Construction of Jax, Inc. (904) 281-0800

#### **Tony Cubbedge**

St. Johns County Real Estate Division (904) 209-0792

#### Venetian Mitigation Area

Contact: John Shanks Access Ecological Associates, Inc. (904) 584-1144

#### Guana Parcel (location attached) Contact: Farley Granger fgrainger@bmjg.com

I spoke with our Land Acquisition folks and they did not indicate that there are any current acquisitions in Basin 6, but did mention that you may want to look at areas that are adjacent to Stokes Landing, which is a parcel of land currently owned by the District and located north of the airport.

Once again, please contact Guana NERR for potential options.

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## ST. AUGUSTINE AIRPORT TAXIWAY 'C' REPLACEMENT, RSA REPAIR, AND APPROACH LIGHTING SYSTEM PROJECTS

## UMAM AND MITIGATION MEETING OCTOBER 20, 2009 AGENDA

- 1. PROJECT UPDATE
- 2. UMAM DISCUSSION INSIDE
- 3. MITIGATION OPTIONS
- 4. ON-SITE REVIEW TO DISCUSS UMAM NUMBERS

## UMAM and Mitigation Agency Meeting October 20, 2009

**Attendees:** Please refer to attached sign in sheet.

**Objective:** To reach concurrence on UMAM numbers and discuss the mitigation options assessment and currently proposed mitigation.

**Summary:** An overview of alternatives and proposed action was provided. The majority of the airport is owned by the Airport. Virginia Lane (FAA) stressed that Avoidance and Minimization of wetland impacts needs to be addressed in the EA. Shoreline stabilization that will prevent future erosion was also discussed.

I. Mitigation Options

The project team has exhausted many mitigation options and it was found that the airport's spoil island is the best option currently identified. Other options will be investigated as information becomes available until the EA submittal. Christine and Mark support the spoil island restoration as mitigation.

Virginia stressed that concurrence of using the spoil island for mitigation is provided in the EA.

Discussed the wildlife hazard potential of the spoil island. The spoil island currently has trees that could provide nesting habitat for large wading birds. Restoration of the spoil island would remove this threat of nesting habitat and meet FAA guidelines which require removal of nesting trees near airports.

Virginia requested that a brief memo and graphic to the FAA be provided ahead of the Draft EA so FAA can concur that restoration of the spoil island does not provide a wildlife hazard.

It was also explained that the FDOT mitigation program was explored since the Tampa International airport used it recently for their improvements. Christine stated that she believes there are no projects available in the applicable basins and that SJRWMD has previously told FDOT that they would have to find their own projects in Basin 6 and 7.

Mark suggested that Madeira development be contacted for potential mitigation as they may have something available.

It was also discussed that the SJRWMD does not look at UMAMs during the EA process, only during the permitting process.

It was discussed that a conceptual ERP permit will be submitted to the SJRWMD. Christine stated that this is a great idea and will make things easier. Conceptual ERP permits are valid for 20 years.

The USACE can do a 15 year or longer permit but they need the timeline and the information for the Public Notice to do it. The conceptual ERP permit will provide the Water Quality Certification needed for the USACE Individual Permit. It was indicated that the construction is anticipated to occur fairly quickly following permit approvals.

Mark also stated that the EA can be referenced in the USACE permit. The EA can be used as documentation in regard to avoidance and minimization and mitigation.

Virginia stated that the timeframe of construction will need to be provided in the EA.

The wetlands mitigation plan must be provided in the EA.

II. UMAM Discussion

It was discussed whether SJRWMD requires mitigation for temporary impacts. Christine stated that it depends on the project, how quickly the habitat will become successful, and the extent of mitigation. Some instances yes, others not. Because saltmarsh vegetation grows so quickly; typically no mitigation would be required.

Open water mitigation was also discussed. Sometimes open water impacts do not require mitigation.

Christine stated that typically she likes the lump areas together and not separate the assessment areas for UMAMs.

#### III. UMAM Scores Discussion

The meeting was moved to the project site for field review of UMAM numbers.

In general, Christine scored the wetlands high in all the areas (west, south, east). She believed that the saltmarsh habitat looks good, healthy. It is a system that is providing the functions similar to the surrounding area and connects to the adjacent saltmarsh habitats.

In general, Mark (USACE) scored the wetlands slightly lower than what Christine discussed. He recognized that wetlands agent to airports are lower quality and that the project will provide a public benefit through increased safety.

Christine accepted separating the open water component from the saltmarsh habitat on the west side. Christine did state that the end of the tidal ditch is upland cut and that for SJRWMD, impacts to upland cut ditches do not require mitigation.

Mark Evans indicated that it doesn't matter if the wetland is upland cut for the USACE. Impacts to this area will need to be mitigated. However, the area can be separated out and given a lower score.

Secondary impacts were discussed. Christine stated that how the lights are constructed will determine if there are secondary impacts to the saltmarsh in this area. If the impacts will be temporary, no mitigation needed. If you use barge or mats during low tide; it depends on the method. It was stated that geo mats are the best method. It was stated that the methods chosen will likely only cause temporary impacts and will not require mitigation.

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| Passero Associates |              |       | COMP      | UTATIONS |
|--------------------|--------------|-------|-----------|----------|
| PROJECT:           |              | SHEET |           | OF       |
| PROJECT NO:        | COMPUTED BY: |       | _ DATE: _ |          |
| REVISED BY:        | CHECKED BY:  |       |           |          |
|                    |              |       |           |          |

October 20,2009 St. Augustine Auport EA ( MMAM Discussion Meeting (12:30)

In Attendance

Organization

SA . SJCAA

ED WUELLNER Virginia Lane Sara Massey

Christine Wenter Victor Calvert

SIRWMD

FAA Fassero Associates

Passero Associates

Bryan Cooper Melissa Green Manben Espinitu Andersen Bevenly F. Binkitt MARK R. EUANS Andrew Holesto

Airport Authority Birkitt Environmental Services, I/c. The LPA Group Incorporated BIRKITH ENV. SUCS. U.S. ARMY CORPS OF ENGINEERS

Passero Associates
### THE ST. AUGUSTINE RECORD

### RECEIVED

COPY OF

NOTICE OF PUBLIC AVAILABILITY NOTICE OF PUBLIC

MEETING AND

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DRAFT Environm Assessment (BA) pared by the St. Au ne - St. Johns Co

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nFT: 1 5 2009

#### S.A. AIRPORT AUTHORITY 4796 US HIGHWAY 1 N SAINT AUGUSTINE FL 32095

L4261-9 Ref #: P.O.#: TAXI C

PUBLISHED EVERY MORNING SUNDAY THRU SATURDAY ST. AUGUSTINE AND ST. JOHNS COUNTY, FLORIDA

STATE OF FLORIDA, COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared ULINDA E. VERSTRAATE

who on oath says that he/she is an Employee of the St. Augustine Record,

a daily newspaper published at St. Augustine in St. Johns County, Florida:

that the attached copy of advertisement being a NOTICE OF MEETING

In the matter of DRAFT ENV ASSESSMENT - TAXIWAY C REPLACEMENT

was published in said newspaper on 12/11/2009

Affiant further says that the St. Augustine Record is a newspaper published at St. Augustine, in said St. Johns County, Florida, and that the said newspaper heretofore has been continuously published in said St. Johns County, Florida, each day and has been entered as second class mail matter at the post office in the City of St. Augustine, in said St. Johns County, for a period of one year precedint rederal Addition admin the first publication of the copy of advertisement; and affiant further says that he/she has neither paid nor promised any person, firm or corporation any discount rebate, commission or refund for the purpose of securing the advertisement for publication in the said newspaper.

Sworn to and subscribed before me this 1/th day of Dec 2009

dia

straate who is personally known to me

Signature of Notary Public)

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or who has produced as identification

aldered I and the calls and the of the other an Star REGINA WRIGLEY STEVENS KARY PU Notary Public - State of Florida My Commission Expires Jan 7, 2011 Commission # DD 627170 Bond (Sibeli) in National Notary Assn. a dene la construction de مر<sub>ا</sub>ي مرويند ₹*2*0 5467

Ine, FL 32095. The DRAFT/Environmen fai Assessment has been distributed to the tai-lowing agencies the Faderal Analun Adulta Istration Unite States Army Carps d. Engineers United States Flah and Wildles Service United States Environ-mental, Frosterion Agency a Wijdiik inservation.Commis sion Inrida Depo Ida Departmentio nvironmental Pratec on, Intergovernmental

Frograms Florida Depdarment of 10 vills 1 Environmental Profect Automotiv Ion, Submerged Lands meeting and Environmental HSARING 4400 witi be Lesources . Johns River woter meating and pi Johns County (Boardhe St. Avgustine of county Commission: Johns County Al ars, Environmental Authority board i st. Augustine St. August lon) L4261.9 Dec 11, 2009Coun U.S. 1 1 North, St. August

### NOTICE OF PUBLIC AVAILABILITY

### NOTICE OF PUBLIC INFORMATION MEETING AND PUBLIC HEARING

## Draft Environmental Assessment for Taxiway 'C' Replacement, Runway Safety Area Compliance and Approach Lighting System St. Augustine Airport, St. Johns County FL

Notice is Given that a DRAFT Environmental Assessment (EA) prepared by the St. Augustine – St. Johns County Airport Authority (Authority) for proposed projects at the St. Augustine Airport is available for public review. The DRAFT EA evaluates the economic, social and environmental impacts of three proposed projects. The projects include: improve aircraft access to Runway 31 by replacing Taxiway C; bring the Runway 31 Runway Safety Area (RSA) back into compliance with current FAA design standards; and add an Approach Lighting System (ALS) system to the Runway 31 approach. The proposed projects will be located on airport-owned property and an area of adjacent state-owned submerged land.

The proposed projects will permanently impact 10.03 acres of jurisdictional wetlands and open water. Mitigation is proposed to reduce impacts to wetlands. The U.S. Army Corps of Engineers is a cooperating agency with the Federal Aviation Administration (FAA) on the EA.

The DRAFT EA is available for public review for 45 days beginning December 11, 2009, at the St. Augustine – St. Johns County Airport Administration Building, 4796 U.S. 1 North, St. Augustine, FL 32095. Contact Cindy Hollingsworth at (904) 209-0090 to review the document. The DRAFT EA is also available for review at the FAA's Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando Florida, 32822, and telephone (407) 812-6331. The DRAFT EA will be made available online at: <u>www.staugustineairport.com</u>. The Authority will accept public comments on the DRAFT Environmental Assessment from December 11, 2009 to January 25, 2010.

The findings of the DRAFT Environmental Assessment will be presented at a public information meeting on January 11, 2010, from 3 p.m. to 4 p.m. At the meeting, the public will have the opportunity to ask technical questions about the proposed projects. Following the public information meeting and immediately following the Airport Authority's organization meeting, a PUBLIC HEARING will be held at 4:00 p.m. Both the meeting and public hearing will be held at the St. Augustine – St. Johns County Airport Authority board room: St. Augustine – St. Johns County Airport, 4796 U.S. 1 North, St. Augustine, FL 32095.

The DRAFT Environmental Assessment has been distributed to the following agencies:

Federal Aviation Administration Unite States Army Corps of Engineers United States Fish and Wildlife Service United States Environmental Protection Agency National Marine Fisheries Service National Oceanic and Atmospheric Administration Florida Fish and Wildlife Conservation Commission Florida Department of State, Division of Historical Resources Florida Department of Transportation Florida Department of Transportation Florida Department of Environmental Protection, Intergovernmental Programs Florida Department of Environmental Protection, Submerged Lands and Environmental Resources St. Johns River Water Management District St. Johns County (Board of County Commissioners, Environmental Division)

#### **Cindy K. Hollingsworth**

From: Sent: To: Subject: Attachments: Brannon, Karen [karen.brannon@staugustine.com] Wednesday, December 09, 2009 10:55 AM Cindy K. Hollingsworth RE: 12/11 Legal Ad image001.jpg

Hi Cindy! No problem. Will publish on Dec 11.

Karen Brannon

From: Cindy K. Hollingsworth [mailto:ckh@sgj-airport.com] Posted At: Wednesday, December 09, 2009 10:52 AM Posted To: Legals Conversation: Legal Ad Subject: 12/11 Legal Ad

Good Morning,

We would like to have the attached legal ad ran on Friday, 12/11/09 if at all possible. Please confirm receipt of this email request.

Thank you,

For the St. Augustine Airport Authority, Cindy Hollingsworth 4796 US 1 N St. Augustine, FL 32095 904-209-0090 office 904-209-0528 fax

URL: www.staugustineairport.com

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# AGENCIES WHO RECEIVED DRAFT ENVIRONMENTAL ASSESSMENT FOR COMMENT

| Name          | Last Name | Agency                                                                                                           | Street Address                              | City           | State | Zip Code       |
|---------------|-----------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------|----------------|-------|----------------|
| Virginia      | Lane      | Federal Aviation<br>Administration Orlando<br>Airports District Office                                           | 5950 Hazeltine National<br>Drive, Suite 400 | Orlando        | FL    | 32822          |
| Mark          | Evàns     | United States Army Corps of<br>Engineers Jacksonville<br>Permitting Section                                      | 701 San Marco Blvd,<br>Room 372             | Jacksonville   | ŦĿ    | 32207-<br>0019 |
| Erin          | Gawera    | U.S. Fish & Wildlife Services                                                                                    | 7915 Baymeadows Way,<br>Suite 200           | Jacksonville   | FL.   | 32256-<br>7517 |
| Eric          | Hughs     | United States Environmental<br>Protection Agency                                                                 | 70 San Marco Blvd 4<br>West                 | Jacksonville   | FL    | 32207-<br>0019 |
| Chris         | Hoberg    | US EPA Region 4                                                                                                  | 61 S. Forsyth Street, S.W.                  | Atlanta        | GA    | 30303-<br>8900 |
| George        | Getsinger | NOAA Fisheries Services<br>St. Augustine Field Office                                                            | 9741 Ocean Shore Blvd                       | St. Augustine  | FL    | 32080-<br>8616 |
| Miles         | Croom     | NOAA Fisheries Services                                                                                          | 263 13th Ave South                          | St. Petersburg | FL    | 33701          |
| Robert        | Hoffman   | National Marine & Fisheries<br>Services                                                                          | 263 13th Ave South                          | St. Petersburg | FL.   | 33701          |
| Dennis        | David     | Florida Fish & Wildlife<br>Conservation Commission                                                               | 1239 S.W. 10th Street                       | Ocala          | FL    | 34471-<br>0323 |
| Mike          | Abbott    | Florida Fish & Wildlife<br>Conservation Commission                                                               | 1239 S.W. 10th Street                       | Ocala          | FL    | 34471-<br>0323 |
| Scott         | Stroh     | Florida Department of State<br>Division of Historical<br>Resources                                               | 500 S Bronough Street                       | Tallahassee    | fl    | 32399-<br>0250 |
| Gene          | Lampp     | Florida Department of<br>Transportation                                                                          | 2198 Edison Ave MS<br>2813                  | Jacksonville   | FL.   | 32204          |
| Lauren        | Milligan  | Florida Department of<br>Transportation<br>Intergovernmental Programs                                            | 3900 Commonwealth<br>Blvd, MS 47            | Tallahassee    | FI.   | 32399          |
| Tim           | Rach      | Florida Department of<br>Environmental Protection<br>Office of Submerged Lands<br>and Environmental<br>Resources | 2600 Blair Stone Road MS<br>2500            | Tallahassee    | FL.   | 32399          |
| Christine     | Wentzel   | St. Johns River Water<br>Management District                                                                     |                                             | St. Augustine  | FL    |                |
| Jan           | Brewer    | St. Johns County Board of<br>County Commissioners<br>Envrionmental Division                                      | 4040 Lewis Speedway                         | St. Augustine  | FL    | 32084          |
| Pare          | Bowlegs   | Tribal Historic Preservation<br>Officer–Seminole Nation of<br>Oklahoma                                           | P.O. Box 1498                               | Wewoka         | ОК    | 74884          |
| <b>W.S</b> .* | Steele    | Tribal Historic Preservation<br>Officer Seminole Tribe of<br>Florida AH-TAH-THI-KI<br>Museum                     | HC-61, Box 21-A                             | Clewiston      | FL.   | 33440          |
| Steve         | Terry     | Section 106 and NAGPRA<br>RepresentativeMiccosukee<br>Tribe of Indians of Florida<br>Tamiami Station             | P.O. Box 440021                             | Miarri         | FL    | 33144          |

ST. AUGUSTINE - ST. JOHNS COUNTY AIRPORT AUTHORITY 1 2 **Public Meeting** 3 held at 4796 U.S. 1 North St. Augustine, Florida 4 on Monday, January 10, 2009 5 6 from 4:22 p.m. to 5:45 p.m. 7 **BOARD MEMBERS PRESENT:** 8 9 WAYNE GEORGE JOHN "JACK" GORMAN **KELLY BARRERA**, Chairman 10 CARL YOUMAN, Secretary-Treasurer 11 JAMES WERTER 12 \*\*\*\*\*\*\*\*\*\*\*\*\*\* \* \* \* \* \* \* \* \* \* \* \* 13 ALSO PRESENT: 14 DOUGLAS N. BURNETT, Esquire, St. Johns Law Group, 1301 Plantation Island Drive South, Suite 302-B, St. Augustine, FL, 32080, Attorney for Airport Authority. 15 EDWARD WUELLNER, A.A.E., Executive Director. 16 17 BRYAN COOPER, Assistant Airport Director. \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* 18 19 20 21 JANET M. BEASON, RPR, RMR, CRR, FPR St. Augustine Court Reporters 1510 N. Ponce de Leon Boulevard 22 St. Augustine, FL 32084 (904) 825-0570 23 24

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| 1  | PROCEEDINGS                                        |
|----|----------------------------------------------------|
| 2  | CHAIRMAN BARRERA: And we will reconvene a          |
| 3  | public hearing for the runway safety area. We      |
| 4  | have a few comment cards here. If we have any      |
| 5  | members of the public who would like to speak on   |
| 6  | this item, please make sure that you give me a     |
| 7  | comment card before we we go any further. I        |
| 8  | need to have comment cards filled out before we go |
| 9  | any further. So if there is anybody else, let me   |
| 10 | give you a minute to go and get some and turn      |
| 11 | those in.                                          |
| 12 | MR. COOPER: Anybody want one?                      |
| 13 | CHAIRMAN BARRERA: Okay. To get started, I          |
| 14 | want to ask Andrew Holesko to come to the          |
| 15 | microphone. He's the project manager with          |
| 16 | Passero.                                           |
| 17 | And I want to reiterate that as we go through      |
| 18 | this process and we do when we do open it up to    |
| 19 | public comment, all public comment responses will  |
| 20 | get a written response. So I want to make sure     |
| 21 | everybody in the audience is aware of that.        |
| 22 | PROJECT OVERVIEW & SUMMARY - PASSERO ASSOCIATES    |
| 23 | MR. HOLESKO: Good evening. I'm Andrew              |
|    |                                                    |

24 Holesko with Passero Associates. I have several

| 1  | Raise your hand if you're with the consultant      |
|----|----------------------------------------------------|
| 2  | team. Quite a few of us here this evening. We've   |
| 3  | had numerous companies working with us on this     |
| 4  | Environmental Assessment over the past 12 months.  |
| 5  | I'd like to thank everybody who attended the       |
| 6  | public information meeting from 3:00 to 4:00 p.m.  |
| 7  | You can still see some of the remnants around the  |
| 8  | room of the different information stations that    |
| 9  | were available from 3:00 to 4:00.                  |
| 10 | What I'd like to do is just do a little            |
| 11 | summary and a little bit of reading directly from  |
| 12 | the Environmental Assessment, and then I'm going   |
| 13 | to hand over a little bit of a pre-presentation to |
| 14 | representatives of the LPA Group and Birkett       |
| 15 | Environmental to talk about the environmental      |
| 16 | factors listed inside the Environmental            |
| 17 | Assessment.                                        |
| 18 | CHAIRMAN BARRERA: And, Andrew, before you go       |
| 19 | any further, let me just reiterate that this is a  |
| 20 | runway safety area reclamation, a Taxiway C        |
| 21 | replacement, and a Runway 31 approach lighting     |
| 22 | public hearing. This this time does cover all      |
| 23 | three of those items. Thank you.                   |
| 24 | MR. HOLESKO: The Environmental Assessment is       |

| 1  | County Airport Authority to evaluate the potential |
|----|----------------------------------------------------|
| 2  | environmental impacts associated with three        |
| 3  | projects recommended in the 2006 Airport Master    |
| 4  | Plan and shown on the Airport Layout Plan which    |
| 5  | was conditionally approved by the FAA on September |
| 6  | 19th, 2006.                                        |
| 7  | The three proposed actions being analyzed in       |
| 8  | this EA are as follows. Number one, to improve     |
| 9  | access to Runway 31 by replacing Taxiway C.        |
| 10 | Number two, to bring the Runway 31 safety area     |
| 11 | back into compliance with current FAA design       |
| 12 | standards. And number three, to add an approach    |
| 13 | lighting system to Runway 31 approach.             |
| 14 | This EA provides the purpose and need for          |
| 15 | each proposed action, an inventory of the existing |
| 16 | environmental conditions, and the results of an    |
| 17 | environmental analysis associated with each        |
| 18 | proposed action.                                   |
| 19 | This EA has been developed in accordance with      |
| 20 | the National Environmental Policy Act of 1969, the |
| 21 | Federal Council on Environmental Quality's NEPA    |
| 22 | Regulations Part 1500 to 1508, and FAA Orders      |
| 23 | 5050.4B and 1050.1E.                               |
| 24 | Section 1 of the Environmental Assessment          |

| 1  | Section 2 of the EA was the alternative section,   |
|----|----------------------------------------------------|
| 2  | which had three sections. Section 3 was the        |
| 3  | affected environment, which had 18 sections.       |
| 4  | Section 4 was the environmental con                |
| 5  | environmental consequences section, which had 17   |
| 6  | subsections. Section 5 was the mitigation, which   |
| 7  | had two sections. Section 6 is anticipated         |
| 8  | approvals and permits. It had seven subsections.   |
| 9  | Section 7 was agency coordination and public       |
| 10 | involvement. Had seven subsections. And then we    |
| 11 | had appendices, and we had 24 different appendices |
| 12 | which provide additional technical information,    |
| 13 | technical support, and specialized study which was |
| 14 | supported inside the EA.                           |
| 15 | I'm going to hand over first to Mariben from       |
| 16 | LPA to do a brief presentation and then to Melissa |
| 17 | Green. And then we'll come back and open up for    |
| 18 | public comments. Again, as Kelly had mentioned,    |
| 19 | we will provide a written response to each comment |
| 20 | received today.                                    |
| 21 | AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES  |
| 22 | MS. ANDERSON: Thank you, Andrew. Good thing        |
| 23 | I wore heels today. Whoops. As part of the         |
| 24 | National Environmental Policy Act, which is the    |

regulatory requirements and guidelines, we had to
 do a due diligence. That 18 sections in the
 affected environment, those are the areas that was
 investigated and evaluated, and we had to describe
 them.
 In summary, we looked at biotic resources,

7 which is your uplands and the animals that live in8 them; compatible land use, which is the planning

9 land use in the airport and outside the airport;

10 federally listed threatened and endangered

11 species, which also included actually state listed

12 species. Those are the animals that are protected

13 by law because there's not a whole lot of them and

14 development has threatened their habitat.

15 Hazardous materials and pollution prevention,

16 we had to investigate area's historical use in the

17 airport to make sure that when we start digging

18 for construction, we don't discover a drum buried

19 in there.

20 Light emissions and visual impact because we

21 have an approach lighting system. We have to make

sure that the animals that use the surrounding

areas and the neighborhoods was not going to be

impacted.

8

| 1  | aircraft. Gratefully, there are no increase in     |
|----|----------------------------------------------------|
| 2  | operations or aircraft a difference in aircraft    |
| 3  | type.                                              |
| 4  | Social impacts, because the construction           |
| 5  | would bring and the new construction would affect  |
| 6  | operations at the airport as far as rather         |
| 7  | construction in the airport as far as bringing in  |
| 8  | revenue and jobs.                                  |
| 9  | Water quality, because we're increasing            |
| 10 | pavement. And of course the wetlands, because      |
| 11 | we're impacting some of them. And cumulative       |
| 12 | impacts. And last but not the least, construction  |
| 13 | impacts.                                           |
| 14 | After we studied all of those, we determined       |
| 15 | that our impacts are to biotic communities and     |
| 16 | wetlands, federally listed and threatened and      |
| 17 | endangered species, and water quality, and we have |
| 18 | cumulative impacts associated with with them.      |
| 19 | And we were able to come up with options and       |
| 20 | alternatives that was coordinated with the         |
| 21 | agencies, so we were able to mitigate for them.    |
| 22 | And Melissa is going to talk about mitigation and  |
| 23 | permitting.                                        |
| 24 | MITIGATION                                         |

.

9

1 Environmental.

| 2    | Mitigation for the wetland impacts and the        |
|------|---------------------------------------------------|
| 3    | threatened and endangered species impacts as well |
| 4    | as water quality and those other items that       |
| 5    | Mariben listed are typically done through some    |
| 6    | sort of wetland or open water restoration.        |
| 7    | For this project, we had to meet six              |
| 8    | criteria. The first one is it had to be a         |
| 9    | suitable size to mitigate to compensate for the   |
| 10   | proposed impacts. Two, it had to be in the the    |
| 11   | same drainage basin, which is Basin 6. It had to  |
| 12   | be approved by the FAA it would not be a wildlife |
| 13   | hazard. It had to be similar habitat type         |
| 14   | saltwater marsh and estuarine open waters.        |
| 15   | Had to be in Class II waters, since the           |
| 16   | waters we are impacting are Class II, and I'll    |
| . 17 | explain what that is in a little bit. As well as  |
| 18   | had to be located within the 13-mile wood core    |
| 19   | wood stork foraging habitat, which is 13 miles of |
| 20   | radius around their calling.                      |
| 21   | The amount of mitigation that we needed was       |
| 22   | determined using the the Uniform Mitigation       |
| 23   | Assessment Method or UMAM. Through this           |
| 24   | assessment, it was determined that we needed 6.06 |

·

| 1  | say, is mainly they're mainly called units. So     |
|----|----------------------------------------------------|
| 2  | this means we had to find some sort of mitigation  |
| 3  | that would provide a functional gain of the same   |
| 4  | amount, 6.06 units.                                |
| 5  | We first looked at many options, but we            |
| 6  | decided that one of the things we could do within  |
| 7  | the project area is to revegetate or replant the   |
| 8  | salt marsh along the runway safety area or the     |
| 9  | RSA.                                               |
| 10 | There's 1.66 acres of that, and that would         |
| 11 | give us a functional gain of .01 units. So,        |
| 12 | therefore, we now needed to find a project that    |
| 13 | would provide or projects that would provide a     |
| 14 | functional gain of 6.05 units.                     |
| 15 | We looked at a multitude of options. We met        |
| 16 | with St. Johns River Water Management District.    |
| 17 | We met with the Army Corps of Engineers. We        |
| 18 | met we contacted local state and federal parks     |
| 19 | around the area.                                   |
| 20 | We contacted private entities to help us           |
| 21 | identify some potential options. We explored       |
| 22 | different options such as restoration, creation,   |
| 23 | enhancement, meaning removal of exotic species, as |
| 24 | well as preservation of wetlands as well as in     |
|    |                                                    |

25 open waters.

| 1  | After conducting an extensive research and         |
|----|----------------------------------------------------|
| 2  | analysis, we found two viable options. The first   |
| 3  | one was at the Guana Tolomato Matanzas National    |
| 4  | Estuarine Research Reserve, or I'll call it        |
| 5  | GTMNERR, since it's really long. And they          |
| 6  | identified a project for us that would be creating |
| 7  | a living shoreline out of oysters.                 |
| 8  | It is about 300 to 350 linear feet, with some      |
| 9  | possible opportunity for salt marsh creation.      |
| 10 | They they wanted it to help promote settlement     |
| 11 | accretion in their area as well as provide a great |
| 12 | oyster reef habitat.                               |
| 13 | It ended up being about 7.69 acres, and            |
| 14 | through the UMAM analysis, we would only get a     |
| 15 | functional gain of .01. Remember we needed 6.05.   |
| 16 | Therefore, this it met all of the options          |
| 17 | except it wasn't large enough to alone cover the   |
| 18 | mitigation that we needed. So we looked at other   |
| 19 | options.                                           |
| 20 | The other viable option that we looked at is       |
| 21 | the airport spoil island, which is down here. I'm  |
| 22 | blocking. Here's the picture so you can see it.    |
| 23 | This is about 18 acres in size. The southern       |
| 24 | portion, about I don't know, you can't see         |

| 1  | The north side is owned by the state.              |
|----|----------------------------------------------------|
| 2  | The spoil island was historically, prior to        |
| 3  | about 1960, was salt marsh. It was created as a    |
| 4  | spoil island from dredging of this adjacent        |
| 5  | embankment right there. Therefore, restoration of  |
| 6  | the upland island, of the island back to salt      |
| 7  | marsh could be considered restoration and could be |
| 8  | mitigation for the project.                        |
| 9  | Utilizing UMAM, the spoil island would             |
| 10 | compensate for the functional loss that we needed  |
| 11 | by providing the functional gain alone. You would  |
| 12 | not need to combine it with any other project.     |
| 13 | Discussions with agency staff were held and        |
| 14 | everyone was in great support of this option.      |
| 15 | Therefore, we selected this option as our          |
| 16 | preferred alternative for the EA and moved forward |
| 17 | with the conceptual design that you see here.      |
| 18 | For the restoration, the trees will be             |
| 19 | removed and the island will be graded back down to |
| 20 | salt marsh elevations and replanted with salt      |
| 21 | marsh vegetation, and a tidal creek will be        |
| 22 | created to mimic the natural habitat. This tidal   |
| 23 | creek will be will have oyster shells planted      |
| 24 | along it to promote oyster growth, oyster          |

| I  | The island does contain some exotic species        |
|----|----------------------------------------------------|
| 2  | such as Brazilian pepper and camphor trees, and    |
| 3  | those will be removed, which is also is a small    |
| 4  | ecological benefit. Another benefit is that the    |
| 5  | spoil material could possibly be used for fill for |
| 6  | the Taxiway C as well as the shoreline, once it's  |
| 7  | been tested and approved. A geotech like I         |
| 8  | said, a geotechnical analysis will be needed for   |
| 9  | that.                                              |
| 10 | So, therefore, the spoil island provides           |
| 11 | meets all the criteria to fully compensate for the |
| 12 | proposed salt marsh and open water impacts         |
| 13 | associated with the project. As I said, the        |
| 14 | agencies fully support it. And the restoration     |
| 15 | will convert the disturbed upland areas to         |
| 16 | historic natural habitat that matches the adjacent |
| 17 | areas.                                             |
| 18 | I believe I also am supposed to discuss the        |
| 19 | permitting that will be needed and approvals that  |
| 20 | will be needed from this project. Let me see.      |
| 21 | MR. GEORGE: And there will be a quiz later.        |
| 22 | MS. GREEN: Yeah. See if you remember it all        |
| 23 | from the two seconds you looked at it.             |
| 24 | PERMITTING                                         |
|    |                                                    |

| 1  | proceed with a construction, we will need an       |
|----|----------------------------------------------------|
| 2  | Environmental Resource Permit from the St. Johns   |
| 3  | River Water Management District. This is needed    |
| 4  | in order to meet the stormwater runoff treatment,  |
| 5  | water quality, wetland impact, state listed        |
| 6  | wildlife, floodplains, and mitigation regulatory   |
| 7  | requirements.                                      |
| 8  | Impacts to wetlands and open waters                |
| 9  | associated with the project area will also require |
| 10 | a permit from the United States Army Corps of      |
| 11 | Engineers. The ERP application form also serves    |
| 12 | as an application form for the Army Corps dredge   |
| 13 | and fill, along with other supplemental            |
| 14 | information.                                       |
| 15 | In addition, as I said, the waters adjacent        |
| 16 | to the project are Class II waters. Class II       |
| 17 | waters are a water quality standard to protect the |
| 18 | waters excuse me, the designated uses, since       |
| 19 | the Class II water designation means that the      |
| 20 | water supports sell shellfish propagation.         |
| 21 | So, statutory requirements say that you need       |
| 22 | to get a variance to do any type of dredging or    |
| 23 | filling in Class II waters. So we will apply for   |
| 24 | a Class II water variance petition and hopefully   |

| 1  | We also conduct Section 7, consultation of         |
|----|----------------------------------------------------|
| 2  | the Endangered Species Act. This is needed for     |
| 3  | any potential impacts to federally listed fish and |
| 4  | wildlife through NMFS, National Marine Fisheries   |
| 5  | Service, and the U.S. Fish and Wildlife Service.   |
| 6  | We anticipate informal consultation, and most      |
| 7  | of the species as all of the species will          |
| 8  | either have no effect or may affect, not likely to |
| 9  | adversely affect. So we expect informal            |
| 10 | consultation and approval federal federally for    |
| 11 | listed species initial impacts.                    |
| 12 | Potential impacts to essential fish habitat.       |
| 13 | Essential fish habitat includes salt marsh,        |
| 14 | estuarine water column, mangroves, such those      |
| 15 | sort of things, is being handled through the EA    |
| 16 | and through the National Marine Fisheries Service  |
| 17 | or NMFS. And so that's another approval we will    |
| 18 | get.                                               |
| 19 | Potential stormwater impacts during                |
| 20 | construction will require an NPDES construction    |
| 21 | permit. This includes development of a Stormwater  |
| 22 | Pollution Prevention Plan or SWPPP. This will be   |
| 23 | done prior to construction.                        |
| 24 | Lastly, we will need approval from St. Johns       |

### 25 County, and it will be -- hopefully be obtained

| 1   | through their associated construction permits.     |
|-----|----------------------------------------------------|
| 2 · | That's it. I'm not sure I'm not sure who's         |
| 3   | next.                                              |
| 4   | PUBLIC COMMENTS                                    |
| 5   | CHAIRMAN BARRERA: Okay. At this time, we           |
| 6   | would like to open this up for public comments.    |
| 7   | And we'll start with Mr. Malcolm Kingsley.         |
| 8   | MR. KINGSLEY: I was the last one that threw        |
| 9   | it down, so I'll get up and do it first.           |
| 10  | Good afternoon, ladies and gentlemen. My           |
| 11  | name is Malcolm Kingsley. My address is 365 North  |
| 12  | Boulevard, St. Augustine, Florida. And the reason  |
| 13  | I'm standing up here and I have a question I       |
| 14  | want to ask you, but I want to show you something. |
| 15  | If I can use one of your diagrams over here.       |
| 16  | CHAIRMAN BARRERA: Can you take the mic with        |
| 17  | you                                                |
| 18  | MR. GORMAN: Take the mic with you.                 |
| 19  | CHAIRMAN BARRERA: so that everything you           |
| 20  | say gets recorded here?                            |
| 21  | MR. KINGSLEY: Okay. Thank you. This is a           |
| 22  | picture of the runway. I assume this is the        |
| 23  | extension that they're going to be working in.     |
| 24  | North Boulevard comes in right here. And my        |
|     |                                                    |

25 property -- I have five acres right in this area.

17

Could I bother you for one second to stand up, 1 2 please? My property is right here. Here's five acres right there. And this is Runway 31. Now, 3 all of this stuff is going to be going on right 4 out in my front yard. 5 6 My question to you is, if you were in my 7 shoes, how would you feel and what would you do? And before I sit down, I've been here for 14 8 9 years, and in that area right up until a year ago 10 I've seen every Florida wildlife creature except 11 a -- a brown bear or black bear. I've seen the panthers there. Bobcats, deer, whatever. It's 12 13 all there. I thank you very much, and I'll sit 14 down. 15 CHAIRMAN BARRERA: Ed, it's my understanding 16 that with this where -- we go through each of the 17 public comments before we get into Authority 18 discussion; is that correct? 19 MR. WUELLNER: Correct. CHAIRMAN BARRERA: Okay. Thank you, 20 21 Mr. Kingsley. Steven Yacarri? Yaccarino. I 22 apologize. MR. YACCARINO: How are you doing? I'm Steve 23 Yaccarino, 2772 South Collins. I'm just a local 24

| 1  | impact on the commercial fishing and               |
|----|----------------------------------------------------|
| 2  | St. Augustine's way of life and you know, it's     |
| 3  | going to change on the whole west side of that     |
| 4  | creek.                                             |
| 5  | I mean, you know, I just think it's a total        |
| 6  | waste of taxpayers' monies just to try to get a    |
| 7  | little revenue from Sawgrass or whatever, you      |
| 8  | know. It's just killing a bunch of my friends      |
| 9  | that commercial fish.                              |
| 10 | You know, it's bad enough they shut down           |
| 11 | snapper. Now they're just trying to take away      |
| 12 | more and more fishing area. And it's just not      |
| 13 | right. So, you know, anything that costs us more   |
| 14 | money in a bad economy and you're just taking away |
| 15 | more and more jobs, you know, it's just not right. |
| 16 | So that's all I've got to say.                     |
| 17 | CHAIRMAN BARRERA: Thank you, Steven. Cathy         |
| 18 | Heller?                                            |
| 19 | MS. HELLER: My name is Cathy Heller. I live        |
| 20 | at 4075 Quail Drive, which is probably a mile west |
| 21 | of the airport. And I do hear the engines because  |
| 22 | when I first moved there like five years ago, I    |
| 23 | was like, "What's that noise? What's that noise?"  |
| 24 | It's the engines from the airport. But that's not  |

| 1  | The island that's been there for 40 years,         |
|----|----------------------------------------------------|
| 2  | you're going to tell me you're going to come in    |
| 3  | here and pretty prettily design and move stuff     |
| 4  | around and it's not going to affect anything.      |
| 5  | It's going to affect a lot.                        |
| 6  | And then if you're going to extend the runway      |
| 7  | further into the marsh, how much further into the  |
| 8  | intracoastal are we not going to be able to fish?  |
| 9  | And what's it going to affect? It's going to       |
| 10 | affect all of the surrounding areas.               |
| 11 | I have a friend that lives right where that        |
| 12 | blue line is. It's going to affect us going there  |
| 13 | and enjoying his beautiful marshland. And we       |
| 14 | fish, we catch redfish, and we enjoy his property. |
| 15 | And it's going to affect all the people that is    |
| 16 | around there. Thank you.                           |
| 17 | CHAIRMAN BARRERA: Thank you, Cathy. Sherry         |
| 18 | Badger.                                            |
| 19 | MS. BADGER: Hi. I know some of y'all missed        |
| 20 | me. Back again. This is a waste of taxpayers'      |
| 21 | money. The airport is on a fast track to doing     |
| 22 | the same thing that the city has done by allowing  |
| 23 | Flagler College to be exempt from taxes.           |
| 24 | Y'all know this isn't right. Y'all are             |
|    |                                                    |

,

| -  |                                                    |
|----|----------------------------------------------------|
| 1  | the people nothing that you're going to be off the |
| 2  | tax rolls but a bunch of snow. And it you          |
| 3  | know, it seems like you people would understand    |
| 4  | everybody's not moving to St. Augustine for an     |
| 5  | airport.                                           |
| 6  | You're going to be affecting the you're            |
| 7  | going to decrease the land values. And I will be   |
| 8  | at every commissioners and you know, there's       |
| 9  | and I know Mr. Burnett and Mr. Warner (sic), y'all |
| 10 | have a beautiful way of speaking, but this isn't   |
| 11 | going to stop people. Thank you.                   |
| 12 | CHAIRMAN BARRERA: Thank you, Sherry. Dwight        |
| 13 | Hines. Mr. Hines?                                  |
| 14 | MR. HINES: Hello. My name is Dwight Hines.         |
| 15 | I live at Post Office Box 562, St. Augustine.      |
| 16 | My concerns are with the technical details.        |
| 17 | I think we can work this out. But this is a        |
| 18 | really a lot of work people did. And I had         |
| 19 | trouble getting through it all. And it seemed a    |
| 20 | little bit disorganized with the appendices and    |
| 21 | everything. But my primary concerns are with the   |
| 22 | sampling of biology, the sampling of the culture,  |
| 23 | it's inadequate.                                   |
| 24 | It's in 2002, the Office of Management and         |
|    |                                                    |

| 1  | These are not just suggestions; they're           |
|----|---------------------------------------------------|
| 2  | requirements. They're rewriting those now under   |
| 3  | Obama, and in 90 days or so they'll be out. But   |
| 4  | this sampling just won't work. It's fixed         |
| 5  | sampling.                                         |
| 6  | Fixed sampling means it's you decide where        |
| 7  | you want to do it. You can't generalize past that |
| 8  | spot, okay? So you're limited in what you can     |
| 9  | generalize. They also didn't sample for different |
| 10 | types of creature likes macroinvertebrates.       |
| 11 | They're the foundation. That's what we need.      |
| 12 | I think doing the same type of thing for          |
| 13 | cultural artifacts, you're going to miss stuff.   |
| 14 | And you're also not going to be able to           |
| 15 | generalize, like say, well, there's nothing here, |
| 16 | so there's nothing anywhere. What you want to be  |
| 17 | able to do is generalize the whole universe and   |
| 18 | or that area.                                     |
| 19 | I think these can be worked out. I put them       |
| 20 | in writing and I'm not sure who to give these to. |
| 21 | I figured I'd post them on the web. But these are |
| 22 | very technical. But my concern also is with the   |
| 23 | general culture, how is this going to impact?     |
| 24 | CHAIRMAN BARRERA: Thank you, Mr. Hines.           |

| 1  | MR. SESONA: My name is Al Sesona, 394 North        |
|----|----------------------------------------------------|
| 2  | Boulevard. I'd like to thank Ed personally for     |
| 3  | sending me a letter advising me of this meeting    |
| 4  | and also listing a rather rough draft of what was  |
| 5  | going to be discussed here today.                  |
| 6  | Madam Chair, I don't know how much time I          |
| 7  | have, but if I do run over my allotted time, I'm   |
| 8  | wondering if someone else here might donate their  |
| 9  | speaking time in my behalf.                        |
| 10 | CHAIRMAN BARRERA: Mr. Sesona, we won't as          |
| 11 | long as you don't as long as you don't go into     |
| 12 | a 20-minute thing, as long as you're within a      |
| 13 | 10-limit time thing, I think I'll be fine.         |
| 14 | MR. SESONA: It looks like I can run my             |
| 15 | mouth.                                             |
| 16 | My life in St. Augustine began in 1967 as          |
| 17 | project engineer for the Boston Bay seafood people |
| 18 | working with John and Felix Salvador designing,    |
| 19 | building, and making operational an automated      |
| 20 | processing system for shucking and eviscerating    |
| 21 | scallops and hopefully establish a new State of    |
| 22 | Florida scallop industry.                          |
| 23 | In 1974, I bought and still own the same           |
| 24 | property at the end of North Boulevard to organize |

25 a f

a fish farm enterprise. In 1981, my plans

| 1  | submitted to the Department of Natural Resources    |
|----|-----------------------------------------------------|
| 2  | for permits to utilize sovereign land immediately   |
| 3  | adjacent to my property and main Runway 13/31 was   |
| 4  | refused.                                            |
| 5  | Then and now, a history of data deems these         |
| 6  | waters acceptable for shellfish harvesting and      |
| 7  | fish farming. In fact, with runoff polluting        |
| 8  | conditions once clogged by Ponce golf course no     |
| 9  | longer happening, these waters and surrounding      |
| 10 | marshland are better off for it. I offer the        |
| 11 | sincerest thanks to Stokes Land Group for helping   |
| 12 | achieve much environmental improvement and          |
| 13 | protecting this. What you don't see here is         |
| 14 | the is the pink spoonbill bird species.             |
| 15 | Private shellfish spawning research success         |
| 16 | beginning in the late 60s with Marvin Groves        |
| 17 | convinced Florida state administration Farm         |
| 18 | Administration to approve a loan of about \$243,000 |
| 19 | in 1973 to begin a fishing farming enterprise       |
| 20 | located on Camachee island since we already had     |
| 21 | two fish ponds with a sizeable in-captivity         |
| 22 | pompano population and a fully operational fish     |
| 23 | meal dehydration system there. 125,000 fully        |
| 24 | understood to purchase the 43-acre Camachee Island  |

| 1   | of a massive heart attack at the age 49, some five |
|-----|----------------------------------------------------|
| 2   | days before signing final papers.                  |
| 3   | I say all this because my experience with          |
| 4   | saltwater fisheries is vast. One page of handout   |
| 5   | that I've given to the board describes some of my  |
| 6   | fears, and I now present copies to the board and   |
| 7   | executive director, which Cindy has already done.  |
| 8   | Thank you.                                         |
| 9   | Whether or not existing or future Airport          |
| 10  | Authority project is permitted rests solely upon   |
| 11  | you, the St. Augustine St. Johns County            |
| 12  | citizens who pay the bill.                         |
| 13  | One particular person believes my concerns         |
| 14  | weird and announced so in this room during the 18, |
| 15  | May '09 monthly meeting. Others here associate me  |
| 16  | with spurting misinformation, having many          |
| 17  | businesses, whatever that means. Check the         |
| 18  | minutes of that Airport Authority monthly meeting. |
| 19  | After hearing my concerns today, I leave it        |
| 20  | to you to determine because in the final analysis, |
| 21  | taxpayers will allow or disallow the Airport       |
| 22  | Authority from bringing our airport to a           |
| 23  | destination similar to what city of New London,    |
| .24 | Connecticut inherited due to the blitzing of       |
|     |                                                    |

25 private property for common good.

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25

| 1  | Now, after ten years of expensive legal            |
|----|----------------------------------------------------|
| 2  | wrangling all the way to the Supreme Court by the  |
| 3  | best lawyers money can buy, we see a large amount  |
| 4  | of once revenue-yielding property lying barren and |
| 5  | empty on purpose. Can we say for sure that will    |
| 6  | not happen here?                                   |
| 7  | Essence of a successful business operation,        |
| 8  | or for that manner running a household depends on  |
| 9  | an ability to be debt-free, generate cash flow,    |
| 10 | and have a type of growth befitting sensible       |
| 11 | parameters.                                        |
| 12 | I seriously doubt that anyone in this room         |
| 13 | could run their personal household matters like is |
| 14 | done by Airport Authority and avoid a sheriff's    |
| 15 | notice of eviction or possibly end up in a         |
| 16 | bankruptcy court.                                  |
| 17 | With due respect to this board, its                |
| 18 | chairperson and executive director, who            |
| 19 | undoubtedly feel the job they're doing is          |
| 20 | acceptable, I submit that Airport Authority        |
| 21 | tactics, strategies, and objectives lack true      |
| 22 | merit.                                             |
| 23 | Implementation of a 3,000 foot long lighting       |
| 24 | system can hardly be considered fiscally           |

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| 1                                            | cordially invited to visit my property and see for                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2                                            | yourself firsthand how empty the skies are of                                                                                                                                                                                                                                                                                                                                            |
| 3                                            | daily air traffic, the nitty-gritty component                                                                                                                                                                                                                                                                                                                                            |
| 4                                            | factor concerning airport expansion.                                                                                                                                                                                                                                                                                                                                                     |
| 5                                            | Your Airport Authority has been, is now, and                                                                                                                                                                                                                                                                                                                                             |
| 6                                            | will continue to be a financially subsidized                                                                                                                                                                                                                                                                                                                                             |
| 7                                            | entity. No matter St. Johns County taxpayer, FAA,                                                                                                                                                                                                                                                                                                                                        |
| 8                                            | FDOT, or DOT agency contributions, it's all tax                                                                                                                                                                                                                                                                                                                                          |
| 9                                            | money. And there is no getting off the tax roll.                                                                                                                                                                                                                                                                                                                                         |
| 10                                           | Dig deep, I urge you. Become better informed                                                                                                                                                                                                                                                                                                                                             |
| 11                                           | of Airport Authority's performance,                                                                                                                                                                                                                                                                                                                                                      |
| 12                                           | accomplishment, success, and failure. Then decide                                                                                                                                                                                                                                                                                                                                        |
|                                              |                                                                                                                                                                                                                                                                                                                                                                                          |
| 13                                           | if requests sought are worthy.                                                                                                                                                                                                                                                                                                                                                           |
| 13<br>14                                     | if requests sought are worthy.<br>Yesterday's St. Augustine Record front page                                                                                                                                                                                                                                                                                                            |
|                                              |                                                                                                                                                                                                                                                                                                                                                                                          |
| 14                                           | Yesterday's St. Augustine Record front page                                                                                                                                                                                                                                                                                                                                              |
| 14<br>15                                     | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you                                                                                                                                                                                                                                                                                            |
| 14<br>15<br>16                               | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to                                                                                                                                                                                                                                      |
| 14<br>15<br>16<br>17                         | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to<br>professional consultants over the years who on                                                                                                                                                                                    |
| 14<br>15<br>16<br>17<br>18                   | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to<br>professional consultants over the years who on<br>just about every chance confronted environmental                                                                                                                                |
| 14<br>15<br>16<br>17<br>18<br>19             | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to<br>professional consultants over the years who on<br>just about every chance confronted environmental<br>issues. Why suddenly this?                                                                                                  |
| 14<br>15<br>16<br>17<br>18<br>19<br>20       | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to<br>professional consultants over the years who on<br>just about every chance confronted environmental<br>issues. Why suddenly this?<br>Surely we all know no matter the expansion of                                                 |
| 14<br>15<br>16<br>17<br>18<br>19<br>20<br>21 | Yesterday's St. Augustine Record front page<br>article is very telling, folks. Imagine if you<br>will hundreds of thousands of tax dollars given to<br>professional consultants over the years who on<br>just about every chance confronted environmental<br>issues. Why suddenly this?<br>Surely we all know no matter the expansion of<br>our airport, inventing a better mousetrap or |

With just about the entire air travel hardly

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| I  | flying while suffering from a sour economy and     |
|----|----------------------------------------------------|
| 2  | fast getting towards a lasting depression, is this |
| 3  | the time to even think about such a lavish         |
| 4  | expenditure? I say no and pray you will dwell on   |
| 5  | this very intensely, then decide if requests       |
| 6  | sought for a highly speculative venture are worthy |
| 7  | of your moral and financial support. Thank you     |
| 8  | for your kind attention and for taking time to be  |
| 9  | here today.                                        |
| 10 | CHAIRMAN BARRERA: Thank you, Mr. Sesona.           |
| 11 | Mr. Kendeigh.                                      |
| 12 | MR. KENDEIGH: My name is Bruce Kendeigh. I         |
| 13 | live at 240 Redfish Creek Drive North in Casa      |
| 14 | Cola, 32095-9627 zip.                              |
| 15 | On record, I wish to request that the FAA          |
| 16 | deny the \$15 million funded upgrade to the St.    |
| 17 | Johns County Airport, as reported in the           |
| 18 | St. Augustine Record dated Sunday, January 1st     |
| 19 | January 10th, 2010.                                |
| 20 | This Record article gives a cite to view the       |
| 21 | draft of the current Environmental Assessment. In  |
| 22 | reviewing this, and Passero & Associates did a     |
| 23 | tremendous job, I went online as was suggested in  |
| 24 | Chad's article and reviewed the information        |

;

| <ul> <li>1,400 pages. That kind of struck me as odd.</li> <li>That's about half the number of pages in our new</li> <li>national health care plan. I don't know how many</li> <li>people read that much prior to this meeting, but I</li> <li>certainly didn't.</li> </ul> | /    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <ul> <li>4 national health care plan. I don't know how many</li> <li>5 people read that much prior to this meeting, but I</li> </ul>                                                                                                                                       | 1    |
| 5 people read that much prior to this meeting, but I                                                                                                                                                                                                                       | /    |
|                                                                                                                                                                                                                                                                            |      |
| 6 certainly didn't.                                                                                                                                                                                                                                                        |      |
|                                                                                                                                                                                                                                                                            |      |
| 7 Also, I'd request oh, the general wildlife                                                                                                                                                                                                                               |      |
| 8 species protected report, and this was done it                                                                                                                                                                                                                           |      |
| 9 sounded like very very comprehensively by these                                                                                                                                                                                                                          |      |
| 10 ladies, using this first page as a kind of an                                                                                                                                                                                                                           |      |
| 11 example and as a guideline that's on the site, it                                                                                                                                                                                                                       |      |
| 12 sort of leaves off any reference to humans, with                                                                                                                                                                                                                        |      |
| 13 families adjacent to and impacted by this                                                                                                                                                                                                                               |      |
| 14 requested airport construction increase, which                                                                                                                                                                                                                          |      |
| 15 would increase noise, it will increase exhaust                                                                                                                                                                                                                          |      |
| 16 fumes from diesels.                                                                                                                                                                                                                                                     |      |
| 17 During the meeting for the Airport Authority,                                                                                                                                                                                                                           |      |
| 18 noise group that I was a member of, one of the                                                                                                                                                                                                                          |      |
| 19 founding members of, there were concerns that w                                                                                                                                                                                                                         | vere |
| 20 brought forth to some of the board members abo                                                                                                                                                                                                                          | ut   |
| 21 there were greasy residues, this is back when                                                                                                                                                                                                                           |      |
| 22 Skybus was flying, greasy residues that was left                                                                                                                                                                                                                        |      |
| 23 on 31 when the planes would come in on final                                                                                                                                                                                                                            |      |
| 24 approach. Obviously from the surface of the box                                                                                                                                                                                                                         | ats  |

1 and they're affecting the -- obviously the -- the 2 aquiculture. 3 Anyway, the -- there's no reference to humans with families adjacent to or impacted by this 4 5 requested airport construction, none of us, with the exception of Al. I think Mr. Wuellner sent 6 7 him a letter. 8 Also, I would request that the FDOT item, 9 number 424071, which is a million dollar cap, St. 10 Augustine Airport acquire land for airport 11 expansion, that's been prequalified. This is in 2011. FDOT item 409882 is a \$1,100,000 cap, 12 St. Augustine design and construction approach 13 lighting system, Runway 31. And item number 14 2171355, it's a million dollar cap, St. Augustine 15 16 design and construction service road SGJ 612 for year 2011 be denied, also. 17 Although the St. Augustine Authority has 18 committed to be off the St. Johns County tax rolls 19 in 2010, a critical review of the proposed future 20 21 operational funding and budgets of this airport reflect a continuing dependence on federal and 22 state money. 23 As a reference, this Friday will be the -- a 24

| 1  | about in the newspaper. We've run out of money in  |
|----|----------------------------------------------------|
| 2  | the county. So people are taking a voluntary day   |
| 3  | off and they aren't getting paid because of money; |
| 4  | we don't have the money. Evidently the FAA has     |
| 5  | the money and evidently the Florida Department of  |
| 6  | Transportation has the money for aviation          |
| 7  | projects.                                          |
| 8  | A fiscal review of the St. Augustine Airport       |
| 9  | Authority expenditures for the past five years     |
| 10 | suggests that management is complacent about       |
| 11 | operational underperformance, is cavalier about    |
| 12 | potential risks, and does not fully understand the |
| 13 | economics of a business and is undisciplined about |
| 14 | spending. A thorough financial or fiscal analysis  |
| 15 | of the Skybus venture will substantiate my views.  |
| 16 | As I said, we live at Redfish Creek Drive.         |
| 17 | There are 27 homesites in Casa Cola. There are     |
| 18 | 250 homes in the adjacent neighborhood of Eagle    |
| 19 | Creek. There are currently 950 homes within a      |
| 20 | mile radius that are continuously impacted by      |
| 21 | aircraft fight noise and low-altitude overflights. |
| 22 | Approximately 18 months ago, because of the        |
| 23 | continuing flight noise and safety concerns, a     |
| 24 | group of about 28 airport adjacent homeowners met  |

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| 1  | meetings attended by homeowners, people            |
|----|----------------------------------------------------|
| 2  | representing airport interest began attending.     |
| 3  | Our concerns were duly noted. Reasons were         |
| 4  | repeatedly given. Lack of homeowners' belief in    |
| 5  | the Airport's ability to provide solutions led to  |
| 6  | a gradual decline in homeowner attendance. In an   |
| 7  | attempt to place a positive spin by the airport    |
| 8  | staff, the 10/19/09 St. Augustine Airport          |
| 9  | Authority minutes meeting minutes pages 29 to      |
| 10 | 36 might be of interest.                           |
| 11 | And another bit of information quickly. I've       |
| 12 | heard that we can't do anything, nothing can be    |
| 13 | done. A quote, if you've ever lived near an        |
| 14 | airport, you know that noise can make a major      |
| 15 | issue. The only one of I think the board members   |
| 16 | that live close to the airport is Mr. Wuellner.    |
| 17 | The noise from jet engines and the vibration       |
| 18 | you feel as your home shakes from passing aircraft |
| 19 | can be more than just a minor annoyance.           |
| 20 | Balancing the needs of airports and their          |
| 21 | consume or customers with those of residents       |
| 22 | living near airports is a tricky issue for         |
| 23 | communities across the nation.                     |
| 24 | Los Angeles area, Bob Hope, John Wayne, all        |
| 1  | airport they have a voluntary curfew.              |
|----|----------------------------------------------------|
| 2  | John Wayne, the result, pilots must often          |
| 3  | take off at nearly full power and many times are   |
| 4  | required to make steep climb before reducing power |
| 5  | while flying over Newport Beach. Orange County     |
| 6  | also prohibits commercial flights between 10 p.m.  |
| 7  | and 7 a.m.                                         |
| 8  | Noise is just one issue facing residents           |
| 9  | living near airports. They also face safety and    |
| 10 | health concerns. And what I've seen, what I've     |
| 11 | read, the concern with the birds, the roseate      |
| 12 | spoonbill, the shrimp, and the microflora don't    |
| 13 | affect the 950 homes that we will be privy to the  |
| 14 | increased noise if these funds are spent to        |
| 15 | increase the airport business. Thank you.          |
| 16 | CHAIRMAN BARRERA: Maria Kingsley.                  |
| 17 | MRS. KINGSLEY: Bingo. Hi. My name is Maria         |
| 18 | Kingsley. I live at 365 North Boulevard. It's at   |
| 19 | the end of 13/31. I apologize for being late. I    |
| 20 | couldn't get out of work.                          |
| 21 | The only thing I immediately wanted to say is      |
| 22 | I very much want to see instead of the vertical    |
| 23 | illustrations, I would like to see a horizontal    |
| 24 | rendering that can give someone an idea of how far |

| 1  | to that doesn't give me any idea of what the       |
|----|----------------------------------------------------|
| 2  | visual impact will be. Thank you.                  |
| 3  | CHAIRMAN BARRERA: Thank you, Ms. Kingsley.         |
| 4  | Dorothy Wardell.                                   |
| 5  | MS. WARDELL: I'd like to give my three             |
| 6  | minutes to Mrs. Sherry Badger, please.             |
| 7  | MS. BADGER: Sherry Badger, 2772 South              |
| 8  | Collins Avenue. And there was something            |
| 9  | Dorothy and I have worked hand in hand on the      |
| 10 | Hometown Democracy, which there's something that   |
| 11 | everybody in here needs to know, that the city     |
| 12 | gave the developer gave all the rights away to     |
| 13 | the people who would be purchasing property at the |
| 14 | Ponce. Which means if they have a complaint, it    |
| 15 | will fall upon deaf ears. What is this going to    |
| 16 | do to property values in there when people find    |
| 17 | out? Do they wait? Is it going to be said?         |
| 18 | This is another you know, y'all really             |
| 19 | need to think about what's going on. Because the   |
| 20 | city got the land annexed by the county and now    |
| 21 | the city's out of land. And they keep annexing     |
| 22 | land, and y'all are going to be out of the tax     |
| 23 | base.                                              |
|    |                                                    |

24 CHAIRMAN BARRERA: Thank you. Tina Harishick

1 (Not present.)

| 2  | CHAIRMAN BARRERA: Reba Ludlow. Reba Ludlow?        |
|----|----------------------------------------------------|
| 3  | MS. LUDLOW: Now Mariben knows how I feel           |
| 4  | every week when I have to talk after these tall    |
| 5  | people. Reba Ludlow, Ponte Vedra Beach.            |
| 6  | What I really want to say, I do understand         |
| 7  | the concern that so many of you have. I do I       |
| 8  | would like to suggest that you be a little more    |
| 9  | open-minded to it. All islands I know the          |
| 10 | island is there, but all islands are not healthy,  |
| 11 | you know. It could be that, you know, having the   |
| 12 | tidal basin and making the better oyster beds and  |
| 13 | things like that would be better for the           |
| 14 | environment than what's going on on the island.    |
| 15 | I have an island behind my house, and it was       |
| 16 | a very nice island I didn't interrupt you. I       |
| 17 | had a very nice island there at one time, and I    |
| 18 | want to say, in ten years now, it is not a nice    |
| 19 | island. It is so congested, birds cannot get in    |
| 20 | and out. You know, if they land on top, all they   |
| 21 | do is, you know, send their, you know, droppings   |
| 22 | down to the bottom. It ruins the bottom. And       |
| 23 | really, they're just waiting on the island to, you |
| 24 | know, die. So, we don't have anything to replace   |

| 1  | way to replace and keep the environment going in a |
|----|----------------------------------------------------|
| 2  | positive direction.                                |
| 3  | The one thing I would like to say is oh,           |
| 4  | that that doing something like this does           |
| 5  | involve many many entities, mainly the EPA and the |
| 6  | do, do, do and the dah, dah, dah, you know, and I  |
| 7  | would suggest that, you know, we work with these   |
| 8  | people to get together and try to come to a        |
| 9  | workable solution.                                 |
| 10 | I mean, you can't just say "We want the            |
| 11 | island removed," and you say, "I want the island   |
| 12 | to stay there." We all have to be able to work     |
| 13 | together and see what will work for everybody.     |
| 14 | That's what I have to say.                         |
| 15 | CHAIRMAN BARRERA: Thank you, Ms. Ludlow.           |
| 16 | Mr. Jones?                                         |
| 17 | MR. JONES: Joe Jones, 4672 Fifth Avenue.           |
| 18 | Some of my questions have been answered it seems   |
| 19 | like, you know, talking to the people at the       |
| 20 | things. One was, you know, have any of the         |
| 21 | permits already been applied for? She said         |
| 22 | nothing has been applied for yet as far as         |
| 23 | permitting goes or anything.                       |
| 24 | The spoils island that you're talking about        |

it was first permitted and built?
I mean it looks like it's pretty much

| 2  | I mean, it looks like it's pretty much             |
|----|----------------------------------------------------|
| 3  | deteriorated where there was no upkeep done on it  |
| 4  | from the get-go and it's destroyed more marsh than |
| 5  | what it was originally. I know when you do a       |
| 6  | spoils island, usually you come back and you       |
| 7  | and you maintain them. You don't just let it sit   |
| 8  | and sit out there and just destroy the rest of the |
| 9  | marsh.                                             |
| 10 | I mean, are you basically going to get paid        |
| 11 | for destroying something that because, you know,   |
| 12 | you put your spoils marsh I didn't know it was     |
| 13 | part of the state you know, part you, part         |
| 14 | state. But I mean, normally on a spoils island,    |
| 15 | there is a certain amount of maintaining going on  |
| 16 | to it to keep it from eroding back in there and    |
| 17 | destroying more of the marshland. So obviously it  |
| 18 | don't look like none of that's ever happened.      |
| 19 | And then like where your safety run your           |
| 20 | safety zone is now, you've already had a safety    |
| 21 | zone there at one time and it's just eroded? What  |
| 22 | was y'all doing to keep with the erosion at that   |
| 23 | time and stuff like that so over time while it was |
| 24 | eroding, I mean, did you what kind of efforts      |

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file:///SI/Users/ckh/SharedDocs/Admin/Board%20Mtg%20Info/Minutes/Mtg011110.txt[1/19/2010 8:22:49 AM]

25 were in place to try to keep that from eroding?

| 1  | Or did that dirt there actually just go in the     |
|----|----------------------------------------------------|
| 2  | marsh and fill in more marsh, also?                |
| 3  | So, I mean, they really, you're not being          |
| 4  | good stewards, I guess is what I'm saying. You     |
| 5  | already proved, you know, what you did to start    |
| 6  | with you didn't keep up with.                      |
| 7  | When the runway was built and you built the        |
| 8  | channel going out, wasn't a periodic study         |
| 9  | supposed to be done on the effects of the marsh    |
| 10 | and everything else at that time, and the channel  |
| 11 | actually even be dredged out? I thought            |
| 12 | because, I mean, at meetings, I was told that      |
| 13 | y'all were responsible for dredging that channel   |
| 14 | out at some time or another. Is it a straight      |
| 15 | channel that goes straight and pretty much         |
| 16 | flowed all the water flowed down?                  |
| 17 | Because I know the marshes I've been out           |
| 18 | there 35 years back in here and all of the marshes |
| 19 | and little creeks are filling in. I mean, that's   |
| 20 | no ifs, ands or buts. You can pull out your map,   |
| 21 | any map you want, and look at the size of the      |
| 22 | creeks now compared to what they were and your     |
| 23 | pictures from 40 years ago. They're filling in     |
| 24 | and it's from consequences from the airport and    |
|    |                                                    |

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| 1   | you're supposed to be doing as good stewards of    |
|-----|----------------------------------------------------|
| 2   | the environment.                                   |
| 3 . | So what makes us think when you move this          |
| 4   | tidal creek, it's going to happen again. Or if     |
| 5   | you fill it in, it's going to happen again. You    |
| 6   | know, unless you're willing to be a good           |
| 7   | student or steward from the start, you're right    |
| 8   | back where you were.                               |
| 9   | I mean, that's the way I always understood         |
| 10  | it, that y'all were supposed to keep an eye on     |
| 11  | that the channel, the canal, I guess. It's         |
| 12  | just a straight canal. It's all silted in now.     |
| 13  | You can't even get through there at low tide no    |
| 14  | more.                                              |
| 15  | You used to be able to come and go at any          |
| 16  | tide. And you know for a fact that back there on   |
| 17  | Casa Cola, there was you used to be able to        |
| 18  | pull boats in and out 40 foot long and work on     |
| 19  | them. There's no coming in no more with any size   |
| 20  | boat hardly.                                       |
| 21  | And then another concern of mine is these          |
| 22  | the lights you're talking about running out there. |
| 23  | You're talking about a gangway going from light to |
| 24  | light? That's what I read in the article your      |
|     |                                                    |

25 thing, was a gangway to service the lights.

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| 1                                            | That's been taken out? That was in that's in                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2                                            | your study, though. That wasn't                                                                                                                                                                                                                                                                                                                                |
| 3                                            | MR. HOLESKO: (Shakes head.)                                                                                                                                                                                                                                                                                                                                    |
| 4                                            | MR. JONES: I read that in your study,                                                                                                                                                                                                                                                                                                                          |
| 5                                            | lighting the light with a gangway. How are you                                                                                                                                                                                                                                                                                                                 |
| 6                                            | planning on servicing these lights, you know,                                                                                                                                                                                                                                                                                                                  |
| 7                                            | throughout the marsh? How are you going to get                                                                                                                                                                                                                                                                                                                 |
| 8                                            | back to them eventually, you know, when you do                                                                                                                                                                                                                                                                                                                 |
| 9                                            | have to service them? Are you just going to keep                                                                                                                                                                                                                                                                                                               |
| 10                                           | going back across the marsh to service them?                                                                                                                                                                                                                                                                                                                   |
| 11                                           | MR. HOLESKO: We'll respond to your comments                                                                                                                                                                                                                                                                                                                    |
| 12                                           | in writing.                                                                                                                                                                                                                                                                                                                                                    |
|                                              |                                                                                                                                                                                                                                                                                                                                                                |
| 13                                           | MR. JONES: Oh, okay. I'm sorry. So this is                                                                                                                                                                                                                                                                                                                     |
| 13<br>14                                     | MR. JONES: Oh, okay. I'm sorry. So this is just we don't have no answers here today. I'm                                                                                                                                                                                                                                                                       |
|                                              | •                                                                                                                                                                                                                                                                                                                                                              |
| 14                                           | just we don't have no answers here today. I'm                                                                                                                                                                                                                                                                                                                  |
| 14<br>15                                     | just we don't have no answers here today. I'm sorry.                                                                                                                                                                                                                                                                                                           |
| 14<br>15<br>16                               | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The                                                                                                                                                                                                                                                              |
| 14<br>15<br>16<br>17                         | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The<br>Record is. You know, I don't take it, you know,                                                                                                                                                                                                           |
| 14<br>15<br>16<br>17<br>18                   | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The<br>Record is. You know, I don't take it, you know,<br>but when they're talking about, you know, for the                                                                                                                                                      |
| 14<br>15<br>16<br>17<br>18<br>19             | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The<br>Record is. You know, I don't take it, you know,<br>but when they're talking about, you know, for the<br>safety of the runway is to encourage because                                                                                                      |
| 14<br>15<br>16<br>17<br>18<br>19<br>20       | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The<br>Record is. You know, I don't take it, you know,<br>but when they're talking about, you know, for the<br>safety of the runway is to encourage because<br>you say you I don't know if they were quoting                                                     |
| 14<br>15<br>16<br>17<br>18<br>19<br>20<br>21 | just we don't have no answers here today. I'm<br>sorry.<br>Okay. And then I know how accurate The<br>Record is. You know, I don't take it, you know,<br>but when they're talking about, you know, for the<br>safety of the runway is to encourage because<br>you say you I don't know if they were quoting<br>you or not, Ed, but it sounded like with the new |

file:///S//Users/ckh/SharedDocs/Admin/Board%20Mtg%20Info/Minutes/Mtg011110.txt[1/19/2010 8:22:49 AM]

| 1  | encourage more airlines and stuff to come. Well    |
|----|----------------------------------------------------|
| 2  | that is more additional noise.                     |
| 3  | So I know in the I mean, all through the           |
| 4  | report, no additional noise, no additional noise,  |
| 5  | and if it's to encourage more air traffic, that is |
| 6  | additional noise.                                  |
| 7  | And then another question, but I guess you're      |
| 8  | not answering questions, as far as being in        |
| 9  | noncompliance all this time, what effect did that  |
| 10 | have on like Grumman and stuff like that? I mean,  |
| 11 | did it did it do anything at all to Grumman for    |
| 12 | the for the noncompliance of that safety zone?     |
| 13 | I mean, did it affect how they come and go         |
| 14 | with not being able to come and go anymore? I      |
| 15 | mean, is it like if they start coming like         |
| 16 | if it did affect them, is it going to make them    |
| 17 | sit out there with their jets and just run all day |
| 18 | long like they're used to? And you could hear      |
| 19 | them all the way from downtown.                    |
| 20 | All right. And then and then one other             |
| 21 | thing. I'm just curious and I don't know if it's,  |
| 22 | you know it just makes you think sometimes.        |
| 23 | Some of the stuff that's been done, like Araquay   |
| 24 | Park, you know, it's kind of picking on a          |
|    |                                                    |

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| 1  | that's not really economically strong like some of |
|----|----------------------------------------------------|
| 2  | the other neighborhoods the can put up a fight.    |
| 3  | I know you railroaded that's how Araquay           |
| 4  | Park kind of got railroaded. It was almost like    |
| 5  | they just weren't equal you know, if they were     |
| 6  | a stronger community money-wise and put up more of |
| 7  | a fight and stuff like that, it would have been.   |
| 8  | You know, it's almost like discrimination, is      |
| 9  | basically about what it's like, a form of          |
| 10 | discrimination, you know. You don't think          |
| 11 | people I'm not saying they're worth less, but      |
| 12 | it seems like, well, they ain't going to have much |
| 13 | to say about it. And it's probably true.           |
| 14 | And the last thing I want to say is I love         |
| 15 | the tower. It's a great tower. It's beautiful      |
| 16 | coming into the city.                              |
| 17 | CHAIRMAN BARRERA: Thank you, Joe. Joe              |
| 18 | Lopinto?                                           |
| 19 | MR. LOPINTO: I'd like to start off by              |
| 20 | thanking the Authority for holding this meeting.   |
| 21 | I think it's very informative and with the         |
| 22 | communication that comes from the public.          |
| 23 | I'd like the record to show that my comments       |
| 24 | are derived from because I know that these         |

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| 1  | are derived from 45 years as an aviation           |
|----|----------------------------------------------------|
| 2  | professional with experience in the corporate and  |
| 3  | airline aviation sectors and accumulating over     |
| 4  | 25,000 hours of aviation experience, piloting      |
| 5  | experience, and also holding senior management     |
| 6  | positions in those aviation sectors.               |
| 7  | From a pilot's perspective, landing an             |
| 8  | aircraft in bad weather, the approach lighting     |
| 9  | system in my opinion and I will be addressing      |
| 10 | each one of the three items up there, the approach |
| 11 | lighting system is one of the most important       |
| 12 | features.                                          |
| 13 | It is the only item that allows the pilot to       |
| 14 | transition from the on-based or onboard            |
| 15 | instrumentation to the successful landing.         |
| 16 | Without the system, other operational factors come |
| 17 | into play which may prevent the pilot from landing |
| 18 | and therefore causing the plane or the pilot to go |
| 19 | to another airport.                                |
| 20 | And so what does that all mean from a real         |
| 21 | world experience? Planning. When the pilot is      |
| 22 | planning, is doing his operational planning, he    |
| 23 | does take into or she does take into account       |
| 24 | both the actual runways, the electronic            |

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| 1  | systems that that airport has available to them.   |
|----|----------------------------------------------------|
| 2  | And this allows the airport lighting               |
| 3  | system allows for a higher likelihood of a         |
| 4  | successful landing. Even though there may be the   |
| 5  | same electronic systems from airport to airport,   |
| 6  | the actual lighting system does give a higher      |
| 7  | possibility of having a successful landing and     |
| 8  | therefore not going to another airport. The        |
| 9  | downside of going to another airport is            |
| 10 | passengers, be they either themselves, corporate   |
| 11 | passengers or airline passengers, don't like being |
| 12 | 50 to 150 miles away from their intended airport.  |
| 13 | As a matter of fact, I recall one time when I      |
| 14 | was a passenger, the pilot did remark that, "Well, |
| 15 | folks, if you could get your local authority to    |
| 16 | put an approach lighting system, we wouldn't be    |
| 17 | going to this other airport where you're now going |
| 18 | to have to rent cars and can drive to your final   |
| 19 | destination."                                      |
| 20 | When you arrive at your destination, it            |
| 21 | allows the passengers to conduct business. If      |
| 22 | they're a passenger on a an airliner, avail        |
| 23 | themselves of all the facilities, tourist          |
| 24 | facilities that we have here in St. Augustine, and |
|    |                                                    |

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| 1  | minimizes the uncertainty. And it also gives the   |
|----|----------------------------------------------------|
| 2  | public, the flying public, whether you're a        |
| 3  | passenger, a pilot, or a passenger on an airliner, |
| 4  | a a modicum of confidence that the arrival is      |
| 5  | going to occur. You always want to get to your     |
| 6  | destination.                                       |
| 7  | It does allow with respect to the taxiway          |
| 8  | replacement, Taxiway C replacement, from an        |
| 9  | operational standpoint, it gives the tower a lot   |
| 10 | of operational flexibility, both in arrival and    |
| 11 | landings excuse me, arrival, landings, and         |
| 12 | takeoffs. This will allow airplanes to get off     |
| 13 | the ground quicker, rather than staying on the     |
| 14 | ground with their engines running.                 |
| 15 | And with respect to the runway safety area,        |
| 16 | well, flying is not quite the exact science.       |
| 17 | Sometimes we do leave the runway. And so having    |
| 18 | more safety area is a benefit for us.              |
| 19 | I heard some comments made that I'd like to        |
| 20 | address here, but by the public, I'm not           |
| 21 | attempting to answer them, but knowing that        |

- 22 one, this is not an extension to the runway. Yes,
- 23 there is an approach lighting system, but the
- 24 runway itself is still staying the same. I'd like

| 1  | to happen.                                         |
|----|----------------------------------------------------|
| 2  | And the taxes being paid, they're being paid       |
| 3  | by the aviation fuel taxes and the passenger use   |
| 4  | taxes that the aviation public uses. Thank you     |
| 5  | for your comments and your time.                   |
| 6  | AUTHORITY DISCUSSION                               |
| 7  | CHAIRMAN BARRERA: Okay. That is the end of         |
| 8  | the public comment section. We want to open it up  |
| 9  | for Authority discussion. And I thank you, Joe.    |
| 10 | You took care of two of the things that I had made |
| 11 | notes to make a point on. Jim?                     |
| 12 | MR. WERTER: If I may. In prelude to what           |
| 13 | I'm about to say, let me talk about my background  |
| 14 | a little bit. I grew up in Flushing, Queens a      |
| 15 | mile down from final approach of Laguardia Airport |
| 16 | I think it's also numbered runway 31. Joe, is      |
| 17 | that correct?                                      |
| 18 | MR. LOPINTO: That is correct.                      |
| 19 | MR. WERTER: I lived in a on the 24th               |
| 20 | floor of a 27-story apartment building. I could    |
| 21 | hand the pilots cups of coffee as they were coming |
| 22 | by. And I understand the noise factor, except I    |
| 23 | grew up I guess growing deaf to it.                |
| 24 | However, being on an aircraft carrier living       |

| 1  | landing, I got that hearing back and I do feel     |
|----|----------------------------------------------------|
| 2  | about the noise factor.                            |
| 3  | The other part of my upbringing is, I was a        |
| 4  | stumpy, an aggy, wanted to be a wildlife manager   |
| 5  | in high school, was in the agricultural program,   |
| 6  | which was a strange thing in the middle of New     |
| 7  | York City, but that was my goal, to become either  |
| 8  | a forest ranger, a wildlife manager, things of     |
| 9  | that nature. And those tenets, those basic         |
| 10 | feelings are still with me today. And when I       |
| 11 | looked at these improvements and first heard about |
| 12 | these improvements, even before I became a board   |
| 13 | member, I looked to see what was going on.         |
| 14 | An extension there was not going to be an          |
| 15 | extension of the runway into the marshland. That   |
| 16 | was not going to happen. And I was pleased to      |
| 17 | hear that. Then over the past few months, the      |
| 18 | object of using the island to reconvert the        |
| 19 | island, using the island as mitigation land, which |
| 20 | saves us money, we don't have to pay a mitigation  |
| 21 | fee, we don't have to buy mitigation points, I     |
| 22 | asked one of the first things I asked was, what    |
| 23 | the why are we taking this pretty island with      |
| 24 | all this vegetation and doing away with it? And    |
|    |                                                    |

then I was enlightened that there was really

| 1  | nothing living on that island other than scrub.    |
|----|----------------------------------------------------|
| 2  | And my understanding is that we are                |
| 3  | converting this to viable wetlands which may       |
| 4  | increase fishing potential. And this brings back   |
| 5  | the old 16-, 17-year-old times when this is what I |
| 6  | wanted to be involved in.                          |
| 7  | I was involved with a a commercial                 |
| 8  | agricultural conversion commercial property        |
| 9  | project at Macclenny, up in Macclenny, Nassau      |
| 10 | County. And my partner in it, in trying to design  |
| 11 | what we wanted to put up there, he was old school, |
| 12 | let's knock everything down and cement it over,    |
| 13 | and I stomped on him big time.                     |
| 14 | I don't see that happening in this project,        |
| 15 | okay? I see a recouping of wildlife area by        |
| 16 | re-seeding. We we do not have the technology       |
| 17 | of the 1960s. We have the technology of 2010 now.  |
| 18 | That doesn't just apply to aviation. That applies  |
| 19 | to our agricultural industry. And yes, according   |
| 20 | to my father, since I wanted to be involved in     |
| 21 | agriculture, I wanted to be a farmer, that         |
| 22 | includes wildlife management and things of that    |
| 23 | nature.                                            |
| 24 | So, I have not seen on this board a total          |

25 disregard or any disregard to the environmental

| 1  | issues at the end of Runway 31. And you have to    |
|----|----------------------------------------------------|
| 2  | look more closely at the reports and what is being |
| 3  | done at that runway, and if it was that            |
| 4  | destructive, I would not be in favor of it.        |
| 5  | CHAIRMAN BARRERA: Thank you, Jim. Any              |
| 6  | further board comment? Carl?                       |
| 7  | MR. YOUMAN: Go ahead.                              |
| 8  | CHAIRMAN BARRERA: Jack?                            |
| 9  | MR. GORMAN: Well, I don't agree with you,          |
| 10 | Jim. I'm sorry. We can agree to disagree.          |
| 11 | I've been on that island, and the fact that        |
| 12 | is that island is part of the ecology. It's        |
| 13 | been it's been taken back by good old Mother       |
| 14 | Nature. It started as a spoil island and now it's  |
| 15 | fully treed. It has trees on it that are 40 feet   |
| 16 | tall. It has cedar trees. It has everything.       |
| 17 | It's in low in some areas. In some areas, it's     |
| 18 | over nine feet in elevation.                       |
| 19 | So, to my way of thinking, it really is part       |
| 20 | of the ecology. It really has reevolved back into  |
| 21 | all what all marsh islands are. I live on a        |
| 22 | marsh island. I've got a little camp north of the  |
| 23 | town of the airport here. And it's the same        |
| 24 | island. It's the same type. It's about the same    |

| 1  | So I just don't agree with you. If you've          |
|----|----------------------------------------------------|
| 2  | been out there, if you did go out there, then      |
| 3  | then talk to me again.                             |
| 4  | MR. WERTER: One question for you.                  |
| 5  | MR. GORMAN: Okay.                                  |
| 6  | MR. WERTER: I mean, what I was told that           |
| 7  | really there was no wildlife out there.            |
| 8  | MR. GORMAN: I disagree with that, too.             |
| 9  | Certainly with 18 people from 15 committees out    |
| 10 | there, the wildlife are maybe hiding. I'm sure     |
| 11 | they're you know. But there's plenty of            |
| 12 | wildlife out there. It's I was told the            |
| 13 | wildlife didn't live there full time. I mean,      |
| 14 | maybe it's a bedroom community for wildlife. I'm   |
| 15 | not sure. You've just got to laugh.                |
| 16 | Maybe I'm just an old redneck woods guy, but       |
| 17 | it's it's the woods. It's reevolved. It's          |
| 18 | there. It's part of what natural ecology happens   |
| 19 | when you just leave something alone. I mean,       |
| 20 | that's just my opinion, and I've been on that darn |
| 21 | island. I can go on and on. I mean, there's        |
| 22 | other ways to mitigate that.                       |
| 23 | I think that if you want to start with money,      |
| 24 | let's start with money. I the assessment of        |

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| 1  | down, bury all that, and then bury and burn all    |
|----|----------------------------------------------------|
| 2  | that and then dig that whole thing, including nine |
| 3  | foot elevation, just my opinion, but I've been in  |
| 4  | the dredge business a bit, and dig that down below |
| 5  | water level, it's going to be I'd like to see a    |
| 6  | hard copy of that. And I wish at the eleventh      |
| 7  | hour, we certainly had hard copies of that in      |
| 8  | front of us before we we had this discussion.      |
| 9  | I mean, I feel like here's the eleventh hour.      |
| 10 | We've got no data as to what this is really going  |
| 11 | to cost. Everybody said, oh, the federal           |
| 12 | government's going to pay for that. What if they   |
| 13 | don't? That's my point. I mean, what if they       |
| 14 | don't?                                             |
| 15 | It's I mean, I want the taxiway because I          |
| 16 | believe it finishes the airport. The ILS is a      |
| 17 | moot point. If you're a pilot, it doesn't ruin     |
| 18 | the environment, it's just posts in the ground.    |
| 19 | And the other mitigation areas are I feel          |
| 20 | overblown by the agencies.                         |
| 21 | Mitigation requirements. You want me to go         |
| 22 | on? I'll go on as quickly as I can about this,     |
| 23 | but I've read the Birkett report. We can go on     |
| 24 | and on, but there are mitigation possibilities     |
|    |                                                    |

that are there.

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| 1  | One is St. Johns County. They have                 |
|----|----------------------------------------------------|
| 2  | mitigation credits, but they're not letting them   |
| 3  | go. Another is the iguana (sic). The iguana        |
| 4  | the amount of units that the iguana project, the   |
| 5  | state park, whatever it is in other words, I'm     |
| 6  | not labeling it properly, but everybody knows what |
| 7  | I'm talking about. The amount of units that these  |
| 8  | agencies are assessing to that, I mean, they       |
| 9  | should be negotiable.                              |
| 10 | This whole thing is is a matter of                 |
| 11 | judgment. The matter of mitigation is a matter of  |
| 12 | judgment. The quality of the mitigation and the    |
| 13 | units is a matter of judgment. And to sum it all   |
| 14 | up, I see three things going on here.              |
| 15 | Money, I see a lot I see common sense. To          |
| 16 | me, it's just not common sense to pull that out.   |
| 17 | I'm sorry we disagree, but it's just not. And I    |
| 18 | see a lack of cooperation between agencies that    |
| 19 | are just not talking to one another and they're    |
| 20 | not trying to help the airport.                    |
| 21 | We've got the County. We've got the St.            |
| 22 | Johns River Water Management District. They're     |
| 23 | when they assess the amount of mitigation required |
| 24 | or where the mitigation can happen, its adjacency  |

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## 25 to tidal areas, that can be changed. I mean, it's

| 1  | a matter of their judgment as an agency. And I     |
|----|----------------------------------------------------|
| 2  | just don't see that anybody's given an inch on     |
| 3  | this whole thing.                                  |
| 4  | I think there's alternative mitigation             |
| 5  | requirement available. I think that it's           |
| 6  | it to me, it's not common sense to knock down      |
| 7  | an existing island. But at the eleventh hour, I    |
| 8  | feel like this whole thing is coming at us like a  |
| 9  | railroad train where, well, we have to pick this   |
| 10 | island, raze it, dig it below sea level or we lose |
| 11 | our money.                                         |
| 12 | I'd like to know where the dredge where            |
| 13 | are these these dig, dredge and burn and and       |
| 14 | dig down, where are these quotes before we can     |
| 15 | make any kind of a good assessment of this. I'd    |
| 16 | like to see some other alternative.                |
| 17 | We have, in this paper, the Birkett report,        |
| 18 | no other alternative. Anastasia State Park,        |
| 19 | status pending. Fort Moosa, status pending.        |
| 20 | Faver-Dykes, status pending. Let's see. What       |
| 21 | have we got? Mitigation banks, no opportunities.   |
| 22 | Throughout this whole state, there's               |
| 23 | opportunities with mitigation banks. The fact      |
| 24 | that we're told by the Birkett report no           |
|    |                                                    |

| 1  | they're doing their best, but there's no no        |
|----|----------------------------------------------------|
| 2  | mitigation bank opportunities? Every developer     |
| 3  | that's ever been around here's used a mitigation   |
| 4  | bank.                                              |
| 5  | St. Johns County, no opportunities. Well,          |
| 6  | that's because St. Johns County said that they     |
| 7  | that their mitigation availability would be used   |
| 8  | for county projects.                               |
| 9  | St. Johns River Management District, okay,         |
| 10 | check of land their land acquisition indicated     |
| 11 | there's no opportunities have been identified with |
| 12 | the entire St. Johns County Water land St.         |
| 13 | Johns County Water Management District, there are  |
| 14 | no opportunities? To me, that's not credible as a  |
| 15 | taxpayer. It's just not credible. I'm sorry.       |
| 16 | I wish that that these the mitigation              |
| 17 | could be done in, as far as I'm concerned, a more  |
| 18 | common sense, it could be done piecemeal, and it   |
| 19 | could be done with more interagency cooperation.   |
| 20 | And with their help, I'm begging, as a board       |
| 21 | member for the help of these different agencies.   |
| 22 | I'm kind of done.                                  |
| 23 | MR. WERTER: Oh, no. It makes                       |
| 24 | MR. GORMAN: What else can I say?                   |

| 1  | keep the mitigation factor within St. Johns      |
|----|--------------------------------------------------|
| 2  | County, you can get more cooperation from there. |
| 3  | I understand that.                               |
| 4  | The island, I was, you know, posing what I       |
| 5  | was represented. With the island, there's also   |
| 6  | quid not quid pro quo, but you've got trees and  |
| 7  | nice vegetation. That's what first attracted me  |
| 8  | to the island, okay, versus converting it to an  |
| 9  | oyster bed, you know, so quid pro quo there.     |
| 10 | So I guess, yes, if more people were on          |
| 11 | board, I guess there'd be more flexibility as to |
| 12 | what to do to add to the to the wildlife         |
| 13 | environment of St. Johns County. I guess the     |
| 14 | intergovernmental committee can actually talk to |
| 15 | people.                                          |
| 16 | MR. GORMAN: It doesn't seem anybody's            |
| 17 | talking to anybody. It seems like the Birkett    |
| 18 | group has been stonewalled by not many of these  |
| 19 | situations. And it takes the agency level        |
| 20 | themselves.                                      |
| 21 | I mean, I went down to Mica's office, John       |
| 22 | Mica. And try at that level. I mean, if you      |
| 23 | can't get the ship's headed for a rock. I        |
| 24 | mean, well, you know, bang on the door of the    |
|    |                                                  |

25 captain and see if you can get this thing turned.

| 1  | I mean, it's just I'm just not buying all          |
|----|----------------------------------------------------|
| 2  | this. To me, there's no common sense and it's      |
| 3  | going to be really expensive. By the way, we're    |
| 4  | going to have to have more than one bid if we're   |
| 5  | going to tear a whole island up.                   |
| 6  | MR. WERTER: And is it                              |
| 7  | MR. GORMAN: I don't see any bids yet.              |
| 8  | MR. WERTER: Is it a matter of fiefdom or           |
| 9  | MR. GORMAN: Yes.                                   |
| 10 | MR. WERTER: protectionism on the part of           |
| 11 | the county?                                        |
| 12 | MR. GORMAN: I'm not going to I'm not               |
| 13 | going to throw stones at people, but they should   |
| 14 | be talking more. I mean, you know, it's pretty     |
| 15 | obvious that these agencies should be talking.     |
| 16 | The Department of Environmental Protection.        |
| 17 | The Environmental Protection Agency. St. Johns     |
| 18 | River Water Management District and the Army Corps |
| 19 | of Engineers. I mean, this is a municipal          |
| 20 | Authority. We're not trying to develop marsh.      |
| 21 | And the fact that we've just got at least the      |
| 22 | Birkett group, according to their report, they     |
| 23 | haven't got much help here. You know, we've        |
| 24 | gotten one mitigation opportunity.                 |
|    |                                                    |

| 1  | MR. YOUMAN: My from what I gather out of           |
|----|----------------------------------------------------|
| 2  | all this, number one, we're trying to improve      |
| 3  | Runway 31. That's a given. Which is no problem     |
| 4  | with any of us, I don't believe. The number two    |
| 5  | issue is the lights going out in the water.        |
| 6  | From what I understand, that may or may not        |
| 7  | have an impact on the wildlife, et cetera, or on   |
| 8  | the people in the area. That has to be further     |
| 9  | investigated, in my opinion, to take take a        |
| 10 | real hard look at.                                 |
| 11 | I understand what Joe's saying as to the           |
| 12 | improvements to the airport, and that's one of the |
| 13 | board's big responsibilities, to maintain the      |
| 14 | quality of the airport and the use usability of    |
| 15 | the airport so that it's an economic plus for St.  |
| 16 | Johns County and the area.                         |
| 17 | And then of course is the island. It               |
| 18 | became that that's an issue. And I can see         |
| 19 | your side and I can see what the report is saying  |
| 20 | at this point in time. The island could provide    |
| 21 | the fill there's going to have to be fill          |
| 22 | coming from somewhere for for the for the          |
| 23 | MR. WERTER: Safety zone.                           |
| 24 | MR. YOUMAN: safety zone because it's               |

| 1  | MR. GORMAN: Let me interject something real       |
|----|---------------------------------------------------|
| 2  | quick.                                            |
| 3  | CHAIRMAN BARRERA: Huh-uh. Huh-uh.                 |
| 4  | MR. YOUMAN: Let me finish.                        |
| 5  | MR. GORMAN: Okay. I apologize. Sorry.             |
| 6  | MR. YOUMAN: And then you comment whatever         |
| 7  | you want to what I say.                           |
| 8  | MR. GORMAN: All right.                            |
| 9  | MR. YOUMAN: That has to come from somewhere,      |
| 10 | whether it's from the island or whether it's from |
| 11 | the middle of Florida or wherever. It has to be   |
| 12 | decided. Then it gets down to the cost factor,    |
| 13 | which is less expensive to make this happen.      |
| 14 | But the island issue in itself, if it's           |
| 15 | reduced back to the environment of what it was    |
| 16 | that makes it marshland, it would seem a plus to  |
| 17 | me, because it because we're now back to the      |
| 18 | fisheries, like everybody else want to be a       |
| 19 | fisherman.                                        |
| 20 | I have to say my remarks. I was born and          |
| 21 | raised in downtown Washington, D.C. I am not a    |
| 22 | wildlife expert. I've gone fishing maybe ten      |
| 23 | times in my life, and I I don't have the          |
| 24 | empathy that other people have. I have to be very |
|    |                                                   |

25 honest with you, I don't have the empathy to

| 1  | totally understand some of the extra-strong        |
|----|----------------------------------------------------|
| 2  | feelings that people have about fishing.           |
| 3  | But I I try to understand them and try to          |
| 4  | make it part of my decision-making factor, because |
| 5  | I have a duty to the public as well as the         |
| 6  | airport. And so we'll have to get those issues     |
| 7  | resolved as to that island. That's my comments.    |
| 8  | CHAIRMAN BARRERA: Thank you, Carl.                 |
| 9  | MR. GORMAN: Can I interject something?             |
| 10 | CHAIRMAN BARRERA: Now you can speak, Jack.         |
| 11 | MR. GORMAN: Sorry to interrupt. I do that          |
| 12 | all the time. Buzz and I do that to each other     |
| 13 | each other all the time and it's you know.         |
| 14 | As far as fill goes, I mean, if you were just      |
| 15 | going to apply common sense to life, we have the   |
| 16 | entrance to a seaplane base that needs dredging.   |
| 17 | We just had an Albatross leave here and he         |
| 18 | couldn't leave by water because it didn't have the |
| 19 | draft to be able to get out.                       |
| 20 | So I mean, fill, there's plenty of                 |
| 21 | possibilities for fill. That becomes a nightmare   |
| 22 | for the director here because it's just so         |
| 23 | difficult to get the pieces of the funding puzzle  |
| 24 | together. But that in a common sense world would   |
|    |                                                    |

| 1  | the east side the northeast side of the runway     |
|----|----------------------------------------------------|
| 2  | and whatever fill you need. I mean, there's        |
| 3  | plenty available there.                            |
| 4  | MR. YOUMAN: The other side of the coin again       |
| 5  | is the federal requirements and the state          |
| 6  | requirements to make the project happen. We may    |
| 7  | not have too much to say about whether they will   |
| 8  | use the island or not if we want to make this      |
| 9  | happen because we're subject to all of the federal |
| 10 | and state environmental authorities.               |
| 11 | MR. GORMAN: Okay. This seems to be yet             |
| 12 | another eleventh hour deal. In other words, let    |
| 13 | this go or you lose the funding. We have no bids,  |
| 14 | no nothing. I that bothers me, okay?               |
| 15 | MR. YOUMAN: That bothers me, too. I agree          |
| 16 | with you there.                                    |
| 17 | MR. GORMAN: The second thing is is that            |
| 18 | to in my world, reducing an island, you know,      |
| 19 | using tremendous heavy equipment, the tremendous   |
| 20 | work and the money required to reduce an island    |
| 21 | down into mush, into marsh, is has no common       |
| 22 | sense to it. You know, whether or not I'm too      |
| 23 | too environmentally sensitive or that's just my    |
| 24 | opinion, that stands. But I just I can never       |
|    |                                                    |

| 1  | I think you're taking an existing ecology and      |
|----|----------------------------------------------------|
| 2  | destroying it. And it will take actually quite a   |
| 3  | while for an actual marsh, you know, a man-made    |
| 4  | Disneyland marsh to come back to real marsh.       |
| 5  | Sorry. Just an opinion. I've been in the woods     |
| 6  | my whole life maybe.                               |
| 7  | MR. YOUMAN: I have no problem with your            |
| 8  | opinion. I have a bunch of them.                   |
| 9  | MR. GORMAN: That's good.                           |
| 10 | CHAIRMAN BARRERA: Buzz?                            |
| 11 | MR. GEORGE: Ed, a bunch of us have said, and       |
| 12 | I'm asking you specifically for the public, are we |
| 13 | extending the runway at all?                       |
| 14 | MR. WUELLNER: No, sir.                             |
| 15 | MR. GEORGE: Okay. We're not extending the          |
| 16 | runway. This whole project, how much increased     |
| 17 | traffic are you anticipating the St. Augustine     |
| 18 | Airport to have because of this project?           |
| 19 | MR. WUELLNER: None.                                |
| 20 | MR. GEORGE: I couldn't see                         |
| 21 | MR. WUELLNER: There's no direct correlation        |
| 22 | between the two.                                   |
| 23 | MR. GEORGE: So the noise is an evergoing           |
| 24 | noise issue. We're not in we're not proposing      |

1 more traffic that's in here.

| 2  | If we're not extending the runway and we're       |
|----|---------------------------------------------------|
| 3  | not bringing in more traffic, what is the impact  |
| 4  | on fishing? We're talking about creating another  |
| 5  | area, you know, that would be efficient. So I     |
| 6  | don't see what the impact is on fishing.          |
| 7  | I think there was a misconception by a lot of     |
| 8  | people that we were going to extend the runway,   |
| 9  | but we're not going to extend the runway to cut   |
| 10 | into that straight channel. We're not going to    |
| 11 | extend the runway to impose the on the flow of    |
| 12 | water by Mr. Sesona's property. That's not part   |
| 13 | of this deal.                                     |
| 14 | Part of this deal, I thought, was Runway 31       |
| 15 | is deteriorating. It must be corrected or we move |
| 16 | the whole airport somewhere else. And then what   |
| 17 | kind of problems are you going to get into?       |
| 18 | Tacking onto it to reclaim some of the land that  |
| 19 | we have already given up to the marshes, it was   |
| 20 | just, you know, tacked onto it, okay?             |
| 21 | I tend to agree with with Jack that the           |
| 22 | cost of going in and taking an island back is     |
| 23 | disrupting. It's going to cost a ton. And I       |
| 24 | think we need to go back to the drawing board and |

1 mitigation problem.

١,

| 2  | Now, I do realize that putting the lights          |
|----|----------------------------------------------------|
| 3  | out but it's my understanding, and you can         |
| 4  | correct me if I'm wrong, we're talking about       |
| 5  | putting like metal structures out there that have  |
| 6  | the lights on them. There's no gangways. There's   |
| 7  | no no cutting across where no wires                |
| 8  | underground where the boats can't get back into    |
| 9  | where they are presently getting into. That is     |
| 10 | going to disrupt something.                        |
| 11 | But the safety of our St. Johns County             |
| 12 | citizens flying in, you know, or tourists flying   |
| 13 | in, I think you have to outweigh. Do we do like    |
| 14 | California and shut down all irrigation to half of |
| 15 | the state because there was a crawfish that was on |
| 16 | the endangered species list?                       |
| 17 | MR. WERTER: Snail darter.                          |
| 18 | MR. GEORGE: Whatever. This board is not            |
| 19 | going to make any decisions today, but I would     |
| 20 | assume that would be done at the next board        |
| 21 | meeting, but I would strongly suggest that we come |
| 22 | up with other alternatives for this mitigation.    |
| 23 | And I know that we have briefly said there's       |
| 24 | one, two and three. I think we in detail need to   |

seven and eight.

1

| 2  | MR. GORMAN: Thank you. I concur.                   |
|----|----------------------------------------------------|
| 3  | MR. GEORGE: I'm through, Madam Chairman.           |
| 4  | CHAIRMAN BARRERA: Okay. First of all, I            |
| 5  | appreciate the input on this topic that's been     |
| 6  | given. It's obviously something that weighs        |
| 7  | heavily on every board member's mind and obviously |
| 8  | on the community as well, and I appreciate that.   |
| 9  | A lot of information that was put out, I           |
| 10 | appreciate those who clarified that as far as the  |
| 11 | runway extension, the impact to fishing, and the   |
| 12 | additional noise and aircraft that we're expecting |
| 13 | from this. So, thank you.                          |
| 14 | The one thing that I think that needs to be        |
| 15 | looked at is that this project has been analyzing  |
| 16 | how to reclaim the runway safety area, has been    |
| 17 | going on for six years. This is not an eleventh    |
| 18 | hour problem with an eleventh hour solution.       |
| 19 | This is something that has had agency              |
| 20 | coordination from the U.S. Fish and Wildlife       |
| 21 | Service, the U.S. Environmental Protection Agency, |
| 22 | the National Marine Fish Fisheries Service, the    |
| 23 | Florida Fish and Wildlife Conservation Commission, |
| 24 | along with many other agencies, all of which have  |

1 approaches to the situation.

| 2  | And as a board, I and as a community, we           |
|----|----------------------------------------------------|
| 3  | need to be aware that these are the experts of     |
| 4  | their different areas, and we need to recognize    |
| 5  | that. And we need to understand that their         |
| 6  | signoff on something is critical. And they're not  |
| 7  | going to sign off on anything that they're         |
| 8  | uncomfortable with.                                |
| 9  | With that, we are not at the point to vote on      |
| 10 | this. We can look at what their comments and       |
| 11 | feedback has been, and we can look at what other   |
| 12 | alternatives have been pursued, suggested, and why |
| 13 | they were dismissed as we go forward.              |
| 14 | This is not something that we are rushing          |
| 15 | into in the eleventh hour. This is something       |
| 16 | that's been going on since 2004. These agencies    |
| 17 | have walked this land since 2004, and they haven't |
| 18 | just walked it once.                               |
| 19 | I would encourage all of the board members to      |
| 20 | continue to become educated on this and be         |
| 21 | prepared to discuss it further at our next         |
| 22 | meeting. With that, I would like to go ahead and   |
| 23 | adjourn the meeting.                               |
| 24 | MR. YOUMAN: Can I just make one comment? I         |

| 1  | don't want anybody to misunderstand maybe that     |
|----|----------------------------------------------------|
| 2  | we're not going to go after new business. I would  |
| 3  | believe that we will still pursue our objectives   |
| 4  | of increasing the use of the airport. I just want  |
| 5  | to make                                            |
| 6  | MR. GEORGE: Whether the island is                  |
| 7  | destroyed                                          |
| 8  | MR. YOUMAN: Whether the runway is the              |
| 9  | lights are put in place, whether the fill is put   |
| 10 | in place, it is still our goal, if the board       |
| 11 | members still agree with this, that we're here to  |
| 12 | increase the business of the board so if the       |
| 13 | economy gets better, if whatever happens gets      |
| 14 | better and the there's more airplanes landing      |
| 15 | and the possibility of more takeoffs and landings, |
| 16 | and the result of the takeoffs and landings are    |
| 17 | going to be there.                                 |
| 18 | MR. GEORGE: But that's not associated with         |
| 19 | this project.                                      |
| 20 | MR. YOUMAN: No, no. But I just want to make        |
| 21 | sure that it's not interpreted                     |
| 22 | CHAIRMAN BARRERA: Thank you for clarifying         |
| 23 | that.                                              |
| 24 | MR. YOUMAN: that five, ten meetings from           |
|    |                                                    |

| 1  | business because of this runway improvement.       |
|----|----------------------------------------------------|
| 2  | MR. GEORGE: Yeah.                                  |
| 3  | MR. YOUMAN: You see?                               |
| 4  | CHAIRMAN BARRERA: But this                         |
| 5  | MR. YOUMAN: If business comes and we go            |
| 6  | after business, whether the runway's mitigated or  |
| 7  | not, we're still going after the business. So if   |
| 8  | there's increase in flights, whether it's improved |
| 9  | or not, increase in flights can occur.             |
| 10 | MR. GORMAN: The taxiway improvement                |
| 11 | MR. YOUMAN: Right there                            |
| 12 | MR. GORMAN: makes this, finishes this as           |
| 13 | a commercial runway.                               |
| 14 | MR. YOUMAN: Right.                                 |
| 15 | MR. GORMAN: Yeah. True.                            |
| 16 | MR. WERTER: There's also something akin to         |
| 17 | that, that the tone that I've been hearing         |
| 18 | throughout this evening in the open comments and   |
| 19 | in the past, that I think there's, with certain    |
| 20 | people, a "them and us" type of mentality, that    |
| 21 | the airport, the St. Augustine Airport and the     |
| 22 | Airport Authority is Georgia-Pacific or K & B or   |
| 23 | ICI.                                               |
| 24 | We are part of St. Johns County and we are         |

25 here operating in the interest of St. Johns

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| 1  | County, which is people, not just land laying    |
|----|--------------------------------------------------|
| 2  | around. But what we contribute to this county,   |
| 3  | we'd like to do it in in a in a                  |
| 4  | cooperative promoting.                           |
| 5  | Now the island, I'm a little enlightened a       |
| 6  | little bit more about it today by Jack. Problems |
| 7  | with mitigation, I had a sense of before. Also   |
| 8  | the cost of mitigation, I'm well aware of. But   |
| 9  | this is not a him an "us and them"               |
| 10 | organization.                                    |
| 11 | This is St. Johns County, just as much as the    |
| 12 | commission is. And we are here to help the       |
| 13 | health, the economic health and the lifestyle    |
| 14 | health of St. Johns County. It is not us and     |
| 15 | them, okay? And if we can do it in the best way  |
| 16 | for everybody, that's what I'd like to see done. |
| 17 | CHAIRMAN BARRERA: Certainly that's our goal.     |
| 18 | And with that being said, I know that we are     |
| 19 | also at least from my standpoint, I know from    |
| 20 | other board members' standpoint, we're also      |
| 21 | environmentally sensitive. All right. With that, |
| 22 | I'd like to adjourn the meeting.                 |
| 23 | (Meeting adjourned at 5:45 p.m.)                 |
|    |                                                  |
| 1 REPORTER'S CERTIFICATE                            |
|-----------------------------------------------------|
| 2                                                   |
| 3 STATE OF FLORIDA )                                |
| 4 COUNTY OF ST. JOHNS )                             |
| 5                                                   |
| 6 I, JANET M. BEASON, RPR-CP, RMR, CRR, FPR,        |
| 7 certify that I was authorized to and did          |
| 8 stenographically report the foregoing proceedings |
| 9 and that the transcript is a true record of my    |
| 10 stenographic notes.                              |
| 11                                                  |
| 12 Dated this 18th day of January, 2010.            |
| 13                                                  |
| 14<br>JANET M. BEASON, RPR-CP, RMR, CRR, FPR        |
| 15                                                  |
| 16                                                  |
| 17                                                  |
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| 24                                                  |

### SGJ TAXIWAY C, RSA, AND ALS PROJECT PRE-APPLICATION MEETING NOTES 01/20/2010 – 3 p.m. to 5 p.m.

ATTENDEES: Sarah Massey & Victor Calvert (PA), Melissa Green, Abbey Nalor & Beverly Birkitt (BES), Mariben Andersen & Gregg Hamm (LPA), and Everett Frye & Christine Wentzel (SJRWMD)

- 1. Brief project description and the pieces of the project.
- 2. Purpose and need why the project is needed and important
- 3. Runway 13-31 rehabilitation and adding of shoulders
- 4. Use recommendations in the FDTO Airport stormwater study
- 5. Permitting
  - a. Runway 13-31 rehab General Permit under the permit history for the airport (next sequence number)
  - b. ALS (4/15/10)- requires a variance for Class II Waters. Variance should be for the entire project. Need to find out if Variances have to go to the board or if it was delegated. Qualify for public easement; SUBMIT ALS SEPARATELY
    - i. 18-21 emergency Letter of Consent is temporary for 1 year; go back for authorization
  - c. Tara processes variances. Construction method concern is compaction of soil.
  - d. Eastern RSA and Spoil Island Restoration (8/1/2010)
    - Spoil island restoration Letter of Consent since it is a restoration; State Land (FDEP) and Sovereign Submerged Land; old permit for seaplane basin excavation
       Eastern RSA
  - e. Relocation of ditch use excavation to backfill ditch
  - f. Shoreline stabilization stabilizer needs to degrade to revert back to natural shoreline
  - g. Separate submittals for each permit application
  - h. Electronic submittals and e permitting
  - i. Need CUP thresholds can apply concurrently
  - j. Class II Variance will ask Tara 1 for each project or 1 big one
  - k. Set aside mitigation credit leftover from spoil island restoration no permit associated with it similar scores no permit for mitigation. Good faith sort of thing.
  - I. Submit methods of construction for spoil island restoration options to be considered.

Meeting notes taken by: Mariben Espiritu Andersen

Finail Vamo SIRWMD C wenter @ Syrum husting Whater lealey Wes, SIRWMD-phone Kulst@sprund DAVID Miracle Summer Smallir Birkitt Birlott Quesuc dmiracle (at) SJAWMD bbickitte bickitticon Birleitt Env. Suc. mgreen @ birkitt.con Melissa Green PASSING ASSOC VCalmit@passw.co VICTOR CALVERT Sara Massey Tossero Associates SMASSER Pessero.com bcranford@prosserhallock Prosser Hallock Bill Cranford MARK KISTLER THE LPA GROUP IN CORPORATION MKISTUGE CLAGROUR.COM PATRICK HONDRE Passero Associates PHONORE@PASSERD.COM Authonity JEC 2 59 J- airport , com Bryan Cooper AIRPORT Manton Spinty Auclessen mandersente paynupa THE LPH CIEOZAY INCOLPCILATE Everett Frye efrye @ sjrwm SJRWMD Cow thoonstrage Syrumd. Tara Boonstra SRWMD

# ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT PROJECTS SJRWMD Meeting April 20, 2010

Attendees: Christine Wentzel (SJRWMD Environmental), Tara Boonstra (SJRWMD Legal), Kealy West (SJRWMD Legal), Everett Frye (SJRWMD Reviewing Engineer), Jeff Sample (SJRWMD), Melissa Green (Birkitt), Beverly Birkitt (Birkitt), Mark Kistler (LPA), Bryan Cooper (Assist Airport Manager, St. Augustine – St. Johns County Airport), Mariben Andersen (LPA), Patrick Honore (Passero), David Miracle (WMD), Sara Massey (Passero), Victor Calbert (Passero), and Bill Cranford (Prasser Hallock)

A meeting was held with the SJRWMD staff following submittal of the two permit applications for Projects 2 and 3 for safety improvements at the airport. The SJRWMD had already sent out an RAI for the ALS project previously submitted. Refer to the attached agenda. Extensive discussion was provided describing the purpose and need for proposed projects (i.e meeting FAA safety guidelines and standards). The following is a compilation of notes taken during the meeting by Airport representatives.

## AIRPORT CLASSIFICATION

- C. Wentzel asked what class of Airport St. Augustine Airport is and what they are trying to meet.
- Airport is classified as Design Group IV includes the majority of airline aircraft that land at other commercial airports
- St. Augustine has military aircraft.
- Add aircraft type, wingspan and length of aircraft, runway length, etc.
- Airport trying to meet FAA requirements for current classification; there will be no increase in operations (no increased capacity).
- Include excerpts of FDOT and FAA inspection report.
- C. Wentzel asked if the Airport currently accepts all aircraft they can? Yes. (B. Cooper)

# **CLASS II WATERS VARIANCE**

- The comments need to be submitted so they are in the actual file.
- Provide information on what happens if the variance is not granted.
- If standards are not met, the airport's license to operate will be pulled!
- FAA we are funding this why are you not fixing the problem?
- General airport information Basic 101 needs to be provided in the variance and educate the public.
- Tara willing to review drafts. Is there an attempt on a big scale at FAA to push safety? Yes, it's one part of FAA's mission, to provide a safe aerospace system
- ALS modification of standards from 2400 to 1800 ft. currently being reviewed by FAA; provide explanation of process and reasons to SJRWMD.
- Is there a potential for 1 variance petition instead 3 petitions? Possibly; but some of the projects have a tighter funding and construction time frame than others. Don't want to hold up any of the projects.

• Project 2 has to come first because of mitigation

# ALS

- ILS components include localizer (LOC), glide slope (GS) and ALS.
- The ALS is the key missing component of the ILS that is already installed on Runway end 31 at the airport.
- ALS is activated by the pilot and will remain on for approximately 20 min (it can also be activated by Air Traffic Control as well) and is only activated when visibility is poor.
- SJRWMD needs the area and height of illumination for ALS; lighting is shielded providing lighting in the direction of approaching aircraft.
- Mitigation for the ALS can be at the spoil island 0.0003 acres of impact very little impact.
- This is a foreign type of development to the SJRWMD to process; therefore, need to provide general information for education about airport requirements and stress that ALS is a component of ILS.
- Christine ALS does not qualify for a Noticed General Permit as the airport has already exceeded the threshold 40C-4 and 40C-40. WMD to provide reference for clarification.
- Example of safety need for ALS Stripe and stop sign on roads go together to improve safety; but, both are not necessarily required
- Example situation where ALS could have made a difference: Doctor and family SGJ ILS under construction visibility was low can get down at 450 feet and could not land after 4 attempts. Diverted to Jacksonville, ran out of fuel crashed 1 mile from the airport. However, FAA did not cite the airport because the pilot could have decided to re-route earlier.

# RSA

- Issues that delayed addressing this safety issue different administration and funding availability by FAA. Issues were identified 10 years ago. Finally got funding by FAA.
- Issues were identified in inspections
- Fixing the problem to meet FAA safety and design standards.
- RSA is to accommodate emergency vehicles, graded in order to reduce aircraft damage in the event the aircraft leaves the runway environment. Safety areas must not be wildlife hazard attractants.
- Erosion of runway end no slope it is a cliff airplane would tip over and crash resulting in fatality. Need to fix to appropriate slope.
- Runway built/expanded in the 1960's; original RSA was in compliance larger than it is today.
- Documentation that this is the safety push.
- Present documentation of original location of eastern RSA and evidence of erosion/disturbance e.g. aerials, permits etc.
- Provide excerpts of FAA inspection reports that pertain to the proposed projects
- In Florida SGJ is the only airport that is not in compliance.
- Provide documentation that St. Augustine Airport is the only Airport in Florida that is not in compliance with FAA requirements.
- Example of need for RSA at SGJ 4 person airplane went down in the safety area which was under water. First responders could not reach the accident site. Rescue workers had to

wade out – cut airplane open. Three people with broken back and 1 with broken neck - had to be carried to ambulance

- Example of importance of RSA: American Airlines 12+ fatalities in Texas. RSA landed in heavy winds, ran out of runway and entered the RSA– RSA not in compliance.
- Asked if FAA allows variances or waivers to their requirements No variance or modification for RSAs.
- Was this reduction approved by FAA? A Modification of Standards (MOS) has been applied for; currently awaiting FAA approval.

# TAXIWAY C

- Taxiway C was constructed in 1965 and did not meet standard -- when there was less than 500 aircraft. No enforcement.
- 2002 Control tower was constructed and tower manager said Taxiway is not in compliance.
- Out of design standards for runway centerline / taxiway centerline separation and Taxiway 'C' sits within the limits of Runway 31 RSA.
- Back taxiing on runway is required— It is necessary to close runway and use runway as taxiway; in turn aircraft approaching the airport for landing are placed in a holding pattern 25-40 miles out because Runway 31 is now closed while aircraft back taxi.
- Air quality issue from jets sitting on taxiway for 10-15 minutes idling design airport to avoid time delays, decrease fuel consumption, and lessen air quality issues.
- T. Boonstra make sure you address issues in variance (environmental section) safety issues, capacity issues, air quality issues.
- Address air quality benefits of the safety improvement projects (idling and taxiing)
- •

# SUBMITTAL

- State clearly that need is a requirement and support with documentation i.e. inspection report, ACs, etc.
- Document FAA rules you can't get a waiver for.
- Show public that safety improvement projects are to meet safety standards and FAA guidelines for current airport operations; airport is not just wanting bigger planes and greater capacity.
- C. Wentzel Provide support and documentation from an elimination and reduction stand point.
- Describe how responses to public comment letters were addressed or how will be addressed in future? Provide responses to key issues

# LETTER OF OBJECTIONS

- SJRWMD has one letter of objection at this time.
- Airport updated staff following the meeting with Jack Gorman he understands the need but he does not like it. He voted at the Aviation Authority meeting in February to move the project forward in permitting and design.

# STATE LANDS

- Provided documentation and working with Scott Woolam and Rod Maddox of FDEP Division of State Lands to determine submerged lands ownership
- Currently the FDEP believes that the submerged lands are state owned but use of the lands for airport operations has been acknowledged in various easements and dedications.
- Need to know exactly what activities are in the existing easements/dedications and what is not; need determination on ownership.
- The Airport Authority believes that the Airport owns the submerged lands. The Airport is going through documentation to confirm and present documentation to the FDEP on ownership.
- FDEP will determine whether submerged lands are sovereign or privately -owned. SJRWMD will conduct the review process and will make the recommendation to the Board; SJRWMD provides the ultimate propriety authorization.
- FDEP letter March 22<sup>nd,</sup> needs clarification Airport working to clarify letter from Scott Woolam; appears to indicate that the proposed work can be done based on the easements and dedications
- SJRWMD suggested retaining an attorney experienced in title determinations and sovereign submerged lands issues to resolve the question fully and avoid delays

# **PROJECT 2**

- Restoration of east RSA and spoil island
- 5.51 acres of permanent impact to salt marsh (Armorflex (1.3 acres of salt marsh) and grading)
- Armorflex 1 x 1" concrete block linked with cable- 20% open with 4 holes
- Armorflex installed from the land side.
- Need to confirm and document that construction will only occur from land.
- Need to include why Armorflex is outside the limits of the RSA does not meet RSA requirements too rough of a surface and is not allowed in an RSA; but, is needed for stabilization.
- Just trying to restore back to the historic condition in order to meet RSA requirements.
- Need map showing historic limits of RSA and slope and where the applicant is proposing to place the repaired RSA and slope; see where it is slightly different/doesn't line up.
- If maintenance and restoration was needed following hurricanes and storms, permits could have been issued for the RSA; now less certain due to time delays, .
- Staging area in the uplands identify in the plans.
- Placing barge/temporary bridge on the marsh from the land
- Barge bridge is anchored at both ends.
- New bridge location update in plans, will avoid impacting operations of Runway 13-31 and Runway 6-24. The new location also avoids temporary impacts to oysters.
- How will bridge will be installed and pulled out? Clearly explain methods and product.
- Spoil island sediment grain size characteristics; fill source going to RSA
- Maintenance quarterly, semi-annual
- Monitoring baseline- semi-annual annual report (3 years)

- GTMNERR hold lease to spoil island; they visited spoil island (Dr. Shirley, Nicole Love, and other staff) and are working with CAMA to address the process
- SJRWMD May need to work with lawyers of FDEP CAMA could be time consuming Airport is communicating with GTMNERR and CAMA.
- Spoil island was checked for contamination and it is clear that the majority is undetectable
- C. Wentzel The rule states that we need a written documentation of best alternative for each of RSA areas from the Airport District Office (ADO) Project / Program Manager – Airport representatives explained that this is what the EA does; it provides documentation of the alternative analysis process; a Preliminary Final Draft EA has been prepared and is in final review by FAA, final approval will not be documented when a Finding of No Significant Impact (FONSI) is issued by the FAA.
- The airport and consulting team met with FAA in January 2009 to review approximately 12 alternatives. FAA agreed the preferred alternative met the screening criteria, which is now known as the proposed project. Need to provide supporting documentation of this.

# **PROJECT 3**

- Taxiway Safety Area (TSA) 85.5 feet from centerline
  - Provide a list/table of design guidelines for RSA, TSA, etc. and current and proposed conditions
  - Provide alternatives for RSA from the EA
  - Demucking, limerock, asphalt P401
  - Channel is being relocated (exact same channel but new location)
  - Used high elevations (tiny uplands) as staging areas
  - Build western portion of the channel.
  - 2-3 weeks no disruption of navigation access.
  - Sequence of construction so citizens can have navigation access; minimal private landowners needing access; but, navigability will be maintained.
  - Canal design modified to minimize disruption of access.
  - State and USACE requires that navigability of the channel be maintained.
  - Need very clear documentation that the project need is a requirement
  - Demonstrate public interest in meeting standards

# DRAINAGE

- See Attachments I, J, and K for details on drainage calculations, etc.
- Going above and beyond what is required for drainage Aerating land
- Retaining 100% of 1 hr of 3 yr storm event, also stabilizing the soils
- Overland flow
- 3-48" pipes to address backwater flow

# DOCUMENTS NEEDED

- FAA ADO best practicable alternative for each alternative; refer to EA.
- Airport 101 summary outlining the need is a requirement for all 3 proposed projects with applicable FAA regulatory or guidance documentation (detailing what the requirement is and if the airport is in compliance currently (or was at one point)).

# SITE VISIT

• C. Wentzel and T. Boonstra (if available) - Schedule meeting to look at site and compare to construction plans

# **OVERVIEW OF PUBLIC MEETING**

- Jeff Sample (Intergovernmental Office ) requests list of meetings that have been completed for public involvement process ; deadlines
- List of meetings that will be held, mainly for EA process so that he is aware beforehand when to expect calls from public.

# SJRWMD - PUBLIC HEARING

- 10a.m. May 25<sup>th</sup>, 2010
- All 3 projects to be heard and presented public comment
- SJRWMD Palatka
- Process executive briefing -> public meeting

Meeting ended at 12 noon.

# PART C Agency Comments and Responses



# FLORIDA DEPARTMENT OF STATE Kurt S. Browning Secretary of State DIVISION OF HISTORICAL RESOURCES

Ms. Sara Massey Passero Associates, LLC 13453 N. Main Street, Suite 106 Jacksonville, Florida 32218

January 14, 2010

RE: DHR Project File Number: 2009-7480 Federal Aviation Authority Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System St. Augustine – St. Johns County Airport St. Johns County

#### Dear Ms. Massey:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 36 CFR Part 800: Protection of Historic Properties, and the National Environmental Policy Act of 1969, as amended.

We have reviewed the sections of the draft environmental assessment dealing with cultural and historical resources. We note that a professional cultural resource assessment survey was conducted of the project area. A copy of the survey report has been submitted to this office for review and comment. Once the review has been completed, and the report found to be complete and sufficient, our comments should be incorporated into the final environmental assessment.

If you have any questions concerning our comments; please contact Samantha Earnest, Historic Preservationist, by electronic mail *swearnest@dos.state.fl.us*, or at 850.245.6333 or 800.847.7278.

Sincerely,

Lama a. Kammace

Laura A. Kammerer Deputy State Historic Preservation Officer For Review and Compliance

500 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com

Director's Office 850. 245.6300 • FAX: 245.6436 C Archaeological Research 850. 245.6444 • FAX: 245.6452

XI Historic Preservation 850. 245.6333 • FAX: 245.6437



DEPARTMENT OF THE ARMY JACKSONVILLE DISTRICT CORPS OF ENGINEERS POST OFFICE BOX 4970 JACKSONVILLE, FLORIDA 32232-0019

REPLY TO ATTENTION OF

January 22, 2010

Regulatory Division North Permits Branch Jacksonville Permits Section

Ms. Virginia Lane Federal Aviation Administration 5950 Hazeltine National Drive Orlando, Florida 32822

Dear Ms. Lane:

Thank you for your continued coordination with the U.S. Army Corps of Engineers (Corps) regarding the St. Augustine - St. Johns County Airport Draft Environmental Assessment (EA) for Taxiway C Replacement, RSA [Runway Safety Area] Compliance, and Approach Lighting System [ALS] dated December 2009. In response to your request for comments regarding the EA, the Corps reviewed the document and provides the comments herein.

The EA identifies and describes the three components of the overall project, which are the replacement of taxiway C, the restoration of the RSA for runway 13-31, and the installation of an ALS for runway 13-31. Based on the information incorporated into the EA, the overall project appears necessary to meet Federal Aviation Administration (FAA) standards; and, to enhance the operational safety and efficiency of the taxiway-runway system for arriving and departing flights.

The EA conveys the primary and secondary screening criteria for multiple project alternatives; and, presents the results of this screening. The "no action" alternative would not require Department of the Army authorization. The other alternatives presented would require Department of the Army authorization under Section 10 of the Rivers and Harbors Act of 1899, as amended; and, Section 404 of the Clean Water Act of 1972, as amended. The Section 404 (b) (1) Guidelines are the environmental standards for Section 404 permit issuance under the Clean Water Act and these guidelines require that a permitted project be the Least Environmentally Damaging Practicable Alternative (LEDPA) that meets the project purpose and need. A permit cannot be issued, therefore, in circumstances where a less environmentally damaging practicable alternative for the project exists; except as provided for under Section 404 (b) (2).

Based on the information provided in the EA, the proposed/preferred alternative is a combination of the preferred taxiway C (Alternative 3); the preferred RSA alternative (Alternative 8); and, the preferred ALS alternative (Alternative 10). While a final determination by the Corps will not be made until we complete our regulatory evaluation, which includes a public interest review of the project, based on the information provided in the EA, it appears that the identified preferred alternatives may be the LEDPA that meets the project purpose and need. Further, the screening process used to identify the preferred alternative utilized a sequencing process to avoid impacts to waters of the United States, including wetlands. This sequential process is required by the Section 404(b)(1) Guidelines.

The preferred alternative identified in the EA would eliminate approximately 10 acres of waters of the United States, including wetlands, and temporarily affect approximately 6 acres of waters of the United States, including wetlands. As mitigation for the work proposed, the EA identified several potential mitigation options. While a final determination by the Corps will not be made until we complete our regulatory evaluation, it appears that mitigation alternatives are available that might adequately compensate any unavoidable impacts to aquatic resources associated with the final project.

In summary, the Corps believes that the EA adequately documents the project purpose and need; the alternatives considered; the measures reviewed to avoid and minimize adverse effects to waters of the United States, including wetlands; and potential options to mitigate unavoidable adverse effects to waters of the United States, including wetlands. Changes to the work proposed that increase impacts to waters of the United States, including wetlands; or, the compilation of a different alternative, prior to the submission of a Department of the Army permit application, could result in different determinations.

During our review of the EA, the Corps identified minor errors, which are conveyed on the enclosure. The Corps requests that the final Environmental Assessment address these errors.

If you have any questions concerning this correspondence, you may contact the project manager, Mr. Mark R. Evans, in writing at the letterhead address, by electronic mail at <u>mark.r.evans@usace.army.mil</u>, or by telephone at 904-232-2028.

Sincerely, \$721. bli

Jeffrey Collins Chief, Jacksonville Permits Section

Enclosure

Copy Furnished:

Mr. Ed Wuellner, St. Augustine Airport Authority, 4796 U.S. 1 North, St. Augustine, Florida 32095

Ms. Sara Massey, Passero Associates, 13453 North Main Street, Suite 106, Jacksonville, Florida 32218
Ms. Beverly Birkitt, 110 South Edison Avenue, Tampa, Florida 33606
Ms. Mariben Adersen, LPA Group, 4503 Woodland Corporate Boulevard, Suite 400, Tampa, Florida 33614

# Potential Errors

- 1. On page 4-35, the description of the mitigation associated with the Madeira project conveys the State of Florida requirements, which are extremely different than the Federal requirements for that project. As the Corps is a cooperating agency, we believe that a more appropriate analysis would be made utilizing Federal permit references.
- 2. On page 5-2, the EA references executive policy associated with the "no net loss" of wetland acres. Current policy focuses on a "no net loss" of wetland functions and values, which can accommodate a loss of acreage.
- 3. On page 5-3, the EA erroneously references Appendix Q regarding mitigation alternatives. The correct reference is Appendix R.



## FLORIDA DEPARTMENT OF STATE Kurt S. Browning Secretary of State DIVISION OF HISTORICAL RESOURCES

Ms. Lauren Milligan Director, Florida State Clearinghouse 3900 Commonwealth Boulevard, Mail Station 47 Tallahassee, Florida 32399-3000

# January 26, 2010 RECEIVE

JAN 2 9 2010

DEP Office of

RE: DHR Project File Number: 2009-7646 Intergovt'l Programs SAI#: FL200912175061C Federal Aviation Authority - Airport Improvement Program Draft Environmental Assessment for Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System St. Augustine - St. Johns County Airport St. Johns County

Dear Ms. Milligan:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 36 CFR Part 800: Protection of Historic Properties, Chapter 267, Florida Statutes, Florida's Coastal Zone Management Program, and implementing state regulations ...

We have reviewed the sections of the draft environmental assessment dealing with cultural and historical resources. We note that a professional cultural resource assessment survey was conducted of the project area. A copy of the survey report has been submitted to this office for review and comment. Once the review has been completed, and the report found to be complete and sufficient, our comments should be incorporated into the final environmental assessment.

If you have any questions concerning our comments, please contact Samantha Earnest, Historic Preservationist, by electronic mail swearnest@dos.state.fl.us, or at 850.245.6333 or 800.847.7278.

Sincerely,

Lanca h. Kammerer

Laura A. Kammerer Deputy State Historic Preservation Officer For Review and Compliance

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I Historic Preservation 850. 245.6333 · FAX: 245.6437



#### UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4 ATLANTA FEDERAL CENTER 61 FORSYTH STREET ATLANTA, GEORGIA 30303-8960

FEB 0 4 RECT

February 1, 2010

Ms. Sara Massey Airport Planner Passero Associates, LLC 13453 North Main Street/Suite 106 Jacksonville, FL 32218

Subject: EPA NEPA Comments on the Draft EA for "Taxiway 'C' Replacement, RSA Compliance, and Approach Lighting System"; St. Augustine-St. Johns County Airport (SGJ); St. Johns County, FL

#### Dear Ms. Massey:

Consistent with our responsibilities under Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the referenced Draft Environmental Assessment (DEA) that your firm has prepared for the Airport Sponsor (St. Augustine-St. Johns County Airport Authority) and, ultimately, for the Federal Aviation Authority (FAA). We appreciated the opportunity to participate telephonically in a 2009 scoping meeting with other resource agencies and FAA. EPA has also previously provided written National Environmental Policy Act (NEPA) comments on earlier SGJ proposals in 2003 and 2006.

#### Background

SGJ has three intersecting runways: one primary runway and two crosswind runways. The primary runway is Runway 13-31 with overall dimensions of 7,996 feet in length and 150 feet in width, while the crosswinds are Runway 6-24 (2,701 ft x 60 ft) and Runway 2-20 (2,614 ft x 75 ft). The crosswinds are located southwest of Runway 13-31 and configured in an inverted V that intersects the primary runway. Taxiway C, which is to be modified, is located on the southeast end of Runway 13-31 and intersects with Taxiway D for Runway 6-24 and Taxiway B for the central and northwestern portions of Runway 13-31. Runway 2-20 has no dedicated taxiway. The airport is bounded to the southwest by US 1. Airport operation helps accommodate the 6.5 million annual visitors to the City of St. Augustine.

The SGJ airport is situated on 750 acres in an intertidal *Spartina* saltmarsh environment with waters classified as Class II<sup>1</sup> quality. The marsh provides habitat for numerous wading birds, benthic macroinvertebrates such as blue/stone crabs and oysters,

<sup>&</sup>lt;sup>1</sup> Class II waters are classified as suitable for shellfish propagation and harvest. Waters at SGJ are "conditionally" approved for shellfish harvesting, such that they do not always meet Class II water quality standards (pg. 4-3). We also note (pg. 3-33) that the Tolomato River is a 303(d)-listed water body for various metals and fecal coliforms.

endangered species, and various fishes. Essential Fish Habitat (EFH) includes oyster beds, saltmarsh, shallow coastal waters, and inshore waters.

#### **Proposed Project**

Over time, some filled-in portions of the airport property have been eroded by weather events associated with SGJ's proximity to the Tolomato River. The Proposed Project proposes to fill-in and stabilize marsh at the eroded margins of the Runway Safety Area (RSA), add a new Approach Lighting System (ALS) system within the marsh, relocate a tidal canal to allow east-end modification of Taxiway C, and add 2.91 acres of impervious surface areas promoting additional stormwater runoff into the marsh. Overall, it appears that the location of SGJ is not ideal for an airport given its nearby wetland habitat and Class II waters, waterfowl (potential aircraft-wildlife conflicts), and fog issues (see below).

The Sponsor's Proposed Project would replace, restore or add three components at the SGJ airport. The proposed actions are:

- \* Replacement of Taxiway C for Runway 31;
- \* RSA compliance; and
- \* ALS installation.

Replacement of Taxiway C would provide the additional, FAA-required spacing (from current 215 ft to 400 ft) between the centerlines of Taxiway C and Runway 13-31 at its southwestern end, and would realign Taxiway C with Taxiway B to eliminate a clearance issue. The RSA compliance component would provide fill for eroded areas on the sides of Runway 13-31 in order to be compliant with the 250-ft minimum required by FAA on either side of the runway. The installation of an ALS would allow for safer landings during cycles of fog banks generated by the nearby intracoastal waterway. Construction is expected to last approximately three years and be divided into Phases 1 and 2.

#### Alternatives

EPA appreciates that several action alternatives (Alts. 2-12) and the No Action (Alt. 1) were presented in the DEA for the Sponsor's three proposed actions. These are described in more detail in the enclosed *Alternatives Description*. Alternatives 2-7 describe the Taxiway C replacement action, Alternative 8 the RSA action, and Alternatives 9-11 the ALS action. However, we note that several options did not fully meet the project purpose and need (FAA compliance) and therefore do not appear to be reasonable and feasible alternatives. Although these were eventually eliminated, it is unclear why such alternatives were considered if they did not meet purpose and need.

Primary screening criteria eliminated Alternatives 2 (replacement of Taxiway C but short of the end of Runway 13-31), Alternatives 4, 5 and 6 (do not propose

FAA-required minimum 400-ft separation distance between Runway 13-31 and replacement Taxiway C centerlines) and Alternative 9 (ALS distance beyond runway end to 1,400 feet was considered too short to be fully functional lighting). Secondary screening eliminated Alternative 7 (replacement of Taxiway C extends off of airport property into saltmarsh) and Alternative 11 (full ALS distance of 2,400 feet was not considered practical since it was too far into state-owned lands). Therefore, the Sponsor's Proposed Project (Alt. 12) consists of Alternatives 3, 8 and 10. These three alternatives of Alternative 12 were therefore carried forward along with the No Action (Alt. 1).

EPA agrees with the Sponsor's proposal for Alternative 8 (FAA RSA compliance) and Alternative 10 (intermediate distance for ALS system) appears reasonable, although EPA defers to FAA and the Sponsor for airport safety. Alternative 3 also appears reasonable, although the separation distance between Runway 13-31 and Taxiway C does not appear to be an equidistant 400 feet the closer the taxiway approaches the eastern end of the runway. We will defer to FAA regarding such a variance<sup>2</sup> and airport safety. We note that Alternative 7 appears to have an equidistant separation distance of 400 feet, but understand that as a consequence, additional saltmarsh fill would be needed for implementation.

#### **Environmental Impacts**

We appreciate FAA's coordination with EPA on this proposed project at both the NEPA and Clean Water Act (CWA) Section 404 programs. We have focused, but not limited, our review of this DEA on waters of the US – specifically the impact of the proposed filling of saltwater marsh wetlands at the airport.

#### > Waters of the US

As summarized on Table 4-27, the Sponsor's Proposed Project would impact a total of 16.1 acres of waters of the US consisting of 12.2 acres of wetlands and 3.91 acres surface water, of which 10.03 acres would be permanently impacted and 6.07 acres temporarily impacted. Specifically, 7.46 acres of saltmarsh would be permanently filled or dredged. A tidal creek will be relocated to accommodate Taxiway C replacement.

The FEA should revisit the amount of saltwater marsh acreage (6.07 ac) that would be needed during construction. That is, subject to safety considerations, could this temporary marsh impact be further reduced?

Beyond this NEPA review, EPA will review the CWA Section 404 Public Notice when it is noticed by the U.S. Army Corps of Engineers (COE), and provide comments under separate cover. At that time, EPA expects to review the above-referenced need for temporary construction impacts to saltwater marsh, and the adequacy (including temporal impacts) of the proposed mitigation to scrape down 7.1 acres of an 18.3-acre spoil island.

<sup>&</sup>lt;sup>2</sup> The FEA should discuss the FAA requirement of a 400-ft separation distance between runway and associated taxiway centerlines for airports of this size and number of operations.

It is unclear at this time if such action would generate 6.06 units of functional gain. Elevation data and a possible field review would need to demonstrate that the island is currently indeed uplands that would be changed to functional marsh wetlands to offset the airport impacts to marshlands.

#### > Other Comments

+ <u>NEPA Process</u>: The terms "Proposed Project" and "Preferred Alternative" were used interchangeably in the DEA. Consistent with NEPA process nomenclature, it should be noted that the Sponsor's proposal to FAA is its "Proposed Project" described in the DEA. The Sponsor's Proposed Project becomes the NEPA Preferred Alternative only if FAA adopts it (or modifies it after coordination with the Sponsor and FEA disclosure) as its FAA Preferred Alternative in the FAA Final EA (FEA) signed by FAA.

#### + Cumulative Impacts:

\* <u>Bundling NEPA Projects</u> – Page 1-2 references an EA for Taxiway B (South) that is "being developed" by the Sponsor. The FEA should discuss this EA in the cumulative effects section and also disclose why it was not perhaps combined with the present EA for Taxiway C. To the extent feasible, airport projects occurring in a similar timeframe should be bundled within one NEPA document. If not feasible, impacts of proposed and reasonably foreseeable projects should be documented in all FAA EAs and EISs concerning a given airport.

\* <u>Reasonably Foreseeable Projects</u> – Page 3-38 indicates that projects that may be at least partially constructed within the next five years were considered in the cumulative impacts analysis. To the extent feasible and meaningful, the guideline that should be used is all projects proposed or that are reasonably foreseeable within *ten* years of the project design year (start-up or baseline year). Emphasis should be placed on projects with impacts on the same resources as the proposed project (e.g., saltmarsh in this case).

\* <u>Multimodal Terminal Facility</u> – A multimodal facility has the potential for air quality impacts (including air toxics) that together with the airport emissions, could cumulatively affect the airshed. The FEA should further discuss potential air impacts from the proposed terminal in terms of the expected modes of transportation and traffic magnitude, in the context of airport emissions.

\* <u>On-Airport Projects</u> – A few on-airport projects are discussed in the DEA (pg. 3-42). However, will there be any other substantive projects that could affect noise, air quality and saltmarsh within a 10-year horizon (e.g., a runway extension)?

#### + <u>Noise</u>:

\* <u>65 DNL Residences</u> – We note (pg. 3-25 and Fig. 3.12.1) that one acre of residential land use may be encompassed within the existing 65 DNL contour. Although

not a noise impact study, this EA would seem to provide a good opportunity to disclose if any residences/residents would be located within the 65 DNL and, if so, if the Sponsor is planning any noise mitigation for such residents through past NEPA documentation or an FAA Part 150 Program. We recommend that any residential noise exposure within the 65 DNL be discussed in the FEA with any plans for mitigation.

\* <u>Other Residences</u> – We also note (pg. 3-39), that additional residential units are planned near the airport as a mixed use community known as 'Madeira'. The FEA should clarify if any part of this large project (749 residential units) would be located within the current 65 DNL. Because of the noise issue, we are pleased to note (pg. 3-39) that "...homebuyers will be required to sign a disclosure agreement saying they are aware of potential Airport noise as part of the purchase of property within the development, due to the site's location near the approach to Runway 31."

+ <u>Induced Impacts</u>: Page 3-48 concludes that "[t]he proposed actions will not result in induced socioeconomic impacts because the majority of impacts will occur on airport property." EPA believes that on-airport occurrences of impacts would not, by themselves, necessarily imply the absence of induced impacts, such as secondary (indirect) impacts or area growth. However, given that the three proposed actions are essentially to achieve FAA compliance, we agree that overall induced impacts in the area can be assumed to be minimal.

+ <u>Demographics</u>: For the FEA, Section 3.13.2 (pg. 3-28) should include a comparison of demographic and poverty percentages with the State of Florida. For example, how does the 5.7 % African-American population of St John's County (pg. 3-29) compare to State levels? Also, do any minorities and low-income groups exist within the one acre of residential land use encompassed by the 65 DNL?

+ <u>Aircraft-Wildlife Conflicts</u>: Page 4-5 indicates that birds were found to be the dominant species during wildlife surveys. Although the proposed actions may not change this potential for aircraft bird strikes, how has the airport addressed this potential?

+ Air Quality:

\* <u>Monitoring</u> – Page 4-10 states that "[i]t would be the construction contractor's responsibility, through the enforcement plans specifications and contract documents, to ensure that this standard [EPA's PM<sub>10</sub> standard] is adhered to." How will this be measured/monitored to ensure compliance?

\* <u>Fuel Use</u> – According to the DEA (pg. 4-15), the replacement of Taxiway C would save aircraft fuel. The FEA may wish to quantify such savings in terms of costs, fuel consumption, and/or air emissions.

+ Editorial:

\* <u>Aquifer Name</u> – The referenced (pg. 3-33) "Floridian" aquifer should be the "Floridan" aquifer.

\* <u>Color Graphics</u> – Ideally, the color graphics would be improved for the FEA. For example, the legend of Figure 3.03.2 does not depict the colors of the figure. In contrast, other graphics were clear (Fig. 3.05.1).

\* <u>NPDES</u> – Page 4-11 (Sec. 4.05.2) refers to an NPDES permit that would be submitted. We assume that an <u>application</u> for an NPDES permit was intended here.

\* <u>Consistency</u> – Wetland acreage data on Table 4.15-1 and Figure 4.15.1 appear to be somewhat inconsistent. While this primarily may be rounding errors, we suggest that the data be consistent throughout the text and appendices to avoid confusion.

EPA appreciates the opportunity to review the DEA. Should you have questions regarding these comments, feel free to contact Chris Hoberg of my staff for NEPA issues (404-562-9619 or <u>hoberg.chris@epa.gov</u>) and Eric Hughes of the EPA Water Protection Division (located in the COE Jacksonville District office) for waters of the US technical issues (904/232-2464 or <u>Eric.H.Hughes@usace.army</u>).

Sincerely,

Heinz J. Mueller, Chief NEPA Program Office Office of Policy and Management

Enclosure – *Alternatives Description* cc: Virginia Lane – FAA (Orlando, FL)



RECEIVED FEB 1 0 2010

# Florida Department of Transportation

CHARLIE CRIST GOVERNOR

2198 Edison Ave. Jacksonville, Fl. 32204-2730 STEPHANIE C. KOPELOUSOS SECRETARY

February 9, 2010

Ed Wuellner St. Augustine/St. Johns County Airport Authority 4796 US Highway 1 N. St. Augustine, Fl. 32095

## **RE: Draft Environmental Assessment**

Dear Mr. Wuellner:

The Florida Department of Transportation has reviewed the Draft Environmental Assessment and the following comments are provided:

- 1. Figure 2.02.12, Alternative 12, references the preferred combined alternatives 3, 8 and 10. However Chapter 4, Page 4-3, Airports (FLUCFCS 8110). The text references "the Runway Safety Area (RSA) and construction of Taxiway C, Alternative 4. Please review the text on page 4-3 and insure the correct alternative is referenced.
- 2. Chapter 4, Page 4-2, Introduction. FAA Order 1050.1E. Change 1, Environmental Impacts: Policies and Procedures, paragraph 405f, discusses that this chapter address the "foreseeable environmental consequences of the preferred and no action alternatives in comparative form." Recommend the paragraph to read: Environmental Impacts: Policies and Procedures, paragraph 405f, discusses that this chapter address the "foreseeable environmental consequences of the preferred (i.e. Alternative 12) and no action alternative (i.e. Alternative 1) in comparative form.
- 3. Chapter 4, Page 4-29, Approach Lighting System, references to building an elevated catwalk to allow maintenance crews' access to the Approach Lighting System. Provided drawings of catwalk and access to catwalk.

If you have any questions do not hesitate to contact me (904) 360-5667.

Sincerely.

Gene Lampp District Aviation/Transit Specialist

www.dot.state.fl.us

CC: James Bennett PE, Urban Transportation Development Manager Phil Worth, Urban Modal Development Manager Roland Luster, District Aviation Administrator

.



# Florida Department of Environmental Protection

Marjory Stoneman Douglas Building 3900 Commonwealth Boulevard Tallahassee, Florida 32399-3000 Charlie Crist Governor

leff Kottkamp Lt. Governor

Michael W. Sole Secretary

February 10, 2010

Ms. Sara Massey Passero Associates, LLC 13453 North Main Street, Suite 106 Jacksonville, FL 32218

RE: Federal Aviation Administration – Airport Improvement Program – Draft Environmental Assessment for Taxiway "C" Replacement, RSA Compliance and Approach Lighting System at St. Augustine-St. Johns County Airport – St. Augustine, St. Johns County, Florida. SAI # FL200912175061C

Dear Ms. Massey:

The Florida State Clearinghouse has coordinated a review of the Draft Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; Section 403.061(40), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The St. Johns River Water Management District (SJRWMD) states that the project will require an Environmental Resource Permit (ERP) from the SJRWMD to address water quality and wetlands impacts. Please contact the SJRWMD's Jacksonville Service Center Compliance Manager, Dale Lovell, at (904) 448-7919 or <u>dlovell@sjrwmd.com</u> for further information and assistance.

The Florida Department of Environmental Protection's (DEP) Northeast District Office states that on-site mitigation is proposed as the primary method of mitigation for impacts, including the conversion of an upland island to salt marsh and upland habitat. DEP staff notes, however, that the applicant has not demonstrated that conversion of the upland island into mixed salt marsh and uplands for mitigation outweighs its current value as island habitat. Time lag and risk, which were not taken into account in the Uniform Mitigation Assessment Method evaluations, would increase the amount of mitigation required. While other off-site mitigation is listed in Table 1 of the Draft EA, options that may provide more favorable mitigation have not been pursued. The DEP also notes that the proposed activity area is located within Water Body Identification (WBID) no. 2363I

"More Protection, Less Process" www.dep.state.fl.us Ms. Sara Massey February 10, 2010 Page 2 of 2

(Tolomato River segment), which is listed on the Clean Water Act Section 303(d) report as impaired. Please see the enclosed DEP memorandum and contact Ms. Jodi Conway at jodi.conway@dep.state.fl.us or (904) 807-3210 for additional information.

The Florida Department of State (DOS) has reviewed the Draft EA and notes that a professional cultural resource assessment survey of the project area was conducted. The survey was submitted to the DOS and, once the state's review is completed, the DOS' comments should be incorporated into the Final EA. Please refer to the enclosed DOS letter for further details.

Based on the information contained in the Draft EA and the enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process.

Thank you for the opportunity to review the draft document. Should you have any questions regarding this letter, please contact Ms. Suzanne E. Ray at (850) 245-2172.

Yours sincerely,

Jacey As. Mann

Sally B. Mann, Director Office of Intergovernmental Programs

SBM/ser Enclosures

cc: Beth Weatherford, DEP, Northeast District Steve Fitzgibbons, SJRWMD Laura Kammerer, DOS



| <b>Project Infor</b>                                                                                                      | mation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Project:                                                                                                                  | FL200912175061C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| Comments<br>Due:                                                                                                          | 01/29/2010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| Letter Due:                                                                                                               | 02/15/2010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| Description:                                                                                                              | FEDERAL AVIATION ADMINISTRATION - AIRPORT IMPROVEMENT<br>PROGRAM - DRAFT ENVIRONMENTAL ASSESSMENT FOR TAXIWAY "C"<br>REPLACEMENT, RSA COMPLIANCE AND APPROACH LIGHTING SYSTEM<br>AT ST. AUGUSTINE-ST. JOHNS COUNTY AIRPORT - ST. AUGUSTINE, ST.<br>JOHNS COUNTY, FLORIDA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| Keywords:                                                                                                                 | FAA - TAXIWAY C/RSA COMPLIANCE/LIGHTING AT ST. AUGUSTINE<br>AIRPORT - ST. JOHNS CO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| CFDA #:                                                                                                                   | 20.106                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| Agency Com                                                                                                                | ments:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| NE FLORIDA RPC                                                                                                            | - NORTHEAST FLORIDA REGIONAL PLANNING COUNCIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| No Comments                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| ST. JOHNS - ST. JO                                                                                                        | DHNS COUNTY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
|                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
|                                                                                                                           | IRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| DCA has reviewed th<br>no concerns or comr                                                                                | his application and found the project consistent with the St. Johns County Comprehensive Plan and has<br>ments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| FISH and WILDLIFE                                                                                                         | E COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |
| NO COMMENT BY ST                                                                                                          | TEPHANIE ROUSSO ON 2/1/2010.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |
| STATE - FLORIDA                                                                                                           | DEPARTMENT OF STATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| The DOS has review<br>was conducted. The<br>be incorporated into                                                          | ed the draft EA and notes that a professional cultural resource assessment survey of the project area survey was submitted to the DOS and, once the state's review is completed, the DOS' comments should the final EA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| TRANSPORTATION                                                                                                            | N - FLORIDA DEPARTMENT OF TRANSPORTATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |
| airport runway config                                                                                                     | o the State Highway System anticipated since the proposed action will not result in any change to the guration, aircraft operations, aircraft types using the airport, or airport flight characteristics. The FDOT to additional comments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| ENVIRONMENTAL                                                                                                             | PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| Including the conversion<br>has not demonstrate<br>current value as islar<br>Method evaluations,<br>the Draft EA, options | District Office states that on-site mitigation is proposed as the primary method of mitigation for impacts,<br>sion of an upland island to salt marsh and upland habitat. DEP staff notes, however, that the applicant<br>ad that conversion of the upland island into mixed salt marsh and uplands for mitigation outwelghs its<br>and habitat. Time lag and risk, which were not taken into account in the Uniform Mitigation Assessment<br>would increase the amount of mitigation required. While other off-site mitigation is listed in Table 1 of<br>a that may provide more favorable mitigation have not been pursued. The DEP also notes that the<br>as is located within Water Body Identification (WBID) no. 23631 (Tolomato River segment), which is |  |  |

listed on the Clean Water Act Section 303(d) report as impaired. Please see the enclosed DEP memorandum and contact Ms. Jodi Conway at jodi.conway@dep.state.fl.us or (904) 807-3210 for additional information.

ST. JOHNS RIVER WMD - ST. JOHNS RIVER WATER MANAGEMENT DISTRICT

This project appears to require an Environmental Resource Permit (ERP) from the SJRWMD to address water quality and wetlands impacts. Please contact the SJRWMD's Jacksonville Service Center Compliance Manager, Dale Lovell, at (904) 448-7919 or dlovell@sjrwmd.com for further assistance.

| DATE:    | January 14, 2010                                                                    |
|----------|-------------------------------------------------------------------------------------|
| TO:      | Florida State Clearinghouse                                                         |
| FROM:    | Jodi Conway, Northeast District Office (904/807-3210)                               |
| SUBJECT: | Draft Environmental Assessment for Taxiway "C" Replacement<br>SAI # FL200912175061C |

The following comments are offered by the DEP Northeast District Office:

# Environmental Resource Permitting (Michael Eaton, Environmental Manager)

The project proposes to dredge and fill 10.03 acres of open water and salt marsh to prevent erosion damage to the taxiway at St. Augustine Airport. On-site mitigation is proposed as the primary method of mitigation for impacts including the conversion of an upland island into salt marsh and upland habitat. It has not been demonstrated, however, that the conversion of the upland island into mixed salt marsh and uplands for mitigation outweighs its current value as island habitat. The Uniform Mitigation Assessment Method evaluations did not take time lag and risk into account. Including these factors will increase the amount of mitigation required. While other off-site mitigation is listed in Table 1, mitigation options that may provide more favorable mitigation have not been pursued.

The project will require authorization under Chapter 373, Florida Statutes, and authorization for the use of sovereignty submerged lands under Chapter 253, F.S. In accordance with the Department's Operating Agreement, the St. Johns River Water Management District (SJRWMD) will be the permitting agency.

# Surface Water Assessment and Monitoring Program (Pat O'Connor)

The proposed activity area is located within Water Body Identification (WBID) no. 2363I. WBID 2363I is the Tolomato River segment, which was listed on the Clean Water Act Section 303(d) report as impaired due to levels of arsenic, coliform bacteria (shellfish harvesting downgrade), copper, iron, mercury (in fish tissue), and nickel that exceed the established standard. The state is in the process of developing Total Maximum Daily Loads for this segment of the river. Section 4.14.3 of the EA suggests that copper is to be expected in runoff in airport Memorandum January 14, 2010 Page 2 of 2

stormwater. To insure the stormwater treatment is sufficient to meet State standards and not contribute to an existing impairment for WBID 2363I, quarterly samples should be collected from the stormwater discharge points and analyzed for the metals highlighted above and fecal coliform.

WBID 2363I is adjacent to an aquatic preserve, which is defined in Section 258.37, F.S., as "an exceptional area of submerged lands and its associated waters set aside for being maintained essentially in its natural or existing condition." As required by state regulations, a variance issued by the SJRWMD will be required for impacts to Class II waters (designated for shellfish propagation or harvesting) and a water quality protection plan will be required for the proposed project. It may be cost effective to incorporate a stormwater sampling plan into the water quality protection plan.

#### Sara Massey

| From:    | Melissa Green [mgreen@birkitt.com] |
|----------|------------------------------------|
| Sent:    | Wednesday, March 03, 2010 9:29 AM  |
| То:      | Sara Massey                        |
| Cc:      | jay gable                          |
| Subject: | FW: St. Augustine EA Comments      |

FYI. Jim Maher's email on the DEP Clearinghouse comments.

Thanks.

# Melissa V. Green

Project Manager FWC Authorized Gopher Tortoise Agent

people and nature BIRKITT ENVIRONMENTAL SERVICES, INC.

#### PLEASE NOTE OUR CHANGE OF ADDRESS

110 S. Edison Ave. Tampa, FL 33606 (813) 259-1085 (Office phone) (813) 574-1156 (DIRECT) (813) 259-1086 (fax) <u>mgreen@birkitt.com</u>

#### www.birkitt.com

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From: Maher, Jim [mailto:Jim.Maher@dep.state.fl.us]
Sent: Monday, February 22, 2010 5:12 PM
To: Beverly Birkitt; Ray, Suzanne E.; Milligan, Lauren
Cc: Melissa Green; Abbey Naylor; SGJ Project File; Weatherford, Beth; Conway, Jodi; Strong, Greg
Subject: RE: St. Augustine EA Comments

Hi Beverly,

As a note of clarification to the comments the DEP included to the Clearinghouse review, please know that the comments were not intended to indicate that there was incomplete work in the proposal, but rather to indicate the types of information yet to be developed that would ultimately be reviewed as the project goes forward. The clearinghouse format is intended to provide suggestions on methodologies that will help shape a project to comply with

statutes. Regrettably there were some portions of the original comments that were placed under a different header that made this more clear. To wit, the following sentences were not included in the final report as they were not in the *General* paragraph header but instead listed under different paragraph headers as identified in *italics*:

*Permits/Authorizations:* This project will require authorization under chapter 373 and authorization for the use of sovereignty submerged lands under chapter 253. In accordance with the Department's Operating Agreement, the St. Johns River Water Management District will be the permitting agency.

*Conflicts*: With sufficient mitigation and sovereignty submerged authorizations this project does not conflict with the ERP program statutes or rules.

As you can see from the above additional comments that did not make it into the final permit, this office always expected the additional details of project development that would happen in later phases could shape this into a project that meets our statutes and that the St. Johns River Water Management District would be reviewing that, and ultimately be the source of approving the project as consistent with state law.

Thanks for the opportunity to clarify our input to the report. Attached is an email containing our full input documenting the above. Regards

Jim

James R Maher, PE Administrator Submerged Lands/Environmental Resource Program Florida Department of Environmental Protection 7825 Baymeadows Way Suite B200 Jacksonville, FL 32256 904-807-3352 ofc 904-509-5389 cell

The Department of Environmental Protection values your feedback as a customer. DEP Secretary Michael W. Sole is committed to continuously assessing and improving the level and quality of services provided to you. Please take a few minutes to comment on the quality of service you received. Simply click on <u>this link to the DEP Customer Survey</u>. Thank you in advance for completing the survey.

From: Beverly Birkitt [mailto:bbirkitt@birkitt.com]
Sent: Monday, February 22, 2010 2:29 PM
To: Maher, Jim
Cc: Beverly Birkitt; Melissa Green; Abbey Naylor; SGJ Project File
Subject: St. Augustine EA Comments

Hi Jim:

Just a reminder that you graciously volunteered to prepare an email to the Clearinghouse clarifying the FDEP comments on the EA.

Your email would be much appreciated in the next day or two if possible.

THANKS!

#### people and nature BIRKITT ENVIRONMENTAL SERVICES, INC.

Beverly F. Birkitt President

# PLEASE NOTE OUR CHANGE OF ADDRESS

110 S. Edison Ave. Tampa, FL 33606 (813) 574-1162 (direct) (813) 259-1085 (main) (813) 259-1086 (fax) bbirkitt@birkitt.com

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UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 263 13<sup>th</sup> Avenue South St. Petersburg, Florida 33701-5505 (727) 824-5317; FAX (727) 824-5300 http://sero.nmfs.noaa.gov/

February 25, 2010

F/SER4:GG/pw

(Sent via Electronic Mail)

FEB 2 5 RECO

Virginia Lane Federal Aviation Authority 5950 Hazeltine National Drive Suite 400 Orlando Florida 32822

#### Dear Ms Lane:

NOAA's National Marine Fisheries Service (NMFS) reviewed the Draft Environmental Assessment (EA) dated December 2009 for the proposed expansion of the St. Augustine-St. Johns Airport in St. Johns County, Florida. The Draft EA, which was prepared for the Federal Aviation Administration (FAA) and St. Augustine-St. Johns Airport Authority (Airport Authority), considers a "no action" alternative and 11 alternatives that focus on replacing Taxiway "C," re-establishing Runway Safety Areas (RSAs), and constructing an Approach Lighting System (ALS). As compensatory mitigation, the FAA and Airport Authority propose to restore marsh habitat adjacent to the airport. The FAA's initial determination is the project would not adversely affect essential fish habitat (EFH) or federally managed fishery species. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act (FWCA) and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

#### Description of the Action

The preferred alternative (Alternative 12) identified in the EA proposes 16.1 acres of dredge-and-fill impacts to salt marsh, oyster aggregations, and estuarine surface water; this total reflects 6.07 acres of temporary impacts and 10.03 acres of permanent impacts. The preferred alternative has three components:

- The proposed ALS would extend 1,800 feet into the salt marsh. The direct and permanent impacts associated with the proposed ALS would be 0.01 acres (the area under the lighting poles); temporary impacts from construction would be 0.9 acres. Indirect impacts are not expected since the ALS would be serviced by boat during high tides.
- The proposed RSA is needed to restore areas on the northeastern side of the airport that were eroded by storms. FAA recommends re-establishment of the width originally constructed for these areas; i.e., 250 feet. Waves and currents have eroded up to 110 feet of the RSA. Direct and permanent fill impacts associated with re-establishing the RSA are 4.08 acres of salt marsh and tidal flats; temporary impacts from construction are estimated to be 3.34 acres.



• Extension of Taxiway "C" (which includes construction of its RSA) is needed for safer and more efficient use of the airport. Through placement of fill, extension of the taxiway and its RSA would permanently impact 5.09 acres of salt marsh and 0.74 acres of open water; 1.18 acres of temporary impacts are expected from construction. Extension of Taxiway "C" would require relocation of a tidal access canal. Relocating the canal would have 0.11 acres of permanent impacts from dredging and 0.65 acres of temporary impacts from construction.

The Draft EA lists 0.17 acres of impact to oyster aggregations. These impacts would be associated with each of the three project components and are included in the acreages listed above. Also as noted above, a large portion of the project's impacts, 6.07 acres, are expected to be temporary. These areas are expected to recover due to re-establishment of pre-project substrate elevations and re-planting of appropriate vegetation. Success criteria and monitoring are needed to gauge the progress of this recovery and to determine if remedial actions are necessary.

#### Essential Fish Habitat (EFH) Assessment

While the EFH Assessment within the Draft EA provides an adequate programmatic summary of EFH, Habitat Areas of Particular Concern (HAPCs), and the life history of relevant species managed by the South Atlantic Fishery Management Council, the Mid-Atlantic Fishery Management Council, and NMFS, we do not believe the Draft EA fully considers the impacts to EFH. Specifically, the loss of the benthic communities in the existing tidal canal are not examined nor are the effects on fish from limiting their ingress and egress to salt marsh during relocation of the tidal canal.

#### Sequential Mitigation

Avoidance and Minimization: NMFS believes it would be practicable for the FAA and Airport Authority to take further measures to avoid and minimize impacts to EFH. Specifically, the footprint of the side slopes of RSA and rin-rap revetment could be reduced, ovster aggregations could be relocated, and the relocated tidal canal could be aligned differently. Construction of a stem wall would greatly reduce the area of fill needed for the RSA side slopes. To eliminate or reduce the rip-rap revetment at the base of a stem wall, a vegetated littoral shelf, interspersed or fronted with transplanted oyster aggregations would provide for habitat replacement and reuse of oyster aggregations (that would otherwise be buried) while providing erosion control and dissipation of wave energy. Creation of a "living shoreline" to control erosion and dissipate wave energy has been used as an alternative to shoreline fortification to great effect in areas experiencing similar erosion. NMFS would be willing to work with the FAA and Airport Authority in the review, selection, and design of an alternative that would provide both protection and aguatic habitat enhancement. The relocated tidal canal should be located so that it coincides with the footprint of an existing, linear spoil-deposition area. This linear spoil-deposition area, southwest of Runway 13-31, appears to have been placed on salt marsh when the access canal was originally excavated. Excavation of a portion of the new channel within this area would remove spoil, enhance hydrology, and reduce impacts from the new dredging.

<u>Compensatory Mitigation</u>: Compensatory mitigation will still be required for this project even if all the above steps to avoid and minimize impacts are taken. After reviewing the UMAM sheets provided in Appendix L, NMFS believes revisions to both the qualitative and quantitative sections are needed. In the Qualitative Description (QD), it is important to note that significant nearby features should include the proximity to St. Augustine Inlet, 3.71 miles to the southeast, and itself a Habitat Area of Particular Concern (HAPC). In describing the functions of the salt marsh and open water it is important that the QD include the ecological functions these areas provide to the various life stages of federally managed species that are known to utilize these habitats. Further the QD includes references to 0.17 acres of oyster aggregates found in the project area but does not include a description of their habitat function or anticipated utilization. Within the Quantitative Assessments (QA) of the open water habitat, references is made to oyster aggregates, but given the commercial and ecological importance of these oyster

aggregates, this impact should be addresses separately and receive both a QD and QA. Although the QD for salt marsh and open water areas states that the assessment areas are not unique but the same as the adjacent Class II waters and salt marsh within the Aquatic Preserve, the QA scores for Location and Landscape Support (6-7), Water Environment (6-7) and Vegetative and Benthic Community Structure (5-7) reflect a "moderate" to "minimal" value. Based on our multiple field inspections of the salt marsh and open water habitats within the project area, we would rate these parameters in the optimal range of 8-9. This discrepancy in scoring needs to be addressed before the UMAM assessment is accepted and finalized and the amount of mitigation needed is calculated.

Removal of a spoil island is the preferred compensatory mitigation in the Draft EA, and NMFS agrees this represents the best mitigation option considered. However, before we cannot fully evaluate the proposed compensatory mitigation due to lack of detail in the Draft EA. Appendix R includes general narrative descriptions of how the spoil island would be re-contoured and spoil removed, and Appendix R Figure 4 indicates the conceptual mitigation design includes high and low salt marsh and a tidal creek. The Draft EA defers details of the plan design, monitoring, maintenance, and management to the permitting process administered by the US Army Corps of Engineers. The EFH consultation cannot be completed without this detail.

Given the current lack of detail, NMFS cannot conclude the proposed compensatory mitigation is adequate. To provide this additional detail, we recommend design details be developed in coordination with NMFS and the St. Johns River Water Management District's Northern Coastal Basin Restoration Specialists, Paul Haydt and Ron Brockmeyer, who have been instrumental in development of similar restoration projects at Gamble Rogers State Part (5 acres) and North Peninsula State Park (35+acres). We also recommend the FAA and Airport Authority reference NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual for guidance on development of success criteria and a procedure for measuring progress toward those criteria. Finally, past experience with successful salt marsh restoration projects indicate that establishing appropriate elevations and hydrology is critical. Relevant information may found by examining historical surveys (circa 1870) that indicate the location and extent of the area's salt marsh and tidal creeks as well as close examination of current reference areas.

#### EFH Conservation Recommendations

NMFS concludes that the project would adversely affect EFH and other living marine resources. Section 305(b)(4)(A) of the Magnuson-Stevens Act requires NMFS to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, NMFS provides the following:

#### **EFH Conservation Recommendations**

- The project shall be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes of the RSA and rip-rap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil-deposition area.
- An interagency review shall be conducted of the UMAM analysis.
- A compensatory mitigation plan shall be developed in coordination with the St. Johns River Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan shall incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual. The monitoring shall include both the compensatory mitigation and temporary impact areas.

Consistent with Section 305(b)(4)(B) of the Magnuson-Stevens Act and implementing regulations at 50 CFR 600.920(k), your office is required to provide a written response to our EFH recommendation within

30 days of receipt. Your response must include a description of measures to be required to avoid, mitigate, or offset the adverse impacts of the proposed activity. If your response is inconsistent with our EFH conservation recommendation, you must provide a substantive discussion justifying the reasons for not implementing the recommendation. If it is not possible to provide a substantive response within 30 days, the FAA should provide an interim response to NMFS, to be followed by the detailed response. T he detailed response should be provided in a manuer to ensure that it is received by NMFS at least ten days prior to final approval of the action.

Please note the project proposes actions in areas where sea turtles protected under the provisions of the Endangered Species Act are present. The Jacksonville District should contact the NMFS Southeast Region, Protected Resources Division, if the FAA determines that their action would affect a listed species. The NMFS Southeast Region, Protected Resources Division can be contacted at the letterhead address.

We appreciate the opportunity to provide these comments. Please direct related questions to the attention of Mr. George Getsinger at our Northeast Florida field office. He may be reached at 9741 Ocean Shore Drive, St. Augustine, Florida, 32080; by telephone at (904) 461-8674; or by email at George.Getsinger@noaa.gov.

Sincerely,

Pour Willer

/for

Miles M. Croom Assistant Regional Administrator Habitat Conservation Division

cc:

FAA, Virginia.Lane@FAA.gov COE, Beverlee.A.Lawrence@usace.army.mil EPA, Eric.Hughes@usace.army.mil SJRWMD, cwenzel@sjrwmd.com SJRWMD, phaydt@sjrwmd.com Passero Associates, SMassey@passero.com St. Johns County, jbrewer@sjcfl.us St. Augustine-St Johns County Airport, Bryan Cooper, jbc@gi-airport.com


MAR 30 RECO

FLORIDA DEPARTMENT OF STATE Kurt S. Browning Secretary of State DIVISION OF HISTORICAL RESOURCES

Mr. Myles Bland Bland and Associates, Inc. 4104 St. Augustine Road Jacksonville, Florida 32207-6609

February 22, 2010

Re: DHR Project File No.: 2010-00007 / Received by DHR: January 13, 2010 An Intensive Cultural Resource Assessment Survey of the St. Augustine Airport Expansion Parcel, St. Johns County, Florida

Dear Mr. Bland:

Our office received and reviewed the above referenced survey report in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended in 1992, and 36 C.F.R., Part 800: Protection of Historic Properties, and Chapter 267, Florida Statutes, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In March 2009, Bland and Associates, Inc. (BAI) conducted an archaeological and historical Phase I survey of the proposed St. Augustine Airport expansion project area on behalf of Passero Associates, LLC. BAI identified no cultural resources within the project area during the investigation.

Before this office can finish the process of reviewing the report, the following information must be forwarded:

• Airport History and Resource Group Form: Based on the St. Augustine Airport website, the airport was built in 1933 and used by the U.S. military during World War II. Please include a completed Florida Master Site File (FMSF) Resource Group Form with the required attachments to record the historic airport. Additionally, the report should contain a history of the airport, an assessment of its eligibility for listing in the NRHP, and a determination of effects by the proposed project.

For any questions concerning our comments, please contact Rudy Westerman, Historic Preservationist, by electronic mail at rjwesterman@dos.state.fl.us, or by phone at 850.245.6333. We appreciate your continued interest in protecting Florida's historic properties.

Sincerely,

Lama h. Kammerer

Laura A. Kammerer Deputy State Historic Preservation Officer For Review and Compliance

500 S. Bronough Street • Tallahassee, FL 32399-0250 • http://www.flheritage.com

Director's Office 850.245.6300 • FAX: 245.6436

C Archaeological Research 850.245.6444 • FAX: 245.6452

**Historic** Preservation 850.245.6333 • FAX: 245.6437



#### FAA Interim Response to NMFS Comments on Draft EA for St. Augustine Airport and EFH Conservation Recommendations - 2-25-2010 ---F/SER4:GG/pw

Virginia Lane Miles.Croon

ASO-ORL-ADO, Orlando, FL

to: Miles.Croom, Robin Wiebler, George.Getsinger

03/17/2010 05:04 PM

Cc: SMassey, Mark.R.Evans, erw, Bart Vernace

The FAA received the NOAA Fisheries EFH Conservation Recommendations by electronic mail on February 25, 2010. The FAA will fully consider the recommendations, has not yet made a decision on the project, but will respond fully when a decision has been made, in approximately 60 days.

Virginia Lane, A.I.C.P. Federal Aviation Administration Orlando Airports District Office 5950 Hazeltine National Drive Orlando, FL 32822 Tel: 407/812/6331 Ext. 129 Fax: 407/812/6978



St. Johns County Board of County Commissioners

Growth Management | Environmental Division

March 25, 2009

Mr. Myles Bland Bland and Associates, Inc. 4104 St. Augustine Road Jacksonville, FL 32207-6609

Re: A Cultural Resource Assessment Survey of the St. Augustine Airport Expansion Parcel, St. Johns County, Florida. Received by SJC, March 25, 2009. Co. Project number unknown.

Dear Mr. Bland:

This office reviewed the above referenced report on March 2, 2009 in accordance with St. Johns County's Land Development Code regulations Section 3.01.05. The report was reviewed for conformance with the Florida Division of Historical Resources' *Standards and Guidelines for Cultural Resource Assessment Survey* reports, which is the standard the county uses for archaeological survey reports.

Review of this project indicates that the fieldwork conforms to these standards and the report is complete and sufficient. No historic resources were identified that will be adversely affected by the proposed construction and no further investigation is needed with regards to historic resources.

This office concurs with the determinations of the report and finds the archaeological work for this project complete. One of the original copies of this report received by this department will be forwarded to the Florida Master Site File for their records.

Thank you for contributing to the identification of the county's historic resources. Please contact me if you have any further questions regarding these comments, or regarding the county's Historic Resource Program in general.

Sincerely.

Robin Moore, MA/RPA Historic Resource Specialist

904 209-0623 remoore@sjcfl.us



UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 263 13<sup>th</sup> Avenue South St. Petersburg, Florida 33701-5505 (727) 824-5317; FAX (727) 824-5300 http://sero.nmfs.noaa.gov/

May 14, 2010

F/SER4:GG/pw

(Sent via Electronic Mail)

Virginia Lane Federal Aviation Authority 5950 Hazeltine National Drive Suite 400 Orlando Florida 32822

Dear Ms Lane:

NOAA's National Marine Fisheries Service (NMFS) reviewed your letter dated April 19, 2010, which is the response by the Federal Aviation Administration (FAA) to the recommendations made by NMFS on February 25, 2010, to conserve and protect essential fish habitat (EFH) in connection with proposed upgrades to St. Augustine-St. Johns Airport. Specifically, NMFS recommended:

- 1. The project be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes of the RSA and rip-rap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil-deposition area.
- 2. An interagency review be conducted of the UMAM analysis.
- 3. A compensatory mitigation plan be developed in coordination with the St. Johns River Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan should incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual. The monitoring should include both the compensatory mitigation and temporary impact areas.

In response to all three EFH conservation recommendations, FAA states that additional avoidance and minimization measures, functional assessments, and mitigation plans would be examined by the airport sponsor, St. Augustine-St. Johns Airport Authority, during finalization of project design and during the permitting process administered by the U.S. Army Corps of Engineers (Corps).

In cases where there is more than one federal action agency (in this case FAA and Corps) and each of those agencies is acting independently and sequentially, rather than collaborating on a single Environmental Assessment, the initial action agency (FAA in this case) can defer the EFH consultation to a later environmental review administered by the other agency (Corps in this case). FAA clearly initiated the EFH consultation in the Environmental Assessment by including an EFH determination in the assessment. However, we can suspend the consultation in an incomplete status until the Corps' permitting process triggers re-initiation if that is the path the FAA chooses. In the mean time, we



maintain the EFH conservation recommendations listed in our previous letter, and we are happy to continue to work with the FAA and St. Augustine-St. Johns Airport Authority to address these issues so that the permitting process with the Corps is as streamlined as practicable.

Thank you for providing the opportunity to comment on this project. Mr. George Getsinger, at our Marineland Office, is available if further assistance is needed. He may be reached at 9741 Ocean Shore Blvd, St. Augustine, Florida 32080, (904) 471-8674, or by email at George.Getsinger@noaa.gov.

Sincerely,

Pour Willer

/ for

Miles M. Croom Assistant Regional Administrator Habitat Conservation Division

cc:

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FAA, Virginia.Lane@FAA.gov COE, Beverlee.A.Lawrence@usace.army.mil EPA, Eric.Hughes@usace.army.mil SJRWMD, cwenzel@sjrwmd.com SJRWMD, phaydt@sjrwmd.com Passero Associates, SMassey@passero.com St. Johns County, jbrewer@sjcfl.us St. Augustine-St Johns County Airport, Bryan Cooper, jbc@gi-airport.com



(Sent via Electronic Mail)

Mr. Miles M. Croom Assistant Regional Administrator Habitat Conservation Division National Marine Fisheries Service Southeast Regional Office 263 13<sup>th</sup> Avenue South St. Petersburg, Florida 33701-5505 Orlando Airports District Office 5950 Hazeltine National Dr., Suite 400 Orlando, FL 32822-5003

Phone: (407) 812-6331 Fax: (407) 812-6978

April 19, 2010

Dear Mr. Croom:

RE: St. Augustine - St. Johns County Airport

#### Federal Aviation Administration (FAA) Response to National Marine Fisheries Service (NMFS) Comments on the Draft Environmental Assessment (EA) and Essential Fish Habitat (EFH) Conservation Recommendations (F/SER4:GG/pw)

On February 25, 2010, the FAA received a letter from the National Marine Fisheries Service (NMFS) on the Draft Environmental Assessment (EA) and Essential Fish Habitat Assessment prepared by the St. Augustine – St. Johns County Airport Authority (Airport Sponsor) for proposed projects at the St. Augustine – St. Johns County Airport. These proposed projects include Taxiway C Replacement, Runway Safety Area (RSA) compliance, and an approach lighting system. In the letter, NMFS concludes the proposed projects will adversely affect Essential Fish Habitat (EFH) or federally managed fishery species. In addition to providing comments on the Draft EA, in accordance with Section 305(b)(4)(A) of the *Magnuson-Stevens Fishery Conservation and Management Act*, NMFS provided EFH Conservation Recommendations.

Measures taken by the Airport Sponsor and FAA to avoid wetlands, minimize wetland impacts, and provide mitigation for unavoidable wetland impacts and impacts to EFH have been described and documented in the Draft EA. In summary, a detailed evaluation of twelve alternatives was undertaken to improve safety and efficiency at the St. Augustine – St. Johns County Airport and reduce impacts to wetlands and EFH. Through coordination with federal, state, and local agencies, conceptual mitigation was developed that would adequately mitigate unavoidable impacts to wetlands and EFH associated with the proposed projects.

The USACE was a cooperating agency with the FAA on the EA. The USACE has indicated to the FAA that, pending completion of the regulatory evaluation process, the identified preferred alternatives may be the Least Environmentally Damaging Practicable Alternative (LEDPA) that meets the project purpose and need, and that mitigation appears to be available to adequately mitigate unavoidable impacts to aquatic resources (Letter to Virginia Lane, Environmental Specialist, FAA, from Jeffery Collins, Chief, USACE, Jacksonville Permits Section, January 22, 2010). The NMFS has also indicated that restoration of the spoil island is the best mitigation option considered.

Section 305(b)(4)(B) of the Magnuson-Stevens Act requires the FAA to provide a written response to your February 25, 2010 letter within 30 days of its receipt. The FAA provided an interim written response by email to the NMFS on March 17, 2010 that we had not yet made a decision on the project. The enclosed attachment provides FAA's response to NMFS comments on the Draft EA and EFH Conservation Recommendations.

Sincerely, ind

Virginia Lane Environmental Specialist

Enclosure:

### St. Augustine Airport EA NMFS Comments Response April 2010

#### Comment 1 - Description of the Action

**Comment** - The preferred alternative (Alternative 12) identified in the EA proposes 16.1 acres of dredge-and-fill impacts to salt marsh, oyster aggregations, and estuarine surface water; this total reflects 6.07 acres of temporary impacts and 10.03 acres of permanent impacts. The preferred alternative has three components:

The proposed ALS would extend 1,800 feet into the salt marsh. The direct and permanent impacts associated with the proposed ALS would be 0.01 acres (the area under the lighting poles); temporary impacts from construction would be 0.9 acres. Indirect impacts are not expected since the ALS would be serviced by boat during high tides.

### Response - Permanent (10.03) and temporary (6.07) impacts for preferred alternative (Alternative 12) are correct. The impacts for the proposed ALS are correct.

**Comment** - The proposed RSA is needed to restore areas on the northeastern side of the airport that were eroded by storms. FAA recommends re-establishment of the width originally constructed for these areas; i.e., 250 feet. Waves and currents have eroded up to 110 feet of the RSA. Direct and permanent fill impacts associated with re-establishing the RSA are 4.08 acres of salt marsh and tidal flats; temporary impacts from construction are estimated to be 3.34 acres.

#### Response - Permanent impacts from the RSA on the east side to saltmarsh is 3.92 acres. There are also 0.16 acres of impacts to open water proposed from the RSA. Temporary impacts are correct.

**Comment** - Extension of Taxiway "C" (which includes construction of its RSA) is needed for safer and more efficient use of the airport. Through placement of fill, extension of the taxiway and its RSA would permanently impact 5.09 acres of salt marsh and 0.74 acres of open water; 1.18 acres of temporary impacts are expected from construction. Extension of Taxiway "C" would require relocation of a tidal access canal. Relocating the canal would have 0.11 acres of permanent impacts from dredging and 0.65 acres of temporary impacts from construction.

Response - The Taxiway and its RSA would permanently impact 2.93 acres of saltmarsh and 2.16 acres of open water. 1.18 acres of temporary impacts is correct. Relocation of the tidal canal would permanently impact 0.6 acres of saltmarsh and 0.25 acres of open water. Temporary impacts associated with the tidal canal are included in the 1.18 acres and an extra 0.65 acres for work in the tidal canal east of Runway 13-31.

The Draft EA lists 0.17 acres of impact to oyster aggregations. These impacts would be associated with each of the three project components and are included in the acreages listed above. Also as noted above, a large portion of the project's impacts, 6.07 acres, are expected to be temporary. These areas are expected to recover due to re-establishment of pre-project substrate elevations and re-planting of appropriate vegetation. Success

criteria and monitoring are needed to gauge the progress of this recovery and to determine if remedial actions are necessary.

#### Comment 2 – Essential Fish Habitat (EFH) Assessment

"...we do not believe the Draft EA fully considers the impacts to EFH. Specifically, the loss of the benthic communities in the existing tidal canal are not examined nor are the effects on fish from limiting their ingress and egress to salt marsh during relocation of the tidal canal."

Response - The Draft EA fully considered potential impacts to EFH. Sections 3.03.3 and 4.02.1.6 as well as Appendices C and D which address Benthic Habitat and EFH impacts, respectively, discuss impacts to EFH. In these sections of the EA, it is discussed that 3.91 acres of estuarine open water is within the project area and this includes a previously dredged existing tidal canal. In addition, it is stated that 0.51 acres of oysters are located within the proposed project area, including those oysters that are located within the existing tidal canal. It is described that the oysters are present in sparse numbers, in very small clumps and patches within the existing tidal canal. Specifically, Appendix C, the Benthic Habitat Survey Report goes into detail on the benthic communities in all portions of the project area. The appendix describes the survey locations, methodology and results from the benthic assessment. On Page C-6, it states that approximately 0.0003 acres of moderately healthy to unhealthy oysters were present within the tidal canal to the east/southeast of Runway 13/31. In addition, 0.09 acres of oysters of survey 13/31.

The loss of these oysters were considered and included in the 0.17 acres of oysters which will be permanently impacted by the proposed action. Oysters will be mitigated appropriately and as stated in the EA will "include placement of oyster shell in proximity to where the impacts occur or within the same watershed and Class II waters. In addition, it may be possible to relocate existing oyster clumps to suitable areas outside the influences of the proposed project" (Section 4.02.1.5, page 4-6 of the Draft EA; Section 5.02.2, page 5-3 of the Draft EA; Section 5.1, page C-7 of Appendix C, Benthic Habitat Survey Report; Section 6.0, Page 7 of Appendix D, Essential Fish Habitat Report).

The effects on fish from limiting their ingress and egress to saltmarsh during the relocation of the tidal canal are not expected to be significant. Construction of the tidal canal will be completed within three to four months and the area will be available to fish upon completion. All necessary Best Management Practices (BMP's) will be implemented during all phases of construction. BMP's may include but are not limited to staked hay bales, silt screens, and turbidity curtains. "Best management practices" are described in FAA Advisory Circular 150/5370-10 Standards for Specifying Construction of Airports (change 10). Additionally, construction sequencing, which will be detailed during permitting, will be utilized to minimize impacts during construction.

The relocated tidal canal will mimic the conditions of the tidal canal it is replacing. The area of construction for the tidal canal relocation is approximately 1.5 acres Significant saltmarsh and open water estuarine habitat that is of higher quality than what is proposed for impact will be available in adjacent areas for fish to utilize during construction. Upon completion of construction, the relocated tidal canal will be available for fish to utilize. Therefore, impacts to fish during the relocation of the tidal canal are expected to be temporary and minimal.

#### Comment 3 - Sequential Mitigation - Avoidance and Minimization

"NMFS believes it would be practicable for the FAA and Airport Authority to take further measures to avoid and minimize impacts to EFH. Specifically, the footprint of the side slopes of RSA and rip-rap revetment could be reduced, oyster aggregations could be relocated, and the relocated tidal canal could be aligned differently. Construction of a stem wall would greatly reduce the area of fill needed for the RSA side slopes. To eliminate or reduce the rip-rap revetment at the base of a stem wall, a vegetated littoral shelf, interspersed or fronted with transplanted oyster aggregations would provide for habitat replacement and reuse of oyster aggregations (that would otherwise be buried) while providing erosion control and dissipation of wave energy. Creation of a "living shoreline" to control erosion and dissipate wave energy has been used as an alternative to shoreline fortification to great effect in areas experiencing similar erosion. NMFS would be willing to work with the FAA and Airport Authority in the review. selection, and design of an alternative that would provide both protection and aquatic habitat enhancement. The relocated tidal canal should be located so that it coincides with the footprint of an existing, linear spoil-deposition area. This linear spoil-deposition area, southwest of Runway 13-31, appears to have been placed on salt marsh when the access canal was originally excavated. Excavation of a portion of the new channel within this area would remove spoil, enhance hydrology, and reduce impacts from the new dredging."

Response - The proposed footprint design for the Runway Safety Area (RSA) slope was designed in accordance with FAA design standards in FAA Advisory Circular 150/5300-13 *Airport Design Handbook*. These design standards require that the minimum width of the RSA for Runway 13-31 be 250 feet off each side of the runway centerline. These widths and gradients are in accordance with FAA criteria. A RSA is defined as "*surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway*"<sup>1</sup>. Placement of a stem wall or another type of stabilization that does not provide appropriate slope could potentially be a safety hazard for airplanes that may overshoot, undershoot or miss the runway. Additionally, a structure such as a retaining or stem wall could pose an additional hazard to aircraft. The RSA side slope design has been reduced as much as possible while still in accordance with FAA design standards.

As discussed in the EA, ArmorFlex, not rip-rap, is proposed for stabilization of the RSA slope. The ArmorFlex will be interplanted with saltmarsh vegetation to attempt to mimic a "living shoreline". In addition, as stated throughout the EA, oysters can be relocated (Section 4.02.1.5, page 4-6 of the Draft EA; Section 5.02.2, page 5-3 of the Draft EA; Section 5.1, page C-7 of Appendix C, Benthic Habitat Survey Report; Section 6.0, Page 7 of Appendix D, Essential Fish Habitat Report). The Airport Sponsor has agreed to relocate oysters from the project area prior to construction to suitable areas that may include the toe of slope of the RSA. Typically, saltmarsh vegetation and oysters naturally recruit along shorelines in the area, therefore it is also expected that natural recruitment of saltmarsh vegetation and oysters will occur along and at the toe of slope<sup>2</sup>.

It is the responsibility of the Airport Sponsor to work with the regulatory permitting agencies to develop project design and construction plans that meet FAA and regulatory requirements. The design and location of the relocated tidal canal would be finalized during the USACE and SJRWMD permitting processes. FAA's understanding is that the

<sup>&</sup>lt;sup>1</sup> FAA Advisory Circular 150/5300-13 Airport Design

<sup>&</sup>lt;sup>2</sup> Montague, C.L. and R.G. Wiegert. 1990. Salt Marshes. In Myers, R.L. and J.J. Ewel, editors. Ecosystems of Florida. Orlando Univ. Central Florida Press. 481-516.

NMFS reviews and comments on final mitigation during the permit process. At this time, the proposed replacement area of Taxiway C and the proposed location of the tidal canal are expected to remove the existing linear spoil deposition area. This historic spoil deposition area will become part of the newly extended Taxiway B or become the newly created tidal canal. The Airport Sponsor agrees with the NMFS that excavation of this spoil area would remove spoil, enhance hydrology and reduce impacts.

#### Comment 4 - Compensatory Mitigation

"After reviewing the UMAM sheets provided in Appendix L, NMFS believes revisions that both the qualitative and quantitative sections are needed. In the Qualitative Description (QD), it is important to note that significant nearby features should include the proximity to St. Augustine Inlet, 3.71 miles to the southeast, and itself a Habitat Area of Particular Concern (HAPC)... Within the Quantitative Assessments (QA) of the open water habitat, references are made to oyster aggregates, but given the commercial and ecological importance of these oyster aggregates, this impact should be addresses separately and receive both a QD and QA...." This discrepancy in scoring needs to be addressed before the UMAM assessment is accepted and finalized and the amount of mitigation needed is calculated.

Response - The UMAMs provided in Appendix L of the EA are preliminary and will be finalized during the USACE 404 and SJRWMD permitting processes, which is when the amount of mitigation needed is finalized. UMAM scores and conceptual mitigation options were initially reviewed and discussed at the agency coordination meeting in June 2009. Agency attendees at this meeting included St. Augustine-St. Johns County Airport staff and consultants, FAA, USACE, EPA, NMFS, FWS, SJRWMD, FDEP, and the St. Johns County Environmental Land Division.

While it is possible to break out the oyster habitat from the open water habitat as suggested by NMFS, the SJRWMD requested that these habitats be grouped together and not be broken out at the agency coordination meeting held October 20, 2009 at the airport. All agencies and staff that attended the June meeting were invited to the October meeting to provide further agency review of the preliminary UMAM scores and proposed conceptual mitigation. Meeting attendees included St. Augustine-St. Johns County Airport staff and consultants, Christine Wentzel [SJRWMD]; Mark Evans [USACE]; and Virginia Lane [FAA].

Quantitative and qualitative details of the UMAMs will be finalized during the permitting process. The NMFS comment regarding the proximity and significance of the St. Augustine Inlet will be added into Part I of the UMAM sheets. It is noted that the proposed project is not in an Aquatic Preserve. Permit applications for the Approach Lighting System (ALS) were submitted to the USACE and SJRWMD at the end of February. The USACE issued a Nationwide permit for the ALS on March 11, 2010<sup>3</sup>. The SJRWMD ERP permit application for the ALS was submitted on February 25, 2010 and the Airport Sponsor is waiting for a RAI to be submitted. Permit applications for the RSA re-establishment and Taxiway C replacement projects are to be submitted to the USACE and SJRWMD in the near future.

Comment 5 – Compensatory Mitigation (cont.)

<sup>&</sup>lt;sup>3</sup> USACE Permit No. SAJ-2009-01716; March 11, 2010

"Removal of a spoil island is the preferred compensatory mitigation in the Draft EA, and NMFS agrees this represents the best mitigation option considered. However, before we cannot fully evaluate the proposed compensatory mitigation due to lack of detail in the Draft EA. Appendix R includes general narrative descriptions of how the spoil island would be re-contoured and spoil removed, and Appendix R Figure 4 indicates the conceptual mitigation design includes high and low salt marsh and a tidal creek. The Draft EA defers details of the plan design, monitoring, maintenance, and management to the permitting process administered by the US Army Corps of Engineers. The EFH consultation cannot be completed without this detail."

Response - The EA includes a conceptual mitigation plan (restoration of a spoil island) in Chapter 5 that the Airport Sponsor proposes to mitigate unavoidable wetland and EFH In accordance with NEPA and FAA regulations, an EA must include a impacts. conceptual mitigation plan. A comprehensive, completed mitigation plan which includes detailed monitoring, maintenance, and management will be developed by the Airport Sponsor during the permitting process. After the spoil island restoration has been successfully constructed, the plants installed, and the engineers sign off on the appropriate elevations and vegetative characteristics, a mitigation completion report will be submitted to the SJRWMD and USACE. The two agencies will then review the report and may visit the restored area and will approve the design. Upon their approval. monitoring and maintenance will begin in six months. The actual monitoring and maintenance will be conducted by an environmental consultant for the Airport. The monitoring, maintenance, and management will include documenting the successful reestablishment of appropriate elevations and vegetative characteristics. Periodic inspections will be conducted to document the condition of the mitigation site and appropriate measures implemented for the control of exotic and nuisance species. It is anticipated that vegetation will be successfully established on the restored spoil island within two to three years following plant installation.

Semi-annual monitoring for a minimum of three years or until the success criteria have been met will be conducted. The success criteria will be determined during the permitting process. It is anticipated that once the success criteria have been met, the restored saltmarsh area will coalesce with the adjacent habitat and function similarly as the adjacent saltmarsh areas. The results of the semi-annual monitoring will be provided to the SJRWMD and USACE in mitigation monitoring reports submitted every year. Once the success criteria are met, a final release from monitoring and maintenance by the SJRWMD and USACE will be obtained.

A discussion of proposed monitoring, maintenance, and management has been added to Chapter 5 Mitigation in the EA. The Airport Sponsor will review NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual in the development of the final mitigation plan. Monitoring will include both the compensatory mitigation and temporary impact areas. FAA defers to the expertise of the USACE and the SJRWMD with regards to final mitigation plans for permits. The Airport Sponsor has coordinated conceptual mitigation for proposed project impacts with the regulatory and reviewing agencies, and will continue coordination during the permitting process. The Airport Sponsor, as the permitee, will be required in the FAA's decision document to develop a mitigation plan in compliance with regulatory requirements.

#### Comment 6 – Compensatory Mitigation (cont.)

"Given the current lack of detail NMFS cannot conclude the proposed compensatory mitigation is adequate. To provide this additional detail, we recommend design details be developed in

coordination with NMFS and the SJRWMD Northern Coastal Basin Restoration Specialists, Paul Haydt and Ron Brockmeyer, who have been instrumental in development of similar restoration projects at Gamble Rogers State Part *(sic)* (5 acres) and North Peninsula State Park (35+acres) We also recommend that FAA and Airport Authority reference NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual for guidance on development of success criteria and procedure for measuring progress toward those criteria, Finally, past experience with successful salt marsh restoration projects indicate that establishing appropriate elevations and hydrology is critical. Relevant information may found by examining historical surveys (circa 1870) that indicate the location and extent of the areas salt marsh and tidal creeks as well as close examination of current reference areas.

Response - The FAA defers to the SJRWMD and the USACE for assignment of staff to work with the Airport Sponsor in the development of design details in accordance with FAA design criteria and permit requirements. The Airport Sponsor will review the protocols outlined in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual for guidance in development of the final mitigation plan.

A brief description of the preliminary components of the spoil island design is provided below. Additional information is provided in Appendix R – Mitigation Options and Conceptual Mitigation Plan.

- The entire man-made spoil island will be returned to historic conditions which includes saltmarsh and a tidal creek.
- The spoil island will be scraped down to a general elevation of +1.0 ft NAVD and planted with saltmarsh species similar to those in the surrounding saltmarsh. The elevations will reflect similar elevations to what are present in the adjacent saltmarsh.
- A tidal rivulet will be created in an east-west direction which mimics historic conditions.
- Lower elevated areas ("pools") will be created to provide some lower marsh areas that retain water and hopefully recruit oysters.
- A temporary "pontoon" bridge or similar method of temporary access will be constructed for construction equipment and to remove debris. Any marsh area temporarily impacted will be restored.

Once permit applications are submitted, the Airport Sponsor will work with regulatory and review agencies in finalizing the spoil island design and a plan for maintenance, monitoring and management. The Airport Sponsor intends to submit permit applications for the RSA re-establishment and Taxiway C extension in the near future.

#### Comment 7 – Sea Turtles

"Please note the project proposes actions in areas where sea turtles protected under the provisions of the Endangered Species Act are present. The Jacksonville District should contact the NMFS Southeast Region, Protected Resources Division, if the FAA determines that their action would affect a listed species. The NMFS Southeast Region, Protected Resources Division can be contacted at the letterhead address."

Response - The open waters of the project area could be utilized by sea turtles, but the probability of sea turtles occurring in the project area is very low. The project site

is located inland and does not support suitable habitats for nesting sea turtles (no sandy beaches). In addition, the project site does not contain forage (such as seagrass) for sea turtles and the area is very shallow. However, as a precaution, the NMFS Sea Turtle and Smalltooth Sawfish Construction Conditions will be utilized during construction. As a result, no impacts to sea turtles from the Proposed Action are expected.

#### Comment 8 – EFH Conservation Recommendations

- The project shall be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes of the RSA and rip-rap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil-deposition area.
- An interagency review shall be conducted of the UMAM analysis.
- A compensatory mitigation plan shall be developed in coordination with the St. Johns River Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan shall incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual. The monitoring shall include both the compensatory mitigation and temporary impact areas.

### **Response** - The FAA has fully considered the EFH Conservation Recommendations provided by the NMFS.

<u>EFH Conservation Recommendation Number 1</u> – As discussed in the Chapter 2 Alternatives, the proposed projects were initially planned to avoid and minimize impacts to wetlands and EFH, and in accordance with FAA design and safety standards. An explanation of further minimization is discussed in Response to Comment 3 – Sequential Mitigation. The EA discusses environmental considerations in the development of the proposed projects and in the screening of alternatives. Information regarding the alternatives screening process and avoidance and minimization of wetlands and EFH, is in the EA in Chapter 2 – Alternatives and Chapter 4 – Environmental Consequences, Section 4.15.4 - Avoidance and Minimization.

The Airport Sponsor, as the permitee, will work with all federal, state, and local regulatory and review agencies during the finalization of project design and permitting, including development of a comprehensive mitigation plan for proposed project impacts. Additional avoidance and minimization measures may be possible during final design and the permit process. The FAA will ensure that the Airport Sponsor complies with all regulatory permit requirements.

<u>EFH Conservation Recommendation Number 2</u> – An initial interagency review of the preliminary UMAM scores and proposed conceptual options was conducted in June 2009 at the Airport. A second interagency review of UMAM scores and the conceptual mitigation plan was held at the Airport October 20, 2009. FAA's understanding is that final review and approval of the UMAM qualitative and quantitative analysis and values is accomplished during the permitting processes, which is conducted by the regulatory agencies, USACE and SJRWMD, and the commenting/reviewing agencies, including EPA,

NMFS and the USFWS. The FAA will ensure that the Airport Sponsor complies with all regulatory permit requirements.

EFH Conservation Recommendation Number 3 – In accordance with NEPA, the EA includes a conceptual mitigation plan that the Airport Sponsor proposes to implement to mitigate unavoidable wetland and EFH impacts to levels below significance. Α discussion of proposed monitoring, maintenance, and management has been added to Chapter 5 Mitigation in the EA and a summary is provided in Response to Comment 5 -Compensatory mitigation. The Airport Sponsor will review in NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual in the development of the final mitigation plan. Monitoring would include both the compensatory mitigation and temporary impact areas. The Airport Sponsor has coordinated with SJRWMD, the USACE, and the EPA, NMFS, FWS, and state and local agencies on the conceptual mitigation plan and will continue coordination during the final design and the permitting process. A comprehensive, completed mitigation plan, which includes monitoring, maintenance, and management, will be developed during the permit process. The Airport Sponsor will review the criteria referenced in NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual in the development of the mitigation plan. The Airport Sponsor, as the permitee, will be required in the FAA's decision document to develop a detailed mitigation plan in accordance with regulatory requirements.



St. Johns County Board of County Commissioners

Growth Management | Environmental Division

June 8, 2010

Mr. Myles Bland Bland and Associates, Inc. 4104 St. Augustine Road Jacksonville, FL 32207-6609

Re: An Addendum Report to the 2009 Intensive Cultural Resource Assessment Survey Report for the Proposed St. Augustine Airport Runway Modifications, St. Johns County, Florida. Received by SJC, May 24, 2010.

Dear Mr. Bland:

This office reviewed the above referenced report on June 1, 2010 in accordance with St. Johns County's Land Development Code regulations Section 3.01.05. The report was reviewed for conformance with the Florida Division of Historical Resources' Standards and Guidelines for Cultural Resource Assessment Survey reports, which is the standard the county uses for archaeological survey reports.

Review of this project indicates that the fieldwork conforms to these standards and the report is complete and sufficient. No historic resources were identified that will be adversely affected by the proposed construction and no further investigation is needed with regards to historic resources.

This office concurs with the determinations of the report and finds the archaeological work for this project complete. One of the original copies of this report received by this department will be forwarded to the Florida Master Site File for their records.

Thank you for contributing to the identification of the county's historic resources. Please contact me if you have any further questions regarding these comments, or regarding the county's Historic Resource Program in general.

Sincerely,

Kul Z. Moord

Robin Moore, MA/RPA Historic Resources Coordinator

www.sjcfl.us



UNITED STATES DEPARTMENT OF COMMERCE National Oceanic and Atmospheric Administration NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office 263 13<sup>th</sup> Avenue South St. Petersburg, Florida 33701-5505 (727) 824-5317; FAX (727) 824-5300 http://sero.nmfs.noaa.gov/

June 14, 2010

F/SER4:GG/pw

(Sent via Electronic Mail)

Colonel Alfred Pantano District Engineer, Jacksonville District Regulatory Division, North Permits Branch Department of the Army, Corps of Engineers P.O. Box 4970 Jacksonville, Florida 32232-0019

Attention: Mark Evans:

Dear Colonel Pantano:

NOAA's National Marine Fisheries Service (NMFS) reviewed public notice SAJ-2009-1716 (SP-MRE) dated May 12, 2010. St. Augustine-St. Johns County Airport Authority requests authorization to impact wetlands and open waters to extend Taxiway B, restore the eastern Runway Safety Area (RSA), improve and stabilize the southern and western RSAs, and relocate a tidal canal. As compensatory mitigation the applicant proposes to restore marsh vegetation at a nearby spoil island. The Jacksonville District's initial determination is this project would not have a substantial adverse impact on essential fish habitat (EFH) or federally managed fishery species. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

#### **Consultation History**

During December 2009, NMFS received from the Federal Aviation Administration (FAA) a Draft Environmental Assessment (EA) for the proposed work. The Draft EA examined a "no action" alternatives and 11 build alternatives. On February 25, 2010, NMFS provided the FAA with the following EFH conservation recommendations:

- The project shall be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes of the RSA and rip-rap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil-deposition area.
- An interagency review shall be conducted of the UMAM analysis.
- A compensatory mitigation plan shall be developed in coordination with the St. Johns River



Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan shall incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual. The monitoring shall include both the compensatory mitigation and temporary impact areas

In response to these EFH conservation recommendations, the FAA indicated the airport sponsor, St. Augustine-St. Johns Airport Authority, would be responsible for addressing these conservation recommendations during the permitting process administered by the U.S. Army Corps of Engineers, and the EFH consultation with FAA was then suspended before completion. We have not been provided with a Final EA nor do we know FAA's schedule for completing the Final EA.

The public notice provides additional project information pertinent to our EFH conservation recommendations, including minimization of impacts through the reduction of side slopes from 6:1 to 4:1 for a majority of the proposed RSAs, use of open-cell ArmorFlex material planted with native marsh vegetation to facilitate development of a "living shoreline" along the RSA, and relocation of oyster aggregations. No additional information is provided regarding the alignment of the tidal canal and while some additional information is provided regarding the compensatory mitigation plan, no additional information is provided regarding success criteria or monitoring.

On June 3, 2010, we received from the Jacksonville District a table prepared by the applicant's agent that shows how impacts listed in the public notice differ from those listed in the Draft EA. In short, with respect to the Draft EA, the public notice lists more permanent impacts and fewer temporary impacts. These differences result from the permit application being based on design detail not available at the time the Draft EA was prepared.

#### Essential Fish Habitat

The South Atlantic Fishery Management Council (SAFMC) designates salt marsh, mangroves, oyster aggregations, and tidal flats as EFH. These habitats are EFH for juvenile and adult gray snapper or larval and juvenile shrimp. SAFMC also designates mangroves as a Habitat Area of Particular Concern (HAPC) for species within the snapper/grouper complex. HAPCs are subsets of EFH afforded special recognition based on their ecological importance, sensitivity to anthropogenic degradation, or rarity. SAFMC designates these areas as EFH because these habitats promote high rates of survival and growth for federally managed species that concentrate in these habitats. The Mid-Atlantic Fishery Management Council (MAFMC) designates estuarine areas as EFH for bluefish. Detailed information on the EFH requirements of fishery species managed by SAFMC is provided in the Comprehensive Amendment to the Fishery Management Plans prepared by SAFMC in 1998 and in the *Fishery Ecosystem Plan of the South Atlantic Region*. Details about the EFH requirements of the species managed by MAFMC are included in separate amendments to individual fishery management plans.

#### Impacts to Essential Fish Habitat

The project proposes 15.45 acres of impacts to salt marsh, mangroves, oyster aggregations, and estuarine open water; this total reflects 1.61 acres of temporary impacts and 13.84 acres of permanent impacts. NMFS believes that some project modifications could further reduce impacts to estuarine species and EFH, including aligning the tidal canal that needs to be relocated so that in the new alignment of the canal would coincide with the linear spoil-deposition area that is generally southward of the canal's current location and relocating the canal prior to filling the existing canal so that access to marsh habitat is maintained for the fish and invertebrates.

Separate from this letter, NMFS will provide recommended revisions to the UMAM analysis. While the living shoreline approach is a valuable component of the project, it should be viewed as impact minimization, rather than compensatory mitigation, since the living shoreline will replace a more functional, nature-like shoreline. Our recommended revisions to the UMAM analysis will reflect this approach. NMFS also believes the benefits from the compensatory mitigation would be higher if the restored marsh included a creek or tidal flow way to enhance hydrological circulation. Monitoring of the success of the mitigation area should be consistent with recommendations in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats*, which is available at:

http://coastalscience.noaa.gov/ecosystems/estuaries/restoration\_monitoring.html

#### EFH Conservation Recommendations

Section 305(b)(4)(A) of the Magnuson-Stevens Act requires NMFS to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, NMFS provides the following:

#### **EFH Conservation Recommendations**

- Relocation of the tidal canal shall be done before filling the existing canal and, to the extent practicable, the new alignment of the canal shall coincide with disturbed areas.
- The mitigation plan shall incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual. In additional to the compensatory mitigation area, the monitoring shall include areas that will be temporarily impacts to determine if recovery of these areas is occurring at the rates expected and if additional compensatory mitigation is needed to offset temporal losses that are longer than expected. The final mitigation plan shall include a UMAM analysis that demonstrates the amount of the compensatory mitigation is adequate for offsetting both the permanent and the temporary impacts from the project. The mitigation plan shall be submitted to NMFS for review and approval prior to project authorization.

Consistent with Section 305(b)(4)(B) of the Magnuson-Stevens Act and implementing regulations at 50 CFR 600.920(k), your office is required to provide a written response to our EFH recommendation within 30 days of receipt. Your response must include a description of measures to be required to avoid, mitigate, or offset the adverse impacts of the proposed activity. If your response is inconsistent with our EFH conservation recommendation, you must provide a substantive discussion justifying the reasons for not implementing the recommendation. If it is not possible to provide a substantive response within 30 days, the FAA should provide an interim response to NMFS, to be followed by the detailed response. The detailed response should be provided in a manner to ensure that it is received by NMFS at least ten days prior to final approval of the action.

Please note the project proposes actions in areas where sea turtles protected under the provisions of the Endangered Species Act are present. The Jacksonville District should contact the NMFS Southeast Region, Protected Resources Division, if the FAA determines that their action would affect a listed species. The NMFS Southeast Region, Protected Resources Division can be contacted at the letterhead address.

We appreciate the opportunity to provide these comments. Please direct related questions to the attention of Mr. George Getsinger at our Northeast Florida field office. He may be reached at 9741 Ocean Shore Drive, St. Augustine, Florida, 32080; by telephone at (904) 461-8674; or by email at George.Getsinger@noaa.gov.

Sincerely,

Pour Willer

/ for

Miles M. Croom Assistant Regional Administrator Habitat Conservation Division

cc:

COE, Mark.R.Evans@usace.army.mil FAA, Virginia.Lane@FAA.gov EPA, Eric.Hughes@usace.army.mil SJRWMD, cwenzel@sjrwmd.com SJRWMD, phaydt@sjrwmd.com Passero Associates, SMassey@passero.com St. Johns County, jbrewer@sjcfl.us St. Augustine-St Johns County Airport, Bryan Cooper, jbc@gi-airport.com



#### FLORIDA DEPARTMENT OF STATE Dawn K. Roberts Interim Secretary of State DIVISION OF HISTORICAL RESOURCES

Mr. Myles Bland Bland & Associates, Inc. 4104 St. Augustine Road Jacksonville, Florida 32207-6609

June 29, 2010

Re: DHR Project File No.: 2010-02454 (2010-00007) Received by DHR: May 21, 2010 An Addendum Report to the 2009 Intensive Cultural Resource Assessment Survey Report for the Proposed St. Augustine Airport Runway Modifications, St. Johns County, Florida

Dear Mr. Bland:

Our office received and reviewed the above referenced survey report in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*, and Chapter 267, *Florida Statutes*, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the National Register of Historic Places (NRHP).

In April 2010, Bland and Associates, Inc. (BAI) conducted an archaeological and historical Phase I survey of the project area for runway modifications at the St. Augustine Airport. The survey was conducted on behalf of Passero Associates, LLC. BAI identified one previously unrecorded historic resource group (8SJ5465) within the project area during the investigation.

BAI determined that the St. Augustine-St. Johns County Airport does not appear to be eligible for listing in the NRHP. The layout of the airport has been sufficiently altered to impact the integrity of the resource, which also lacks sufficient historical significance.

BAI determined that the proposed undertaking will have no effect on cultural resources listed, or eligible for listing, on the NRHP. BAI recommends no further investigation of the parcel.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

Mr. Bland June 29, 2010 Page 2

For any questions concerning our comments, please contact Rudy Westerman, Historic Preservationist, by electronic mail at rjwesterman@dos.state.fl.us, or by phone at 850.245.6333. We appreciate your continued interest in protecting Florida's historic properties.

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Sincerely,

Laura h. Kammerer

Laura A. Kammerer Deputy State Historic Preservation Officer For Review and Compliance

#### **RESPONSE TO AGENCY COMMENTS**

Florida Department of Transportation 2198 Edison Ave Jacksonville, FL 33204-2730 Gene Lampp

1. Chapter 4, Page 4-3, Airports (FLUCFCS 8110). Reference correct preferred combined alternative throughout document.

**RESPONSE:** The change was made to Chapter 4, Page 4-3, Airports (FLUCFCS 8110) and the rest of the document was reviewed and changes made where applicable.

2. Chapter 4, Page 4-2, Introduction: Recommends changing statement to: "Environmental Impacts: Policies and Procedures, paragraph 405f, discusses that this chapter address the "foreseeable environmental consequences of the preferred (i.e. Alternative 12) and no action alternative (i.e. Alternative 1) in comparative form.

**RESPONSE:** Opening sentence was changed to reflect FDOT's comment.

3. Chapter 4, Page 4-29, Approach Lighting System: Provide drawings of catwalk and access to catwalk.

**RESPONSE:** A catwalk was considered for Alternative 10 but was eliminated due to additional environmental impacts, potential wildlife hazard attractant, and the potential of becoming an attractant to local residents; therefore the catwalk is no longer being considered.

Florida Department of Environmental Protection 3900 Commonwealth Blvd Tallahassee, FL 32399-3000 Sally B. Mann

**CLARIFYING STATEMENT:** This response from the FDEP was a preliminary response provided without review of the correct EA and final spoil island restoration design. Beverly Birkitt contacted the FDEP to clarify the questions and comments provided. She had two phone conversations, one with Ms. Jodi Conway on February 17, 2010 and a follow up conversation with Jim Maher on February 22, 2010 who is Administrator of the Submerged Lands/Environmental Resources Program in Jacksonville. Ms. Conway asked Mr. Maher to respond to Ms. Birkitt for coordination regarding Department comments. Mr. Maher attempted to clarify the Department's comments in an e-mail after the conversation. He stated "with sufficient mitigation and sovereignty submerged authorizations this project does not conflict with the ERP program statutes or rules." He recognized that the SJRWMD will be the permitting agency and comments provided were standard comments which are typically addressed during permitting and not during the NEPA process. "This office always expected the additional details of project development that would happen in later phases could shape this into a project that meets our statutes and the St. Johns River Water Management District would be reviewing that, and ultimately be the source of approving the project as consistent with state law". Please refer to <u>Appendix X</u> for this email.

## 1. Coordinate with St. Johns River Water Management District (SJRWMD) for Environmental Resource Permit (ERP).

**RESPONSE:** Multiple coordination meetings have occurred with SJRWMD. Including: June 3, 2009 - On-site site visit; wetland JD review – Wally Esser attended. August 25, 2009 -Mitigation opportunity discussion - Christine Wentzel and Ken John attended. October 20, 2009 - Project discussion; mitigation discussion -Christine Wentzel attended. January 20, 2010 – Permitting schedule and separating the projects into 3 permit applications was discussed; pre-application meeting – Everett Frye and Christine Wentzel attended. April 20, 2010 – Post-application submittal meeting - Christine Wentzel, Tara Boonstra, Kealy West, Everett Frye, Jeff Sample, and David Miracle attended. May 7, 2010 - On-site Airport visit to review drawings – Christine Wentzel attended.

## 2. Demonstrate the conversion of the upland island into mixed salt marsh and uplands for mitigation outweighs its current value as island habitat.

**RESPONSE:** A preliminary assessment of the proposed restoration of the man-made upland spoil island and coordination with the SJRWMD and federal agencies confirmed returning the man-made disturbed island to historic saltmarsh conditions will provide a far greater resource to fish and wildlife than the currently disturbed habitat on the island. (Field meetings of August 1, 2007; June 3, 2009; and January 26, 2010 with SJRWMD, USACE, USFWS, FWC, NMFS.)

## 3. Asses time lag and risk for Uniform Mitigation Assessment Method (UMAM) evaluations.

**RESPONSE:** The DEP comments state that the Uniform Mitigation Assessment Method evaluations did not take time lag and risk into account. However, we are uncertain what UMAM forms the DEP reviewed as it was premature to submit the UMAM forms. UMAM values are determined by the permitting agency (SJRWMD) and that assessment is not conducted until permit applications are actually submitted. UMAMs for the mitigation island were not included in the EA. Preliminary assessments were conducted to ensure that the proposed spoil island restoration would provide more than sufficient mitigation. For the preliminary assessment, time lag and risk were considered minimal (assumed 3 years) based on consultant's previous experience and feedback from Christine Wentzel of the SJRWMD. Time lag and risk will be incorporated in the mitigation UMAMs during the permitting process.

#### 4. Pursue other favorable mitigation options.

**RESPONSE:** We have continued to pursue other mitigation options investigating all opportunities identified by agencies, consultants, and private interests and have not located other mitigation that meets all state and federal requirements. Currently, the SJRWMD, USACE, NMFS, and other agencies agree that the proposed spoil island restoration will provide appropriate compensatory mitigation for project impacts.

## 5. Coordinate with Ms. Jodi Conway with the Northeast District office about (WBID) no. 23631 (Tolomato River segment) listed on the CWA Section 303(d) as impaired.

**RESPONSE:** Beverly Birkitt attempted to coordinate with Ms. Jodi Conway with the Northeast District office about (WBID) no. 23631 (Tolomato River Segment) which is listed on the CWA Section 303(d) as impaired. Ms. Conway indicated that she did not prepare the comments and that they were preliminary. She understands that details will be provided and evaluated during the permitting process. Ms. Birkitt also followed up with Jim Maher, Environmental Administrator for Jacksonville DEP. All stormwater regulations and any associated permitting requirements will be address during the actual permitting process. Mr. Maher acknowledged that the SJRWMD will be reviewing the permit applications for compliance with all applicable rules and regulations and will ensure protection of water quality. A water quality variance and water quality protection plan has been prepared and submitted to the SJRWMD as part of the current permit applications.

#### 6. Include DOS comments on the Cultural Resource Assessment.

**RESPONSE:** The Department of Historic Resources (DHR) sent a Request for Additional Information (RFI) on February 22, 2010. An addendum report to the 2009 Intensive Cultural Resource Assessment Survey Report for the Proposed St. Augustine Airport Runway Modifications. This addendum report was submitted to DHR and is pending Agency Review. The summary of both the 2009 Report and Addendum 2010 Report showed no historic, archaeological, or cultural resources were found within the project area. Once we receive DHR's findings on both reports they will be incorporated into the EA.

Florida Department of State Division of Historical Resources 500 S. Bronough St Tallahassee, FL 32399-0250 Laura Kammerer

## **1.** Currently reviewing Cultural Resource Assessment, incorporate comments into Final EA.

**RESPONSE:** The Department of Historic Resources (DHR) sent a Request for Additional Information (RFI) on February 22, 2010. An addendum report to the 2009 Intensive Cultural Resource Assessment Survey Report for the Proposed St. Augustine Airport Runway Modifications. This addendum report was submitted to DHR and is pending Agency Review. The summary of both the 2009 Report and Addendum 2010 Report showed no historic, archaeological, or cultural resources were found within the project area. Once we receive DHR's findings on both reports they will be incorporated into the EA.

Department of the Army United States Army Corps of Engineers P.O. Box 4970 Jacksonville, FL 32232-0019

## 1. Chapter 4, Page 4-35, Madeira project: Reference Federal permits versus that of the State.

**RESPONSE:** Federal permit requirements for Madeira project were added to paragraph.

2. Chapter 5, Page 5-2, no net loss cited improperly. Policy states "no net loss" of wetland functions and values please address.

**RESPONSE:** Sentence describing implied federal wetland policy goal shift focus to "no net loss" of wetland function added.

3. Chapter 5, Page 5-3, change reference to Appendix Q "Mitigation Alternatives" to Appendix R "Mitigation Alternatives".

**RESPONSE:** Appendix citation was corrected.

United States Environmental Protection Agency Region 4 Atlanta Federal Center 61 Forsyth St. Atlanta, GA 30303-8960 Heinz J. Mueller

## 1. Alternative 3 does not appear to have an equidistant separation distance of 400 feet.

**RESPONSE:** The Taxiway is not an equidistance of 400 feet at the south end where the Taxiway begins to taper. A Modification of Standard (MOS) will be applied for with the Federal Aviation Administration. EPA will review the CWA Section 404 Public Notice when it is noticed by the US Army Corps of Engineers (COE), and provide comments under separate cover. At that time, EPA expects to review the above-reference need for temporary construction impacts to saltwater marsh and the adequacy (including temporal impacts) of the proposed mitigation to scrape down 7.1 acres of an 18.3-acre spoil island. It is unclear at this time if such action would generate 6.06 units of functional gain.

#### 2. Can the saltwater marsh acreage (6.07 acres) be reduced during construction?

**RESPONSE:** As stated by the EPA, the mitigation proposed at the spoil island will be reviewed by the EPA during the COE permitting process. The proposed mitigation is to restore the entire spoil island to saltmarsh. The preliminary UMAM analysis has shown that the restoration of the spoil island can generate 9.53 units of functional gain which is more than enough to fully compensate for the functional loss of the proposed project. Additional minimization of impacts will be addressed and incorporated into the final design where practicable during the permitting stage of the project. A sentence addressing this was added to page 4-25.

#### 3. Proposed Project and Preferred Alternative used interchangeable. Please change to reflect NEPA process nomenclature "Proposed Project".

**RESPONSE:** All references to Preferred Alternative, Proposed Action, and Preferred Action have been changed to Proposed Project, Proposed Project Area.

# 4. Chapter 1, Page 1-2 Taxiway B (South) is "being developed". The Final EA should discuss this project in the cumulative effects section and also disclose why it was not combined with the present EA for Taxiway C.

**RESPONSE:** The Taxiway B (South) project referred to in the quoted excerpt is the current project being evaluated by the Environmental Assessment. At different times the project has been referred to as the Taxiway B extension or the Taxiway C Replacement. In the quoted excerpt it is referred to as the Taxiway B (South) project. There were previous draft EA submittals that detailed a Taxiway B extension. However, this EA supersedes the previous submittals and details Taxiway C replacement.

# 5. Chapter 3, Page 3-38 Include projects that will be partially constructed or constructed with ten years of the project design year (emphasis should be placed on projects with impacts on the same resources as the proposed project.

**RESPONSE:** Cumulative impact analysis was re-evaluated to consider reasonably foreseeable projects within a 10 year horizon. St. Johns County, the City of St. Augustine, and St. Augustine-St. Johns County Airport were contacted to discuss future projects. The North Florida Transportation Planning Organization 2035 Long Range Transportation Plan was reviewed and added as a reference. The FDOT State Transportation Improvement Program and the Airport's Capitol Improvement Program were re-evaluated. All of the projects on the Airport's CIP were added to the discussion regardless of whether or not they resulted in impacts. No additional off-airport projects were identified.

## 6. Multi-modal facility: The Final EA should further discuss potential air impacts form the proposed terminal in terms of expected modes of transportation and traffic magnitude, in the context of airport emissions.

**RESPONSE:** The Multi-modal facility is mentioned in the context of cumulative impacts. The Proposed Project will not result in air quality impacts. Therefore, the Proposed Project will not contribute to cumulative air quality impacts, and a discussion of cumulative air quality impacts is not relevant. Cumulative air quality impacts from the multimodal facility are discussed in detail in Chapter 4, section 4.16.5.

## 7. Chapter 3, Page 3-42. Will there be any substantive projects that could affect noise, air quality and saltmarsh within a 10-year horizon (e.g. runway extension)?

**RESPONSE:** Additional projects were added to the discussion of cumulative impacts in Chapter 4, Section 4.16. The extension of Runway 31 was not included originally because the FAA has indicated that the project is not currently justified and will not be funded in the

timeframe requested in the JACIP. All of the projects listed on the JACIP have been added to the Cumulative impacts discussion.

## 8. Chapter 3, Page 3-25, Figure 3.12.1. Disclose any residences within the 65 DNL noise contour. Discuss any residential noise exposure within the 65 DNL in the Final EA.

**RESPONSE:** One residence was identified within the area of residential land use within the existing 65 DNL noise contour. A sentence to this effect has been added to Chapter 3, page 3-26. The project will have no effect on the 65 DNL noise contour. No mitigation for noise effects to this residence is proposed. A sentence to that effect has been added to the last paragraph of the Affected Environment Noise discussion in Chapter 3, Section 3.12.

## 9. Chapter 3, Page 3-39. Clarify if any part of this large project (749 residential units) would be located within the current 65 DNL.

**RESPONSE:** A portion of the proposed Madeira development is located within the existing 65 DNL contour. Details are provided in Chapter 3, page 3-41. The proposed future extension of Runway 31 could result in increased noise impacts to lots at the northern end of the Madeira development, but this would not be known for sure unless the noise contours for the extension were modeled. Details are provided in Chapter 4, Section 4.16.6.

10. Chapter 3, Page 3-28, Figure 3.13.2. Include a comparison on demographic and poverty percentages with the State of Florida (i.e. how does 5.7% African-American population of St. Johns County (pg. 3-29) compare to State levels? ALSO, do any minorities and low-income groups exist within the one acre of residential land use encompassed by 65 DNL?

**RESPONSE:** A discussion of demographics relative to state levels has been added in Chapter 3, page 3-30. Poverty levels relative to state levels were already included in the draft EA in Section 3.13.3. Statements that no minority or low income groups reside within the 65 DNL noise contour have been added to Sections 3.13.2 and 3.13.3.

### 11. Chapter 4, Page 4-10. How will air quality be monitored during construction to ensure compliance?

**RESPONSE:** Air quality impacts, usually in the form of emissions from diesel-powered equipments and dust from land clearing, embankments, and haul road areas, will be temporary and kept to a minimum. Air pollution associated with the creation of airborne particles will be effectively controlled by constant watering of the disturbed area and, where necessary, by the application of other dust controlled materials in accordance with the FDOT "Standard Specifications for Road and Bridge Constructions."

The wet, marsh environment where a good portion of the construction will take place will also help minimize the emission of airborne particulate matter.

## 12. Chapter 4, Page 4-15 Quantify how replacing Taxiway C would save in terms of fuel consumption and / or air emissions.

**RESPONSE:** Aircraft requesting or requiring full pavement for takeoff from Runway 31 forces the ATCT to place departing and arriving aircraft in a holding pattern to allow the aircraft who requested or requires full pavement for take off to back taxi. Aircraft that are placed in the holding pattern (arriving and departing aircraft) continue to burn fuel and expel emissions while waiting for the departing aircraft to complete its rollout and clear the airspace allowing ATCT to open the airspace once again.

#### 13. Chapter 3, Page 3-33. Change "Floridian" aquifer to "Floridan" aquifer.

**RESPONSE:** The correction has been made.

14. Improve all color graphics, in particular Figure 3.03.2 and Figure 3.05.1.

**RESPONSE:** Figures 3.03.2 and 3.05.1 have been revised.

15. Chapter 4, Page 4-11. Change NPDES permit submitted to "an application for an NPDES will be submitted".

**RESPONSE:** The correction has been made.

16. Wetland acreage data on Table 4.15.1 and Figure 4.15.1 appear too inconsistent. Ensure ALL data is consistent.

**RESPONSE:** Figure 4.15.1 has been revised.

United States Department of Commerce National Oceanic and Atmospheric Administration National Marine Fisheries Service Southeast Regional Office 263 13<sup>th</sup> Ave South St. Petersburg, FL 33701-5505 Miles Croom

February 19, 2010 Letter

1. The preferred alternative (Alternative 12) identified in the EA proposes 16.1 acres of dredge-and-fill impacts to salt marsh, oyster aggregations, and estuarine surface water; this total reflects 6.07 acres of temporary impacts and 10.03 acres of permanent impacts. The preferred alternative has three components:

The proposed ALS would extend 1,800 feet into the salt marsh. The direct and permanent impacts associated with the proposed ALS would be 0.01 acres (the area under the lighting poles); temporary impacts from construction would be 0.9 acres. Indirect impacts are not expected since the ALS would be serviced by boat during high tides.

**RESPONSE:** Permanent (10.03) and temporary (6.07) impacts for preferred alternative (Alternative 12) are correct. The impacts for the proposed ALS are correct.

2. The proposed RSA is needed to restore areas on the northeastern side of the airport that were eroded by storms. FAA recommends re-establishment of the width originally constructed for these areas; i.e., 250 feet. Waves and currents have eroded up to 110 feet of the RSA. Direct and permanent fill impacts associated with re-establishing the RSA are 4.08 acres of salt marsh and tidal flats; temporary impacts from construction are estimated to be 3.34 acres.

**RESPONSE:** Permanent impacts from the RSA on the east side to saltmarsh is 3.92 acres. There are also 0.16 acres of impacts to open water proposed from the RSA. Temporary impacts are correct.

3. Extension of Taxiway 'C' (which includes construction of its RSA) is needed safer and more efficient use of the airport. Through placement of fill, extension of the taxiway and its RSA would permanently impact 5.09 acres of salt marsh and 0.74 acres of open water; 1.18 acres of temporary impacts are expected from construction. Extension of Taxiway 'C' would require relocation of a tidal access canal. Relocating the canal would have 0.11 acres of permanent impacts from dredging and 0.65 acres of temporary impacts from construction.

**RESPONSE:** The Taxiway and its RSA would permanently impact 2.93 acres of saltmarsh and 2.16 acres of open water. 1.18 acres of temporary impacts is correct. Relocation of the tidal canal would permanently impact 0.6 acres of saltmarsh and 0.25 acres of open water. Temporary impacts associated with the tidal canal are included in the 1.18 acres and an extra 0.65 acres for work in the tidal canal east of Runway 13-31.

The Draft EA lists 0.17 acres of impact to oyster aggregations. These impacts would be associated with each of the three project components and are included in the acreages listed above. Also as noted above, a large portion of the project's impacts, 6.07 acres, are expected to be temporary. These areas are expected to recover due to re-establishment of pre-project substrate elevations and re-planting of appropriate vegetation. Success criteria and monitoring are needed to guage the progress of this recovery and to determine if remedial actions are necessary.

## 4. EFH Assessment: Examine the potential loss of Benthic communities in the existing tidal canal as well as the effects on fish from limiting their ingress and egress to saltmarsh during relocation of the tidal canal.

**RESPONSE:** The Draft EA fully considered potential impacts to EFH. Sections 3.03.3 and 4.02.1.6 as well as Appendices C and D which address Benthic Habitat and EFH impacts, respectively, discuss impacts to EFH. In these sections of the EA, it is discussed that 3.91 acres of estuarine open water is within the project area and this includes a previously dredged existing tidal canal. In addition, it is stated that 0.51 acres of oysters are located within the proposed project area, including those oysters that are located within the existing tidal canal. It is described that the oysters are present in sparse numbers, in very

small clumps and patches within the existing tidal canal. Specifically, Appendix C, the Benthic Habitat Survey Report goes into detail on the benthic communities in all portions of the project area. The appendix describes the survey locations, methodology and results from the benthic assessment. On page C-6, it states within the tidal canal to the east/southeast of Runway 13/31. In addition, 0.09 acres of oysters were present in the previously dredged tidal ditch located to the west/southwest of Runway 13/31.

The loss of these oysters were considered and included in the 0.17 acres of oysters which will be permanently impacted by the proposed action. Oysters will be mitigated to where the impacts occur or within the same watershed and class II waters. In the influences of the proposed project (Section 4.02.1.5; Section 5.02.2; Appendix C, Section 5.1; Appendix D, Section 6.0).

The effects on fish from limiting their ingress and egress to saltmarsh during the relocation of the tidal canal are not expected to be significant. Construction of the tidal canal will be completed within three to four months and the area will be available to fish upon completion. All necessary BMPs will be implemented during all phases of construction. BMPs may include but are not limited to staked hay bales, silt screens and turbidity curtains. BMPs are described in FAA A/C 150/5370-10, *Standards for Specifying Construction of Airports* (change 10). Additionally, construction sequencing, which will be detailed during permitting, will be utilized to minimize impacts during construction.

The relocated tidal canal will mimic the conditions of the tidal canal it is replacing. The area of construction for the tidal canal relocation is approximately 1.5 acres. Significant saltmarsh and open water estuarine habitat that is of higher quality than what is proposed for impact will be available in adjacent areas for fish to utilize during construction. Upon completion of construction, the relocated tidal canal will be available for fish to utilize. Therefore, impacts to fish during the relocation of the tidal canal are expected to be temporary and minimal.

5. NMFS believes it would be practicable for the FAA and Airport Authority to take further measures to avoid and minimize impacts to EFH. Specifically, the footprint of the side slopes of RSA and rip-rap revetment could be reduced, oyster aggregations could be relocated, and the relocated tidal canal could be aligned differently. Construction of a stem wall would greatly reduce the area of fill needed for the RSA side slopes. To eliminate or reduce the rip-rap revetment at the base of a stem wall, a vegetated littoral shelf, interspersed or fronted with transplanted oyster aggregations would provide for habitat replacement and reuse of oyster aggregations (that would otherwise be buried) while providing erosion control and dissipation of wave energy. Creation of a "living shoreline" to control erosion and dissipate wave energy has been used as an alternative to shoreline fortification to great effect in areas experiencing similar erosion. NMFS would be willing to work with the FAA and Airport Authority in the review, selection, and design of an alternative that would provide both protection and aquatic habitat enhancement. The relocated tidal canal should be located so that it coincides with the footprint of an existing, linear spoil-This linear-spoil deposition area, southwest of Runway 13-31, deposition area. appears to have been placed on salt marsh when the access canal was originally excavated. Excavation of a portion of the new channel within this area would remove spoil, enhance hydrology, and reduce impacts from the new dredging.

**RESPONSE:** The proposed footprint design for the RSA slope was designed in accordance with FAA design standards of Advisory Circular 150/5300-13, Airport Design. These design standards require that the minimum width of the RSA for Runway 13-31 be 250 feet off each side of the runway centerline. These widths and gradients are in accordance with FAA criteria. A RSA is defined as "surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway". Placement of a stem wall or another type of stabilization that does not provide appropriate slope could potentially be a safety hazard for airplanes that may overshoot, undershoot or miss the runway. Additionally, a structure such as a retaining or stem wall could ppose an additional hazard to aircraft. The RSA side slope design has been reduced as much as possible while still in accordance with FAA design standards.

As discussed in the EA, ArmorFlex, not rip-rap is proposed for stabilization of the RSA slope. The ArmorFlex will be interplanted with saltmarsh vegetation to attempt to mimic a "living shoreline". In addition, as stated throughout the EA oysters can be relocated (Section 4.02.1.5; Section 5.02.2; Appendix c, Section 5.1; Appendix D, Section 6.0). The Airport Sponsor has agreed to relocate oysters from the proposed project area prior to construction to suitable areas that may include the toe of slope of the RSA. Typically, saltmarsh vegetation and oysters naturally recruit along shorelines in the area, therefore it is also expected that natural recruitment of saltmarsh vegetation and oysters will occur along and at the toes of slope<sup>2</sup>.

It is the responsibility of the Airport Sponsor to work with the regulatory permitting agencies to develop projects design and construction plans that meet FAA and regulatory requirements. The design and location of the relocated tidal canal would be finalized during the USACE and SJRWMD permitting processes. FAA's understanding is that the NMFS reviews and comments on final mitigation during the permit process. At this time, the proposed replacement area of Taxiway 'C' and the proposed location of the tidal canal are expected to remove the existing linear spoil deposition area. This historic spoil deposition area will become part of the newly extended Taxiway 'B' or become the newly created tidal canal. The Airport Sponsor agrees with the NMFS that excavation of this spoil area would remove spoil, enhance hydrology and reduce impacts.

6. After reviewing the UMAM sheets provided in Appendix L, NMFS believes revision that both the qualitative and quantitative sections are needed. In the Qualitative Description (QD), it is important to note that significant nearby features should include the proximity to St. Augustine Inlet, 3.71 miles to the southeast, and itself a Habitat Area of Particular Concern (HAPC)...Within the Quantitative Assessments (QA) of the open water habitat, references are made to oyster aggregates, but given the commercial and ecologi8cal importance of these oyster aggregates, this impact should be addressed separately and receive both QD and QA..." This discrepancy in scoring needs to be addressed before the UMAM

<sup>&</sup>lt;sup>1</sup> Sory Circular 150/5300-13, Airport Design

<sup>&</sup>lt;sup>2</sup> Montague, C.L. and R.G. Wiegert. 1990. Salt Marshes. In Myers, R.L. and J.J. Ewel, editors. Ecosystems of Florida. Orlando Univ. Central Florida Press. 481-516

## assessment is accepted and finalized and the amount of mitigation needed is calculated.

**RESPONSE:** The UMAMs provided in Appendix L of the EA are preliminary and will be finalized during the USACE 404 and SjRWMD permitting processes, which is when the amount of mitigation needed is finalized. UMAM scores and conceptual mitigation opeions were initially reviewed and discussed at the agency coordination meeting in June 2009. Agency attendees at this meeting included St. Augustine-St. Johns County Airport staff and consultants, FAA, USACE, EPA, NMFS, FWS, SJRWMD< FDEP, and the St. Johns County Environmental Land Division.

While it is possible to break out the oyster habitat from the open water habitat as suggested by NMFS, the SJRWMD requested that these habitats be grouped together and not be broken out at the agency coordination meeting held in October 20, 2009 at the Airport. All agencies and staff that attended the June meeting were invited to the October meeting to provide further agency review of the preliminary UMAM scores and proposed conceptual mitigation. Meeting attendees included St. Augustine-St. Johns County Airport staff and consultants, Christine Wentzel (SJRWMD), Mark Evans (USACE); and Virginia Lane (FAA).

Quantitative and qualitative details fo the UMAMS will be finalized during the permitting process. The NMFS comment regarding the proximity and significance of the St. Augustine Inlet will be added to Part I of the UMAM sheets. It is noted that the proposed project is not in an Aquatic Preserve. Permit applications for the ALS were submitted to the USACE and SJRWMD at the end of February. The USACE issued a Nationwide permit for the ALS on March 11, 2010<sup>3</sup>. The SJRWMD ERP permit application for the ALS was submitted on February 25, 2010 and the Airport Sponsor and consultants responded to a Request for Additional Information (RAI). As of this publication SJRWMD has not issued a permit for the ALS or made another RAI. Permit applications for the RSA re-establishment and Taxiway C replacement projects were submitted to USACE and SJRWMD.

7. Removal of the spoil island is the preferred compensatory mitigation in the Draft EA and NMFS agrees this represents the best mitigation option considered. However, before we cannot fully evaluate the proposed compensatory mitigation due to lack of detail in the Draft EA. Appendix R includes general narrative descriptions of how the spoil island would be re-contoured and spoil removed, and Appendix R Figure 4 indicates the conceptual mitigation design includes high and low salt marsh and a tidal creek. The Draft EA defers details of the plan design, monitoring, maintenance, and management to the permitting process administered by the USACE. The EFH consultation cannot be completed without this detail.

**RESPONSE:** The EA includes a conceptual mitigation plan (restoration of a spoil island) in Chapter 5 that the Airport Sponsor proposes to mitigate unavoidable wetland and EFH impacts. In accordance with NEPA and FAA regulations, an EA must include a conceptual mitigation plan. A comprehensive, completed mitigation plan which includes cdetailed monitoring, maintenance, and management will be developed by the Airport Sponsor during

<sup>&</sup>lt;sup>3</sup> USACE Permit No. SAJ-2009-01716; March 11, 2010

the permitting process. After the spoil island restoration has been successfully constructed, the plants installed, and the engineers sign off on the appropriate elevations and vegetative characteristics, a mitigation completion report will be submitted to the SJRWMD and USACE. The two agencies will then review the report and may visit the restored area and will approve the design. Upon their approval, monitoring and maintenance will begin in six months. The actual monitoring and maintenance will be conducted by an environmental consultant for the Airport. The monitoring and maintenance, and management will include documenting the successful re-establishment of appropriate elevations and vegetative characteristics. Periodic inspections will be conducted to document the condition of the mitigation site and appropriate measures implemented for the control of exotic and nuisance species. It is anticipated that vegetation will be successfully established on the restored spoil island within tow to three years following plant installation.

Semi-annual monitoring for a minimum of three years or until the success criteria have been met will be conducted. The success criteria will be determined during the permitting process. It is anticipated that once the success criteria have been met, the restored saltmarsh area will coalesce with the adjacent habitat and function similarly as the adjacent salmarsh areas. The results of the smei-annual monitoring will be provided to the SJRWMD and USACE in mitigation monitoring reports submitted every year. Once the success criteria are met, a final release from monitoring and maintenance by the SJRWMD and USACE will be obtained.

A discussion of proposed monitoring, maintenance, and management has been added to Chapter 5. The Airport Sponsor will review NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual in the development of the final mitigation plan. Monitoring will include both the compensatory mitigation and temporary impact areas. FAA defers to the expertise of the USACE and the SJRWMD with regards to final mitigation plans for permits. The Airport Sponsor has coordinated conceptual mitigation for proposed project impacts with the regulatory and reviewing agencies, and will continue coordination during the permitting process. The Airport Sponsor, as the permitee, will be required in the FAA's decision document to develop a mitigation plan in compliance with regulatory requirements.

8. Given the current lack of detail NMFS cannot conclude the proposed compensatory mitigation is adequate. To provide this additional detail, we recommend design details be developed in coordination with NMFS and the SJRWMD Northern Coastal Basin Restoration Specialists, Paul Haydt and Ron Brockmeyer, who have been instrumental in development of similar restoration projects at Gamle Rogers Stat Part (*sic*) (5 acres) and North Peninsula State Park (35+ acres). We also recommend that FAA and Airport Authority reference NOAA's *Science – Based Restoration Monitoring of Coastal Habitats* manual for guidance on development of success criteria and procedure for measuring progress toward those criteria. Finally, past experience with successful salt marsh restoration projects indicate that establishing appropriate elevations and hydrology is critical. Relevant information may found by examining historical surveys (circa 1870) that indicate the location and extent of the areas salt marsh and tidal creeks as well as close examination of current reference areas.

**RESPONSE:** The FAA defers to the SJRWMD and the USACE for assignment of staff to work with the Airport Sponsor in the development of design details in accordance with FAA design criteria and permit requirements. The Airport Sponsor will review the protocols outlined in NOAA's *Science-Based Restoration Monitoring of Coastal Habitats* manual for guidance in development of the final mitigation plan.

A brief description of the preliminary components of the spoil island design is provided below. Additional information is provided in Appendix R.

- The entire man-made spoil island will be returned to historic conditions which includes saltmarsh and a tidal creek.
- The spoil island will be scraped down to a general elevation of +1.0 ft NAVD and planted with saltmarsh species similar to those in the surrounding saltmarsh. The elevations will reflect similar elevations to what are present in the adjacent saltmarsh. A tidal rivulet will be created in an east-west direction which mimics historic conditions.
- Lower elevated areas ("pools") will be created to provide some lower marsh areas that retain water and hopefully recruit oysters.
- A temporary "pontoon" bridge or similar method of temporary access will be constructed for construction equipment and to remove debris. Any marsh area temporarily impacted will be restored.

Once permit applications are submitted, the Airport Sponsor will work with regulatory and review agencies in finalizing the spoil island design and a plan for maintenance, monitoring and management. The Airport Sponsor intends to submit permit applications for the RSA re-establisment and Taxiway 'C' extension in the near future.

9. Please not eth eproject proposes actions in areas where sea turtles protected under the provisions of the Endangered Species Act are present. The Jacksonville District should contact the NMFS Southeast Region, Protected Resources Division, if the FAA determines that their action would affect a listed species. The NMFS Southeast Region, Protected Resources Division can be contacted at the letterhead address.

**RESPONSE:** The open waters of the project area could be utilized by sea turtles, but the probability of sea turtles occurring in the project area is very low. The project site is located inland and does not support suitable habitats for nesting sea turtles (no sandy beaches). In addition, the project site does not contain forage (such as seagrass) for sea turtles and the area is very shallow. However, as a precaution, the NMFS *Sea Turtle and Smalltooth Sawfish Construction Conditiosn* will be utilized during construction. As a result, no impacts to sea turtles from the proposed action are expected.

10. A. The project shall be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes fo the RSA and rip-rap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil – deposition area.

B. An interagency review shall be conducted of the UMAM analysis.

C. A compensatory mitigation plan shall be developed in coordination with the St. Johns River Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan shall incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's Science – Based Restoration Monitoring of Coastal Habitats manual. The monitoring shall include both the compensatory mitigation and temporary impact areas.

**RESPONSE:** The FAA has fully considered the EFH Conservation Recommendations provided by NMFS.

<u>EFH Conservation Recommendation Number 1</u> – As discussed in the Chapter 2 Alternatives, the proposed projects were initially planned to avoid and minimize impacts to wetlands and EFH, and in accordance with FAA design and safety standards. An explanation of further minimization is discussed in Response to Comment 3 – Sequential Mitigation. The EA discusses environmental considerations in the development of the proposed projects and in the screening of alternatives. Information regarding the alternatives screening process and avoidance and minimization of wetlands and EFH, is in the EA in Chapter 2 and Chapter 4, Section 4.15.4.

The Airport Sponsor, as the permitee, will work with all federal, state, and local regulatory and review agencies during the finalization of project design and permitting, including development of a comprehensive mitigation plan for proposed project impacts. Additional avoidance and minimization measures may be possible during final design and the permit process. The FAA will ensure that the Airport Sponsor complies with all regulatory permit requirements.

<u>EFH Conservation Recommendation Number 2</u> – An initial interagency review of the preliminary UMAM scores and proposed conceptual options was conducted in June 2009 at the Airport. A second interagency review of UMAM scores and the conceptual mitigation plan was held at the Airport October 20, 2009. FAA's understanding is that final review and approval of the UMAM qualitative and quantitative analysis and values is accomplished during the permitting processes, which is conducted by the regulatory agencies, USACE and SJRWMD, and the commenting/reviewing agencies, including EPA, NMFS, and the USFWS. The FAA will ensure that the Airport Sponsor complies with all regulatory permit requirements.

EFH Conservation Recommendation Number 3 – In accordance with NEPA, the EA includes a conceptual mitigation plan that the Airport Sponsor proposes to implement to mitigate unavoidable wetland and EFH impacts to levels below significance. A discussion of proposed monitoring, maintenance, and management has been added to Chapter 5 in the EA and a summary is provided in Response to Comment 5. The Airport Sponsor will review in NOAA's *Science – Based Restoration Monitoring of Coastal Habitats* manual in the development of the final mitigation plan. Monitoring would include both the compensatory mitigation and temporary impact areas. The Airport Sponsor has coordinated with SJRWMD, the USACE, and the EPA, NMFS, FWS, and state and local agencies on the conceptual mitigation plan and will continue coordination during the final design and the permitting process. A comprehensive, completed mitigation plan, which includes
monitoring, maintenance, and management, will be developed during the permit process. The Airport Sponsor will review the criteria referenced in NOAA's *Science – Based Restoration Monitoring of Coastal Habitats* manual in the development of the mitigation plan. The Airport Sponsor, as the permittee, will be required in the FAA's decision document to develp a detailed mitigation plan in accordance with regulatory requirements.

#### May 14, 2010

1. The project be redesigned to include additional avoidance and minimization measures, including reducing the footprint of the side slopes of the RSA and riprap revetment, relocation of oyster aggregations, and aligning the tidal canal to coincide with the footprint of an existing, linear spoil-deposition area.

**RESPONSE:** Avoidance and minimization measures have been considered throughout the EA process. As the EA has evolved impacts have been minimized significantly from what was originally proposed to what is proposed today. Side slopes outside of the RSA or TSA are determined by A/C 150/5300-13, Airport Design, which states a maximum 4:1 slope. A minimum 5:1 slope was considered but was determined it was not environmentally sound due to a greater impact to wetlands. Rip-rap was considered early in the EA process and it was determined that the life cycle was not economically viable and it provided a maintenance issue that could not be resolved. However, Armorflex provided a longer life cycle and was economically viable and had no maintenance issues associated with it. More information on Armorflex is available upon request.

The tidal canal cannot be realigned with the footprint of an existing, linear spoil deposition area. The location of the proposed tidal canal location is based on minimizing wetland impacts, location of extension of Taxiway 'B', the taxiway safety area and the runway safety area (A/C 150/5300-13, Figure's 5-3 and 5-4). USACE requires the navigable channel be maintained.

#### 2. An interagency review be conducted of UMAM analysis.

**RESPONSE:** NMFS was invited to all coordination meetings. The first Agency coordination meeting was held June 9, 2009 at the St. Augustine – St. Johns County Airport, which also included a site visit. SJRWMD and the USACE walked the wetland line and did a UMAM review at that time. Subsequent meetings were held in October 2009 to reach concurrence on UMAM numbers, and the public hearing January 2010. See Appendix T of the EA.

3. A compensatory mitigation plan be developed in coordination with the St. Johns River Water Management District, NMFS, and other resource agencies staff and approved before the project is authorized. This plan should incorporate success criteria and a protocol for measuring progress toward those criteria referenced in NOAA's Science-Based Restoration Monitoring of Coastal Habitats manual. The monitoring should include both the compensatory mitigation and temporary impact areas. **RESPONSE:** The Airport will coordinate with SJRWMD, NMFS and other agencies in developing a compensatory mitigation plan.

# **APPENDIX U**

# **REVISED ALP AND PROJECT SUPPORTING DOCUMENTATION**



**JUNE 2010** 

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218



### 1-1-9. Instrument Landing System (ILS)

#### a. General

**1.** The ILS is designed to provide an approach path for exact alignment and descen of an aircraft on final approach to a runway.

**2.** The ground equipment consists of two highly directional transmitting systems and along the approach, three (or fewer) marker beacons. The directional transmitters are known as the localizer and glide slope transmitters.

3. The system may be divided functionally into three parts:

(a) Guidance information: localizer, glide slope;

(b) Range information: marker beacon, DME; and

(c) Visual information: approach lights, touchdown and centerline lights, runway lights.

**4.** Precision radar, or compass locators located at the Outer Marker (OM) or Middle Marker (MM), may be substituted for marker beacons. DME, when specified in the procedure, may be substituted for the OM.

**5.** Where a complete ILS system is installed on each end of a runway; (i.e., the approach end of Runway 4 and the approach end of Runway 22) the ILS systems are not in service simultaneously.

#### b. Localizer

**1.** The localizer transmitter operates on one of 40 ILS channels within the frequency range of 108.10 to 111.95 MHz. Signals provide the pilot with course guidance to the runway centerline.

**2.** The approach course of the localizer is called the front course and is used with other functional parts, e.g., glide slope, marker beacons, etc. The localizer signal is transmitted at the far end of the runway. It is adjusted for a course width of (full scale fly-left to a full scale fly-right) of 700 feet at the runway threshold.

**3.** The course line along the extended centerline of a runway, in the opposite direction to the front course is called the back course.

#### CAUTION-

Unless the aircraft's ILS equipment includes reverse sensing capability, wher flying inbound on the back course it is necessary to steer the aircraft in the direction opposite the needle deflection when making corrections from off course to on-course. This "flying away from the needle" is also required wher flying outbound on the front course of the localizer. Do not use back course signals for approach unless a back course approach procedure is publishec for that particular runway and the approach is authorized by ATC. **4.** Identification is in International Morse Code and consists of a three-letter identifier preceded by the letter I (DD) transmitted on the localizer frequency.

#### EXAMPLE-

I-DIA

**5.** The localizer provides course guidance throughout the descent path to the runway threshold from a distance of 18 NM from the antenna between an altitude of 1,000 feet above the highest terrain along the course line and 4,500 feet above the elevation of the antenna site. Proper off-course indications are provided throughout the following angular areas of the operational service volume:

(a) To 10 degrees either side of the course along a radius of 18 NM from the antenna; and

(b) From 10 to 35 degrees either side of the course along a radius of 10 NM. (See FIG 1-1-6.)





6. Unreliable signals may be received outside these areas.

#### c. Localizer Type Directional Aid (LDA)

**1.** The LDA is of comparable use and accuracy to a localizer but is not part of a complete ILS. The LDA course usually provides a more precise approach course than the similar Simplified Directional Facility (SDF) installation, which may have a course width of 6 or 12 degrees.

**2.** The LDA is not aligned with the runway. Straight-in minimums may be published where alignment does not exceed 30 degrees between the course and runway. Circling minimums only are published where this alignment exceeds 30 degrees.

**3.** A very limited number of LDA approaches also incorporate a glideslope. These are annotated in the plan view of the instrument approach chart with a note, "LDA/Glideslope." These procedures fall under a newly defined category of approaches called Approach with Vertical Guidance (APV) described in paragraph <u>5-4-5</u>, Instrument Approach Procedure Charts, subparagraph <u>a7(b)</u>, Approach with

Vertical Guidance (APV). LDA minima for with and without glideslope is provided and annotated on the minima lines of the approach chart as S-LDA/GS and S-LDA Because the final approach course is not aligned with the runway centerline additional maneuvering will be required compared to an ILS approach.

#### d. Glide Slope/Glide Path

**1.** The UHF glide slope transmitter, operating on one of the 40 ILS channels withir the frequency range 329.15 MHz, to 335.00 MHz radiates its signals in the directior of the localizer front course. The term "glide path" means that portion of the glide slope that intersects the localizer.

#### CAUTION-

False glide slope signals may exist in the area of the localizer back course approach which can cause the glide slope flag alarm to disappear and presen unreliable glide slope information. Disregard all glide slope signal indications when making a localizer back course approach unless a glide slope is specified on the approach and landing chart.

**2.** The glide slope transmitter is located between 750 feet and 1,250 feet from the approach end of the runway (down the runway) and offset 250 to 650 feet from the runway centerline. It transmits a glide path beam 1.4 degrees wide (vertically). The signal provides descent information for navigation down to the lowest authorized decision height (DH) specified in the approved ILS approach procedure. The glidepath may not be suitable for navigation below the lowest authorized DH and any reference to glidepath indications below that height must be supplemented by visua reference to the runway environment. Glidepaths with no published DH are usable to runway threshold.

**3.** The glide path projection angle is normally adjusted to 3 degrees above horizonta so that it intersects the MM at about 200 feet and the OM at about 1,400 feet above the runway elevation. The glide slope is normally usable to the distance of 10 NM However, at some locations, the glide slope has been certified for an extendec service volume which exceeds 10 NM.

**4.** Pilots must be alert when approaching the glidepath interception. False courses and reverse sensing will occur at angles considerably greater than the publishec path.

5. Make every effort to remain on the indicated glide path.

#### CAUTION-

# Avoid flying below the glide path to assure obstacle/terrain clearance is maintained.

**6.** The published glide slope threshold crossing height (TCH) DOES NOT represent the height of the actual glide path on-course indication above the runway threshold. It is used as a reference for planning purposes which represents the height above the runway threshold that an aircraft's glide slope antenna should be, if that aircraft remains on a trajectory formed by the four-mile-to-middle marker glidepath segment.

**7.** Pilots must be aware of the vertical height between the aircraft's glide slope antenna and the main gear in the landing configuration and, at the DH, plan to adjus the descent angle accordingly if the published TCH indicates the wheel crossing height over the runway threshold may not be satisfactory. Tests indicate a comfortable wheel crossing height is approximately 20 to 30 feet, depending on the type of aircraft.

#### NOTE-

The TCH for a runway is established based on several factors including the larges aircraft category that normally uses the runway, how airport layout effects the glide slope antenna placement, and terrain. A higher than optimum TCH, with the same glide path angle, may cause the aircraft to touch down further from the threshold i the trajectory of the approach is maintained until the flare. Pilots should consider the effect of a high TCH on the runway available for stopping the aircraft.

#### e. Distance Measuring Equipment (DME)

**1.** When installed with the ILS and specified in the approach procedure, DME may be used:

(a) In lieu of the OM;

(b) As a back course (BC) final approach fix (FAF); and

(c) To establish other fixes on the localizer course.

**2.** In some cases, DME from a separate facility may be used within Termina Instrument Procedures (TERPS) limitations:

(a) To provide ARC initial approach segments;

(b) As a FAF for BC approaches; and

(c) As a substitute for the OM.

#### f. Marker Beacon

**1.** ILS marker beacons have a rated power output of 3 watts or less and an antenna array designed to produce an elliptical pattern with dimensions, at 1,000 feet above the antenna, of approximately 2,400 feet in width and 4,200 feet in length. Airborne marker beacon receivers with a selective sensitivity feature should always be operated in the "low" sensitivity position for proper reception of ILS marker beacons.

**2.** Ordinarily, there are two marker beacons associated with an ILS, the OM and MM Locations with a Category II ILS also have an Inner Marker (IM). When an aircraf passes over a marker, the pilot will receive the indications shown in <u>TBL 1-1-3</u>.

(a) The OM normally indicates a position at which an aircraft at the appropriate altitude on the localizer course will intercept the ILS glide path.

(b) The MM indicates a position approximately 3,500 feet from the landing threshold. This is also the position where an aircraft on the glide path will be at an altitude of approximately 200 feet above the elevation of the touchdown zone.

(c) The IM will indicate a point at which an aircraft is at a designated decision height (DH) on the glide path between the MM and landing threshold.

| Marker | Code     | Light |
|--------|----------|-------|
| OM     | ×-       | BLUE  |
| MM     | D ×- D - | AMBER |
| IM     | DDDD     | WHITE |
| BC     | DDDD     | WHITE |

*TBL 1-1-3* Marker Passage Indications

**3.** A back course marker normally indicates the ILS back course final approach fix where approach descent is commenced.

#### g. Compass Locator

**1.** Compass locator transmitters are often situated at the MM and OM sites. The transmitters have a power of less than 25 watts, a range of at least 15 miles and operate between 190 and 535 kHz. At some locations, higher powered radio beacons, up to 400 watts, are used as OM compass locators. These generally carry Transcribed Weather Broadcast (TWEB) information.

**2.** Compass locators transmit two letter identification groups. The outer locator transmits the first two letters of the localizer identification group, and the middle locator transmits the last two letters of the localizer identification group.

h. ILS Frequency (See <u>TBL 1-1-4</u>.)

| Localizer MHz | Glide Slope |
|---------------|-------------|
| 108.10        | 334.70      |
| 108.15        | 334.55      |
| 108.3         | 334.10      |
| 108.35        | 333.95      |
| 108.5         | 329.90      |
| 108.55        | 329.75      |
| 108.7         | 330.50      |
| 108.75        | 330.35      |
| 108.9         | 329.30      |
| 108.95        | 329.15      |
| 109.1         | 331.40      |
| 109.15        | 331.25      |
|               |             |

TBL 1-1-4 Frequency Pairs Allocated for ILS

http://www.faa.gov/air\_traffic/publications/ATpubs/AIM/Chap1/aim0101.html

| 109.3  | 332.00 |
|--------|--------|
| 109.35 | 331.85 |
| 109.50 | 332.60 |
| 109.55 | 332.45 |
| 109.70 | 333.20 |
| 109.75 | 333.05 |
| 109.90 | 333.80 |
| 109.95 | 333.65 |
| 110.1  | 334.40 |
| 110.15 | 334.25 |
| 110.3  | 335.00 |
| 110.35 | 334.85 |
| 110.5  | 329.60 |
| 110.55 | 329.45 |
| 110.70 | 330.20 |
| 110.75 | 330.05 |
| 110.90 | 330.80 |
| 110.95 | 330.65 |
| 111.10 | 331.70 |
| 111.15 | 331.55 |
| 111.30 | 332.30 |
| 111.35 | 332.15 |
| 111.50 | 332.9  |
| 111.55 | 332.75 |
| 111.70 | 333.5  |
| 111.75 | 333.35 |
| 111.90 | 331.1  |
| 111.95 | 330.95 |
|        |        |

#### i. ILS Minimums

**1.** The lowest authorized ILS minimums, with all required ground and airborne systems components operative, are:

(a) Category I. Decision Height (DH) 200 feet and Runway Visual Range (RVR) 2,400 feet (with touchdown zone and centerline lighting, RVR 1,800 feet), or (with Autopilot or FD or HUD, RVR 1,800 feet);

**(b) Special Authorization Category I.** DH 150 feet and Runway Visual Range (RVR) 1,400 feet, HUD to DH;

(c) Category II. DH 100 feet and RVR 1,200 feet (with autoland or HUD to touchdown and noted on authorization, RVR 1,000 feet);

(d) Special Authorization Category II with Reduced Lighting. DH 100 feet and RVR 1,200 feet with autoland or HUD to touchdown and noted on authorization (touchdown zone, centerline lighting, and ALSF-2 are not required);

(e) Category Illa. No DH or DH below 100 feet and RVR not less than 700 feet;

(f) Category IIIb. No DH or DH below 50 feet and RVR less than 700 feet but not less than 150 feet; and

(g) Category IIIc. No DH and no RVR limitation.

#### NOTE-

Special authorization and equipment required for Categories II and III.

#### j. Inoperative ILS Components

1. Inoperative localizer. When the localizer fails, an ILS approach is not authorized.

**2. Inoperative glide slope.** When the glide slope fails, the ILS reverts to a nonprecision localizer approach.

#### REFERENCE-

See the inoperative component table in the U.S. Government Terminal Procedures Publication (TPP), for adjustments to minimums due to inoperative airborne or ground system equipment.

#### k. ILS Course Distortion

**1.** All pilots should be aware that disturbances to ILS localizer and glide slope courses may occur when surface vehicles or aircraft are operated near the localizer or glide slope antennas. Most ILS installations are subject to signal interference by either surface vehicles, aircraft or both. ILS CRITICAL AREAS are established near each localizer and glide slope antenna.

**2.** ATC issues control instructions to avoid interfering operations within ILS critica areas at controlled airports during the hours the Airport Traffic Control Tower (ATCT) is in operation as follows:

(a) Weather Conditions. Less than ceiling 800 feet and/or visibility 2 miles.

(1) Localizer Critical Area. Except for aircraft that land, exit a runway, depart or miss approach, vehicles and aircraft are not authorized in or over the critical area when an arriving aircraft is between the ILS final approach fix and the airport. Additionally, when the ceiling is less than 200 feet and/or the visibility is RVR 2,00C or less, vehicle and aircraft operations in or over the area are not authorized when ar arriving aircraft is inside the ILS MM.

(2) Glide Slope Critical Area. Vehicles and aircraft are not authorized in the area when an arriving aircraft is between the ILS final approach fix and the airport unless the aircraft has reported the airport in sight and is circling or side stepping to land or a runway other than the ILS runway.

(b) Weather Conditions. At or above ceiling 800 feet and/or visibility 2 miles.

(1) No critical area protective action is provided under these conditions.

(2) A flight crew, under these conditions, should advise the tower that it will conduct an AUTOLAND or COUPLED approach to ensure that the ILS critical areas are protected when the aircraft is inside the ILS MM.

#### EXAMPLE-

Glide slope signal not protected.

**3.** Aircraft holding below 5,000 feet between the outer marker and the airport may cause localizer signal variations for aircraft conducting the ILS approach. Accordingly, such holding is not authorized when weather or visibility conditions are less than ceiling 800 feet and/or visibility 2 miles.

4. Pilots are cautioned that vehicular traffic not subject to ATC may cause momentary deviation to ILS course or glide slope signals. Also, critical areas are not protected at uncontrolled airports or at airports with an operating control tower when weather or visibility conditions are above those requiring protective measures. Aircraft conducting coupled or autoland operations should be especially alert in monitoring automatic flight control systems.

#### 2-1-1. Approach Light Systems (ALS)

**a.** ALS provide the basic means to transition from instrument flight to visual flight for landing. Operational requirements dictate the sophistication and configuration of the approach light system for a particular runway.

**b.** ALS are a configuration of signal lights starting at the landing threshold and extending into the approach area a distance of 2400-3000 feet for precision instrument runways and 1400-1500 feet for nonprecision instrument runways. Some systems include sequenced flashing lights which appear to the pilot as a ball of light traveling towards the runway at high speed (twice a second). (See FIG 2-1-1.)



FIG 2-1-1 Precision & Nonprecision Configurations

#### DOT/FAA/AR-02/81

Office of Aviation Research Washington, D.C. 20591

# Reduced Approach Lighting Systems (ALS) Configuration Simulation Testing

Donald W. Gallagher

Federal Aviation Administration William J. Hughes Technical Center Airport and Aircraft Safety Research and Development Division Atlantic City International Airport, NJ 08405

July 2002

**Final Report** 

This document is available to the U.S. public through the National Technical Information Service (NTIS), Springfield, Virginia 22161.



U.S. Department of Transportation Federal Aviation Administration

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| Donald W. Gallagher<br>9. Performing Organization Name and Address                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 10. Work Unit (TRAIS)                                                                                                                                                                                                                                                                                                      |
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| 15. Supplementary Notes                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                            |
| 16. Absiract                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                            |
| handling Instrument Flight Rule (<br>runways is, and will remain, the ne<br>necessary to re-evaluate the press<br>maintenance costs can be reduced.<br>In an effort to reduce the overall le<br>visual cues with respect to length of<br>standard is the 2400-foot-long M<br>(MALSR). Subject pilots evaluate<br>flown. | ning System (GPS) approaches has already in<br>IFR) approach operations. A major factor in u<br>eed for installation of many new approach lightin<br>sent standard systems to identify possible me<br>ength of ALS's, this report describes the method<br>of an ALS is needed by pilots during an approace<br>Medium Intensity Approach Lighting System<br>ed ten different length configurations and were                                                                                                                                                                                                                                                                                          | pgrading the instrument capability of these<br>ig systems (ALS). Therefore, it has become<br>eans by which installation, operation, and<br>ds, using simulation, by which the minimum<br>that Category I minimums. The current US<br>with Runway Alignment Indicator Lights<br>given questionnaires for each configuration |
| 1800 or 2000 feet may be concein<br>burning barrettes at 1600,1800, and                                                                                                                                                                                                                                                 | the system to a length of 1600 feet was not acce<br>vable if enhancements to the visual segment po<br>d/or 2000 feet) would be considered. Shortening<br>ound area required and result in virtually no                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ortion of the system (i.e., additional steady-<br>the system to a length of 2200 feet will only                                                                                                                                                                                                                            |
|                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                            |

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| 17. Key Words<br>Approach lighting system, MALSR,<br>Category I, Precision approach operation |                                    | Technical Informatic 22161. | ailable to the public th<br>on Service (NTIS) Sp |           |
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#### CONCLUSIONS

As shown by the data, shortening the system to a length of 1600 feet was not acceptable.

Shortening the system to a length 1800 or 2000 feet may be conceivable if enhancements to the visual segment portion of the system (i.e., additional steady-burning barrettes at 1600, 1800, and/or 2000) would be considered.

Shortening the system to a length 2200 feet will only provide minimal reduction in ground area required, and result in virtually no benefit in reduced equipment or power requirements.

The data also verifies the adequacy of the existing standard CAT I system the MALSR. Even when reduced to three lights per barrette the MALSR configuration was acceptable.



# Memorandum

Date:October 14, 2009To:Brian CooperFrom:Mark L. Napier ATM St. Augustine FCTSubject:Taxiway Bravo Extension

#### **Taxiway Bravo Extension**

Taxiway Bravo proposed extension from the intersection of Runway 6/24 south to the approach end of Runway 31.

#### Impact

The construction of this taxiway extension is vital to the continued safe and expeditious movement of aircraft here at St. Augustine Airport.

The current configuration with taxiway Delta 1 utilized for intersection departures has been noted by the FAA Runway Safety Action Team as a "Hot Spot" with potential for runway incursions. This area has been a constant safety concern. Documented over the past five years this area has directly contributed to over 75% of the runway incursions at St Augustine. All aircraft departing runway 31 are instructed to hold short of runway 31 at taxiway Delta 1. This area is clearly marked with taxiway signs and hold lines. The area is described in the Airport Directory as the holding point for aircraft departing runway 31 and yet, due to taxiway Charlie's apparent access to runway 31 approach end aircraft need to be constantly advised to hold their position at Delta 1. This is confusing for the pilots even with ATC assistance. During the hours the Tower is closed I have no doubt aircraft utilize taxiway Charlie as their means to enter Runway 31.

Taxiway Charlie which parallel's the approach end of runway 31 would have difficulty handling aircraft as large as a Gulfstream 5 due to its proximity to the edge of runway 31 as well as the ninety degree turn on and off the runway. This necessitates a back taxi down runway 31 from runway 6/24 or taxiway Bravo 4 for larger aircraft requesting a full length departure. This is not only time consuming for departures off runway 31, but disrupts the traffic flow when landing runway 13 and a one hundred eighty degree turn for a back taxi to runway 24 or taxiway Bravo 4 is required to exit the runway.

Having a parallel taxiway that is capable of handling all aircraft and provide access to the approach end of the primary instrument runway here at St Augustine would enhance our capacity to safely launch and recover aircraft while simultaneously reducing confusion and eliminating a constant safety concern.

# GALAXY AVIATION

## RECEIVED

November 24, 2009

MON 25 2009

Mr. Edward R. Wuellner, AAE Executive Director St. Augustine – St. Johns County Airport Authority 4796 US Hwy 1 North St. Augustine, FL 32095

#### Mr. Wuellner,

I have been actively engaged as a general aviation pilot for well over 30 years. I have logged more then 14,000 hours as a charter pilot of large corporate aircraft. I have also been involved in aviation management from aircraft manufacturing, FAA certification projects and FBO operations for my entire career. As you well know I have been managing the Saint Augustine FBO for the past ten years.

I have witnessed your hard work and dedication in making the tremendous improvements in our airport's facilities and airside infrastructure. As such, I write this letter asking you to give priority to two projects that will improve safety at our airport:

#### TAXIWAY B EXTENSION:

Realignment of taxiway C as an extension of taxiway B in order to complete an uninterrupted taxiway along the full length of runway 13/31 is essential for increased safety of operations at KSGJ. The existing taxiway C lies within the runway 31 runway safety area (RSA). As such, all departing aircraft utilizing runway 31 are directed to taxi to and hold short at taxiway D1 intersection.

This intersection has recently been identified by the FAA as a "Hot Spot" due to its orientation to the primary runway 13/31 and the close proximity of the intersection of runway 6/24 and 13/31. Aircraft holding short at the D1 intersection may request further taxi clearance on taxiway C for full length departure on runway 31. Clearance is only given if no aircraft are on approach to runway 31. This creates a backlog of traffic at D1 on a daily basis. Furthermore, many aircraft accept a D1 intersection departure, using less than the full available runway length in lieu of back-taxiing on runway 31 or waiting for further taxi clearance to the end of runway 31.

A realignment of taxiway C would essentially allow it to be a fully-usable extension of taxiway B. This realignment would eliminate the hold short clearance for D1 and allow the tower to issue full length departure as the standard clearance.

# GALAXY AVIATION OF ST. AUGUSTINE, INC.



#### **COMPLETION OF INSTRUMENT LANDING SYSTEM FOR RUNWAY 31**

The next important project is the much needed completion of the Instrument Landing System (ILS) with the installation of an approach lighting system (ALS), which is needed to complete the ILS to Runway 31. With the currently incomplete, non-standard ILS approach to runway 31, the airport has a minimum decent height (DH) of 250 feet above the TDZE and <sup>3</sup>/<sub>4</sub> mile forward visibility. This in itself is acceptable for a precision approach in a non-radar environment. However, since the airport is located adjacent to the inter-coastal waterway, just 2.5 miles from the Atlantic Ocean, we experience a high percentage of IFR weather due to advection fog (low-level ground fog) caused by coastal temperature differentials.

From mid October to early April, an advection fog cycle usually begins 3-4 days after a frontal passage and does not dissipate until the next frontal system moves through. Early in an advection fog cycle, the fog bank over land will dissipate by mid-morning due to normal heating. In a true advection fog situation, when the surface winds are sustained at 6-10 knots, the fog bank will remain adjacent to the immediate coast over water. When the land areas begin to cools, the fog bank will move back over land areas. Later in the advection fog cycle, dissipation occurs later in the day if at all.

Instrument approach completions during periods of advection fog are very difficult. Ground based weather observations will inform pilots of ceiling and visibility distances higher than what the pilot may actually experience during flight. This is due to the nature of the fog bank that is typically 200-300 feet thick and 200-300 above ground. As the pilot descends on the approach, forward or slant visibility is reduced. Descent must be stopped at the published decision height (DH) unless the "runway environment" is in sight. The pilots will call a missed approach at DH only to report then, that they actually saw the runway when flying directly overhead. Yet, the runway environment is not visible on approach. The runway environment would be visible on approach if approach lights were present. This condition is faced by pilots for hundreds (or thousands) of operations at St. Augustine each year.

Current FAA regulations state that with an appropriate ALS, the sighting of the lights by the pilot is considered runway environment and continued approach is allowed with further descent up to100 feet. This further descent on the ILS will usually allow for successful completion of the approach. The ALS adds another safety factor as it not only provides recognition of the runway environment at times of reduced visibility, it gives reinforcement of lateral position in relationship to the runway centerline.

With the length of runway 31, and the ILS along with DME and GPS defined step down fixes, it makes clear sense to add the safety of an approach light system to further aid the pilots in completion of instrument approaches.

I am unaware of any other similar airport of this magnitude, licensed under FAR Part 139 in Florida or the US, without an ALS as a component of the ILS. Without it, the ILS remains incomplete and a standard, expected level of safety is missing.

These two project completions at the St. Augustine - St. Johns County Airport are critical in order to allow the public a greater level of safety on a daily basis at this airport.

Respectfully,

Galaxy Aviation

-1 1 Michael Slingluff General Manager

### Runway Safety Action Team Meeting (RSAT) Saint Augustine, FL Airport (SGJ) January 14, 2009 D R A F T

#### Introduction

On January 14, 2009, the Regional Runway Safety Integrated Team (RRSIT) for Saint Augustine, Florida Airport (SGJ), convened at the airport conference room.

See Attachment "A" for list of attendees

### Background

The team selected SGJ as the first Federal Contract Tower for a Regional RSAT due to its strategic location on the Florida peninsula. The high concentration of flight training in Florida as well as the airport's convenient location on the coastline attracts students on cross-country flights. SGJ is also a convenient location for local pattern work away from the dense South Florida airports. At our initial evaluation, SGJ appeared to match several of the configuration factors identified in the Administrator's "Call To Action" Wrong Runway Event Risks that may contribute to more serious runway incursions. Our purpose, therefore, was to review existing conditions, provide safety recommendations to the airport and its users, and to explore and discuss ways to prevent possible future incidents at Saint Augustine.

An assessment consisting of an evening airfield tour, visits with FBO and the control tower manager were completed in preparation for the RSAT. In addition, the FAASTeam arranged a well-attended Pilot Safety Seminar that was held the night before. The agenda for the event was "Human Factors for Pilot Safety". Two members of the RRSIT were the featured speakers.

### **Proceedings**

Anna Cohen, Regional Runway Safety Program Manager, welcomed everyone to the meeting. After each person in attendance introduced themselves, she provided a national and regional perspective of the runway safety program, its goals and objectives, available resources, on-going safety initiatives, and the statistics and trends for SGJ. Included in this overview was an adaptation of the Safety Management System by Dan Cilli, listing 6 primary causes of incursions by pilots and vehicle operators with suggested mitigating practices. Michael Mullaney, the FAASTeam Program Manager assigned to the RRSIT, conducted an informative analysis of a recent SGJ incursion and a breakdown of the number and types of pilots certificates with a 35-mile radius of the airport.

The ATCT Manager, Mark Napier conducted a review of specific pilot deviations (PDs). He indicated that there are nearly 50 vehicle runway crossings each day, but

that these operations posed no operational burden on ATC. From his perspective, airport signage, marking, lighting and communications equipment were fully adequate for the operation. The Airport Operations Manager, Kevin Harvey, added that the relationship among all airport tenants, the ATCT and the airport management was the key to the ongoing success and safety on the airport. Over the recent 3-year history of this airport, there has not been a vehicle or pedestrian deviation (V/PD). During the night airfield inspection, the team had to take evasive action on the field due to wildlife: a deer and a possum. The Ops Manager indicated that wildlife presence on the field is not a frequent event. He also indicated that he has frequently ordered runway safety material on the national Runway Safety website but he has never received a single shipment of literature.

The individual members of the RRSIT also provided a summary of their assessments conducted the previous day. Runway 2/20 used to function as a runway during daylight hours and a taxiway at night. That alternating use has been cancelled. Runway 2/20 is now solely used as a runway. Tech Ops became aware of occasional false or missing targets on the STARS display but there are no interfacility coordination agreements between facilities that are dependent upon this equipment. It serves only as a supplemental aid to controller spatial orientation of airborne traffic.

A review of the SGJ listing in the Airport/Facility Directory revealed that it is in need of an extensive updating. Airport Staff indicated that numerous changes have already been submitted to FAA for inclusion in the next AFD edition.

Customers and tenants in attendance were encouraged to provide comments and feedback on airport and ATC operations. Their interests and discussions focused upon:

- Taxiway D-1
- Perimeter Road
- Taxiway C
- A stand of trees that impairs ATC line of sight

**Taxiway D-1** is both the location of the hold marking for access to the approach end of runway 31 and access to both runway 31 intersections and runway 6/24. The intersection of D-1 and D is also the required hold position location for access to Taxiway C for aircraft wishing to use the full-length of runway 31.

The construction of a **perimeter road** around the approach end of runway 13 was the desire of tenants and the SGJ Airport Authority. These entities perform most of the 50 daily runway crossings on the airport's north-end. These crossings are usually fuel trucks or other aircraft and airport support vehicles. It was concluded that due to the surrounding geometry, use of such a road will still have to be managed by ATC due to the nearness of US 1 and a continued requirement to transect the runway safety areas. Alternatively, the Airport ask to consider the feasibility of a modification to standards from the ORL ADO for the road, as it impacts would be limited to the extreme limits of the safety area and would only be utilized by trained airport and user employees.

**Taxiway C** gets limited use due to the alignment within the runway safety area throughout its entire length and therefore cannot be accessed until ATC has the proper spacing between a preceding departure, a preceding arrival, or a subsequent inbound. For this reason and other ongoing issues with the pavement width and strength, taxiway C is seldom used.

**Taxiway B (South)** is being developed by the SGJ Airport Authority with an Environmental Assessment presently underway. Taxiway B (South) would replace the functionally and operationally deficient taxiway C. The construction of taxiway B would greatly reduce the likelihood of incursions; as the location, geometry, signage and markings would be typical of what users would expect to see. The elimination of taxiway C, in the interim is not desirable.

**A stand of trees** between the ATCT and the run-up area at the North end of taxiway B slightly impairs tower's line-of-sight at B-1. These trees were trimmed several years ago but growth since then requires action to be undertaken again. Environmental regulations impose very cumbersome restrictions on the trimming process. It will however, be undertaken, at a future date.

Finally, pilots indicated that they have a very active SAPA (St. Augustine Airport Pilots Association) and they conduct monthly meetings at which they discuss pertinent local and general safety issues and educational programs. FAA statistics show that of the 8 FAA-sponsored Safety Seminars in the surrounding area, none had been held at SGJ until the one conducted by the RRSIT the previous evening. The FAASTeam agreed to partner with SAPA for more events in SGJ.

#### **Best Practice**

• There is an excellent relationship between the airport and the air traffic control tower personnel and other airport tenants.

## Action Items (Responsible office identified in parenthesis)

1. Both the ATCT and Airport Operations have agreed to depict D-1 as a Hot Spot on the airport diagram. The RRSPO will submit the necessary material to the Charting Office. The Hot Spot description will consist of the wording "Hold here for a runway 31 departure" (RRSPO/Cilli by February 15, 2009)

- 2. The SGJ entry in the A/FD is outdated, and the airport has submitted numerous changes for publication. The ATCT and Airport Operations offices will confer over the need for additional revisions and then forward their final document to the RRSPO to implement the publication process. (SGJ ATCT/Airport Ops/RRSPO by February 27, 2009.)
- 3. The FAASTeam will coordinate internally and schedule at least a semiannual seminar with SAPA, at SGJ airport, that will be Wings eligible. (RRSPO/FAASTeam Rep by July 31, 2009)
- The RRSIT supports the extension of taxiway B (South) to eliminate the confusion and threats of possible runway incidents that have occurred at D-1/D/C intersections, which is the access point to both runways 31 and 6/24. Request that ORL ADO look into feasibility for funding availability and coordinate with airport authority. (RRSPO/Berkowitz/ORL ADO by March 15, 2009)
- 5. Coordinate with proper regulatory agency for tree removal/trimming of the stand of trees between the ATCT and run-up area at North end of taxiway B. These trees obstructs/impairs tower's line of sight at B-1. (RRSPO/Berkowitz/SGJ Airport by March 15, 2009)

### Attachment A

#### RSAT SIGN - IN SHEET SGJ - JANUARY 14, 2009 PLEASE PRINT

|            | NAME                                                                                                           | E-MAIL ADDRESS                          | AGENCY                                                                                                          | PHONE          |
|------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------|
| 1)         | Anna Cohen                                                                                                     | Anna.Cohen@laa.gov                      | AJS-ASO                                                                                                         | 404/305-5583   |
| 2)         | Robert Barlon                                                                                                  | Robert.cir.Barton@laa.gov               | AJS-450                                                                                                         | 404/305-5537   |
| 3)         | Daniel Cilli                                                                                                   | Daniel.ctr.cllil@fap.goy                | AJS-490                                                                                                         | 404/305=5596   |
| 4)         | Larry Lambert                                                                                                  | Larry.cir.lambori@iaa.goy               | AJB-4SO                                                                                                         | 404/305-6464   |
| 5)         | John Stlers                                                                                                    | John.ctr.etires@los.gov                 | AJA-E3                                                                                                          | 678/480-9542   |
| 6)         | Michael Mullaney                                                                                               | Michael,1.mullaney@faa.pov              | FAASToam                                                                                                        | 404/305-7246   |
| 7)         | Bruce Williams                                                                                                 | Bruce.williams@faa.gov                  | Technical Operations                                                                                            | 404/305-6673   |
| 8)         | MAN Fiscus                                                                                                     | MATTHEW, W. Fiscus Office.gol           | AJY-E4<br>SARTY                                                                                                 | 404 5973704    |
| 9}         | Kanth Hunray                                                                                                   | Keh Dogj-aignort. com                   | August Authority                                                                                                | 904-209-0090   |
| 10)        | MARK Napice                                                                                                    | RVAS65@ ADL COM                         | 565 TWR MGK                                                                                                     | 904 209 081A   |
| 11)        | Sume Quert                                                                                                     | RECHERED ON LAN G FRAG. GOV             | OPL-ROOLAAR                                                                                                     | 407-812-6331   |
| 12)        | Jay Lawrence                                                                                                   | Jay Baug com                            | 50-15 FAAST Rep                                                                                                 | 904 826-1735   |
| 13}        | NATE MCKENDRICK                                                                                                | nathan.mekendrick Dryg.com              | NORTHROP GRUMMAN                                                                                                | (904) 825.3808 |
| 14}        | Jamy Ford                                                                                                      | JFORD & Golary Aviation Com             | Carlan                                                                                                          | 904-824,1995   |
| <b>15)</b> | Dave Singleton                                                                                                 | drue 46400 pol. com                     | e d'a la secola e un constant de constante constante de un constante de secola de secola de secola de secola de | 904-687-7463   |
| 16)        |                                                                                                                | KENSTOCKDMER BELLSONTAIN                | AT FOCE                                                                                                         | 904-665-3078-  |
| 17)        | Bill Chambers                                                                                                  | william.chambers@ngc.com<br>Metuna@cout | NORTHER GRUMMEN                                                                                                 | 904 825 6120   |
|            | MAHT SWART                                                                                                     | MAAtt @ FLitler.com                     | Fliter run                                                                                                      | 904-5013140    |
| 19)        | Bjorn Ottege                                                                                                   | hjorn tace florido aviation             | con FACT                                                                                                        | 824.949        |
| 20}        | CYTIC FULLOON                                                                                                  | MISHADAS DADG HOTMAN,                   |                                                                                                                 | 954 806 645    |
| 21}        |                                                                                                                |                                         | ASD-15 FSAD                                                                                                     | 407 8127717    |
| 22)        |                                                                                                                |                                         |                                                                                                                 |                |
| 23)        |                                                                                                                |                                         |                                                                                                                 |                |
| 24)        | andonusia waya separata da ang manakang kata pang manakang kata pang manakang kata pang manakang kata pang man |                                         |                                                                                                                 |                |
| 25)        |                                                                                                                |                                         |                                                                                                                 |                |



| DESCRIPTION           | TOP ELEVATION (MSL) |
|-----------------------|---------------------|
| DN                    | ± 35.9'             |
| IMAN NORTH COMPLEX 40 | ± 58.4'             |
| IMAN FACILITY         | ± 37.6'             |
| TROL TOWER (ATCT)     | ± 92.8.'            |
| .T                    | ± 19.7'             |
| NITS)                 | ± 23.3'             |
| NITS)                 | ± 23.1"             |
| NITS)                 | ± 23.9'             |
| UNITS)                | ± 16.8'             |
| IANCE                 | ± 17.4'             |
| NITS)                 | ± 29.5'             |
| NITS)                 | ± 29.7'             |
| NITS)                 | ± 26.4'             |
| 0 UNITS)              | ± 16.7'             |
| UNITS)                | ± 16.7'             |
| UNITS)                | ± 19.5'             |
| NITS)                 | ± 21.7'             |
| NITS)                 | ± 22.2'             |
| NITS)                 | ± 23.8'             |

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# **APPENDIX V**

# ACRONYMS



## **JUNE 2010**

PREPARED FOR: ST. AUGUSTINE – ST. JOHNS COUNTY AIRPORT AUTHORITY 4796 U.S. 1 NORTH ST. AUGUSTINE, FL 32095 PREPARED BY: PASSERO ASSOCIATES, LLC 13453 N. MAIN ST, SUITE 106 JACKSONVILLE, FL 32218



## APPENDIX V – ACRONYMS

| ABSL    | Above Mean Sea Level                                                                 |  |  |
|---------|--------------------------------------------------------------------------------------|--|--|
| AC      | Advisory Circular                                                                    |  |  |
| AIM     | Aeronautical Information Manual                                                      |  |  |
| AIP     | Airport Improvement Program                                                          |  |  |
| ALP     | Airport Layout Plan                                                                  |  |  |
| ALS     | Approach Lighting System                                                             |  |  |
| AMP     | Airport Master Plan                                                                  |  |  |
| ANHA    | Alliance of National Heritage Areas                                                  |  |  |
| ARFF    | Aircraft Rescue and Fire Fighting                                                    |  |  |
| AST     | Above Ground Storage Tanks                                                           |  |  |
| BEBR    | Bureau of Economic Business Research                                                 |  |  |
| BFE     | Base Flood Elevation                                                                 |  |  |
| BMP     | Best Management Practices                                                            |  |  |
| C&D     | Commercial and Demolition                                                            |  |  |
| CAA     | Clean Air Act                                                                        |  |  |
| CBR     | California Bearing Report                                                            |  |  |
| CDC     | Culvert – Ditch Connect                                                              |  |  |
| CEQ     | Federal Council of Environmental Quality                                             |  |  |
| CERCLA  | Comprehensive Environmental Response, Compensation, and Liability Act                |  |  |
| CERCLIS | Comprehensive Environmental Response, Compensation, and Liability Information System |  |  |
| CFASPP  | Continuing Florida Aviation Systems Planning Process                                 |  |  |
| CFR     | Code of Federal Regulations                                                          |  |  |
| CLG     | Certified Local Government                                                           |  |  |
| COBRA   | Coastal Barrier Resources Act                                                        |  |  |
| CWA     | Clean Water Act                                                                      |  |  |
| CZMA    | Coastal Zone Management Act                                                          |  |  |
| CZMP    | Coastal Zone Management Program                                                      |  |  |
| dB      | Decibel                                                                              |  |  |
| DBH     | Diameter at Breast Height                                                            |  |  |
| DD      | Declared Distance                                                                    |  |  |
| DH      | Decision Height                                                                      |  |  |
| DHR     | Division of Historic Resources                                                       |  |  |
| DNL     | Day – Night Noise Level                                                              |  |  |
| DOF     | Division of Forestry                                                                 |  |  |
| DT      | Displaced Threshold                                                                  |  |  |
| EA      | Environmental Assessment                                                             |  |  |
| EAR     | Evaluation and Appraisal Report                                                      |  |  |
| EEZ     | Exclusive Economic Zone                                                              |  |  |

| FDM               |                                                         |
|-------------------|---------------------------------------------------------|
| EDM               | Environmental Data Management                           |
| EFH               | Essential Fish Habitat                                  |
| EPA               | Environmental Protection Agency                         |
| ERP               | Environmental Resource Permitting                       |
| ESA               | Environmental Site Assessment                           |
| ESA (1973)        | Endangered Species Act                                  |
| ESI               | Environmental Services, Inc.                            |
| FBO               | Fixed Base Operator                                     |
| F.S.              | Florida Statutes                                        |
| FAA               | Federal Aviation Administration                         |
| FAC               | Florida Administrative Code                             |
| FAR               | Federal Aviation Regulations                            |
| FASP              | Florida Aviation System Plan                            |
| FBO               | Fixed Base Operator                                     |
|                   | 1                                                       |
| FDACS             | Florida Department of Agriculture and Consumer Services |
| FCMP              | Florida Coastal Management Program                      |
| FDEP              | Florida Department of Environmental Protection          |
| FDOT              | Florida Department of Transportation                    |
| FEMA              | Federal Emergency Management Agency                     |
| FFWCC             | Florida Fish and Wildlife Conservation Commission       |
| FLUCFCS           | Florida Land Use Cover, and Forms Classification System |
| FMNH              | Florida Museum of Natural History                       |
| FMSF              | Florida Master Site File                                |
| FNAI              | Florida Natural Areas Inventory                         |
| FPPA              | Farmland Protection Policy Act                          |
| FWCA              | Fish and Wildlife Coordination Act                      |
| FWPCA             | Federal Water Pollution Control Act                     |
| FWRI              | Fish and Wildlife Research Institute                    |
|                   | i foir and whente research institute                    |
| GCTLs             | Groundwater Cleanup Target Levels                       |
| GIS               | Geographic Information Systems                          |
| GMFMC             | Gulf of Mexico Fishery Management Council               |
|                   | , 0                                                     |
| GPS<br>CTADLEDD   | Global Positioning System                               |
| GTMNERR           | Guana Tolomato Matanzas National Estuary Research       |
|                   | Reserve                                                 |
| T T A /23 F A /11 |                                                         |
| HAZMAT            | Hazardous Materials                                     |
| HIRL              | High Intensity Runway Lights                            |
| HMS               | Highly Migratory Species                                |
| HUC               | Hydrological Unit Code                                  |
| HWRS              | Hazardous Waste Regulation Section                      |
|                   |                                                         |
| ICW               | Intracoastal Waterway                                   |
| ILS               | Instrument Landing System                               |
| INM               | Integrated Noise Modeling                               |
|                   |                                                         |
| LPA               | The LPA Group, Inc.                                     |
| LUST              | Leaking Underground Storage Tanks                       |
|                   |                                                         |

| MSFCMA | Magnuson Stevens Fishery Conservation and       |
|--------|-------------------------------------------------|
|        | Management Act                                  |
| MIRL   | Medium Intensity Runway Lights                  |
| MITL   | Medium Intensity Taxiway Lighting               |
| MMPA   | Marine Mammal Protection Act                    |
| MPP    | Manatee Protection Plan                         |
| MS4s   | Municipal Separate Storm Sewer Systems          |
| MSA    | Manatee Sanctuary Ac t                          |
| MSD    | Minimum Search Distance                         |
| MSGP   | Multi Sector Generic Permit                     |
| MSRP   | Multi - Species Recovery Plan                   |
|        |                                                 |
| NAAQS  | National Ambient Air Quality Standards          |
| NEPA   | National Environmental Policy Act               |
| NFIP   | National Flood Insurance Program                |
| NFRAP  | No Further Remedial Action Planned              |
| NMFS   | National Marine Fisheries Service               |
| NOAA   | National Oceanic and Atmospheric Administration |
| NOI    | Notice of Intent                                |
| NPDES  | National Pollutant Discharge Elimination System |
| NPL    | Nation Priorities List                          |
| NPS    | National Park Service                           |
| NRCS   | National Resources Conservation Service         |
| NRI    | National Rivers Inventory                       |
| NWI    | National Wetlands Inventory                     |
|        | ivatoriar wedanes inventory                     |
| OIP    | Office of Intergovernmental Program             |
|        |                                                 |
| PAPI   | Precision Approach Path Indicator               |
| PCB    | Polychlorinated Biphenyls                       |
| RCRA   | Resource Conservation and Recovery Act          |
| RPA    | Reasonable and Prudent Alternatives             |
| RSA    | Runway Safety Area                              |
|        | Runway ballety fried                            |
| SAFMC  | South Atlantic Fishery Management Council       |
| SAV    | Submerged Aquatic Vegetation                    |
| SFHA   | Special Flood Hazard Area                       |
| SIS    | Site Investigation Section                      |
| SJRWMD | St. Johns River Water Management District       |
| SLAMS  | State Local Air Monitoring Stations             |
| SPCC   | Spill Prevention, Control, & Countermeasures    |
| SPT    | Standard Penetration Test                       |
| SSL    | Sovereign Submerged Lands                       |
| SWDA   | Solid Waste Disposal Act                        |
|        | oona waste Disposal / tet                       |
|        |                                                 |
| TAF    | Terminal Area Forecast                          |

| TMDLS | Total Maximum Daily Loads                        |
|-------|--------------------------------------------------|
| TPIN  | Tax Payer Identification Number                  |
| TSD   | Treatment, Storage, and Disposal                 |
| UMAM  | Uniform Mitigation Assessment Methodology        |
| USACE | U.S. Army Corp of Engineers                      |
| USC   | United States Code                               |
| USDA  | United States Department of Agriculture          |
| USEPA | U.S. Environmental Protection Agency             |
| USGS  | United States Geological Service                 |
| USFWS | United States Fish and Wildlife Service          |
| VASI  | Visual Approach Slope Indicator                  |
| VOR   | Very High Frequency Omnidirectional Radio Charge |
| WBID  | Water Body Identification                        |
| WGID  | Water Body Identification                        |
| WQA   | Water Quality Act                                |
| WSI   | Waste Services Incorporated                      |
| WSR   | Wild and Scenic Rivers                           |
| WSRS  | National Wild and Scenic Rivers System           |

# **APPENDIX W**

# REFERENCES



## **JUNE 2010**

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# **APPENDIX W – REFERENCES**

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