

September 2000

FINAL Environmental Assessment

**Port Sutton Channel - Tampa Harbor
Hillsborough County, Florida**



**U.S. Army Corps
of Engineers
Jacksonville District**



**DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019**

REPLY TO
ATTENTION OF

PORT SUTTON CHANNEL - TAMPA HARBOR
HILLSBOROUGH COUNTY, FLORIDA

FINDING OF NO SIGNIFICANT IMPACT

I have reviewed the Environmental Assessment (EA) of the proposed action. This Finding incorporates by reference all discussions and conclusions contained in the Environmental Assessment enclosed hereto. Based on information analyzed in the EA, reflecting pertinent information obtained from other agencies and special interest groups having jurisdiction by law and/or special expertise, I conclude that the proposed action will have no significant impact on the quality of the human environment. Reasons for this conclusion are in summary:

- a. The proposed work would not jeopardize the continued existence of any endangered or threatened species. The standard State and Federal manatee protection conditions would be implemented. If a clamshell dredge is used, a special manatee observer equipped with video equipment would be used to monitor manatee impacts.
- b. The State Historic Preservation Officer concurred with the U.S. Army Corps of Engineers' determination that there would be no effect on sites of cultural or historical significance in Port Sutton Channel and the Dredged Material Management Area CMDA-2D disposal site.
- c. State water quality standards will be met.
- d. The proposed project has been determined to be consistent with the Florida Coastal Zone Management Program.
- e. Measures to eliminate, reduce, or avoid potential impacts to fish and wildlife resources will be implemented during project construction. The District's Migratory Bird Protection Policy would be implemented.
- f. Benefits to the public will be maintenance of the navigation channel and continued local economic stimulus.

In consideration of the information summarized, I find that the proposed action will not significantly affect the human environment and it does not require the preparation of an Environmental Impact Statement.

4 OCT 00
Date

JAMES G. MAY
Colonel, U.S. Army
District Engineer

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- Appendix III. Florida Coastal Zone Management Program Consistency Determination
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- Appendix V. Section 404(b)(1) Evaluation
- Appendix VI. Compliance with Environmental Laws and Regulations
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1 PURPOSE AND NEED FOR ACTION

1.1. Introduction:

The Corps is studying the feasibility of enlarging the Port Sutton Channel to accommodate larger vessels and incorporate an additional channel segment into the Federal channel. This is being done to keep pace with the ever-expanding shipping industry which requires larger vessels. In doing so, the Corps is looking at the existing channel design and determining what if any measures are necessary to make the channel as efficient and safe as possible while controlling costs and protecting natural resources. The optimum design will be evaluated to determine if there is a federal interest in making this channel a federal project. The impediments to safe, efficient navigation at Port Sutton Terminal Channel are light loading, tidal delays, and maneuvering difficulties. The opportunity at Port Sutton Terminal Channel is safer, more efficient navigation, resulting from less light loading, fewer tidal delays, and easier maneuvering.

1.2. Location.

The Port Sutton Terminal Channel is part of the Tampa Harbor Navigation Project. It is located in the upper Hillsborough bay of Tampa Bay, Florida (See Figure1).

1.2. Authority.

This study is authorized by Water Resources Development Act of 1992.

1.3. Decision to be Made

The decision to be made is whether to construct the navigation improvements at this site.

1.4. Relevant Issues.

- a) Water Quality
- b) Water Circulation
- c) Benthic Habitat
- d) Sea Grass Beds
- e) Manatees
- f) Birds
- g) Wetlands
- h) Cultural Resources
- i) Aesthetics
- j) Recreation
- k) Economics
- l) Navigation

1.5. Permits Required

A Water Quality Certification (WQC) will be required from the State of Florida. In addition, the State of Florida has provided concurrence in the Corps Coastal Zone Consistency Determination at various stages of planning. The final ascent to this determination is the issuance of the WQC. In addition, the local sponsor will be required to obtain a Department of the Army permit for upgrades to the berthing areas.

1.6. Methodology

An interdisciplinary team used a systematic approach to analyze the affected area, to estimate the probable environmental effects, and to prepare the Environmental Assessment (EA).

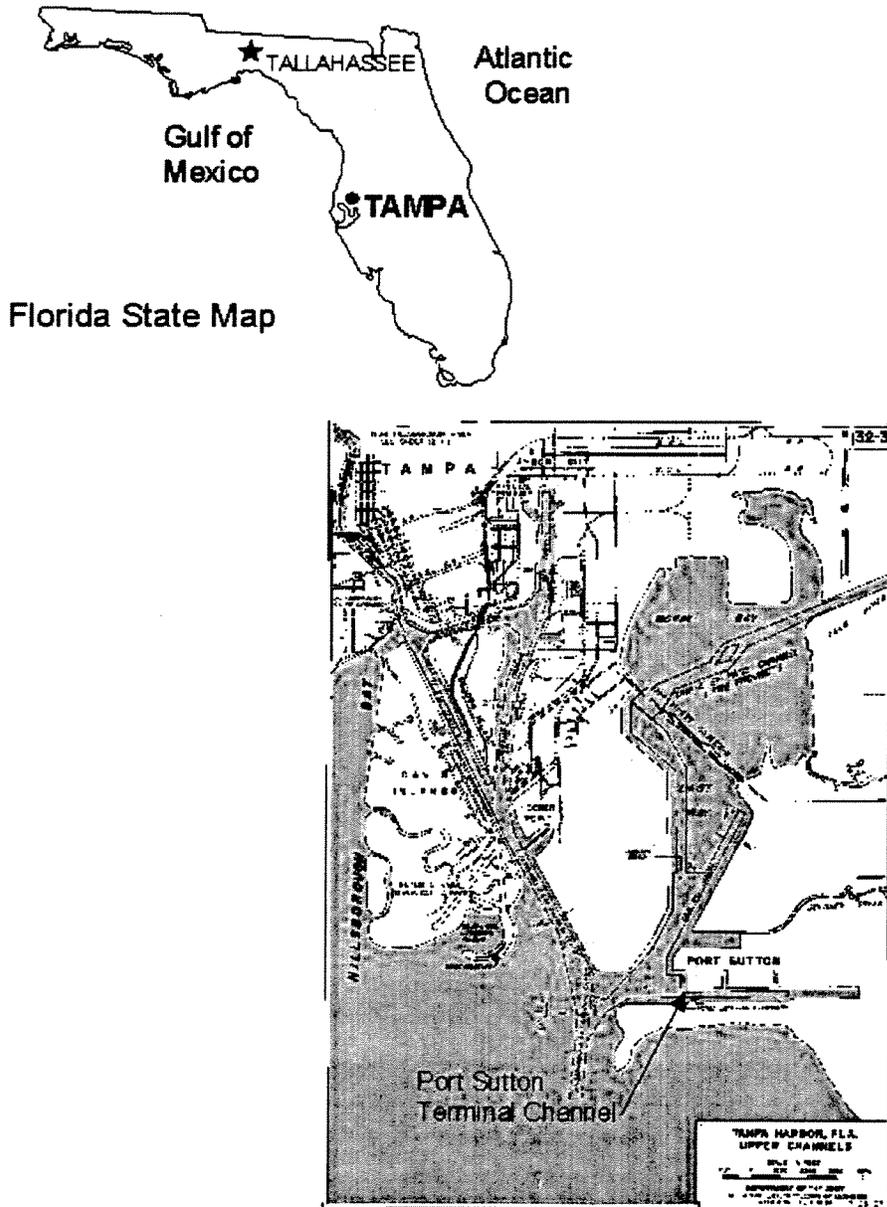


Figure 1, Project Map

2 ALTERNATIVES

2.1 INTRODUCTION.

This section is based on concerns for resources and impacts upon resources expressed in Section 3.00, Affected Environment, and Section 4.00, Environmental Consequences. The key to this section is the Alternative Comparison Chart (Table 1), page 8. The Alternatives section has five (5) parts:

- a. A description of the process used to derive alternatives.
- b. A description of the alternatives that were initially considered but later eliminated from detailed investigation.
- c. A description of each alternative.
- d. A comparison of the alternatives.
- e. Identification of the Preferred Alternative.

2.2 HISTORY OF ALTERNATIVE FORMULATION

The Tampa Port Authority requested the Corps study improvements to Port Sutton Terminal Navigation Channel. In accordance with the guidelines set forth in the EM-1110-2-1613 (1983), channel width criteria are 2.8 times the width of a Design Vessel Beam. This would require an additional 4 feet in depth, and an additional 25 feet in width on either side to accommodate the average 85-foot vessel beam. Although some vessels are larger, current users of the expanded Big Bend channel (250-ft.) are experiencing no significant problems. Various locations are offered for the disposal of dredged material. These include island renourishment options, filling of marine dredge scars and channels, upland disposal, and littoral creation. The Corps will make the final location determination. Numerous meetings with the Port, US Fish and Wildlife Service and local environmental groups were conducted to discuss the various alternative designs. The US Fish and Wildlife Service was asked to provide a Fish and Wildlife Coordination Act Report for 2 projects; Ybor Navigation Channel Turning Basin and this project, the Port Sutton Channel. During coordination, a final design was formulated. The project coordinated in the Spring of 2000 had a 200-foot bottom width, project depth of 43 feet, and a length of 6,000 feet. The selected plan is a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]). The channel design was optimized based on the above criteria.

2.3 ELIMINATED ALTERNATIVES

These alternatives were compared with the others and where eliminated for various safety, environmental, economic and logistic reasons. The use of Whiskey Stump Key Seagrass Restoration Area was eliminated because it is too costly and not enough information is available to determine impacts. MacDill Seagrass Restoration Site was also eliminated because it is currently being used for maintenance material. Hookers Point Placement was also eliminated because it would no longer be available after the construction of the new Ybor Navigation Channel Turning Basin.

2.4. DESCRIPTION OF ALTERNATIVES

2.4.1 No Action Alternative.

There would be no construction. The existing water body at Port Sutton Channel is a dead end channel extending approximately 6,195 feet east from the Port Sutton turning basin. Dependable depths in the channel are 34 feet at the western end, 33 feet at the eastern end, and 18 feet at the very eastern end, in front of Berth 21. Thirty-four feet is the required depth for maintenance dredging, with two feet allowable over-depth for dredging inaccuracies, except at Berth 21, where water depths are shallower. The banks of the water body are stabilized using a variety of measures including rip-rap faced vertical concrete walls. Approximately 25 structures protrude water-ward from the land surface, including concrete dolphins. Loading/unloading apparatus also sticks out into the water. Maintenance dredging would continue with the dredged material going to Dredged Material Management Area CMDA-2D. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during maintenance to eliminate impacts on Manatees and nesting migratory birds. In addition, if a clamshell dredge is used to excavate the material, a special manatee observer would be used to document impacts using a video camera.

2.4.2 Expansion of Existing Channel and Placement in Existing Upland Dredged Material Management Area CMDA-2D (Preferred Alternative).

The proposed project consists of the construction of a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]). Placement of the dredged material is to be in placement area CMDA-2D. The amount of material needed to construct this project is about 900,000 cubic yards, this includes two feet required over-depth over rock and one foot allowable over-depth for dredging intolerance and placement in the existing upland Dredged Material Management Area CMDA-2D. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds. In addition, if a clamshell dredge is used to excavate the material, a special manatee observer would be used to document impacts using a video camera. Maintenance dredging of the new channel would occur every 3 to 5 years with the material being placed in CMDA-2D.

2.4.3 Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement.

The proposed project consists of the construction of a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]). The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required over-depth over rock and one foot allowable over-depth for dredging intolerance and the construction material would be placed in the ODMDS. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds. In addition, if a clamshell dredge is used to excavate the material, a special manatee observer would

be used to document impacts using a video camera. Maintenance dredging of the new channel would occur every 3 to 5 years with the material being placed in CMDA-2D.

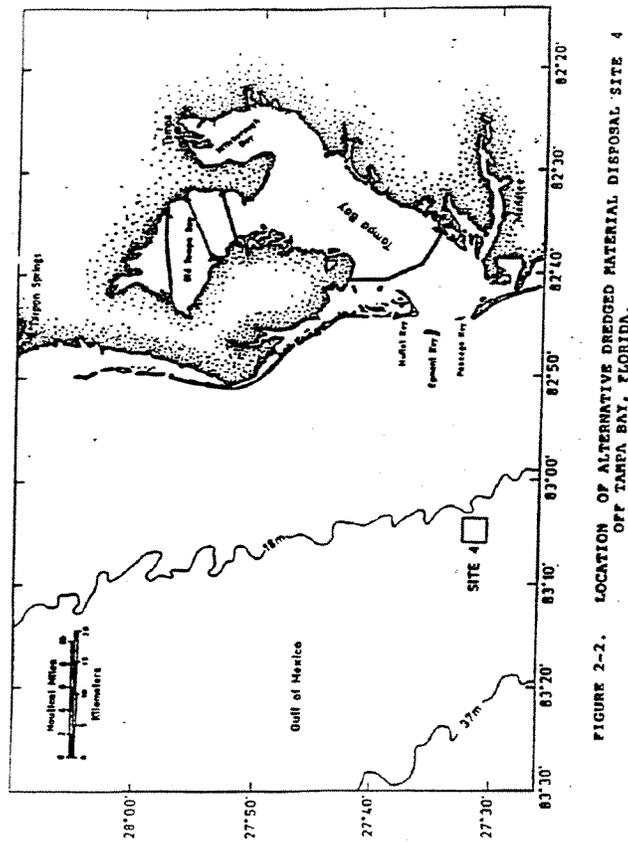


Figure 2, Ocean Dredged Material Disposal Site.

2.4.4 Expansion of Existing Channel and Wetland Creation Adjacent to Dredged Material Management Area CMDA-2D.

The proposed project consists of the construction of a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]). The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required over-depth over rock and one foot allowable over-depth for dredging intolerance. The material would be placed in shallow water adjacent to Dredged Material management Area CMDA-2D to create 107 acres of inter-tidal wetlands. The estimated capacity tangent to Disposal Island 2D is about 1,545,100 cubic yards. *Spartina* sp. would be planted within this area. It would also be designed to have tidal channels and ponds. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds. In addition, if a clamshell is used to excavate the material a special

manatee observer would be used to document impacts using a video camera. Maintenance dredging of the new channel would occur every 3 to 5 years with the material being placed in CMDA-2D.

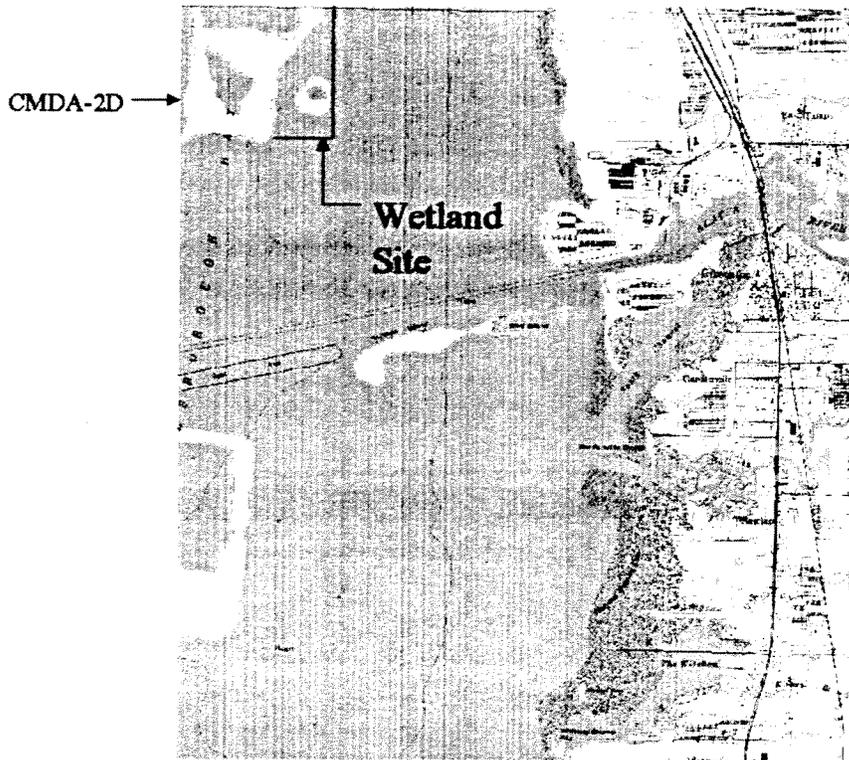


Figure 3, Wetland Creation Site Adjacent to Dredged Material Management Area CMDA-2D.

2.4.5 Expansion of Existing Channel and Bird/Sunken Island Expansion Adjacent to the Alafia River Navigation Channel.

The proposed project project consists of the construction of a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]). The amount of material to be removed for the maximum project would be about 900,000 cubic yards, this includes two feet required over-depth over rock and one foot allowable over-depth for dredging intolerance. The Corps has proposed using the dredged material from Port Sutton to expand Bird Island by 52 acres along the south channel of the Alafia River Navigation Channel to enhance the bird nesting areas and wildlife habitat. Additional material not used for the Bird Island expansion would be placed in CMDA-2D. The island has experienced some erosional losses in the past due to major storm events and routine annual tidal forces. Historically, material has been periodically added to the west and northwest banks to replace those losses. The result is to protect, restore, and enhance the suitability of the island as a colony site for nesting

birds as well as habitat for aquatic and marsh wildlife. *Spartina* plants would be planted along 2,700 feet of shoreline on the southeastern and eastern banks of the elliptical land area. Mangrove stands are expected to rapidly develop in the *Spartina* planting areas. The standard State and Federal manatee protection conditions and the Jacksonville District Migratory Protection Policy would be implemented during construction to eliminate impacts on Manatees and nesting migratory birds. In addition, if a clamshell is used to excavate the material a special manatee observer would be used to document impacts using a video camera.

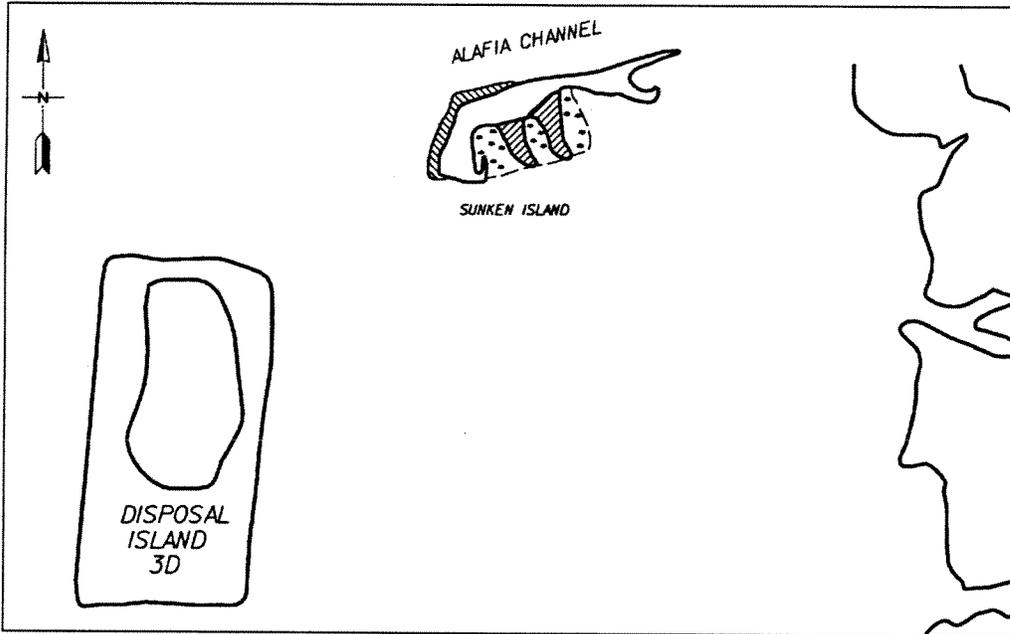


Figure 4, Bird/Sunken Island Expansion Site

Seagrass protection conditions would be implemented to avoid affecting adjacent resources. Maintenance dredging of the new channel would occur every 3 to 5 years with the material being placed in CMDA-2D.

2.5. ALTERNATIVE ANALYSIS.

The positive and/or adverse effects upon the important resources for the alternatives have been reviewed and compared in Table 1, Alternative Comparison Chart. This comparison was utilized in the decision-making process.

2.6 PREFERRED ALTERNATIVE.

The preferred alternative would be to extend the navigation channel to 6195' placing the material at CMDA-2D (Reference Section 2.4.2 Expansion of Existing Channel and CMDA-2D Placement.)

Figure 1, Alternative Comparison Chart

Resources	No-Action Alternative	Expansion of Existing Channel and Existing Upland Dredged Material Management Area CMDA-2D Placement (Preferred Alternative)	Expansion of Existing Channel and Bird/Sunken Island Expansion Adjacent to Alafia River Navigation Channel	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement
Water Quality	Local long-term intermittent increase in turbidity from larger ship trying to enter Port and re-suspending bottom sediments. Short-term increase in turbidity surrounding maintenance dredging	Short-term increase in turbidity surrounding construction and maintenance dredging increased turbidity from wetland construction.	Short-term increase in turbidity surrounding construction and maintenance dredging and placement. Possible disruption of local boating traffic due to presence of dredging equipment	Short-term increase in turbidity surrounding construction and maintenance dredging and disposal operation
Water Circulation	No affect	No affect	No affect	No affect
Birds	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy and avoiding bird nesting season 1	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy. Long-term creation of 107 acres	Short-term disruption to bird nesting from presence and operation of disposal equipment. Impact mitigated by implementing migratory bird policy. Long-term creation of 52 acres	Short-term disruption to bird nesting from presence and operation of disposal equipment during maintenance. Impact mitigated by implementing migratory bird policy and avoiding bird

Resources	No-Action Alternative	Expansion of Existing Channel and Existing Upland and Existing Dredged Material Management Area CMDA-2D	Expansion of Existing Channel and Bird/Stunken Island Expansion Adjacent to Alafia River Navigation Channel	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement
Manatees	April through 31 August. Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	April through 31 August. Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	of bird nesting and foraging habitat. Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations	nesting season 1 April through 31. Short term impact on manatees. Impacts mitigated by the implementation of standard protection conditions. Clamshell would require special monitoring requirements and limited to warm weather operations
Seagrass Beds	No impact.	No impact.	No impact.	No impact.
Wetlands	No impact	Creation of 107-acres of wetland habitat.	Creation of 52-acres of wetland habitat.	No impact.

Resources	No-Action Alternative	Expansion of Existing Channel and Existing Upland Dredged Material Management Area CMDA-2D Placement (Preferred Alternative)	Expansion of Existing Channel and Wetland Creation Adjacent to Dredged Material Management Area CMDA-2D	Expansion of Existing Channel and Bird/Sunken Island Expansion Adjacent to Alafia River Navigation Channel	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement
Benthic Habitat	There would be a change in the habitat along the channel from the maintenance of the existing channel.	There would be no loss of shallow water habitat along the channel from the excavation of the new channel and the maintenance of the existing channel. There would still be the same amount of edge effect as the No Action Alternative.	There would be no loss of shallow water habitat along the channel from the excavation of the new channel and the maintenance of the existing channel. There would still be the same amount of edge effect as the No Action Alternative. There would be increased productivity of this aquatic site by creating a wetland area and habitat for a wide variety of aquatic life.	There would be no loss of shallow water habitat along the channel from the excavation of the new channel and the maintenance of the existing channel. There would still be the same amount of edge effect as the No Action Alternative. There would be increased productivity of this aquatic site by creating a wetland area and habitat for a wide variety of aquatic life.	There would be no loss of shallow water habitat along the channel from the excavation of the new channel and the maintenance of the existing channel. There would still be the same amount of edge effect as the No Action Alternative.
Cultural Resources	No adverse effects.	No adverse effects.	Unknown impacts, site has not been surveyed.	Unknown impacts, Bird Island has not been surveyed.	No adverse effects.

Resources	No-Action Alternative	Expansion of Existing Channel and Existing Upland and Wetland Dredged Material Management Area CMDA-2D Placement (Preferred Alternative)	Expansion of Existing Channel and Bird/Stunken Island Expansion Adjacent to Alafia River Navigation Channel	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement
Recreation	Possible disruption of fishing and boat traffic due to presence of dredging equipment.	Possible disruption of fishing and boat traffic due to presence of dredging equipment Increased nursery habitat and protection for small fish.	Possible disruption of fishing and boat traffic due to presence of dredging equipment Increased nursery habitat and protection for small fish.	Possible disruption of fishing and boat traffic due to presence of dredging equipment
Aesthetics	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use the shoreline of CMDA-2D	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use Bird Island shoreline.	There would be a short-term minor decrease in aesthetics to recreational fishing and boating that use this area for fishing.
Navigation	Long-term reduction in safety as larger ships try to use the channel.	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing	More efficient cargo handling from increased vessel size Increased safety for navigation. There would be a short-term minor decrease in aesthetics to recreational fishing	More efficient cargo handling from increased vessel size Increased safety for navigation. Short-term increased traffic flow during transit to and from site.

Resources

No-Action Alternative	Expansion of Existing Channel and Existing Upland Dredged Material Management Area CMDA-2D Placement (Preferred Alternative)	Expansion of Existing Channel and Wetland Creation Adjacent to Dredged Material Management Area CMDA-2D	Expansion of Existing Channel and Bird/Sunken Island Expansion Adjacent to Alafia River Navigation Channel	Expansion of Existing Channel and Ocean Dredged Material Disposal Site Placement
<p>There would be a long-term loss in revenues generated by the Port from a reduction in cargo and an adverse impact on the local economy from job losses, salaries, and sale of commodities.</p>	<p>and boating that use this area for fishing.</p>	<p>and boating that use this area for fishing.</p>	<p>and boating that use this area for fishing.</p>	
<p>Economics</p>	<p>Short-term minor effect on local economy due to sale of goods and services during construction and maintenance.. Secondary major long-term benefit from increased shipping</p>	<p>Short-term minor effect on local economy due to sale of goods and services during construction and maintenance.. Secondary major long-term benefit from increased shipping</p>	<p>Short-term minor effect on local economy due to sale of goods and services during construction and maintenance.. Secondary major long-term benefit from increased shipping</p>	<p>Short-term minor effect on local economy due to sale of goods and services during construction and maintenance.. Secondary major long-term benefit from increased shipping</p>

3 AFFECTED ENVIRONMENT

3.1 INTRODUCTION.

The Affected Environment section briefly describes the environmental resources, relevant issues, and their location on or in relation to the site. The environmental issues that are relevant to the decision to be made are:

- a) Water Quality**
- b) Water Circulation**
- c) Sea Grass Beds**
- d) Manatees**
- e) Birds**
- f) Benthic Habitat**
- g) Wetlands**
- h) Navigation**
- i) Cultural Resources**
- j) Aesthetics**
- k) Recreation**
- l) Economics**

3.2 GENERAL DESCRIPTION.

Tampa Bay is Florida's largest open-water estuary, spanning almost 400-square miles, and receives drainage from a 2200-square-mile watershed. A rich, mosaic of habitats exist, and are highly productive in terms of wildlife resources. It has been a designated National Estuary Program site since 1990. Historically, Tampa Bay has suffered significant tidal and freshwater wetland losses due to uncontrolled dredge and fill activities associated with a burgeoning population. This, in addition to nutrient loading from various point and non-point sources, over-fishing, and irresponsible boating practices, has reduced the overall quality and quantity of water resources and wildlife habitat (TNEP 1996). Hillsborough County is located in west central Florida and plays an integral part in the economy of the Tampa Bay region. Hillsborough Bay provides access and berthing facilities for international and national shipping firms that serve the phosphate, coal, and petrochemical industries. It is bounded on the east by Polk County, Tampa Bay on the south and southeast, Pinellas County to the west, and Pasco County to

the north. Historically, the bay has been plagued by contaminants. Urbanization and fertilizer runoff from berthing areas caused water quality degradation. The geographical confines of the bay also contribute to the problem by restricting tidal flushing, hence the cleansing action of the bay. Water quality in the bay has improved significantly in recent years, as improvements in municipal waste water facilities, stormwater treatment, and industrial discharge are implemented (TNEP 1993). Two historic spoil islands are located (Sunken Island and Bird Island) just outside of the mouth of the river, and form the southern terminus of the channel. Port Sutton is on the northeast side of Hillsborough Bay, about 2.5 miles southeast of the Ybor Channel Turning Basin. The Port Sutton Terminal Channel has authorized project dimensions of 3,700 feet long, 200 feet wide, and 43 feet deep down the centerline of the channel. The Corps has not constructed the deepening project of the existing channel, and current mid-channel depths range from 26 to 38 feet.

3.3 Relevant Factors of the Environment that would be Affected

3.3.1 Physical

- a. **Surface Water Quality.** Studies done by the Environmental Protection Commission of Hillsborough County (EPCHC), Manatee County, and Long et al. (1991), offer comprehensive information for stations near the proposed dredge area. EPCHC information for Hillsborough Bay is based on randomly sampled, 4.4 km² (11 acre) cells, to provide a bay segment perspective, versus exact locations on a yearly basis (S.Grabe, G. Blanchard, pers. comm. 1996). (Explanation of ratings and measurements given can be found in the EPCHC publication in the literature cited). Large ship operations in the confined waterway create strong wake on both sides of the channel, which has eroded some areas along the southern shoreline. Water clarity was poor, which precluded benthos identification. A Tier I, water quality evaluation was conducted of the project (Appendix VIII). There is no indication that contamination exists at this site.
- b. **Water Circulation.** The Corps conducted water circulation modeling of Hillsborough Bay using RMA2 WES version 4.3. The results indicate that flows are not affected by increasing the size of disposal islands in this area.

3.3.2 Biological

- a. **Threatened and Endangered Species.** The endangered Florida manatee (*Trichechus manatus latirostis*) is found within Hillsborough Bay. In the winter months, they travel between warm-water discharges at Port Sutton and Big Bend. They occur

in the channel in larger numbers in the warmer months (Ackerman, pers. comm., 1996).

- b. **Wetlands.** The only wetlands in the project area are mangroves on Bird Island and a fringe of mangroves along the east side of Dredged Material Management Area CMDA-2D.
- c. **Birds .** A total of 83 species of birds are associated with marine habitats in Tampa Bay (Dunstan and Lewis 1974). Of significance to this project, adjacent spoil islands 2D, 3D, and the Alafia Banks provide nesting habitat for 22 species of birds, including 10 state-designated "species of special concern", and 2 federally endangered species (see table 2). According to the National Audubon Society and the Florida Game and Fresh Water Fish Commission (GFC), these dredged material created islands serve as important breeding areas. The Alafia Banks are one of the nation's outstanding and most diverse bird colonies, as well as being ranked as Florida's number one colony. It appears the spoil islands provide desirable nesting habitat for many species due to substrate and vegetative conditions, and absence of humans. With appropriate management, these areas will continue to serve as breeding grounds for a myriad of species.
- d. The following avian species were observed in the project area: brown pelicans (*Pelecanus occidentalis*), laughing gulls (*Larus atricilla*), ring-billed gulls (*Larus delawarensis*), cormorants (*Phalacrocorax auritus*), roseate spoonbills (*Ajaia ajaja*), reddish egrets (*Egretta rufescens*), tricolored egrets (*Egretta tricolor*), snowy egrets (*Egretta thula*), great egrets (*Casmerodius albus*), little blue herons (*Egretta caerulea*), great blue herons (*Ardea herodias*), willets (*Catoptrophorus semipalmatus*), black-necked stilts (*Himantopus mexicanus*), ruddy turnstones (*Ironware interpret*), white ibis (*Eudocimus albus*), glossy ibis (*Plegadis falcinellus*), caspian terns (*Sterna caspia*), sandwich terns (*Sterna sandricensis*), black skimmer (*Rynchops niger*), american oystercatchers (*Haematopus palliatus*), and yellow-crowned night herons (*Nycticorax violaceus*).

Table 2- Breeding Pairs of Alafia Bank and Tampa Port Authority Spoil Islands 2D and 3D for 1996 (National Audubon Society 10-96).

<u>Species</u>	<u>Alafia Bank</u>	<u>Island 2D</u>	<u>Island 3D</u>
Brown Pelican#*	600		
Double-crested Cormorant		200	
Great Blue Heron	80		
Great Egret		80	
Snowy Egret*		200	
Little Blue Heron*		90	
Tricolored Heron*		230	
Reddish Egret*	45		
Cattle Egret		700	
Black-crowned Night Heron		50+	
Yellow-crowned Night Heron		50+	
White Ibis*		8100	
Glossy Ibis		525	
Roseate Spoonbill*		100	
Clapper Rail		+	+
American Oystercatcher*	18	34	11
Willet	6+	10+	5+
Laughing Gull	500	3400	
Caspian Tern			93
Royal Tern			180
Sandwich Tern			135
Black Skimmer*			320
Total Pairs	11,074	544+	4,144

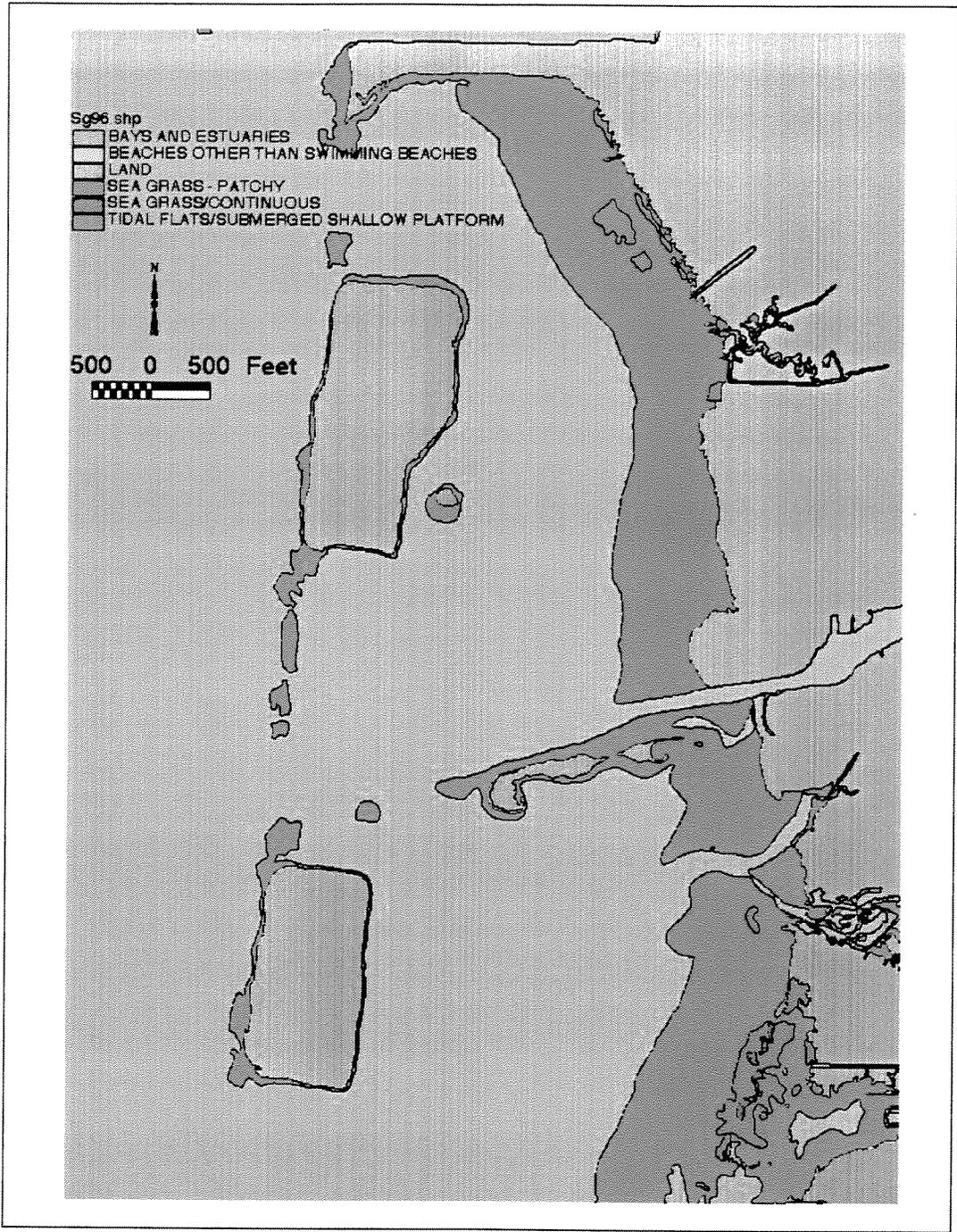


Figure 5. Seagrass Map, Hillsborough Bay

- e. **Seagrass.** Seagrass beds are important as they offer habitat to several fish species (red drum, spotted sea trout, spot, silver perch, sheepshead, and snook), invertebrates, algae, dolphin, and the manatee. Historically, Tampa Bay has lost much of its seagrass as a result of dredge and fill activities, and degraded water quality associated with urbanization and industry discharge. Since 1950, losses equal approximately 15 thousand acres. A recent increase has been documented, and is attributed to improved bay water quality (TNEP 1996). Seagrass beds of significant size do not exist in the immediate project area (main channel and 25-feet on either side), along the east side of CMDA-2D, and the south sides of Sunken and Bird Islands. Turbidity could be a problem at the islands due to their close proximity (Johansson, pers. comm., 1996).

3.3.3 Social

- a. **Cultural Resources.** A cultural resources remote sensing survey has been conducted for the Port Sutton Terminal Channel and turning basin. No significant historic properties were located during the survey. (See Appendix VI, Compliance)
- b. **Aesthetics.** The general aesthetics of this area is that of an industrial area along the waterfront and recreational boating and fishing along the shoreline. The aesthetics of the dredging area is within a commercial navigation area, which see large ocean going cargo vessels, fishing vessels and large recreation craft transiting the area.
- c. **Recreation.** As mentioned in the previous section, recreational boating and fishing use the channel and shoreline.

3.3.4 Economics

- a. **Economics.** The activities that originally justified this project in Tampa Harbor were a tonnage moved of 268,206 in 1898. This is the first available information in the District Office records for Tampa Harbor. The first breakdown of cargo available for Tampa Harbor is in 1913. Principle items received were coal, sand, shell, cement, brick, Havana Tobacco and miscellaneous merchandise. Major items shipped were phosphate, lumber and miscellaneous freight. The total tonnage for 1913 was 2,222,873 tons. This represented increase of 825 percent in just 15 years from 1880. This phenomenal increase had been attributed to channel deepening in the harbor. Since the deepening of the entrance no maintenance dredging has been conducted and

sedimentation forcing vessels to light load in the upper channel. This required that the vessels either add additional freight at another port or load from a lighter (a barge) further down the harbor. The data used to justify the Federal project in Tampa was taken from 1971. Tampa Harbor was the 8th largest port in the United States, handling 36,000,000 tons of commerce almost equally divided between inbound and outbound. The major commodities requiring deeper channels are phosphates, petroleum products, and sulfur. Phosphate products were the major beneficiaries of deepening the channels. There were three major phosphate terminals at Tampa where vessels could not be fully loaded because of restrictive channel depths. In that year, there were some 230 outbound vessels of which about 160 could have taken on more cargo if not restricted by draft. Looking at economic information for Tampa Harbor over the last five years, tonnage and growth rates appear to have stayed reasonably steady. The numbers have varied but while being down one year they recovered in the next. In 1994 Tampa handled about 49 million tons of cargo and commercial passenger transport increased about 50 percent.

- b. **Navigation.** Vessels typically enter the harbor in ballast and load bulk materials until the vessel draft reaches the limit allowed in the channel. Recreational boat traffic also uses this channel.

4 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION.

This section describes the probable consequences of implementing each alternative upon selected environmental resources. These resources are directly linked to the relevant issues listed in Section 1.4 that have served to fine-tune the environmental analysis. The following narrative includes predicted changes to the existing environment including both direct and indirect effects, irreversible and irretrievable commitment of resources, unavoidable effects, and cumulative impacts.

4.1.1 Cumulative Impacts.

Cumulative impact is “the impact upon the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions ...” (40 CFR §1508.7).

4.1.2 Irreversible and Irretrievable Commitment of Resources

- a. **Irreversible.** An irreversible commitment of resources is one in which the ability to utilize a resource is lost forever (e.g., the mining of a mineral resource).
- b. **Irretrievable.** An irretrievable commitment of resources is one in which the ability to utilize a resource in its present state or configuration is lost for a period of time (e.g., restricting the flow of a river with a dam).

4.2 NO-ACTION ALTERNATIVE

4.2.1 Physical

- a. **Surface Water Quality.** There would be an intermittent local increase in turbidity from the re-suspension of bottom sediments from large ships entering, turning around and leaving the Port. During maintenance dredging there would be a short-term increase in turbidity levels.
- b. **Benthic Habitat.** There would be a minor impact on benthic habitat from the maintenance dredging.
- c. **Water Circulation.** There would be no adverse impact from this alternative.

4.2.2 Biological

- a. **Manatees.** Minor intermittent impact on manatees from the vessels entering, turning and leaving the Port in a substandard channel. A potential exists for manatees to be trapped between vessels and the channel during these operations. The standard State and federal manatee protection conditions would be implemented during maintenance dredging (Appendix I). If a clamshell is used, a special manatee observer would be used to document impacts with video equipment.
- a. **Birds.** There would be a minor adverse impact on migratory bird nesting on CMDA-2D during placement of dredged material during maintenance activities. The impacts would be mitigated by the implementation of the Districts Migratory Bird Protection Policy. Part of this Plan is to avoid bird nesting season 1 April through 31 August or if that is not possible then an observer would be employed to identify nesting sites and notify the contractor to avoid impacting them.
- b. **Seagrass Beds.** There would be no impacts on seagrasses.
- c. **Wetlands.** There would be no impact on wetlands.

4.2.3 Social

- a. **Cultural Resources.** There would be no adverse effects upon cultural resources from the No-Action Alternative.
- b. **Aesthetics.** The maintenance dredging in the channel would not have much of an impact because of the industrial use of this area

- c. **Recreation.** There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area.

4.2.4 Economics

- a. **Economics.** There would be a major long-term loss of revenues from the gradual reduction in cargo handling capabilities of the Port as vessel sizes increase. Companies using these vessels would seek other Ports with larger vessel handling capabilities. There would be a short-term stimulus to the local economy from the sale of goods and services in support of maintenance dredging.
- b. **Navigation.** Recreational traffic would remain the same if the same size vessels were used. If larger vessel used the port, commercial navigation becomes more difficult and less safe. There would be a long-term reduction in vessel safety as larger vessels try to use the smaller channel.

4.2.5 Cumulative Impacts.

The only cumulative impact identified with this alternative would be a significant impact on navigation and economics should no actions associated with port improvements be undertaken at other ports either locally or nationally.

4.2.6 Unavoidable Effects.

No unavoidable effects resulting from the No-Action Alternative were identified.

4.2.7 Irreversible and Irretrievable Commitments of Resources.

There would be no utilization of resources should this alternative be implemented. Therefore, there is no irreversible or irretrievable commitment of resources.

4.2.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be no short-term uses so; therefore there would be no change in productivity.

4.3. EXPANSION OF EXISTING CHANNEL AND PLACEMENT IN EXISTING UPLAND DREDGED MATERIAL MANAGEMENT AREA CMDA-2D (PREFERRED ALTERNATIVE).

4.3.1 Physical

- a. **Surface Water Quality.** There would be an increase in turbidity surrounding the construction and maintenance dredging operations. The dredged material would be placed in the existing upland Dredged Material Management Area CMDA-2D. The confined area would allow for sedimentation of suspended solids prior to the effluent being released back to the Bay through the weir structures. The size of the areas allows

for sedimentation such that the effluent meets State water quality standards.

- b. **Benthic Habitat.** There would be no of shallow-water benthic habitat. This area would be re-colonized by species more suited for deeper water.
- c. **Water Circulation.** There would be no impact on circulation.

4.3.2 Biological

- a. **Manatees.** There would be a short-term adverse impact on manatees during construction of the new facilities. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions (Appendix I). Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone). If a clamshell is used, a special manatee observer would be used to document impacts with video equipment.
- b. **Birds.** There would be a medium impact on bird nesting activities at the Dredged Material Management Area. This impact would be mitigated by the implementation of the Migratory Bird Protection Plan. Part of this Plan is to avoid bird nesting season 1 April through 31 August or if that is not possible then an observer would be employed to identify nesting sites and notify the contractor to avoid impacting them.
- c. **Seagrass Beds.** There would be no impact on seagrasses from this alternative.
- d. **Wetlands.** There would no impact from this alternative.

4.3.3 Social

- a. **Cultural Resources.** There would be no impacts to historic properties for use of the disposal areas.
- b. **Aesthetics.** The dredging in the channel would not have much of an impact because of the industrial use of this area.
- c. **Recreation.** There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area.

4.3.4 Economics

- a. **Economics.** There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities.
- b. **Navigation.** There would be a short-term adverse impact on vessels using the channel during the construction period. There would be increased safety for vessels using the new channel and turning basin. There would be a long-term benefit to navigation from the increased vessel handling capabilities of the new channel.

4.3.5 Cumulative Impacts.

There would be a minor long-term cumulative impact as all ports increase their sizes to keep pace with industry demands.

4.3.6 Unavoidable Effects.

The only unavoidable impact of the dredging would be the turbidity generated during dredging.

4.3.7 Irreversible and Irretrievable Commitment of Resources

The only loss of resources that cannot be retrieved is the fuel consumption used in the construction effort. The bottom sediments are relocated to other sites and could be retrieved and placed back into the channel.

4.3.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

The relative productivity of this area from the channel construction would not change.

4.4. EXPANSION OF EXISTING CHANNEL AND OCEAN DREDGED MATERIAL DISPOSAL SITE PLACEMENT

4.4.1 Physical

- a. **Surface Water Quality.** There would be a short-term increase in turbidity from the maintenance and construction dredging. There would be a turbidity plume created from the dumping of dredged material at the ODMDS and the smothering and covering of benthic organisms at the site. There would be no impact from maintenance as the material would be placed in the upland Dredged Material Management Area CMDA-2D.
- b. **Benthic Habitat.** There would be no loss of shallow-water benthic habitat from the widening of the existing channel. Benthic life in the ODMDS would be covered and smothered by the mass dumping of

dredged material. The area would be quickly re-colonized from species in the surrounding areas.

- a. **Water Circulation.** There would be no impact on circulation from this alternative.

4.4.2 Biological

- a. **Manatees.** There would be a short-term adverse impact on manatees during construction of the new facilities and maintenance. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone. If a clamshell is used, a special manatee observer would be used to document impacts with video equipment.
- b. **Birds.** There would be no impact on birds.
- c. **Seagrass Beds.** There would be no impact on seagrasses.
- d. **Wetlands.** There would be no impacts on wetlands.

4.4.3 Social

- a. **Cultural Resources.** There would be no impacts to historic properties.
- b. **Aesthetics.** There would be a minor adverse impact on aesthetics from the presence and operation of dredging equipment at the ODMDS.
- c. **Recreation.** There would be a minor adverse impact on recreation use of the ODMDS during disposal operations. This includes fishing and SCUBA diving. There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area

4.4.4 Economics

- a. **Economics.** There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities..
- b. **Navigation.** There would be a short-term adverse impact on commercial navigation from the transportation of dredged material to and from the ODMDS. This traffic flow would be coordinated with the Tampa Pilots

association to minimize impacts. There would be a long-term benefit to navigation from the increased vessel handling capabilities of the new channel.

4.4.5 Cumulative Impacts

There would be a minor long-term cumulative impact as all ports increase their sizes to keep pace with industry demands.

4.4.6 Unavoidable Effects.

There would be a turbidity plume created from the dredging and from dumping of dredged material at the ODMDS and the smothering and covering of benthic organisms at the site.

4.4.7 Irreversible and Irrecoverable Commitment of Resources

There would be no irretrievable commitment of resources except for the expenditure of fuel for the transportation to and from the disposal site.

4.4.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

The long-term productivity of the ODMDS would not be affected by placement of material. In fact, the placement of more substrate at this site would create more relief creating more habitat for aquatic life.

4.5. EXPANSION OF EXISTING CHANNEL AND CREATION OF WETLANDS ADJACENT TO DREDGED MATERIAL MANAGEMENT AREA CMDA-2D

4.5.1 Physical

- a. Surface Water Quality.** There would be a short-term increase in turbidity from the maintenance and construction dredging. There would be a short-term impact on water quality from the placement of material into an area along CMDA-2D and the associated increased turbidity. In the long-term the creation of wetlands in this area would help water quality through nutrient uptake of the wetland plants. There would be no impact from maintenance as the material would be placed in the upland Dredged Material Management Area CMDA-2D.
- b. Benthic Habitat.** There would be no loss of shallow-water habitat from dredging and a change in benthic habitat from an open-water to a shallow-water habitat at the placement site. This would increase the biological productivity of the site by increasing the bottom into the photic zone.

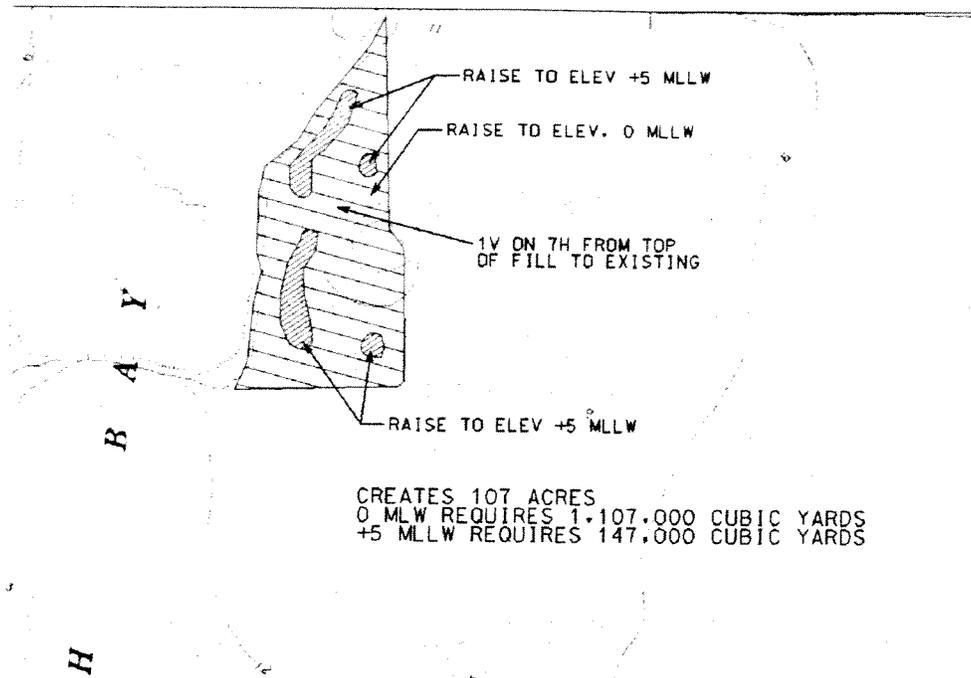


Figure 6, Wetland Creation Plan Adjacent to Dredged Material Management Area CMDA-2D.

- c. **Water Circulation.** There would be no impact on circulation from this alternative. Studies of major expansion of Bird Island indicate that creation of large structures in this area would not impact circulation.

4.5.2 Biological

- a. **Manatees.** There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone.). If a clamshell is used, a special manatee observer would be used to document impacts with video equipment
- b. **Birds.** There would be a short-term adverse impact on bird nesting during the bird-nesting season 1 April through 31 August from the construction at CMDA-2D. This impact could be mitigated by the implementation of a Migratory Bird Protection Plan. If the season cannot be avoided, a bird monitor would be used to identify nesting sites and create a buffer zone around these sites. In the long-term the creation of this 107-acre site would provide a substantial area for birds to nest and forage for food.

- c. **Seagrass Beds.** There would be no impact on seagrass beds.
- d. **Wetlands.** The placement dredged material adjacent to the Dredged Material Management Area CMDA-2D would create approximately 107 acres of wetland habitat. This area would have a combination of saltmarsh and mangrove habitat.. The amount of habitat would be dependent on the final elevations created.

4.5.3 Social

- a. **Cultural Resources.** There would be no impacts to historic properties.
- b. **Aesthetics.** There would be a minor aesthetic impact from the presence and operation of dredging equipment adjacent to bird watching and fishing activities.
- c. **Recreation.** There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area of the channel. There would be a minor interruption to fishing and bird watching along this shoreline.

4.5.4 Economics

- a. **Economics.** There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the work. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.
- b. **Navigation.** There would be a minor impact on commercial and recreation navigation from the dredging. There would be a minor short-term disruption to recreation navigation along the shoreline of CMDA-2D. There would be a long-term benefit to navigation from the increased vessel handling capabilities of the new channel.

4.5.5 Cumulative Impacts.

There would be a beneficial cumulative impact from the creation of wetlands with Tampa Bay. If this were done with other dredged material from the federal projects a substantial amount of habitat would be created or restored.

4.5.6 Unavoidable Effects.

There would be a loss of open-water habitat and some turbidity generated.

4.5.7 Irreversible and Irretrievable Commitment of Resources.

The only long-term commitment of resources would be the expenditure of fuel to support the work.

4.5.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the open-water and the associated loss of fish habitat. However, in the long-term there would be the creation of 107 acres of saltmarsh habitat, which is considered to be more productive.

4.6. EXPANSION OF EXISTING CHANNEL AND CREATION OF AVIAN HABITAT AT BIRD/SUNKEN ISLAND

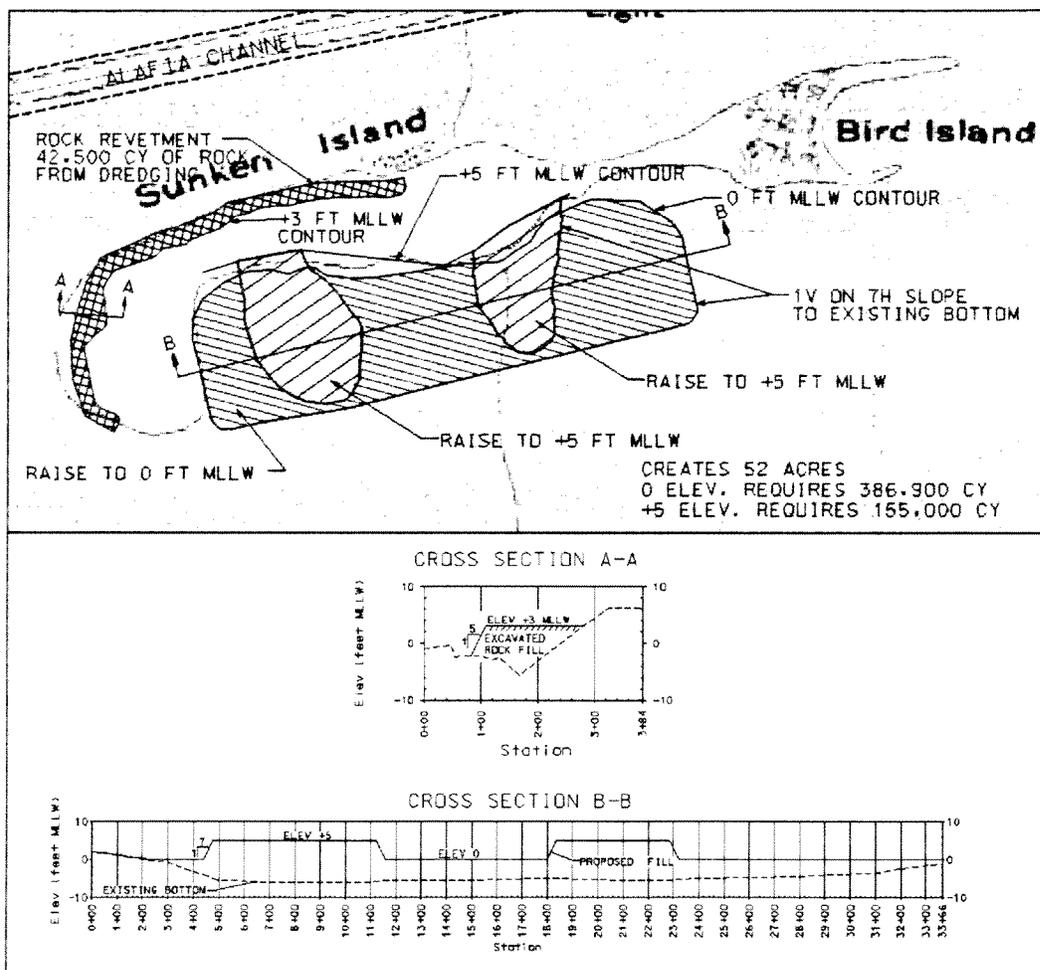


Figure 7, Sunken/Bird Island Habitat Creation Adjacent to Alafia River Navigation Channel

4.6.1 Physical

- a. **Surface Water Quality.** There would be a short-term impact on water quality from the maintenance and construction dredging. The placement of material into an area south of Bird Island would also cause an increase in turbidity. In the long-term the creation of wetlands in this area would help water quality through nutrient uptake of the wetland plants. There would be no impact from maintenance as the material would be placed in the upland Dredged Material Management Area CMDA-2D.
- b. **Benthic Habitat.** There would be no loss of shallow-water habitat from dredging. There would be an alteration of shallow-water habitat from the creation of 52 acres of saltmarsh and mangrove habitat during the placement of dredged material.
- c. **Water Circulation.** There would be no impact on circulation from this alternative. Studies of major expansion of Bird Island indicate that creation of large structures in this area would not impact circulation

4.6.2 Biological

- a. **Manatees.** There would be a short-term adverse impact on manatees during construction of the new facilities and dredged material placement. This impact would be mitigated by the implementation of the standard State and Federal Manatee Protection Conditions. Part of this plan is the monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone. Resuming work would only occur should the manatees reach the safe zone). If a clamshell is used, a special manatee observer would be used to document impacts with video equipment.
- b. **Birds.** There would be a short-term adverse impact on bird nesting during the bird-nesting season 1 March through 31 August from the construction. This impact could be mitigated by the implementation of a Migratory Bird Protection Plan. If the season cannot be avoided, a bird monitor would be used to identify nesting sites and create a buffer zone around these sites. In the long-term the creation of this 52-acre site would provide a substantial area for birds to nest and forage for food.
- c. **Seagrass Beds.** There would be no impact on seagrasses.
- d. **Wetlands.** The dredged material would create approximately 52 acres of wetland habitat. Mangroves would be planted on the uplands,

Spartina along the waters edge. At low water the bottom elevations would be exposed for feeding.

4.6.3 Social

- a. Cultural Resources.** There would be unknown impacts to historic properties. Surveys of the “area of potential effect” have not been undertaken.
- b. Aesthetics.** There would be a minor aesthetic impact from the presence and operation of dredging equipment adjacent to bird watching and fishing activities.
- c. Recreation.** There would be a minor impact on recreational fishing during the dredging, and recreational boat traffic in the area . There would be a substantial interruption to fishing and bird watching along this shoreline.

4.6.4 Economics

- a.** There would be a short-term stimulus to the local economy during construction from the sale of goods and services in support of the maintenance and construction. There would also be a long-term increase in revenues from the use of the port by larger vessels and the increased sale of commodities. There would be a minor long-term benefit to the Port from the Beneficial Uses of Dredged Material and not using the upland DMMA or the ODMDS.
- b. Navigation.** There would be a minor impact on commercial and recreation navigation from the dredging. There would be a minor impact on recreation boat traffic along the Bird Island shoreline. There would be a long-term benefit to navigation from the increased vessel handling capabilities of the new channel.

4.6.5 Cumulative Impacts

There would be a beneficial cumulative impact from the creation of wetlands with Tampa Bay. If this were done with other dredged material from the federal projects a substantial amount of habitat would be created or restored.

4.6.6 Unavoidable Effects.

There would be a loss of open-water habitat and some turbidity generated.

4.6.7 Irreversible and Irretrievable Commitment of Resources.

The only long-term commitment of resources would be the expenditure of fuel to support the work.

4.6.8 Relationship of Short-term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity.

There would be a short-term effect from the placement of material in the open-water and the associated loss of fish habitat. However, in the long-term there would be the creation of 52 acres of saltmarsh habitat, which is considered to be more productive.

5 LIST OF PREPARERS

William J. Fonferek	Biologist	21 years	NEPA preparation, coordination, endangered species consultation
Tommy Birchett	Archeologist	20 years	Cultural Resources Assessment
Glen Schuster	Civil Engineer	22 years	Water Quality Assessment
Peter Besrutchko	Environmental Engineer	10 years	HTRW Assessment
Paul Stevenson	Landscape Planner	12 years	Aesthetic and Recreation Assessment
Tracy Leaser	Civil Engineer	6 years	Study Manager
Tim Murphy	Civil Engineer	8 years	Project Manager

6 COORDINATION WITH OTHERS

6.1 INTRODUCTION.

This section provides information on how the development and planning of this proposed action was coordinated with concerned agencies and interested parties during initial site selection through the preliminary development of this document.

6.2. Scoping

A scoping letter dated May 8, 1998, was sent to all interested parties including adjacent property owners, state and local governments and federal agencies.

6.3. State Clearinghouse Coordination.

The State Clearinghouse acknowledged receipt of the May 12, 1998 scoping letter and assigned a number to the file (SAI# FL9805110198C).

6.4. Pinellas County.

Pinellas County responded to the scoping letter by letter dated May 12, 1998, stating that any sandy material be placed on Pinellas County beaches.

RESPONSE: If sandy material is encountered and the State wishes to pay for the additional costs of placing the material on the beach above that considered economical, we would do this.

6.5. Hillsborough County EPC.

The Hillsborough County Planning Commission responded by letter dated May 20, 1998, stating its support of dredging projects provided State water quality standards are met, the dredged material is placed in a manner that minimizes environmental and social impacts and is consistent with port and municipal planning. The Commission also recommended the project should demonstrate a substantial need, benefits, and include appropriate measures to minimize and mitigate adverse environmental impacts.

RESPONSE: The dredging and placement of dredged material will meet State water quality standards. An Environmental Assessment has been prepared for the project and circulated in accordance with the NEPA implementing regulations. The alternative selected would be based on the most economical and environmentally sound design. The local sponsor for this project is the Port of Tampa. This proposal was previously authorized but never constructed because at the time it was not considered economical. The Port has requested this be reconsidered because of Port growth and vessel safety in the area. The major emphasis of the General Re-evaluation Report is the economic justification of the project. The EA identifies existing resources within the area, assesses impacts and determines necessary mitigation. Water quality impacts of this channel would not change from the widening. A site investigation by the Corps and field survey of the project area by the US Fish and Wildlife Service revealed no seagrasses in the area. A literature search of the NEP seagrass maps and water quality indicates that the water quality in the area of Hillsborough Bay is relatively degraded so that seagrass would not grow there.

6.6. NMFS.

The National Marine Fisheries Service responded by letter dated June 3, 1998. They expressed concerns for the mangroves and oyster beds along the shoreline in the Ybor Navigation project area. They recommended that USFWS consider the effects of the projects on these resources and that the sediments be sampled to determine suitable disposal sites.

RESPONSE: These comments were addressed in the EA for Ybor Turning Basin Expansion.

6.7. Tampa Pilots.

The Tampa Bay Pilots responded by letter dated June 17, 1998. They stated that the project would provide increased navigation safety.

6.8. State Clearinghouse Coordination.

The Florida Department of Community Affairs responded by letter dated June 19, 1998. They requested an additional 7 days to make a consistency determination. Subsequently, the Florida Department of Community Affairs responded by letter dated July 17, 1998. The Department requested that impacts to manatees be considered and stated a permit from DEP was necessary and that consistency with the Coastal Zone Management

Program be considered. It also recommended that a magnetometer survey of the project area be conducted to determine if underwater cultural resources are located in the area. The Department has also determined that at this stage the project is consistent with the CZMP.

RESPONSE: Impacts on federally threatened and endangered species are addressed in formal consultation with the US Fish and Wildlife Service involving any federal action. The Project will be evaluated in accordance with the Florida Coastal Zone Management Program. A determination will be forwarded to the State Clearinghouse during the review of the draft Environmental Assessment prepared for the project. A magnetometer survey has been conducted and the results have been coordinated with the State.

6.9. Field Meeting.

A field meeting and site visit was conducted on 9 December 1998 to consider alternatives for dredged material placement. Representatives of the Corps, US Fish and Wildlife Service, the Tampa Port Authority, Hillsborough County Environmental Protection Commission and the Florida Department Environmental Protection were in attendance. Alternatives discussed included creation of inter-tidal wetlands adjacent to CMDA-2D, Island creation south of Davis Island airport, marsh creation along Davis Island, Palm River Restoration, Hookers Point fill and Garrison Channel.

6.11. Environmental Assessment Coordination.

The Draft Feasibility Report and Draft Environmental Assessment dated May 2000 were coordinated with the public by letter dated May 8, 2000. The document was also made available to the public on the Districts website at <http://www.saj.usace.army.mil/pd/env-doc.htm>. The following are comments received from the interested parties.

6.11.1 Hillsborough County Planning Commission.

The Commission responded by letter dated April 7, 2000 stating that their past two comment letters were included in the report and their staff has no additional comments at this time.

6.11.2 United States Department of Interior.

The Department of Interior requested a time extension until May 22, 2000. (See Section 6.11.5 for comments provided by the Department of Interior)

6.11.3 United States Environmental Protection Agency (EPA).

The EPA had no reservation about expansion of Bird Island. However, it did feel that the size of the enlargement was excessive and that there would be adverse impacts on biologically sensitive/valuable aquatic resources. Based on this assumption it felt that unless there was a reduction in the expansion of Bird Island that a "Finding of No Signification Impact"(FONSI) was premature. It recommended a 20-acre expansion instead. If the design was acceptable to Audubon and the dredged material placed in an existing upland disposal site, EPA would not have any objection to using the EA and a FONSI.

RESPONSE: The design was obtained from the Audubon Society. We originally proposed to enlarge the design which we coordinated with several groups. They opposed such an increase so we went back to the original design. However, no material would be placed at Bird Island and will be placed in Placement Area CMDA-2D as requested.

6.11.4 Florida Department of Community Affairs.

The Department requested an extension until June 6, 2000.

6.11.5 United States Department of the Interior.

The Department responded by letter dated May 23, 2000. It stated that this document did not meet the spirit and intent of the National Environmental Policy Act (NEPA) or the CEQ Implementing Regulations. Past planning efforts in this area have resulted in the preparation of an Environmental Impact Statement (EIS). Virtually all conclusions regarding potential impacts are qualitative in nature. The lack of quantitative data makes it impossible to develop conclusions about the potential impacts and spoil disposal on water quality, biota, or hydrodynamics within the dredging and disposal areas. The preferred alternative has not been identified. Because dredging and disposal activities can remobilize contaminants into the water column additional analysis should be done to quantify the types and quantities of sediment-associated pollutants likely to be encountered and the potential for remobilization. Specific analysis of the sediments in the turning basin should be undertaken as well as circulation patterns in this area of the Bay. Beneficial Uses of Dredged Material Alternatives have an unsubstantiated statement that benefits will result and it needs to be justified. The Department indicates that seagrasses have been recently identified adjacent to CMDA-2D. The Department also indicated that the Bird Island expansion was excessive. There is no specific information to base the effects on filling Whiskey Stump Key holes.

RESPONSE: The proposed project is a modification of an existing navigation project currently in use. The NEPA document explores upgrading that facility to current standards. Since there are no significant aquatic habitat that would be impacted by this and the disposal options, it was felt that an EA was the appropriate level of assessment. Additional information concerning water quality and circulation impacts has been added to the document to demonstrate the impacts in a more quantitative manner (Appendix VIII). Even though for this project we are not filling any holes, the Beneficial Uses Alternatives were obtained from the local scientific community through the Tampa Estuary Programs' Comprehensive Conservation Management Plan and the Habitat Restoration Committee of the Agency on Bay Management. This is not to say that these alternatives do not have their detractors, but are generally regarded as beneficial to certain resources in Tampa Bay. This is the case with filling former dredge holes that are located within seagrass beds. Large fish use these areas to feed on smaller fish as the tide recedes. By filling the holes we raise the bottom elevations encouraging seagrass beds growth which is viewed as more biologically productive. It also eliminates poor oxygen-poor water sites. Each site we consider for restoration is evaluated on its merits. Also there are many sites located too far away from navigation projects to be economically considered. During site visits, the preparation of the EA, reviewing current seagrass maps and the preparation of the Fish and Wildlife Coordination Act

Report no seagrasses were identified in the impact areas. Seagrasses are not known in this area except for an experimental plot locate next to the eastern shoreline of Hillsborough Bay. No seagrasses have been found in the area adjacent to CMDA-2D. No material from this project would be used to expand Bird Island.

6.11.6 National Marine Fisheries Service.

The Service responded by letter dated June 2, 2000. They had no objection if the material was placed in CMDA-2D or 3D.

RESPONSE: The material is to be placed in CMDA-2D.

6.11.7 The Florida Department of Community Affairs.

The Department stated by letter dated June 7, 2000, that based on the Environmental Assessment that the project was to be consistent with the Florida Coastal Zone Management Program. The Department also forwarded several comments from various State agencies. None were significant.

6.11.8 The Tampa Bay Regional Planning Council .

The TBRPC submitted comments by letter dated June 12, 2000 to the State Clearinghouse from their Intergovernmental Coordination and Review process. They stated that the preferred alternative is to place the material in the Placement Area CMDA-2D. They recommended manatee protection measures be incorporated into the project. They commented that the document does not discuss benefits and cost of the project. They stated that the dredging would not directly impact Natural Resources of Regional Significance. They state that the placement of dredged material could impact those resources. Expanding Bird Island and creating wetlands adjacent to CMDA-2D could impact birds and shallow-water habitat. Filling former dredge holes could remove cold weather refugia for fish from Tampa Bay. The EA does not address impacts on water circulation from the expansion of Bird Island and CMDA-2D. Additional studies should be undertaken to determine the long-term effects of creating additional uplands in Tampa Bay.

RESPONSE: Manatee measures are already included in the alternatives. See Response to the Department of the Interior. A model was used to address impacts on water circulation in Hillsborough Bay and EA was updated. A Dredged Material Management Plan is being prepared for Tampa Bay to address long-term dredging strategies in Tampa Bay.

6.11.9 Tampa Bay Regional Planning Council.

The TBRPC met and considered the project at a June 12, 2000 meeting submitting the previous comments.

6.12. The US Fish and Wildlife Service.

The USFWS provided a Fish and Wildlife Coordination Act Report CAR dated June 1999 to assist with the planning of this project (See Appendix I). The following is the summary of their CAR comments:

The Ybor Channel Turning Basin and Port Sutton Terminal Channel projects are situated in the most industrialized, modified segment of Tampa Bay and are adjacent to existing dredged deep water channels. In spite of the altered, stressful environmental conditions of the project sites there are fish and wildlife resources that require consideration. In order to minimize project-related adverse impacts to fish and wildlife resources the Service provides the following recommendations:

- avoid dredging-related impacts to the existing mitigation site on northeast side of Harbour Island;
- RESPONSE: This was done for the Ybor Project; therefore, it is not applicable.

- salvage existing oyster beds on the shelf extending from Harbour Island for relocation;
- RESPONSE: This was done for the Ybor Project; therefore, it is not applicable.

- conduct bulk chemical analyses, bioassay and bio-accumulation tests with sediments from dredge sites;
- RESPONSE: Water quality testing has been done in accordance with EPA's Inland Testing Manual and the State of Florida requirements will be met during the Water Quality Certification process.

- if contaminants are found in dredge site sediments, take measures to prevent their dispersal during dredging and spoil disposal operations;
- RESPONSE: State standards will be adhered to.

- monitor pipelines to prevent accidental spills;
- RESPONSE: This is normal best management practices.

- create 0.5 to 0.7 acres of oyster bed to mitigate the dredging of 25 to 35 acres of relatively shallow bay bottom;
- RESPONSE: The CAR recommends mitigation for immediate loss of the benthic community in the dredging footprint (total footprint for Ybor and Port Sutton) and for the lost community functions during recovery. This loss is due to changing relatively shallow habitats to deep-water habitats. Using Bahr and Lanier's (1981) information that oyster reefs provide 50 times the surface area that bare bottoms do, oyster bed creation of 0.5 to 0.7 acres would mitigate the impacts of the dredging at a 1:1 ratio. There would be no loss of shallow water habitat. This assumes a definition of shallow habitat as being in the photic zone, 10 feet MLLW in depth or shallower. This definition is very conservative since Port Sutton is an industrial area and the photic zone is more likely less than 3 feet deep. Therefore, no mitigation is warranted.

- implement the "Final Migratory Bird Protection Policy" to protect nesting birds on 2D and 3D;
- RESPONSE: This will be made a part of the project.

- evaluate changes to hydrology and water quality from Garrison Channel and open bay disposal options; and,
- RESPONSE: This was a part of the Ybor Project and open-water disposal is not part of this project; therefore, it is not applicable.
- seek beneficial use projects, such as described above, for use of dredged material.
- RESPONSE: No beneficial uses of dredged material were available but were considered.

The following Conservation Recommendations were contained in the Endangered Species Act portion of the CAR.

- The standard manatee conditions be implemented at both project sites.
- RESPONSE: These will be made part of the plan
- A hydraulic dredge be used for all dredging in the Port Sutton Channel based on the presence of manatees at the discharge canal during winter months.
- RESPONSE: We cannot dictate the use of any particular type of dredge because of contracting restrictions. However, it is anticipated that a hydraulic dredge will likely be the type of dredging equipment used.
- If a clamshell dredge is used, a no-dredge window from January 1-February 1 be implemented at the Port Sutton site and surrounding channel waters to adequately protect wintering manatees.
- RESPONSE: We cannot accept this because the construction would take about 2 years to complete. In recent discussions with your agency we have increased our protection of manatees by implementing a dedicated manatee observer on all clamshell dredging operations with a video camera to document impacts. Also the standard conditions implemented during this timeframe should insure that manatees are not impacted.
- If a clamshell dredge is used, no night dredging should occur in the Port Sutton channel from November 15-March 1 due to decreased visibility and observation capabilities. Tasks requiring small watercraft or barge movement should be conducted during daylight hours only, or such vessels should be outfitted with propeller guards.
- RESPONSE: We cannot accept this because the construction would take about 2 years to complete. In recent discussions with your agency we have increased our protection of manatees by implementing a dedicated manatee observer on all clamshell dredging operations with a video camera to document impacts. Also the standard conditions implemented during this timeframe should insure that manatees are not impacted.
- If a clamshell dredge is used, a designated observer should be used in areas around the discharge canal.

- **RESPONSE:** This has been incorporated into our standard operating procedures for protecting manatees.

7 ENVIRONMENTAL COMMITMENTS

7.1. Manatee Protection.

The Standard State and Federal manatee protection conditions will be implemented. In addition, if a clamshell dredge is used, a dedicated observer will be used to monitor for manatees and will document the presence of manatees using a video camera.

7.2. Migratory Bird Protection.

The District Migratory Bird Protection Plan (MBPP) will be implemented to protect nesting birds. The District will make every effort to avoid the nesting season from 1 April through 31 August, but if that will not be possible nest monitoring and avoidance will go into effect.

7.3. Turbidity.

If open water placement is used for Beneficial Uses of Dredged Material at Bird/Sunken Island or the CMDA-2D Wetland Creation turbidity standards will be met to protect adjacent resources such as seagrass beds.

7.3. Seagrass Protection.

The standard seagrass protection measures would be implemented which would not allow disruption to the beds from anchoring or inadvertent disturbance from construction equipment.

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APPENDIX I

ENDANGERED SPECIES CONSULTATION AND FISH AND
WILDLIFE COORDINATION ACT REPORT



United States Department of the Interior

FISH AND WILDLIFE SERVICE
6620 Southpoint Drive South
Suite 310
Jacksonville, Florida 32216-0912

JUN 08 1999

IN REPLY REFER TO:
FWS/R4/ES-JAFL

Mr. George M. Strain
Acting Chief, Planning Division
US Army Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

ATTN: Mr. Bill Fonferek

Dear Mr. Strain:

In accordance with an FY 1998 funding agreement with the U.S. Army Corps of Engineers' Jacksonville District, the U.S. Fish and Wildlife Service is submitting the enclosed amended draft Fish and Wildlife Coordination Act Section 2(b) Report with reference to the Tampa Bay-Ybor Channel Turning Basin and the Tampa Harbor-Port Sutton Terminal Channel projects for your review. Included in the draft report is the required section 7 consultation pursuant to the Endangered Species Act. The figures referenced in the report have not been included in the draft, but will be in the final report.

We look forward to receiving your comments and finalizing the report. If you have a question about this report, please contact either Don Palmer at (904) 232-2580, ext. 115 or Bryan Pridgeon at (727) 570-5398, ext. 13.

Sincerely,

12 David L. Hankla
Field Supervisor

Enclosure

cc with enclosure:

David Dale, NMFS, St. Petersburg
Tom Olds, FWS, St. Petersburg
M. Duncan/FDEP/BPSM
J. Beaver/GFC/Punta Gorda

TAMPA HARBOR - YBOR CHANNEL TURNING BASIN AND THE TAMPA HARBOR -
PORT SUTTON TERMINAL CHANNEL PROJECTS

U.S. Fish and Wildlife Service
Fish and Wildlife Coordination Act Report

AMENDED DRAFT REPORT

Submitted to:
Department of the Army
U.S. Army Corps of Engineers
Jacksonville District
Planning Division, Environmental Branch
Jacksonville, Florida

Submitted by:
Department of the Interior
U.S. Fish and Wildlife Service
Ecological Services Field Office
Jacksonville Florida
June 1999

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FISH AND WILDLIFE COORDINATION ACT SECTION 2(b), REPORT

INTRODUCTION

The U.S. Fish and Wildlife Service (Service) has reviewed project plans and other information related to the Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel projects. Both are previously authorized projects undergoing limited re-evaluation by the U.S. Army Corps of Engineers (Corps). The Corps is also investigating whether there is a federal interest in extending the Port Sutton Terminal Channel from the currently authorized length of 3,700 feet to 6,000 feet.

This draft report documents the fish and wildlife resources of the proposed project area, the anticipated effects of the project on those resources, and recommends potential mitigative measures. It has been prepared pursuant to a Fiscal-Year 1998 scope-of-work agreement between the Service and the Corps, and is provided in accordance with Section 2(b) of the Fish and Wildlife Coordination Act. Also incorporated in this report is the Service's biological opinion regarding the effects of the proposed project on federally listed species in the project area, pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

PROJECT DESCRIPTION

Both projects are located in Hillsborough Bay, in northeast Tampa Bay (Figure 1). The Ybor Channel Turning Basin is the junction of three dredged channels; Sparkman, Garrison, and Ybor. The Port Sutton Channel connects to Cut C of the Tampa Harbor Channel about 2.5 miles southeast of the Ybor Channel Turning Basin.

Two of the channels that enter the Ybor Channel Turning Basin (Sparkman and Ybor) are currently authorized and periodically maintained. The Turning Basin is broadly triangular in shape and maintained at a depth of 34 feet. This project proposes to broaden the basin by dredging 200 feet of additional width on its southwest side, as authorized by the Rivers and Harbors Act of 1970. The Corps would dredge about 8 acres of bottom to 34 feet deep for the widening. They presently propose five sites for disposal of the dredged material; Hooker's Point, CMDA-2D (2D), CMDA-3D (3D), the Garrison Channel, and an open bay disposal site south of Davis Island. Four of the disposal sites are previously approved sites, three of which (Hooker's Point, 2D and 3D) receive material from multiple projects. The Hooker's Point site is at the southern end of the Hooker's Point peninsula that separates the Sparkman Channel from East Bay. Disposal areas 2D and 3D are large confined disposal cells in Hillsborough Bay adjacent to the Cut C segment of the Tampa Harbor channel. The Garrison Channel lies in a roughly northeast to southwest alignment between downtown Tampa and Harbour Island in Hillsborough Bay. Open bay disposal is proposed in a spoil disposal site that is about 0.3 miles south of Davis Island and 1.25 miles west of the Port Sutton Terminal Channel (27° 54' 06" N, 82° 26' 54" W).

Port Sutton is on the northeast side of Hillsborough Bay, about 2.5 miles southeast of the Ybor Channel Turning Basin. The Port Sutton Terminal Channel is currently about 4,000 feet long and 400 feet wide with authorized project dimensions of 3,700 feet long, 200 feet wide, and 43 feet deep down the centerline of the channel. The Corps has not constructed the deepening project of

the existing channel, and current mid-channel depths range from 26 to 38 feet. The Corps is investigating constructing the authorized project and also extending the channel up to a total of 6,000 feet. If a 3,700-foot-long project is constructed the channel bottom footprint would cover about 17 acres. A 6,000-foot-long project would cover about 27.5 acres. Dredged material is proposed for disposal in either 2D or 3D.

STUDY AREA DESCRIPTION AND FISH AND WILDLIFE RESOURCES

The study area includes the proposed dredge sites and disposal sites in upper Hillsborough Bay in northeast Tampa Bay. It is roughly bounded by the City of Tampa on the north, disposal site 3D on the south, the community of Palm River on the east and Harbour Island and Davis Island on the west.

Dredge Sites

The Ybor Channel Turning Basin and the Port Sutton Terminal Channel are among the series of channels dredged by the Corps and local port authorities to allow large vessels to navigate Tampa Bay. Port of Tampa bulk and general cargo facilities, cruise ship terminals, and ship repair and construction facilities are served by the two projects under consideration.

The de-authorized Garrison Channel enters the Ybor Channel Turning Basin from the west, the Sparkman Channel enters from the south, and the Ybor Channel enters from the north. Vertical bulkheads form the northern shoreline of the Garrison Channel. Its southern shoreline is the north shore of Harbour Island, a largely man-made island of multi- and single family residences. A cove rimmed by Brazilian pepper (*Schinus terebinthifolius*), riprap, and wooden bulkheads, and containing a dilapidated boathouse forms the south shoreline of the Garrison Channel adjacent to the turning basin. The Beneficial Road bridge crosses the channel immediately west of the cove. A permit has been issued for constructing a vertical bulkhead from the bridge westward for the length of the channel not presently bulkheaded. Piers for mooring recreational boats will be constructed from the bulkhead.

The 34-foot-deep Sparkman Channel connects the turning basin and Cut D of the Tampa Bay entrance channel. Its eastern shore is largely hardened and continuously lined with port facilities. Harbour Island forms its western shore. An underwater shelf extends from the shore of the island. The shelf's width varies, widening to the north, becoming about 250 feet wide where the channel joins the turning basin. The southern two-thirds of the Harbour Island shore adjacent to the channel is steep and vegetated predominantly by Brazilian pepper. The northern one-third is a mitigation site for development on the island. It was reshaped and planted with black mangrove (*Avicennia germinans*) and smooth cordgrass (*Spartina alterniflora*).

Both sides of the 400 to 500-foot-wide, 34-foot-deep Ybor Channel are hardened and lined continuously with commercial enterprises. The Florida Aquarium is the only non-marine industry facility on the channel.

The large channel which contains the Port Sutton Terminal Channel is a dead end channel 400 feet wide and approximately 6,000 feet long. Its entry lies between Hooker's Point to the north and Pendola Point to the south. Berths approximately 40 feet deep align the channel's north side and a short section of its south side. On the south side, the berths are located at the extreme ends of the channel with a broad shelf between them that extends into the channel, sloping gradually for a width of 60 to 80 feet before dropping into the terminal channel. No berthing facilities are developed adjacent to the shelf.

Hillsborough Bay is considered the most impacted segment of Tampa Bay as manifested by water quality (Lewis and Estevez 1988, Squires and Cardinale 1996) and altered tidal flow and prism (Goodwin 1987). Squires and Cardinale (1996) reviewed data on salinity, Secchi disk depth, turbidity, dissolved oxygen concentration, total phosphorus, total nitrogen, and chlorophyll-*a* concentrations as water quality indicators. Secchi disk depth and turbidity are two measures of water clarity, which is important for determining the depth of photosynthesis and allowing visually oriented organisms to find food and shelter. Dissolved oxygen is necessary for the vast majority of organisms to live and its concentration is one of the most important factors controlling the distribution of aquatic organisms; concentrations below four parts per million (ppm) are marginal for supporting aquatic life. Phosphorus and nitrogen are nutrients necessary for the survival and growth of aquatic plants, with their availability and relative concentrations affecting the types and quantities of plants in aquatic systems. Chlorophyll-*a* concentration is an indicator of phytoplankton productivity and serves as an indicator of nutrient loads and fluxes. Figures 2 - 4 show the results of the Squires and Cardinale review. Hillsborough Bay typically had shallower Secchi disk depths, lower dissolved oxygen concentrations, and greater turbidity, total phosphorus, total nitrogen, and chlorophyll-*a* concentrations than other segments of the bay, leading to their conclusion that Hillsborough Bay was the most impacted segment of the bay.

Upper Hillsborough Bay and the Ybor Channel were identified as among the most contaminated segments of Tampa Bay by Frithsen *et al.* (1995) in their synoptic report of Tampa Bay environmental contaminants. Concentrations of cadmium, lead and zinc that exceeded the state's Probable Effects Level were reported from individual samples in Hillsborough Bay. McConnell and Brink (1997) examined the sources of the contaminants of concern identified in Frithsen *et al.* (*Op. Cit.*) in the upper Hillsborough Bay watershed and identified the Ybor Channel as a priority sub-basin for point sources of copper and nickel and non-point sources of metals loading. Polynuclear aromatic hydrocarbons (PAH) were also identified in the Ybor Channel from both permitted stormwater outfalls and stormwater runoff. Long *et al.* (1995) examined sediment toxicity in Tampa Bay and reported it was most evident in upper Hillsborough Bay, including the Ybor Channel, East Bay and adjacent waterways of the harbor. It is evident that the area around the Port of Tampa, including the dredged channels, has a history of environmental contamination, is subject to continued contaminant loading, and tests have shown the contaminants may have a toxic effect on aquatic organisms.

Hillsborough Bay is heavily industrialized, channelized, has a higher sediment silt content, is considered more polluted, and has lower water quality than other segments of Tampa Bay (Lewis and Estevez 1988, Coastal Environmental 1994, Carr *et al.* 1996, Karlen 1996), all of which contribute to its limited diversity of benthic habitats and organisms. Benthic organisms are those that live in or in contact with aquatic substrates and their distribution and abundance are largely determined by water quality and sediment composition (Lewis and Estevez 1988). Information detailed in their synoptic report relates that Hillsborough Bay is one of the few segments of Tampa Bay not supporting a great diversity and abundance of benthic organisms. Karlen (1996) also reported that the fewest species of benthos (200 species, range 200 - 368), and the lowest diversity value (2.33, range 2.33 - 3.47) from benthic samples taken in Tampa Bay in September 1993 came from Hillsborough Bay.

American oysters (*Crassostrea virginica*) are one of the most visible and well studied species of estuarine benthic organisms. They have not been extensively studied in Tampa Bay, although their commercial harvest in Tampa Bay was second only to the harvest from Apalachicola Bay through the 19th century (Lewis and Estevez 1988). The Tampa Bay industry was gone by 1970. Oyster beds are important components of estuarine systems not only for their commercial value but also their functional value. Oysters filter and clean the water passing across them and build reefs that provide habitat for many other organisms. Bahr and Lanier (1981) reported that up to 50m² of shell surface was available for epifauna for each square meter of oyster reef surface and found 42 species of invertebrates associated with the reef. Although they reported on a reef community in Georgia, most of the species noted are also present in Tampa Bay and it is reasonable to expect that they are associated with Tampa Bay oyster reefs also. Several oyster beds are known to exist on the shelf proposed for dredging to expand the Ybor Channel Turning Basin. A survey conducted by the Corps (unpublished) confirmed the location and area of eight oyster beds on the shelf, seven of which will be removed by the dredging project. The total area of the beds is just over 1,120 square feet, with the largest covering about 706 square feet.

Estuaries are known for the diversity of fish that reside in them. Some species remain in the bays for their entire life cycle, while others spend only specific stages in the estuary. Either life history type demonstrates the necessity of estuarine conditions for the existence of the species. Over 200 species of fish have been collected from Tampa Bay and adjacent beaches (Comp 1985). Of those, about 125 species can be considered to commonly inhabit the bay. Table 1 lists some fish species that may be found at the project sites.

Despite the lack of any natural habitat adjacent to the dredge sites, birds use the area for foraging and loafing. Birds observed by a Fish and Wildlife Service biologist on August 5, 1998 include; brown pelican (*Pelecanus occidentalis*), double-crested cormorant (*Phalacrocorax auritus*), black-crowned night-heron (*Nycticorax nycticorax*), little blue heron (*Egretta caerulea*), great egret (*Casmerodius albus*), great blue heron (*Ardea herodias*), American oystercatcher (*Haematopus palliatus*), spotted sandpiper (*Actitis macularia*), laughing gull (*Larus atricilla*), ring-billed gull (*Larus delawarensis*), Forster's tern (*Sterna forsteri*), and osprey (*Pandion haliaetus*).

Disposal Sites

Disposal sites 2D and 3D are confined disposal sites belonging to the Tampa Port Authority that encompass about 1,100 acres. They lie to the east of the Tampa Harbor channel about 1.25 and 4.5 miles, respectively, south of the Port Sutton entry. Both sites are manmade islands, rimmed with containment dikes that have discharge weirs in place. Disposal island 2D is the larger of the two at about 650 acres, with 3D being about 450 acres.

The Hooker's Point disposal site is a Tampa Port Authority open water disposal site at the southern end of Hooker's Point that is being filled under a permit that expires in 1999. When filled it will create an upland site for the port.

Bird use of the dredge sites and the above-mentioned disposal sites is very different. The dredge sites are in highly industrialized locations, with little shallow shoreline and minimal non-industrialized habitat. Although the dredged disposal sites are manmade islands they are isolated from most mainland disturbances, such as traffic, mammalian predation and human disturbance. They also offer sandy unvegetated and grassy locations preferred as nesting sites for many colonial nesting waterbirds. In the "State of Tampa Bay 1994" (Tampa Bay Regional Planning Council 1995) the National Audubon Society reported that over 6,200 pairs of breeding waterbirds were present on the two disposal islands in 1994.

The Garrison Channel was deauthorized as a Federal channel after the Harbor Boulevard and Beneficial Boulevard bridges were constructed to connect Harbour Island with the mainland. Seawalls line the full length of its northern shoreline. They line about one half of its southern shoreline, with construction underway to complete the lining of the southern shore. With no maintenance, the channel has silted in to about 20 feet deep toward its east end, 10 feet shallower than its previous authorized depth. Channel depth increases toward the west with a maximum depth of about 27 feet (tide approximately +1.5 feet) near the Harbor Boulevard Bridge. The Corps is proposing to use the channel for the disposal of dredged material; although they would continue a commitment to dredge the channel if it fills to a depth of less than 10 feet.

About 146 acres are included in the footprint of the open bay disposal site south of Davis Island. It is situated on a large flat that ends at the 43-foot-deep Cut-C and Cut-D Channels to its east. The flat ranges from about 9 to 14 feet deep and is considered to consist of fine sediments (Coastal Environmental, Inc. 1994). Navigation chart 11413 (Tampa Bay, Northern Part) shows an island within the proposed disposal site. It has eroded and is no longer emergent. The minimum depth over the site was 3.5 feet on May 21, 1999 when the tide elevation was about +1.5 feet.

DISCUSSION OF PROJECT-RELATED ENVIRONMENTAL EFFECTS AND MITIGATIVE MEASURES

Both of the projects addressed in this report are located in Hillsborough Bay, the most industrialized, channelized and polluted segment of Tampa Bay. Although fish and wildlife

resources associated with the proposed dredging sites are limited when compared to those of most areas in Tampa Bay efforts should be made to eliminate or minimize impacts to them.

The removal of benthic communities, long term changes to water quality resulting from changing relatively shallow habitats to deep water habitats, and the requirement for periodic maintenance dredging will be unavoidable impacts of the dredging projects. Sediment composition and dissolved oxygen concentrations, both of which will be permanently changed by the projects, largely determine benthic community structure and function. One would expect their change to lead to a different benthic community than that presently existing. The community that does establish will be subject to regular removal from maintenance dredging projects.

The most obvious change to the benthic community will be the oyster beds lost to widening the Ybor Channel Turning Basin. They should be relocated to suitable locations rather than dredged and disposed.

The immediate loss of the benthic community in the dredging footprint and the lost community functions during recovery could be mitigated through oyster bed creation. The combined footprint of the two dredging projects is about 25 acres if the Corps dredges a 3,700-foot-long Port Sutton Terminal Channel and about 35 acres if the Terminal Channel is 6,000 feet long. Using Bahr and Lanier's (1981) information that oyster reefs provide 50 times the surface area that bare bottoms do, oyster bed creation of 0.5 to 0.7 acres would mitigate the impacts of the dredging at a 1:1 ratio. Upper Hillsborough Bay near the Delaney Creek Pop-off or adjacent to disposal sites 2D or 3D could be appropriate locations for creating oyster beds.

No quantifiable adverse effects are expected to fishery species from direct contact with the dredge. However, there is the potential for the resuspension of environmental contaminants that can have negative effects on both mobile and sessile aquatic organisms, as evidenced by Long *et al.* (1995). Results of an elutriate study performed for the Corps, reported in the "Environmental Impact Statement, Port Sutton Channel, Hillsborough County, Florida" (U.S. Army Corps of Engineers 1986) showed no chemicals of concern would exceed State standards. However, elutriate tests are designed to predict the level of contaminants that would be expected in the water leaving the disposal site, and do not accurately predict the level of contaminants resuspended in the water column at the dredging site. No bulk chemistry, bioassay or bioaccumulation tests were reported. Given the time since those samples were collected for analysis (May 11, 1985) and the results reported by Long *et al.* (1995), bulk chemical analyses, bioassay and bioaccumulation tests should be performed on sediments from the proposed dredging sites. If evidence of environmental contamination is found efforts must be made to prevent their spread from the dredge site and they must be disposed of appropriately.

Dredged material disposal is projected for Hooker's Point or disposal islands 2D or 3D. Hooker's Point offers poor fish and wildlife habitat. It is regularly disturbed by crews distributing newly received fill material and is in an industrial setting where domestic cats and dogs are expected. No negative impacts beyond those already mitigated are anticipated from placing fill at Hooker's Point if the materials are contained within the permitted site.

The two disposal islands (2D and 3D) are noted as nesting sites for colonial waterbirds. The Corps recognized this in their environmental assessment for maintenance dredging of the Tampa Harbor and Hillsborough Bay Channels (U.S. Army Corps of Engineers 1989), and committed to conducting maintenance dredging between September 1 and May 1 to avoid adverse impacts to nesting birds on the two disposal islands. The Corps later published the "Final Migratory Bird Protection Policy" (Policy) (U.S. Army Corps of Engineers 1994) that recognized April 1 as the beginning of the nesting season in Florida, but also allowed more flexibility for completing projects that stretched into the nesting season. The policy should be implemented for this project, recognizing that the policy's first priority, avoidance of work in the nesting season, is also the Service's preferred method for protecting nesting birds on the islands.

Hillsborough Bay's average depth has increased, flushing rates have decreased and circulation has been modified from pre-development conditions (Goodwin 1987). Both the Garrison Channel and the open bay disposal site would cause additional changes that should be evaluated with regard to water quality parameters that affect biological resources, particularly dissolved oxygen.

The Garrison Channel is a dredged channel with hardened vertical shorelines connecting two other similar channels. Circulation is limited by the channel's location in the upper reaches of Tampa Bay where tidal influence is attenuated by distance from the mouth of the bay (Goodwin 1987), by its alignment and by its narrow configuration which limit wind driven circulation. Given the physical constraints on circulation and the inverse relationship between dissolved oxygen concentration and water depth in Hillsborough Bay, bottom water quality is likely to be stressful for biota in the Garrison Channel.

Adding dredged material to raise the bottom elevation could improve water quality in the channel. However, it may do so at the expense of further reducing circulation between the Hillsborough River and Seddon Channel and the Ybor Turning Basin. The Garrison Channel's depth of 20 feet is 5-6 feet shallower than the Seddon Channel and 18-19 feet shallower than the Ybor Turning Basin, so it may already act as a sill, restricting circulation between the two channels. Raising its bottom elevation even more will increase the effects presently experienced. The potential results on water quality of reducing circulation through the dredged channels should be examined before the bottom elevation of the Garrison Channel is raised. A cursory analysis of this disposal option was included in the "Environmental Impact Statement, Port Sutton Channel, Hillsborough County, Florida (U.S. Army Corps of Engineers 1986).

Open bay disposal of dredged material has been one of the leading causes of habitat loss in Tampa Bay. Since the early 1900's an estimated 13,161 acres have been filled for transportation corridors, commercial and residential developments and as disposal sites for small dredge projects, with the overwhelming majority (about 12,000 acres) occurring in shallow waters that previously supported seagrass meadows (Coastal Environmental, Inc. 1994). Most of the area directly impacted by commercial navigation projects (about 14,380 acres) has been in deep water, and not resulting in the direct loss of seagrass habitats. Overall dredge and fill activities have changed the structure of over 27,541 acres (about 43 square miles) of the Tampa Bay system. The disposal site proposed for use south of Davis Island is an existing disposal site and its area is included in the referenced figures.

Open bay disposal of dredged material has an immediate and direct impact on benthic organisms, water quality and circulation patterns. There is a short term loss of benthic productivity when dredged material is disposed on an open bay bottom. The rate of recolonization and post project community structure depend largely on the existing community structure and on the thickness and type of spoil disposed (Stickney 1984). If the sediment type is not changed, the post project benthic community will likely approximate the existing community. The rate of recovery will depend on the project location and sediment type. Water quality impacts can be both short- and long-term in estuaries. Short-term impacts vary among locations with the sediment type determining the degree of the impact. Organic, fine-grained sediments cause a greater increase in biochemical oxygen demand than mineral sediments. Long-term water quality changes result from changes in bottom depth and changes in circulation patterns.

Beneficial use projects for the dredged materials should be sought if there are no sediment contaminants issues. The Palm River and two dredged holes near Whiskey Stump and Green Keys are potential beneficial use project sites. HDR Engineering (1994) recommended decreasing the Palm River's depth and removing high spots that are accreting to improve circulation and dissolved oxygen concentrations near the bottom. There is a hole upstream of the Highway 41 bridge that is about 21 feet deep with a 12-foot-deep sill beneath the bridge. Filling or partially filling the hole to at least match the upstream bottom depth would begin addressing the widely recognized problem of aquatic habitat degradation in the Palm River.

Filling part or all of the dredged holes near Whiskey Stump and Green Keys are potential beneficial use projects that would require additional study of their importance to local and estuary-wide aquatic resources before the projects could occur. Although the holes are dredged holes and offer markedly different habitats than those present before they were dug, there is anecdotal evidence of their fisheries productivity and function as cold weather refugia. Filling the holes would address the priority objective of the "The Comprehensive Conservation and Management Plan for Tampa Bay" (Tampa Bay National Estuary Program 1996) to restore seagrass beds. However, that objective should be achieved at sites with habitats less productive and diverse than that of the seagrass beds that will replace them. It is uncertain whether the dredged holes would meet this criteria.

SUMMARY OF FISH AND WILDLIFE COORDINATION ACT COMMENTS

The Ybor Channel Turning Basin and Port Sutton Terminal Channel projects are situated in the most industrialized, modified segment of Tampa Bay and are adjacent to existing dredged deep water channels. In spite of the altered, stressful environmental conditions of the project sites there are fish and wildlife resources that require consideration. In order to minimize project-related adverse impacts to fish and wildlife resources the Service provides the following recommendations:

- o avoid dredging-related impacts to the existing mitigation site on northeast side of Harbour Island;

- o salvage existing oyster beds on the shelf extending from Harbour Island for relocation;
- o conduct bulk chemical analyses, bioassay and bioaccumulation tests with sediments from dredge sites;
- o if contaminants are found in dredge site sediments, take measures to prevent their dispersal during dredging and spoil disposal operations;
- o monitor pipelines to prevent accidental spills;
- o create 0.5 to 0.7 acres of oyster bed to mitigate the dredging of 25 to 35 acres of relatively shallow bay bottom;
- o implement the “Final Migratory Bird Protection Policy” to protect nesting birds on 2D and 3D;
- o evaluate changes to hydrology and water quality from Garrison Channel and open bay disposal options; and,
- o seek beneficial use projects, such as described above, for use of dredged material.

ENDANGERED SPECIES ACT SECTION 7 CONSULTATION

CONSULTATION HISTORY

The Corps requested a Coordination Act Report and formal section 7 consultation from the Service. A scope of work was received on May 11, 1998, and formal consultation was initiated on that date. This biological opinion is based on information provided in the May 8, 1998 public notice, field inspections, Service data, and other sources of information. A complete administrative record of this consultation is on file at the Service’s Jacksonville Field Office.

BIOLOGICAL OPINION

Description of Proposed Action

The applicant proposes to widen and deepen the existing Ybor turning basin and Port Sutton Navigation Channel at Tampa Harbor, Tampa, Hillsborough County, Florida. The existing turning basin is maintained to a depth of 34 feet. The authorized project will widen the basin an additional 200 feet on the southwest side. The existing Port Sutton channel is also maintained to a depth of 34 feet. Design parameters are for depths of minus 43 feet, and a width of 200 feet. Additional extension of the Pt. Sutton channel to a length of 6,000 feet long is also under consideration.

The purpose of the project is to improve vessel maneuvering and access capabilities in the immediate area. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D, the Garrison Channel and open bay disposal south of Davis Island. A hydraulic dredge is proposed to be used; however, difficulty in transporting slurry material to the Hooker's Point disposal area is anticipated, and may require use of a clamshell dredge in areas.

Status of the Species

The Federal government has recognized the threats to the continued existence of the manatee for almost 30 years. The West Indian manatee was first listed as an endangered species in 1967 under the Endangered Species Preservation Act of 1966 (16 U.S.C. 668aa(c)) (32 FR 48:4001). The Endangered Species Conservation Act of 1969 (16 U.S.C. 668aa(c)) continued to recognize the West Indian manatee as endangered (35 FR 16047). The West Indian manatee was listed as an endangered species pursuant to the Endangered Species Act in 1973, as amended. Critical habitat was designated for the manatee in 1976.

The Florida manatee is a native marine mammal that is mostly restricted to coastal waters of Florida and Georgia. Manatees are commonly found in bays, inlets, and rivers occurring in fresh, brackish, and salt water environments. They are herbivorous and prefer to feed on submerged aquatic vegetation (SAV). Manatees are attracted to freshwater and commonly seen drinking from hoses at marinas and other freshwater discharges.

The only year-round populations of manatees in the United States occur throughout the coastal and inland waterways of peninsular Florida and a small group that overwinters in extreme southeast Georgia. Based on information from the Florida Department of Environmental Protection's Florida Marine Research Institute (FMRI) synoptic aerial survey program, biologists believe that there are at least 2,600 manatees in Florida's coastal waters. Based on this and other sources of information, it has been suggested that the manatee population was slowly increasing throughout its range. Eberhardt and O'Shea (1995) calculated an annual population growth rate of 7 percent at Crystal River, Citrus County, Florida. Garrott et al.'s (1994) analysis of trends at winter aggregation sites suggest a mean annual increase of 7-12 percent in adjusted counts at sites on the east coast from 1978 - 1992. Because of the epizootic and record mortalities attributable to other causes, manatees suffered a serious setback in 1996. It will take a number of years for the population to return to pre-epizootic levels (Ackerman 1997).

Recovery goals for the Florida manatee include restoring the population to optimum sustainable levels and to maintain them at those levels. Levels can be achieved by controlling mortality factors and by making sure critical habitats are secure and threats are controlled or decreased (USFWS 1995).

Environmental Baseline

Action Area

Because there are two project sites, each will be addressed separately in this biological opinion. The action area for both sites is defined as the immediate areas of dredging for the Ybor basin and Port Sutton.

Status of Species in Action Area

The Florida Marine Research Institute (FMRI 1998) documents manatees in Tampa Harbor (Ybor basin area) and Port Sutton Channel year round. In the Ybor basin vicinity, the majority of animals use the channels as travel routes to the Hillsborough River to access forage and fresh water. In Ybor basin exclusively, our information indicates little manatee use, those being primarily traveling manatees.

The other project site is at Port Sutton, approximately 2 miles south of Ybor basin, where a power plant discharge point provides warm water refugia to a small number (2 -17) of manatees in the winter months. Information from the FMRI indicates the number of animals using the discharge area has slightly increased over the years, but consistently averages 2 animals present for every winter aerial survey taken December through February. A maximum of eight animals have been observed at one time in the canal, with a maximum of seventeen for a winter survey period (M. Duncan pers. comm. 1998). Additional manatee activity appears to be concentrated at the entrance to Port Sutton (west of the canal), with a few sightings east of the canal. Because the power plant operates only intermittently (on days of high electrical demand in colder months), its discharge is not a dependable refuge to manatees.

Manatee mortality records from 1974-1997 indicate seven deaths have occurred in the Ybor basin/Port Sutton area. Two have occurred in the vicinity of Ybor basin, one due to watercraft, and one undetermined. Five have occurred in the Port Sutton Channel, all during December, January, and March. Causes are documented as two by watercraft, one perinatal, one from natural cold, and one undetermined.

Effects of the Proposed Action

Causes of manatee mortality include collision with large and small boats, crushing by barges and man-made water control structures and navigation locks, entanglement in nets and lines, entrapment in culverts, poaching, and entanglement in and ingestion of marine debris (e.g., monofilament). A review of manatee mortality from 1974 to the present clearly indicates that watercraft collisions with manatees are a major factor affecting manatee populations in Florida. During this period, watercraft-related mortalities have accounted for 25 percent of all known manatee deaths. An analysis of watercraft related mortalities indicates that small to medium-sized boats are responsible for the majority of all deaths. The number of these implicated mortalities is increasing through time (Wright *et al.* 1995).

Watercraft related mortalities are the result of three types of trauma. These include collisions (or impact), in which a manatee is struck by the hull of a fast-moving boat, a combination of collision and propeller injuries in which a manatee is struck by the hull and is cut by the propeller of a watercraft, and trauma associated solely with propellers.

Our concern involves the safety of manatees while in the power plant channel, and while traversing the main channel of Port Sutton. The numerous barges, tugs, and support boats associated with clamshell dredging operations increase the risk of watercraft related injury to manatees in the action area. The exercise of appropriate caution on the part of personnel operating these vessels is essential to reduce the threat of collisions with manatees.

There is also some possibility that the actual clamshell head could injure a manatee while in use. Although the standard manatee precautions require all operations to cease when a manatee is observed within 50 feet of the dredge site, impact potential remains due to reduced visibility (turbidity), and the increased number of manatees in the area. The use of a hydraulic dredge may be preferable as they operate without a bucket and generally cause less turbidity, thereby improving visibility and the observation abilities of the manatee observer. However, it is our view that the potential for striking a manatee with the dredge bucket is remote.

Cumulative Effects

Cumulative effects include the effects of future State, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to Section 7 of the Act.

The cumulative effect of actions that will increase the likelihood of manatees being struck by boats include those actions that will increase the number of power boats operating within the action area. We are unaware of any other proposed private or state projects in the immediate vicinity.

CONCLUSION

After reviewing the current status of the Florida manatee, the environmental baseline for the action area, the effects of the proposed maintenance dredge, and the cumulative effects, it is the Service's biological opinion that the proposed projects at the Ybor basin and the Port Sutton Channel are not likely to jeopardize the continued existence of the Florida manatee, or result in the adverse modification of designated critical habitat.

INCIDENTAL TAKE STATEMENT

Sections 4(d) and 9 of the Act, as amended, prohibit taking (harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or to attempt to engage in any such conduct) of listed species of fish or wildlife without a special exemption. "Harm" and "harass" are further defined in

Service regulations (50 CFR 17.3). "Harm" is defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering. "Harass" is defined as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns, which include, but are not limited to, breeding, feeding or sheltering. Incidental take is any take of listed animal species that results from, but is not the purpose of carrying out an otherwise lawful activity conducted by the Federal agency or the applicant. Under the terms of Section 7(b)(4) and 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered a prohibited taking provided that such taking is in compliance with the terms and conditions of this incidental take statement.

The Service does not anticipate that the proposed action will incidentally take any manatees. In the accompanying biological opinion, the Service determined that this action is not likely to result in jeopardy to the species. If death or injury to a manatee occurs, the event must stop and the incident must be reported immediately to the Florida Marine Patrol at 1-800-DIAL-FMP and to the Service at (904) 232-2580. In the St.Petersburg area, the Florida Marine Patrol may be contacted directly for assistance at (813) 272-2516.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to utilize their authorities to further the purpose of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefitting listed species or their habitats, the Service requests notification of the implementation of any conservation measures.

To minimize potential impacts to the manatee, the Service makes the following recommendations:

- o The standard manatee conditions be implemented at both project sites.
- o A hydraulic dredge be used for all dredging in the Port Sutton Channel based on the presence of manatees at the discharge canal during winter months.
- o If a clamshell dredge is used, a no-dredge window from January 1-February 1 be implemented at the Port Sutton site and surrounding channel waters to adequately protect wintering manatees.
- o If a clamshell dredge is used, no night dredging should occur in the Port Sutton channel from November 15-March 1 due to decreased visibility and observation capabilities. Tasks requiring small watercraft or barge movement should be conducted during daylight hours only, or such vessels should be outfitted with propeller guards.

- o If a clamshell dredge is used, a designated observer should be used in areas around the discharge canal.

REINITIATION OF SECTION 7 CONSULTATION

This concludes formal consultation on the actions outlined in the request. As provided in 50 CFR §402.16, reinitiation of formal consultation is required when discretionary Federal agency involvement or control over the action has been retained and if: (1) new information reveals effects of the agency action that may effect listed species or critical habitat in a manner or to an extent not considered in this biological opinion, (2) the Corps' action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this biological opinion, or (3) a new species is listed or critical habitat designated that may be effected by the action. Please call Bryan Pridgeon at (727) 570-5398 should you require additional assistance.

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APPENDIX II

PUBLIC COORDINATION



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

An Environmental Impact Statement was prepared for the Port Sutton project in August 1986. Additional environmental work including Endangered Species consultation, Fish and Wildlife Coordination Act Report, Coastal Zone Consistency Determination and public coordination was conducted for Ybor Channel in a General Design Memorandum dated July 1986.

The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. Dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

The Port Sutton Terminal Channel is on the northeast side of Hillsborough Bay in Tampa Bay. The authorized project for Port Sutton Terminal Channel is 43 feet deep, 200 feet wide, and 3,700 feet long. This project was never constructed. The maximum project under consideration is a channel with a project

depth up to 43 feet, a width of 200 feet, and a length of approximately 6,000 feet. Dredged material placement areas under consideration for use include CMDA-2D and CMDA-3D.

Please address your comments to:

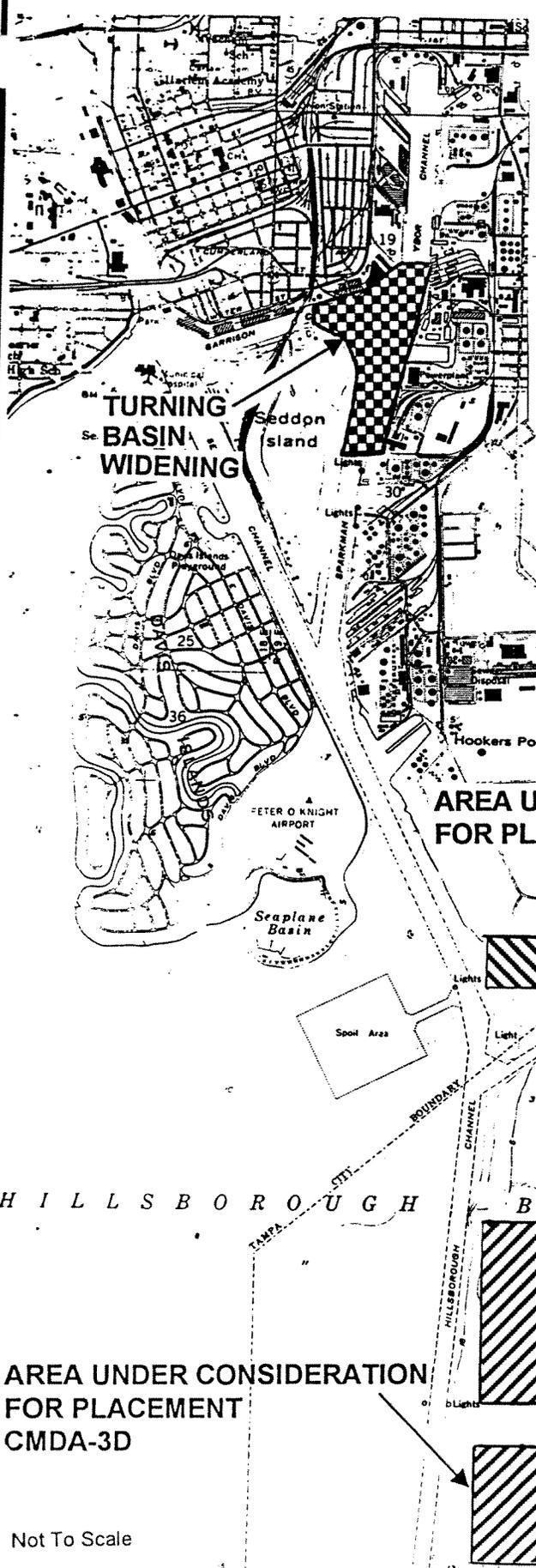
U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

for Bill Fonferek
George M. Strain
Acting Chief, Planning Division

Enclosure



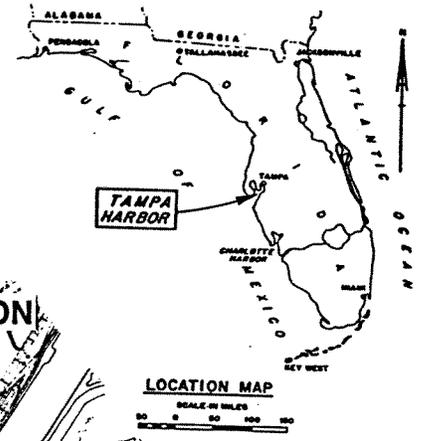
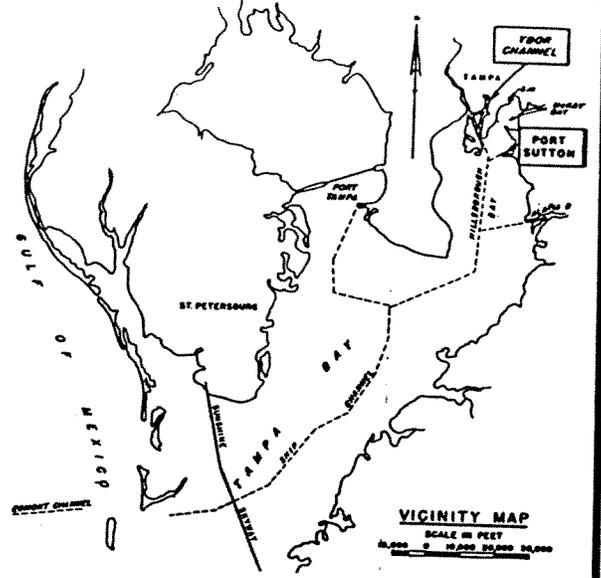
AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-3D

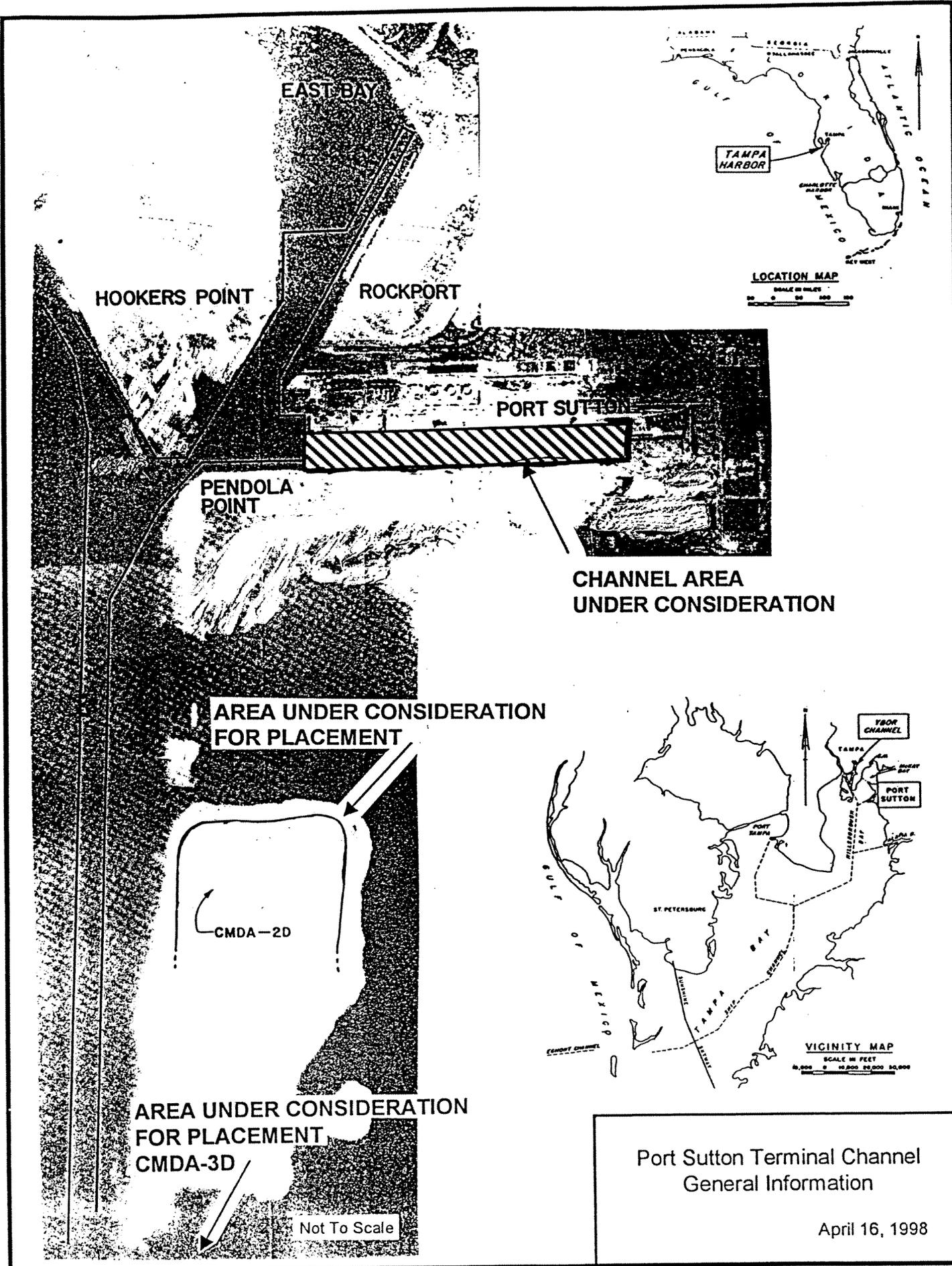
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AREA UNDER CONSIDERATION FOR PLACEMENT

AREA UNDER CONSIDERATION FOR PLACEMENT CMDA-2D

Ybor Turning Basin
General Information
April 16, 1998





TAMPA HARBOR

LOCATION MAP

SCALE IN MILES
0 50 100

PORT SUTTON

CHANNEL AREA UNDER CONSIDERATION

AREA UNDER CONSIDERATION FOR PLACEMENT

CMDA-2D

AREA UNDER CONSIDERATION FOR PLACEMENT
CMDA-3D

Not To Scale

TROPICAL CHANNEL

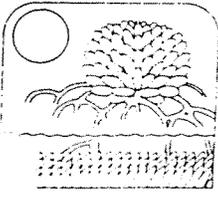
PORT SUTTON

VICINITY MAP

SCALE IN FEET
0 10,000 20,000 30,000

Port Sutton Terminal Channel
General Information

April 16, 1998



Lewis Environmental Services, Inc.

May 20, 1998

George M. Strain
Acting Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

Re: Limited Re-evaluation Report - Tampa Harbor - Public Notice of May 8, 1998

Dear Mr. Strain:

In response to your request for comments on the above referenced proposed report, I would offer the following.

I have participated in the review and commented on this project over the last 20 years and have worked in Tampa Bay on marine science related management issues for the last 32 years. The issues related to the Ybor Channel Turning Basin and the Port Sutton Terminal Channel dredging and dredged material disposal that should be addressed in the proposed report are:

1. Long-term capacity of the proposed disposal sites, particularly CMDA-2D and 3D, to contain the necessary maintenance dredged material to keep Tampa Harbor channels open, and the effect of adding material from these two projects on limiting future options for long term (i.e. 50 years) disposal.
2. Continued erosion of the existing dikes in 2D and 3D as a result of a failure to implement erosion control strategies agreed upon during the original Tampa Harbor Deepening EIS review.
3. Production of ammonia from dredging anoxic sediments and subsequent addition to the water column of nitrogen that might violate the agreed upon nitrogen management plan of the Tampa Bay Estuary Program.

I look forward to reviewing any draft document from this project that would shed additional light on the above referenced issues.

Sincerely yours,

Roy R. "Robin" Lewis III, Professional Wetland Scientist
President

cc: Dick Eckenrod



BOARD OF COUNTY COMMISSIONERS
PINELLAS COUNTY, FLORIDA

DEPARTMENT OF PUBLIC WORKS

440 COURT STREET
CLEARWATER, FLORIDA 33756
PHONE: (813) 464-3251

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May 12, 1998

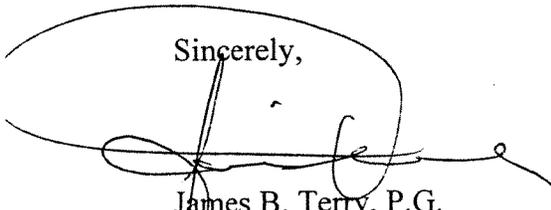
Mr. George M. Strain, Acting Chief
Planning Division
U.S. Army Corps of Engineers
Jacksonville District
Post Office Box 4970
Jacksonville, FL 32232-0019

Dear Mr. Strain:

We are in receipt of a notice from the U.S. Army Corps of Engineers concerning the EIS for the Fort Sutton Channel. We wish to take the opportunity to urge that any material removed from this project be placed on Tampa Bay Beaches, if in fact the material is of beach quality.

If I can provide any assistance or additional information concerning this request, please feel free to contact me at (813) 464-3665.

Sincerely,



James B. Terry, P.G.
Chief, Coastal/Information Systems

JBT/jg

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Michael M. English
Chairman

May 20, 1998

Laura Swain
Vice-Chairman

John Meyer

Mary C. Alvarez
Member-at-Large

Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

Edward D. Dees
Ronald A. Govin

J. E. (Dooley) Houghtaling
Christine Malzone
Demetria L. Merritt
Jan T. Smith
Jacqueline R. Wilson

RE: Tampa Harbor - Ybor Channel Turning Basin and Port Sutton
Terminal Channel

Robert B. Hunter, AICP
Executive Director

Dear Mr. Strain:

Thank you for the opportunity to comment on the proposed Ybor Channel Turning Basin and Port Sutton Terminal Channel projects.

In regard to both projects, the Planning Commission has previously supported dredging for the maintenance of existing channels, provided: appropriate measures are taken to maintain State water quality standards, the dredge material is disposed of in a manner that minimizes adverse environmental and social impacts, and the project is consistent with appropriate port master plans and municipal comprehensive plans.

New dredging projects, in addition to the above mentioned issues, should firstly demonstrate a substantial need for the project. The information provided briefly describes the projects, but does not document a demonstrated need for these projects. Secondly, the project should demonstrate substantial benefits in excess of all costs and include appropriate measures to minimize and mitigate potential adverse environmental impacts.

In regard to the Ybor Channel Turning Basin project, there is the potential for inconsistency with local shoreline enhancement and restoration efforts. The East and Northeast shoreline of Seddon Island (bordering the project area) is a vegetated natural shoreline. This is the location of previous shoreline enhancement. Among the challenges facing this shoreline is excessive erosion. The existence of a littoral shelf extending from the Northeast coast of Seddon Island has the effect of somewhat dissipating wave action against the shore and reducing shoreline erosion.

It is unclear from the information provided to what extent the shelf would be impacted by the project. Nevertheless, the project has the potential to cause, accelerate or exacerbate shoreline erosion by increasing wave action

601 E. Kennedy, 18th Floor
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6255
Internet E-Mail:
planning@ccfdnet.com



and/or the sloughing of the new basin sides. In addition, creation of a sump in the center of the basin should be carefully evaluated for potential water quality impacts due to reduced flushing. These concerns should be appropriately addressed including any necessary mitigation plans for the protection of the natural coastline against these erosion or water quality concerns.

In addition, a survey of the littoral shelf should be performed to determine the existence of sea grass habitat. It is the policy of the City of Tampa to recommend against projects which do not afford sea grass habitat appropriate protection.

In regard to the Port Sutton Terminal Channel, this project should be carefully evaluated in regard to maintaining State water quality standards. A lengthening of the channel may create open water areas without adequate flushing. These areas of stagnant water could adversely affect water quality. The potential for these effects should be carefully evaluated and appropriate mitigation measures should be implemented, if necessary.

Thank you again for the opportunity to comment on this project.

Sincerely,

A handwritten signature in cursive script that reads "Shawn C. College".

Shawn C. College, AICP
Senior Planner

cc: Al Eisenmenger, Executive Planner
Danny Alberdi, Environmental Protection Commission
George M. Strain, U.S. Army Corps of Engineers



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 3, 1998

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated May 8, 1998, regarding issues to be addressed in a Limited Re-Evaluation Report for the proposed completion of the Ybor Channel Turning Basin and Port Sutton Terminal Channel in Hillsborough County, Florida. The project involves expanding the Ybor Channel Turning Basin and extending Federal interest into the existing Port Sutton Terminal Channel.

As the Port Sutton Channel is currently maintained at 34-feet deep, habitat value is likely to be low within this portion of the study area. Of the activities proposed, the NMFS is primarily concerned with the proposed expansion of the Ybor Channel Turning Basin. Mangrove wetlands and oyster communities exist along the shoreline of Harbour Island and could be adversely impacted by the expansion of the turning basin. These resources are recognized by the NMFS as public trust resources that provide habitat and water quality functions that are essential to maintaining a viable recreational and commercial fishery in Tampa Bay. It is our understanding that a Scope of Work is being developed for a Fish and Wildlife Coordination Act Report (FWCAR) to be prepared by the U.S. Fish and Wildlife Service for this project. We recommend that the FWCAR address the probable impacts, if any, to the above identified habitats as well as identify potential mitigative options to compensate for those impacts. Additionally, prior to determining a suitable disposal site for the dredged material, or beneficial-use options, the sediments in the study area should be sampled for contamination as various industrial activities occur within this portion of the Port of Tampa.

We appreciate the opportunity to provide you with our comments at this stage of the planning process. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale, of our Panama City office staff, located in St. Petersburg, Florida. He may be contacted at 813/570-5317 or at the letterhead address above.

Sincerely,


for

Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division





Tampa Bay Pilots

5103 Westshore Blvd. • Tampa, FL 33611

Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots
5103 S. Westshore Blvd.
Tampa, Fla. 33715

June 17, 1998

U.S. Army Corp of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Fla. 32232-0019

Mr. George M. Strain,

This letter is in response to your request for comments regarding the Ybor Turning Basin and Port Sutton projects in Tampa Bay. I have met with the members of our Pilot Association as well as members of the Port Authority and Army Corp of Engineers regarding these topics in the past year. I'd like to share the results of these discussions with you for your planning purposes.

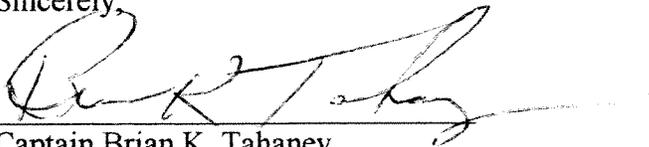
As the Port of Tampa continues to grow, so do the vessels that call at the Port. The Garrison Seaport Complex was completed in 1997 and will be expanded in 1998-99 to include movie theaters and restaurants adjacent to the Ice Palace and Aquarium. It is the intent of the Port to attract some of the larger Cruise vessels to call at this complex. This upcoming January, the Carnival cruise ship Sensation will commence weekly trips from the Port of Tampa and will berth at the Garrison Complex berth 272. This vessel is 855 feet in length and just over 100 feet in beam. Without the dredging of Ybor Turning basin an additional 200 feet the pilots will have to insist that berths 251 and 252 on the east side of the basin are vacated in order to provide a sufficient safety margin for turning these vessels in the basin. The dredging of the turning basin and upper end of Sparkman Channel 200 feet to the southwest will allow the pilots to safely turn these larger vessels and accommodate their pressing schedule needs. It is the feeling of the pilots that this will also alleviate some of the hydraulic effects of inbound loaded tankers that are using Ybor turning basin to turn around or which are bound for the Hess or Marathon terminals in Ybor Channel. This project will allow all berths in the basin to be occupied and one of the large cruise vessels or loaded tankers to be turned in the basin. If the upper end of Sparkman that connects to Ybor Turning Basin is dredged 200 feet as per the enclosed diagram, this could ease present one way traffic restrictions for certain smaller and mid size vessels thereby reducing traffic congestion and enhancing safety.

As far as the Port Sutton project is concerned, I would suggest that the terminals that occupy the Port Sutton area be consulted to discuss the feasibility of the project. I have always felt that a channel of a greater width than 200 feet would provide a higher margin

of safety. At the present time we are backing Anhydrous Ammonia tankers in excess of 700 feet in length and panamax beam (106 feet) down this canal passing vessels at berths in the canal which are 106 feet wide. I suggest that you contact the IMC Terminal in Port Sutton as well as Farmland Hydro to address the problem of bulkhead piling erosion or to make sure they are willing to drive deeper pilings to support this deeper channel. The east end of this channel is particularly narrow and hazardous. The west section of the channel is obviously presently wider than 200 feet for 34 feet of draft or the maneuver described above would be impossible. Dredging to 43 feet would eliminate the need for larger vessels to shift to East Bay or Berth 31 to top off at 39 feet draft which would reduce the shipowners costs and thereby make the Port of Tampa a more attractive alternative to many shipowners.

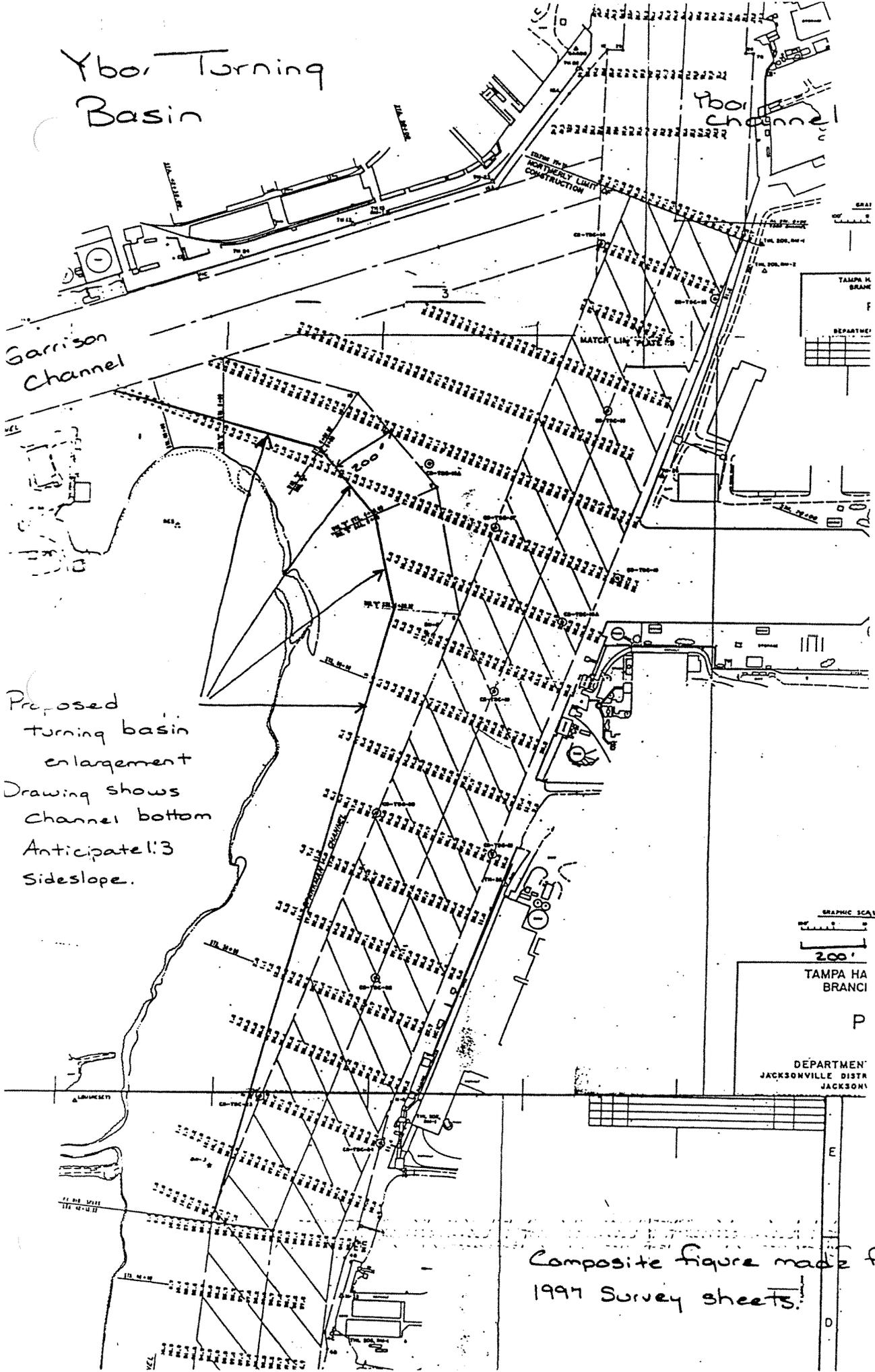
I have discussed this topic at length with Tim Murphy of your office and Steve Fidler of the Tampa Port Authority. I'll enclose some of the notes from our meetings with this letter. If I or any other member of the Tampa Bay Pilots can be of any further assistance please feel free to contact us at 813-805-0270. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian K. Tahaney", written over a horizontal line.

Captain Brian K. Tahaney
Chairman/Tampa Bay Pilots

Ybor Turning Basin



Proposed turning basin enlargement
Drawing shows channel bottom
Anticipate 1:3 Sideslope.

Composite figure made from 1997 Survey sheets

GRAPHIC SCALE
200'
TAMPA HA BRANCH
P

DEPARTMENT JACKSONVILLE DISTRICT JACKSONVILLE

MEMORANDUM FOR Record

FROM Tracy Leeser

DATE 24 April 1998

SUBJECT Site Visit To Ybor Turning Basin

On Thursday, 23 April 1998, Tim Murphy, DP-I and I visited the Ybor Turning Basin as well as Port Sutton Terminal Channel.

From approximately 1030-1200 Tim gave me a tour of Port Sutton Terminal Channel. We went out onto Berth 31 to view the surrounding channels and to lock down the channel to its terminus. Then we went to Berth 21, Freeport Sulphur Co., to view the eastern end of the channel. We discussed the types of industries that use the channel, bulk phosphate, sulphur, anhydrous ammonia, and fuel oil. We talked about problems with the channel, the structures extending beyond the banks and the bend in the channel at its terminus. We examined difficulties in widening the channel, e.g. what space is there for widening? We talked about possible benefits of a deeper, wider, longer channel, for example, not having to light load in Port Sutton Channel and then finish loading at the terminals to the north (CSX railroad terminal).

At approximately 1430 we met with Steve Fidler of the Tampa Port Authority and with the master pilot at the Port Authority Cruise Terminal No. 2. We looked at the Ybor Turning Basin from the roof of the terminal. We talked about possible dimensions of an enlarged turning basin and the dimensions of the authorized project (move the southwest edge of the basin 200 feet). Moving the edge the full 200 feet and extending the basin to the bend in Sparkman Channel are desirable.

According to the master pilot, currents in the basin are negligible, one-half knot maximum, and are only a concern when the Hillsboro River flood gates are open. The gates are not opened very often, maybe once a year.

Also according to the pilot, when the winds are between 20 and 40 knots tugs may be used to assist vessels. When the winds are above 40 knots the vessels do not operate. ? PILOT DISCRETION

Sparkman Channel presently has one-way vessel traffic.

Currently, Berth 251 is used to load citrus pellets into a Panamax-size vessel from November to April. It takes about 5 to

IF FULL LOAD 7 NO.
SHIFT

7 days to load a vessel. As soon as one vessel leaves another comes in.

Currently, the tankers (what size are they?????) that use the Ybor Turning Basin require one berth to be empty when they exit. About 1.5 tankers exit per week. The wintertime is particularly busy for tanker traffic to the Hess Terminal.

680 +

NOT A RULE

Until December 13 the Celebration uses berths 272/273 every Sunday. After December 13 the Sensation will use berths 272/273 every Sunday all year. Beginning May 4 the Tropicale will use berths 272/273 every Monday/Saturday/Thursday (2 week rotation) all year. From October 17 to December 19 the Nordam will use berths 272/273 every Saturday. After December 19 it will be out for 2 years. Then in 2000 the Ryndam will use the berths in lieu of the Nordam.

NOORDAM

Statistics for these vessels are as follows (LOA, EB, Draft):
Celebration 733,93,25; Sensation 860,103,26; Tropicale 672,87,23;
Noordam 704,89,24; Ryndam 719,101,25.

Currently there is a length restriction for Ybor Turning Basin of 850 feet LOA with both Berths 272/273 empty. (Is there currently a length restriction for Berths 250 or 251?????) NO

Currently the Celebration must dock port side to due to the location of its unloading facilities. When it is inbound Berth 251 must be empty and Berth 271 may only have a vessel restricted in length to 200 feet. When it is outbound the same length restriction applies for Berth 271 and Berth 251 may have a vessel in it but with a length restriction of 600 feet. If winds are high tugs must be added and Berth 251 must be empty.

TAKE OUT NO

YES

If there is a vessel in Berth 251 when the Celebration is inbound or outbound during high winds the vessel in Berth 251 can be moved to Terminal No. 6 in Ybor Channel or to Berth 220 in Cut D. If the vessel is moved to Terminal No.6, it takes 3.5 hours to stop loading/unloading operations and move to Ybor Channel (a draft survey is required), 12 hours for the Celebration to come into Berths 272/273 and unload/load and leave the berths, and 3.5 hours for the vessel at Terminal No. 6 to move back to Berth 251. (How often are the winds high?????) FREQU'LY THIS WINTER

NO

If the vessel is moved to Berth 220, it takes 4 hours to shut down and get to Cut D (a draft survey is included in this time), 2 hours for the Celebration to dock at Berths 272/273, 12 hours for the Celebration to unload/load, 1 hour for the Celebration to exit past Cut D, and 4 hours for the vessel in Berth 220 to get back to Berth 251.

Presently there is a length restriction for vessels in the South Slip to ensure safe passing of vessels in Ybor Channel/Ybor Turning Basin/Sparkman Channel.

With a larger turning basin at Ybor (200 feet to the southwest and extended to the bend in Sparkman Channel), the vessel length restrictions for Berth 252 and the empty restrictions for Berth 251 would be lifted. The South Slip length restriction could be lessened. The one-way traffic restriction could be lessened since a vessel leaving Ybor Channel could hold in the Ybor Turning Basin while the inbound vessel went by, then the vessel in the basin could depart with Berths 251 and 252 full. This could save 2-3 hours of vessel operating time 4-5 occurrences a month. There can be quite a bit of barge traffic to Marathon Petroleum, having a 48-hour turn-around time. When the tankers exit both Berths 251/252 could be full. *CAN BE FULL NOW*

After meeting with the Port and the Pilots Association, we flew back to Jacksonville, arriving approximately 1800.

Tracy Leeser
Study Manager



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019



REPLY TO
ATTENTION OF

May 8, 1998

Planning Division
Environmental Branch

ITEM 1

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking information about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel (see enclosed location map). In addition, the Corps is investigating if there is a federal interest in extending the Port Sutton Terminal Channel.

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STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. Pursuant to Cherie Trainor, Clearinghouse Coordinator, contacting your office, an additional seven days is required for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 17, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

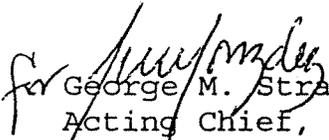
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Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,


George M. Strain
Acting Chief, Planning Division

Enclosure



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

June 19, 1998

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before July 10, 1998.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100

Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781

Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022



STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

July 17, 1998

JAMES F. MURLEY
Secretary

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Letter for the
Preparation of a Limited Re-evaluation Report for the
Construction of the Previously Authorized Tampa Harbor
- Ybor Channel Turning Basin and the Tampa Harbor -
Port Sutton Terminal Channel - Hillsborough County,
Florida
SAI: FL9805110198C

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) offers comments regarding various DEP requirements, including issues to be considered while addressing the potential for adverse impacts to manatees. The DEP's future determination regarding the consistency of the projects will be based upon whether the enclosed issues are adequately addressed. The projects will require state water quality certification via issuance of an Environmental Resource Permit. Sovereign submerged lands easement/consent of use will not be required. The disposal sites proposed have been approved by the DEP in previous wetland resource permits. For information regarding permitting and manatee issues, the applicant should contact the DEP's Bureau of Beaches and Coastal Systems and the Bureau of Protected Species Management, respectively. Please refer to the enclosed DEP comments.

The Department of State (DOS) notes that, provided that the turning basin widening project will be expanding in areas of previously disturbed bottom, the project will have no adverse

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P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

Mr. Bill Fonferek
July 17, 1998
Page Two

impact on historic properties. However, if areas of undisturbed bottoms will be dredged, the DOS recommends that, prior to initiating any bottom disturbing activities, the area should be subjected to a professional magnetometer survey investigation. If significant submerged cultural resources are located, the DOS recommends that those locations be buffered and avoided. If avoidance is not possible, then other appropriate diver investigations and evaluations are recommended to assess significant cultural resources. The survey report should then be provided to the DOS. In addition, the DOS requests that all core logs and geologists' interpretations of the cores be sent to the DOS for evaluation. Regarding the areas under consideration for dredged material placement (CMDA-2D and CMDA-3D), a review indicates that no significant archaeological or shipwreck sites are present; therefore, the proposed action will have no impact on historic properties. Please refer to the enclosed DOS comments.

Based on the information contained in the application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. Comments received from the Tampa Bay Regional Council and Hillsborough County are enclosed for your review.

Thank you for the opportunity to review the scoping notice. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Chris McCay
for Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: George Percy, Department of State
Jim Wood, Department of Environmental Protection
John Meyer, Tampa Bay Regional Council
Shawn College, Hillsborough County



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

DEC 29 1998

Planning Division
Environmental Branch

TO WHOM IT MAY CONCERN:

The Jacksonville District, U.S. Army Corps of Engineers (Corps), is seeking public comments about issues, concerns, resources, and opportunities associated with the preparation of a Limited Re-evaluation Report for the construction of the previously authorized Tampa Harbor - Ybor Channel Turning Basin (see enclosed location map).

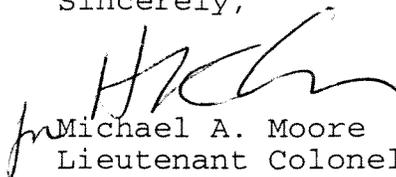
The Ybor Channel Turning Basin is located at the junction of Sparkman Channel, Garrison Channel, and Ybor Channel. The basin is maintained to a depth of 34 feet. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwest edge of the present basin. The purpose of the improvement is to ease difficulties in vessel maneuvering. In particular, we are looking at the possibility of using the dredged material to improve water quality and create fishing habitat in the Garrison Channel by raising the bottom elevation to about a 10-foot depth in the center of the channel. Other dredged material placement areas under consideration for use include Hooker's Point, CMDA-2D, and CMDA-3D.

Additional information will be presented at 9:00 a.m. on January 14, 1999, at the Agency on Bay Management Meeting to be held at the Tampa Bay Regional Planning Council Office, 9455 Koger Blvd., Suite 219, St. Petersburg, Florida, 33702. Please address your comments to:

U.S. Army Corps of Engineers
Chief, Planning Division
Post Office Box 4970
Jacksonville, Florida 32232-0019

If you have any questions regarding this notice, please contact Mr. Bill Fonferek at 904-232-2803.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Moore". The signature is written in a cursive style with a large initial "M".

Michael A. Moore
Lieutenant Colonel, U.S. Army
Acting Chief, Planning Division

Enclosure

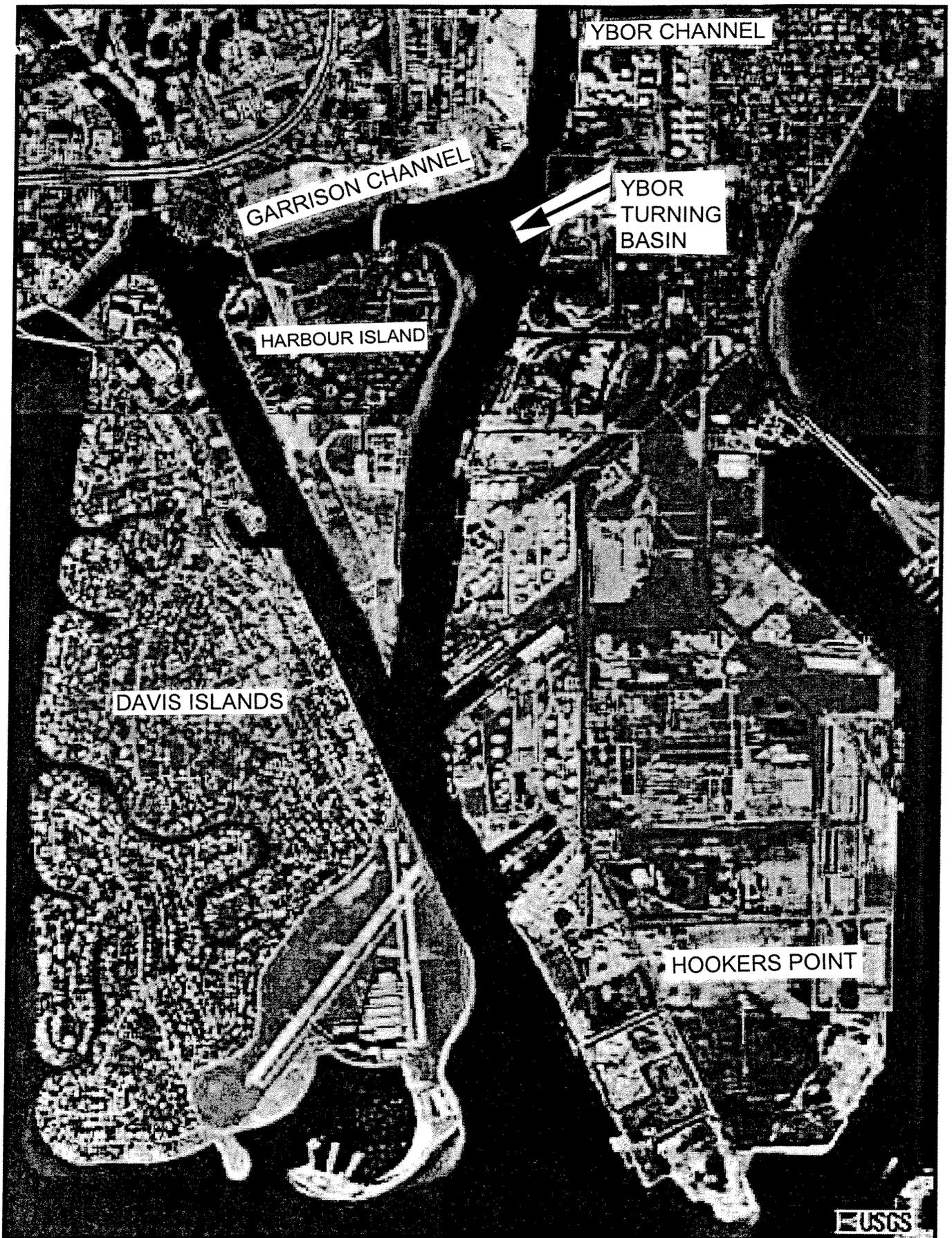


Figure To Accompany Scoping Letter
Ybor Turning Basin Study

FLORIDA STATE CLEARINGHOUSE
DEPARTMENT OF COMMUNITY AFFAIRS
2555 SHUMARD OAK BOULEVARD
TALLAHASSEE, FLORIDA 32399-2100



Department of the Army
Mr. Bill Fonferek
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, FL 32232-0019

32232-0019



Department of the Army - Scoping Letter for the Preparation
of a Limited Re-evaluation Report for the Construction of the
Previously Authorized Tampa Harbor - Ybor Channel Turning
Basin and the Tampa Harbor - Port Sutton Terminal Channel -
Hillsborough County, Florida.

SAI# FL9805110198C

The above-described project was received by the Clearinghouse on 5/11/98,
and has been forwarded to the appropriate reviewing agencies. The clearance letter and
agency comments will be forwarded to you no later than 6/25/98,
unless you are otherwise notified. Please refer to the above State Application Identifier
(SAI) number in all written correspondence with the Clearinghouse regarding this project.
If you have any questions, please contact the Clearinghouse at (904) 922-5438.



STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

March 12, 1999

Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Scoping Document for the
Preparation of a Limited Re-evaluation Report for the
Construction of a Previously Authorized Tampa Harbor -
Ybor Channel Turning Basin - Pinellas County, Florida
SAI: FL9812310800C

Dear Chief:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) notes that its June 24, 1998, concerns (attached) regarding the previous notice (SAI #98-0198C) are still pertinent. The DEP also offers comments pertaining to this specific proposal. Please refer to the enclosed DEP comments.

The Southwest Florida Water Management District (SWFWMD) notes that its concerns regarding spoil disposal have been adequately addressed in the January 27, 1999, letter (enclosed) from the National Oceanic and Atmospheric Administration to the U.S. Army Corps of Engineers. Please refer to the enclosed SWFWMD comments.

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Marathon, Florida 33050-2227

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205 East Main Street, Suite 104
Bartow, Florida 33830-4641

Chief, Planning Division
March 12, 1999
Page Two

Based on the information contained in the application and the enclosed comments provided by our reviewing agencies, the state has determined that, at this stage, the above-referenced project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews.

In addition, comments received from the Tampa Bay Regional Planning Council (TBRPC) noting that the above-referenced project was determined to be consistent with the TBRPC's Strategic Regional Policy Plan, and comments received from Hillsborough County regarding the proposed reuse of dredged material in Garrison Channel are enclosed for your review and consideration.

Thank you for the opportunity to review the scoping document. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,



Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection
Trisha Neasman, Southwest Florida Water Management District
Suzanne Cooper, Tampa Bay Regional Planning Council
Shawn College, Hillsborough County



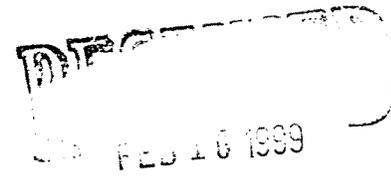
Department of Environmental Protection

Jeb Bush
Governor

February 12, 1999

David B. Struhs
Secretary

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100



State of Florida Clearinghouse

RE: CEO/Reissuance of Scoping Notice for the Dredging of Ybor Channel Turning Basin - Additional Information
SAI: FL9812310800C

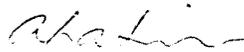
Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced scoping notice. This scoping notice is supplementary to a previously reviewed notice (SAI#98-0198C). This notice is regarding the additional proposal to place dredged material in the Garrison Channel to raise the bottom elevation to an approximate 10 foot depth in the center of the channel. The raised channel bottom will improve water quality and create fishing habitat. Our concerns about the previous notice are still pertinent outlined in Jim Wood's letter dated June 24, 1998 (see attached). However, we offer the following comments for this specific proposal:

1. This project proposes to improve water quality in Garrison Channel by decreasing the depth. It is important to first know what existing water quality is, particularly diurnal, near bottom dissolve oxygen levels in Garrison Channel and in surrounding channels. It is also important that some information be provided regarding flow (circulation) patterns in the area, as well as sedimentation patterns.
2. It will be necessary to review the physical/chemical characteristics of the spoil material in relation to the existing sediment in Garrison Channel.
3. The Corps needs to insure that water quality violation won't be a problem and that the dredged material, once deposited in the Garrison Channel, will be stabilized.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please feel free to call me at 487-2231.

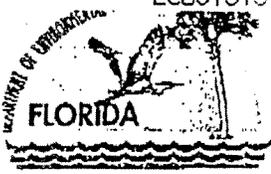
Sincerely,


Abdul Hatim
Environmental Specialist

/ah

cc: Dianne McCommons, Southwest District
Mary Duncan, Marine Resources, Protected Species Management
Lauren Milligan, Beaches and Coastal Systems

"Protect, Conserve and Manage Florida's Environment and Natural Resources"



Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

June 24, 1998

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: COE/Scoping Notice, Construction of Previously Authorized Tampa Harbor -
Ybor Channel Turning Basin - Port Sutton Terminal Channel
SAI: FL9805110198C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above-referenced scoping notice. We offer the following comments at this time:

- Information on the upland/in-water facilities proposed, such as warehouses and new berths, will be necessary to evaluate potential secondary and cumulative impacts.
- Sediment grain size analyses and elutriate tests of the dredged material are required by the Department to provide reasonable assurance that water quality violations will not result during dredging.
- Geologic investigations to determine the presence of limerock in the proposed expansion areas are required. The possible need for blasting to remove limerock should also be addressed.
- Estimates of the dredged material volume and whether the disposal sites have capacity are required. Beneficial use alternatives to disposal of the material should be identified.
- While specific manatee comments will be available during the permit coordination process, the following issues should be considered while addressing the potential for adverse impacts to manatees:

- potential loss of submerged aquatic vegetation (i.e., seagrass);

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FL9805110198C

June 24, 1998

Page 2

- protective measures during dredging (at a minimum, the standard manatee construction conditions, possibly manatee observers);
- protective measures during demolition, such as blasting (at a minimum, the standard blasting conditions);
- time-window for construction/blasting, if the project is located near an important manatee aggregation or foraging area -- for this project, it is anticipated that only Port Sutton dredging would require a construction window.

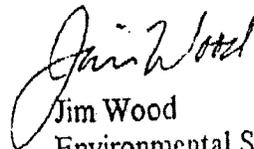
The Department's future determination of the consistency of these projects with the Florida Coastal Management Program will be based upon whether the above issues are adequately addressed.

Permitting

Construction of these projects will require state water quality certification via issuance of an Environmental Resource Permit by FDEP's Bureau of Beaches and Coastal Systems. Because the submerged lands in Hillsborough County are not state-owned (managed by the Tampa Port Authority), a sovereign submerged lands easement/consent of use would not be required. The disposal sites proposed have been approved by the Department in previous wetland resource permits.

The Department appreciates the opportunity to review this project. For information regarding specific permitting and manatee issues, please contact Lauren Milligan of the Bureau of Beaches and Coastal Systems (850-487-4471) and Mary Duncan of the Bureau of Protected Species Management (850-922-4330), respectively. If I may be of further assistance, please contact me at 850-487-2231.

Sincerely,



Jim Wood
Environmental Specialist
Office of Intergovernmental Programs

/jw
cc:

Mac Craig, Southwest District
Mary Duncan, Marine Resources, Protected Species Management
Lauren Milligan, Beaches and Coastal Systems
Fritz Wettstein, Marine Resources



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Southwest Florida Water Management District

2379 Broad Street • Brooksville, Florida 34609-6899 • 1-800-423-1476 (Florida Only)
or (352) 796-7211 • SUNCOM 628-4150 • T.D.D. Number Only (Florida Only): 1-800-231-6103
Internet address: <http://www.dep.state.fl.us/swfwmd>

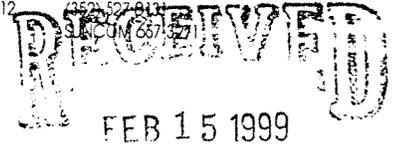
7601 Highway 301 North
Tampa, Florida 33637-6759
1-800-836-0797 or (813) 985-7481
SUNCOM 578-2070

170 Century Boulevard
Bartow, Florida 33830-7700
1-800-492-7862 or (941) 534-1448
SUNCOM 572-6200

115 Corporation Way
Venice, Florida 34292-3524
1-800-320-3503 or (941) 486-1212
SUNCOM 526-6900

3600 West Sovereign Path, Suite 226
Lecanto, Florida 34461-8070
(352) 527-8111
SUNCOM 657-1371

February 11, 1999



- James L. Allen**
Chairman, Bushnell
- James E. Martin**
Vice Chairman, St. Petersburg
- Sally Thompson**
Secretary, Tampa
- Ronald C. Johnson**
Treasurer, Lake Wales
- Ramon F. Campo**
Brandon
- Joe L. Davis, Jr.**
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- Pamela Jo Davis**
Largo
- Rebecca M. Eger**
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- Curtis L. Law**
Land O'Lakes
- Brenda Menendez**
Tampa
- E. D. "Sonny" Vergara**
Executive Director
- Gene A. Heath**
Assistant Executive Director
- Edward B. Helvenston**
General Counsel

Ms. Keri Akers
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

State of Florida Clearinghouse

Subject: Department of the Army- Scoping Document for the Preparation of a Limited Reevaluation Report for the Construction of a Previously Authorized Tampa Harbor- Ybor Channel Turning Basin- Florida
SAI#: **FL9812310800C**

Dear Ms. Akers:

Thanks for the opportunity to participate in the review of the referenced project. District staff have evaluated the project and concluded that our concerns regarding spoil disposal have been adequately addressed in the January 27, 1999 letter from the National Oceanic and Atmospheric Administration's (NOAA) to the U.S. Army Corps of Engineers (ACOE). A copy of this letter is attached for your information.

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

Trisha Neasman, AICP
Government Planning Coordinator

TN
Attachment

cc: Colonel Joe Miller, ACOE
David Dale, NOAA

Brandt Henningsen, SWFWMD

Excellence
Through
Quality
Service



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

January 27, 1999



Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
ATTN: Chief, Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated December 29, 1998, requesting comments to assist in the preparation of a Limited Re-evaluation Report for the construction of the Ybor Channel Turning Basin in Tampa Bay, Hillsborough County, Florida. Authorized in 1970, a 200-foot southwest expansion of the existing basin is proposed to improve navigational safety within this portion of the Port of Tampa.

The NMFS by letter dated June 3, 1998, advised you of mangrove and oyster reef habitats occurring in and near the project area. In that letter, we also recommended that sediments in the project footprint be assessed for toxic contamination to determine suitable disposal options, including beneficial use options, for the dredged material. We also provided comments to the U.S. Fish and Wildlife Service, on November 24, 1998, and concurred with their recommendations and findings as outlined in the draft Fish and Wildlife Coordination Act Report to be submitted to the Corps of Engineers (COE) for this project. In summary, these recommendations were to avoid impacts to natural resources where possible, salvage existing oyster beds, create additional oyster beds, determine the toxicity of the dredged material and seek appropriate beneficial use disposal sites.

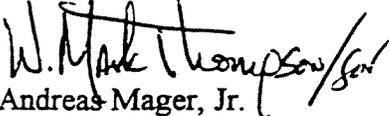
The COE is now exploring the feasibility of restoring bay bottom in the de-authorized Garrison Channel which is currently approximately 25-feet-deep. Information presented to the Tampa Bay Regional Planning Council's Agency on Bay Management indicates that this option would accommodate approximately half of the dredged material. Other options include previously authorized dredged material disposal sites (e.g. disposal islands 2-D & 3-D, Hookers Point, and the ocean disposal site) as well as other alternatives, identified as beneficial uses, including restoration in the Palm River and creation of intertidal habitat near the disposal islands or south of the seaplane basin on Davis Island. Several of the options identified would simply result in the conversion of existing habitats to intertidal marsh habitats under the auspices of providing a beneficial use of the dredged material. When converting existing natural habitats to different habitat types, the trade-offs to the affected resources must be fully and carefully considered. Restoration of previously altered habitats should be given highest priority when developing beneficial use alternatives.



With regard to the proposed Garrison Channel disposal option, the NMFS recommends that the affects of this action on the circulation patterns in the adjacent channels be investigated. Raising the bottom elevation of this channel may provide improvements to water quality and fishery habitat in this highly impacted segment of Tampa Bay. However, due to its proximity to the mouth of the Hillsborough River we are concerned that significant alterations to the Garrison Channel may reduce flushing of the Ybor Channel and Turning Basin and thereby exasperate poor water quality conditions in this segment of Tampa Bay. We are also concerned that toxic levels of contaminants may be associated with the surface layers of the sediments in the proposed expansion area due to the proximity of various industrial activities in this area of the Port over an extended period of time. However, we suspect that subsurface sediments will be relatively free of contaminants as these sediments have not been previously disrupted by anthropogenic activities. Therefore, these sediments could offer a generally rare opportunity to provide a large quantity of clean dredged material for a beneficial use project such as the restoration of the Palm River. Ocean disposal or placement of these sediments in disposal islands 2-D and 3-D should be considered only after viable beneficial use alternatives have been exhausted.

We appreciate the opportunity to provide you with our comments. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

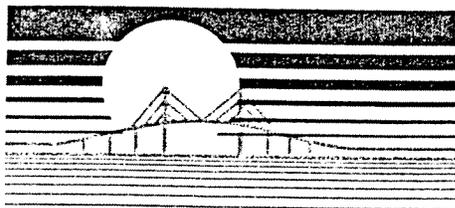
Sincerely,


Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:

EPA-Atlanta
FWS-Jacksonville
FWS-St. Petersburg
FDEP-Tallahassee
FGFWFC-Tallahassee
SWFWMD-Tampa (SWIM)
TBRPC-St. Petersburg
F/SER4
F/SER43-St Pete





Tampa Bay Regional Planning Council

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Executive Director
Manny L. Pumariega

February 8, 1999

Ms. Cherie Trainor
Florida State Clearinghouse
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RECEIVED
FEB 10 1999

State of Florida Clearinghouse

Subject: IC&R #020-99, Ybor Channel Turning Basin Report, FSC
#FL9812310800, City of Tampa

Dear Ms. Trainor:

The above-referenced project was considered during the Council's February 8, 1999 meeting and determined to be consistent with the Tampa Bay Regional Planning Council's *Strategic Regional Policy Plan*.

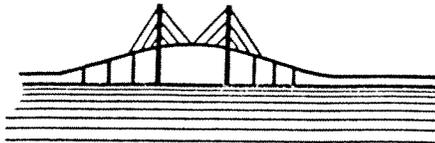
Please contact me if further information regarding this item is desired.

Sincerely,

John M. Meyer, Principal Planner
Intergovernmental Coordination & Review

JMM/bj

Enclosure



Tampa Bay Regional Planning Council

IC&R

Intergovernmental Coordination and Review

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 577-5151 Suncom 586-3217 FAX (727) 570-5118
<http://access.tampabayrpc.org>

TAMPA HARBOR - YBOR TURNING BASIN LIMITED RE-EVALUATION REPORT, FL9812310800, CITY OF TAMPA, IC&R #020-99.

The Florida State Clearinghouse has requested review and comment on a proposal by the U.S. Army Corps of Engineers (USACOE) to prepare a Limited Re-evaluation Report for the enlargement of the Ybor Turning Basin, as requested by the Tampa Port Authority. The project is located in Tampa harbor, at the intersection of Ybor, Garrison and Sparkman channels.

The U.S. Army Corps of Engineers is considering the construction of the previously-authorized Turning Basin. The Rivers and Harbors Act of 1970 authorized an additional width of 200 feet on the southwestern side of the existing basin. There is a need to ease the difficulties experienced in maneuvering large vessels in this area of the Port. An estimated 550,000 cubic yards of material would be removed. The USACOE is considering disposal of up to 200,000 cubic yards of the material in Garrison Channel.

Council Comments/Concerns

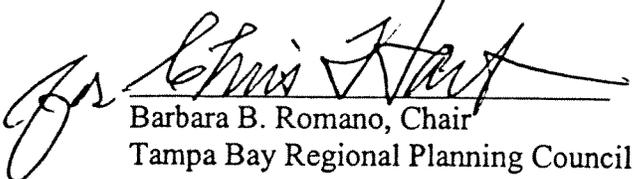
The project will impact "Natural Resources of Regional Significance" in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region (FRSRPP)*, because Tampa Bay is such a resource. The nature of the project makes it a potentially positive one for the system, however.

The material to be removed consists of 30% soft sands and silty sands; 37% soft to stiff clays with some sand and limestone; 30.1% stiff to hard silts with much limestone; and 3% limestone. Much of this material is suitable for in-water disposal. The remainder must be placed in a diked facility due to its physical properties. Scattered oyster beds in the area will be relocated to a suitable site.

Garrison Channel is 1,500 feet long and 300 feet wide. It was deauthorized as a navigation channel in 1981. Its authorized depth was 30 feet, and it is now 20-25 feet deep. Since deauthorization, bridges have been constructed at both ends. The bridge elevations are approximately 12.5 and 18.5 feet, precluding shipping traffic. The adjacent waterfronts are being redeveloped into hotel, recreational and commercial uses. The bottom sediments of the channel are anoxic, and the depths preclude use as significant natural habitat. The proposal to use the Ybor Turning Basin dredged material to raise the bottom elevation of Garrison Channel to -10 feet could result in better water quality and habitat in this portion of the bay. The depths would still be more than adequate for boats that could reach the area.

A number of issues have been identified by the Council's Agency on Bay Management, and are listed in the attached letter. The concerns identified by the Agency on Bay Management should be addressed in the Limited Re-evaluation Report.

Council adopted February 8, 1999


Barbara B. Romano, Chair
Tampa Bay Regional Planning Council

This potential project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. The pertinent Council policies are as follows:

- 4.5.1 Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.
- 4.6.6 Evaluate the potential to mitigate adverse impacts resulting from prior alteration of natural hydrologic and circulation patterns in surface and groundwater (e.g., finger canals, altered streams, saltwater intrusion, causeways).
- 4.7.2 Uncontaminated dredged material shall be considered a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat. Require revegetation plans for spoil areas utilizing appropriate native plant species.
- 4.7.4 Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.
- 4.7.7 Implement use of best available technology to reduce sediment resuspension and releases during dredging activities.
- 5.4.3 Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits, and environmental and social costs.

PLEASE NOTE: The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.



January 25, 1999

Agency on Bay Management

9455 Koger Blvd., Suite 219
St. Petersburg, FL 33702-2491
(727) 577-6151 FAX: (727) 577-2115
Suncom 566-3217

Barbara B. Romano, Chair
Tampa Bay Regional Planning Council
9455 Koger Blvd., Suite 219
St. Petersburg, FL 33702

An Alliance of Agencies,
Organizations and
Interest Groups for the
Management of Tampa Bay

Re: IC&R #020-99 - Tampa Harbor / Ybor Turning Basin Limited Re-
evaluation Report

- Tampa Bay Regional Planning Council
- Florida Senate
- Florida House of Representatives
- The Tampa Bay Estuary Program
- FL Department of Environmental Protection
- FL Manne Research Institute
- FL Department of Transportation
- FL Game and Fresh Water Fish Commission
- Southwest FL Water Management District
- Environmental Protection Commission of Hillsborough County
- IFAS / Florida SeaGrant
- National Audubon Society
- ManaSola 88
- League of Women Voters' Environmental Coalition
- Sierra Club
- Tampa BayWatch
- Center for Marine Conservation
- Coastal Conservation Association
- Egmont Alliance
- Tampa Bay Pilots
- Commercial Fishermen
- Recreational Interests
- Tampa Bay Partnership
- Contractors and Builders Assoc. of Pinellas County
- National Marine Fisheries Service
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- Dames & Moore
- Cargill Fertilizer, Inc.
- IMC-Agenco Fertilizer
- Florida Petroleum Council
- Florida Power Corporation
- Tampa Electric Company
- Florida Power & Light Company
- Port Manatee
- Port of St. Petersburg
- Tampa Port Authority
- Hillsborough County
- Manatee County
- Pasco County
- Pinellas County
- City of Clearwater
- City of St. Petersburg
- City of Tampa
- Eckerd College
- Hillsborough Community College
- USF Marine Science/Tampa Bay PORTS

At its meeting on January 14, 1999, the Agency on Bay Management received a presentation by US Army Corps of Engineers' representative Ms. Tracy Leeser on the project. Discussion concerned the need for the project, the type of material to be dredged, the condition of the proposed disposal site (Garrison Channel), other disposal alternatives, potential impact on waterfront and in-water use of the Garrison Channel, and water quality.

As a result, the Agency voted unanimously, with one abstention (Mr. Bill Fonferek), to send the following list of recommendations regarding the above-referenced project:

- The nature and quality of the material to be removed/disposed must be considered, to ensure no further water quality degradation.
- It should be demonstrated that disposal of the material in the Garrison channel, raising the bottom elevation to approx. -10 ft., would be a beneficial use; and that the material can be stabilized there.
- Alternatives to the proposed turning basin widening and to the proposed disposal method should be fully explored.
- The City of Tampa should be notified of the proposal. Extensive planning has been done to revitalize the waterfront and construct a River Walk along the north side of Garrison Channel.

Please consider these comments in the Council's review, and include this letter with the Council's report to the U.S. Army Corps of Engineers.

Sincerely,

Suzanne Cooper, AICP
Principal Planner

cc: Lt. Col. Michael A. Moore
Ms. Tracy Leeser
Mr. Bill Fonferek

Hillsborough County
City-County
Planning
Commission

THE PLANNING COMMISSION

Jan T. Smith
Chairman
January 19, 1999

Ronald A. Govin
Vice-Chairman
John Meyer
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

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Member-at-Large

Mary C. Alvarez
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Terri G. Cobb
Edward D. Dees

J. E. (Dooley) Houghtaling
Demetria L. Merritt
Jacqueline R. Wilson

Robert B. Hunter, AICP
Executive Director

RE: SAI#: FL9812310800C, Ybor Channel Turning Basin

Dear Mr. Meyer:

In regard to the proposed dredging of the Ybor Channel Turning Basin, the Planning Commission has already expressed concerns over the potential to disturb contaminated sediments and erosional impacts to the North-East coast of Harbour Island (Please refer to our letter dated May 20, 1998). Therefore, this letter will focus on the proposed reuse of dredged material in Garrison Channel.

Prior to this project commencing, the Planning Commission would like to suggest two actions occur. Firstly, an up-to-date assessment of water quality (including oxygen levels), benthic conditions and biological communities should be conducted to assess the necessity and probable advantages and disadvantages of such a project. Secondly, an assessment of the sediment should be conducted to determine any potential detrimental effects of exposing this material to the water column in Garrison Channel.

Thank you for the opportunity to participate in this review. We look forward to continued participation in this process.

Sincerely,



Shawn C. College, AICP
Senior Planner

cc: Roc King, Planning Commission

601 E. Kennedy, 18th Floor L:\environ\reviews\Garrison.doc
P.O. Box 1110
Tampa, Florida 33601-1110
813/272-5940
FAX 813/272-6258
FAX 813/272-6255
Internet E-Mail:
planner@plancom.org
Home Page:
<http://www.plancom.org>

A Consolidated City-County Agency serving the cities of Tampa, Plant City, Temple Terrace and the County of Hillsborough
An Affirmative Action-Equal Opportunity Employer



COUNTY: Pinellas

DATE: 01/06/1999

COMMENTS DUE-2 WKS: 01/21/1999

CLEARANCE DUE DATE: 02/15/1999

SAI#: FL981231080

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

- X Agriculture
- Community Affairs
- Environmental Protection
- Game and Fresh Water Fish Comm
- Marine Fisheries Commission
- OTTED
- State
- Transportation

Southwest Florida WMD

Environmental Policy/C & ED

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JAN 15 1999

State of Florida Clearinghouse

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: FORESTRY / RPT & SS
Reviewer: Bob McDonald
Date: 1-11-99

COUNTY: Pinellas / South

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL9812310800C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

- Agriculture
- Community Affairs
- Environmental Protection
- X Game and Fresh Water Fish Comm
- Marine Fisheries Commission
- OTTED
- State
- Transportation

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- Not Applicable

Federal Consistency

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- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: ENVIRONMENTAL SERVICES
BRIAN BARNETT

Reviewer: _____

Date: 1/14/99

Message:

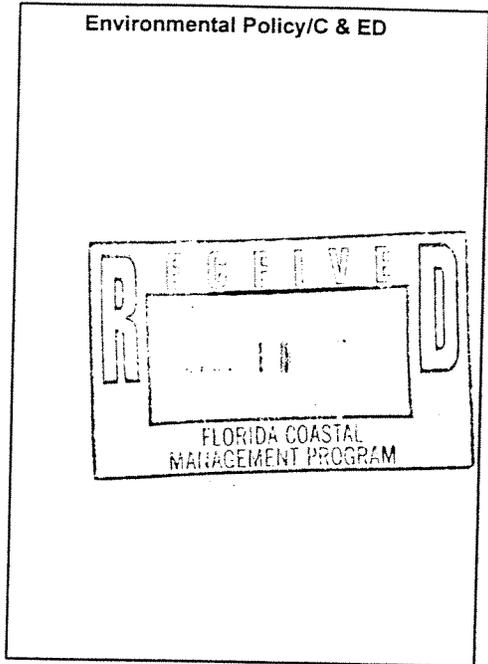
STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

- Agriculture
- Community Affairs
- Environmental Protection
- Game and Fresh Water Fish Comm
- X Marine Fisheries Commission
- OTTED
- State
- Transportation

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- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: _____

Reviewer: _____

Date: _____

COUNTY: Pinellas

DATE: 01/06/1999

COMMENTS DUE-2 WKS: 01/21/1999

CLEARANCE DUE DATE: 02/15/1999

SAI#: FL9812310800C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

- Agriculture
- Community Affairs
- Environmental Protection
- Game and Fresh Water Fish Comm
- Marine Fisheries Commission
- X OTTED
- State
- Transportation

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Environmental Policy/C & ED

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Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin Florida.

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- Not Applicable

Federal Consistency

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- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: OTTED

Reviewer: *MB Babuska*

Date: 1/11/99

COUNTY: Pinellas

1/12/99

DATE: 01/06/1999

COMMENTS DUE-2 WKS: 01/21/1999

CLEARANCE DUE DATE: 02/15/1999

SAI#: FL981231080

Message:

STATE AGENCIES

- Agriculture
- Community Affairs
- Environmental Protection
- Game and Fresh Water Fish Comm
- Marine Fisheries Commission
- OTTED
- X State
- Transportation

WATER MANAGEMENT DISTRICTS

Southwest Florida WMD

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Environmental Policy/C & ED

HILLSBOROUGH

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990209

SEE X: 983084

983479

FOR COMMENTS

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- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: DIVISION OF HISTORICAL RESOURCES

Reviewer: [Signature] James Q. Kemmerer

Date: 2/3/99 2-3-99



Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

M E M O R A N D U M

Date: January 21, 1999

To: State Clearinghouse

From: Robert G. Hebert, Jr.
Administrator-Ports/Intermodal
Florida Department of Transportation
SC 994-4546 FAX SC 292-4942

Copies: FDOT ICAR Coordinator w/att., FDOT District 7 PT Manager,
Florida Coastal Management Director (DCA), File

Subject: ICAR Federal Consistency Project Review Process
Ybor Turning Basin
SAI# FL9812310800C

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JAN 25 1999

State of Florida Clearinghouse

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/
Attachment

DATE: 01/06/1999
COMMENTS DUE-2 WKS: 01/21/1999
CLEARANCE DUE DATE: 02/15/1999
SAI#: FL981231080

Message:

STATE AGENCIES

Agriculture
Community Affairs
Environmental Protection
Game and Fresh Water Fish Comm
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State
Transportation

WATER MANAGEMENT DISTRICTS

Southwest Florida WMD

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OPB POLICY UNITS

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JAN 11 1999

OFFICE OF PLANNING
& BUDGETING
ENVIRONMENTAL POLICY UNIT

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Project Description:

Department of the Army - Scoping Document for the Preparation of a Limited Re-evaluation Report for the Construction of a Previously Authorized Tampa Harbor - Ybor Channel Turning Basin - Florida.

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
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(850) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

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- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: OPB/Env. Unit
Reviewer: Carla J. H.
Date: 2-3-99



FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

July 14, 1998

Mr. George M. Strain
Planning Division, Environmental Branch
Jacksonville District, Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

In Reply Refer To:
Scott B. Edwards
Historic Sites Specialist
Project File No. 983479

RE: Cultural Resource Assessment Request
Re-evaluation Report for the Construction of the previously Authorized Tampa Harbor -
Ybor Channel Turning Basin and the Tampa Harbor - Port Sutton Terminal Channel.
Hillsborough County, Florida

Dear Mr. Strain:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced projects for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The authority for this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

Mr. Jim Dunbar, Underwater Archaeologist, Division of Historical Resources, has reviewed the proposed activities. We concur with Mr. Dunbar's conclusion that as long as the turning basin widening project will be expanding in areas of previously disturbed bottoms then the project will have no effect on historic properties listed, or eligible for listing, in the *National Register of Historic Places*.

However, if areas of undisturbed bottoms are to be dredged then it is our recommendation that prior to initiating any bottom disturbing activities within the widening areas, they should be subjected to a professional magnetometer survey investigations. In the event that significant submerged cultural resources are located during the course of the magnetometer survey, it will be the recommendation of this office that those locations be buffered and avoided. If avoidance is not possible, then other appropriate diver investigations and evaluations would be recommended to assess significant cultural resources. The resultant survey report must be forwarded to this agency in order to complete the process of reviewing the impact of this project on cultural resources. In addition, we would request that all core logs and geologists interpretations of the cores be sent to this office so that prehistoric potential may also be evaluated.

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850) 488-1480
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH
(850) 488-3300 • FAX: 488-3307

HISTORIC PRESERVATION
(850) 488-3300 • FAX: 488-3307

HISTORICAL MUSEUMS
(850) 488-1480 • FAX: 488-3307



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

January 27, 1999

Colonel Joe R. Miller, District Engineer
Jacksonville District Corps of Engineers
ATTN: Chief, Planning Division
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Colonel Miller:

The National Marine Fisheries Service (NMFS) has reviewed your staff's letter, dated December 29, 1998, requesting comments to assist in the preparation of a Limited Re-evaluation Report for the construction of the Ybor Channel Turning Basin in Tampa Bay, Hillsborough County, Florida. Authorized in 1970, a 200-foot southwest expansion of the existing basin is proposed to improve navigational safety within this portion of the Port of Tampa.

The NMFS by letter dated June 3, 1998, advised you of mangrove and oyster reef habitats occurring in and near the project area. In that letter, we also recommended that sediments in the project footprint be assessed for toxic contamination to determine suitable disposal options, including beneficial use options, for the dredged material. We also provided comments to the U.S. Fish and Wildlife Service, on November 24, 1998, and concurred with their recommendations and findings as outlined in the draft Fish and Wildlife Coordination Act Report to be submitted to the Corps of Engineers (COE) for this project. In summary, these recommendations were to avoid impacts to natural resources where possible, salvage existing oyster beds, create additional oyster beds, determine the toxicity of the dredged material and seek appropriate beneficial use disposal sites.

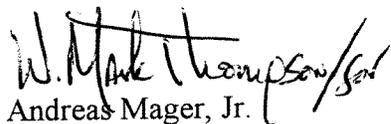
The COE is now exploring the feasibility of restoring bay bottom in the de-authorized Garrison Channel which is currently approximately 25-feet-deep. Information presented to the Tampa Bay Regional Planning Council's Agency on Bay Management indicates that this option would accommodate approximately half of the dredged material. Other options include previously authorized dredged material disposal sites (e.g. disposal islands 2-D & 3-D, Hookers Point, and the ocean disposal site) as well as other alternatives, identified as beneficial uses, including restoration in the Palm River and creation of intertidal habitat near the disposal islands or south of the seaplane basin on Davis Island. Several of the options identified would simply result in the conversion of existing habitats to intertidal marsh habitats under the auspices of providing a beneficial use of the dredged material. When converting existing natural habitats to different habitat types, the trade-offs to the affected resources must be fully and carefully considered. Restoration of previously altered habitats should be given highest priority when developing beneficial use alternatives.



With regard to the proposed Garrison Channel disposal option, the NMFS recommends that the affects of this action on the circulation patterns in the adjacent channels be investigated. Raising the bottom elevation of this channel may provide improvements to water quality and fishery habitat in this highly impacted segment of Tampa Bay. However, due to its proximity to the mouth of the Hillsborough River we are concerned that significant alterations to the Garrison Channel may reduce flushing of the Ybor Channel and Turning Basin and thereby exasperate poor water quality conditions in this segment of Tampa Bay. We are also concerned that toxic levels of contaminants may be associated with the surface layers of the sediments in the proposed expansion area due to the proximity of various industrial activities in this area of the Port over an extended period of time. However, we suspect that subsurface sediments will be relatively free of contaminants as these sediments have not been previously disrupted by anthropogenic activities. Therefore, these sediments could offer a generally rare opportunity to provide a large quantity of clean dredged material for a beneficial use project such as the restoration of the Palm River. Ocean disposal or placement of these sediments in disposal islands 2-D and 3-D should be considered only after viable beneficial use alternatives have been exhausted.

We appreciate the opportunity to provide you with our comments. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,



Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:

EPA-Atlanta

FWS-Jacksonville

FWS-St. Petersburg

FDEP-Tallahassee

FGFWFC-Tallahassee

SWFWMD-Tampa (SWIM)

TBRPC-St. Petersburg

F/SER4

F/SER43-St Pete

COMMISSION

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JIM NORMAN
JAN PLATT
THOMAS SCOTT
ED TURANCHIK

EXECUTIVE DIRECTOR

ROGER P. STEWART



ADMINISTRATIVE OFFICES, LEGAL &
WATER MANAGEMENT DIVISION
1900 - 9TH AVENUE
TAMPA, FLORIDA 33605
TELEPHONE (813) 272-5960
FAX (813) 272-5157

AIR MANAGEMENT DIVISION
TELEPHONE (813) 272-5530
WASTE MANAGEMENT DIVISION
TELEPHONE (813) 272-5788

WETLANDS MANAGEMENT DIVISION
TELEPHONE (813) 272-7104

January 25, 1999

Lt. Colonel Michael Moore
Acting Chief, Planning Division - Environmental Branch
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

Dear Lt. Colonel Moore:

SUBJECT: YBOR CHANNEL TURNING BASIN NAVIGATION STUDY

The scope of the letter, dated December 29, 1998, states that the purpose of the improvement to the Ybor Channel Turning Basin is to ease the difficulties of large vessels maneuvering within the basin. To achieve the desired results, the applicant is proposing a maintenance dredge of the basin to a depth of 34 feet and increasing the width of the basin by an additional 200 feet. The increase width will be by the excavation of submerged lands and uplands on the southwest side of the existing basin. The letter further states that in an effort to improve the water quality and create additional fishing habitat in Garrison Channel (a deauthorized channel since 1981) a portion of the dredged material would be used to raise the bottom elevation of the channel to about a 10 foot depth in the center of the channel.

Considering the proposal, the staff of the Environmental Protection Commission (EPC) of Hillsborough County would offer the following comments:

1. EPC staff has no objections to improving water quality and creation of fisheries habitat in Garrison Channel by raising the bottom elevation through utilizing a portion of the dredged material. The data collected by the staff of the EPC during its monthly water monitoring site, site #2 (located approximately a third of a mile west of Garrison Channel), indicates that dissolved oxygen readings for nine (9) months of the year (FY 1997) was below state water quality standards (see attached graph).

In order to increase the benthic habitat benefits of the project, only the larger particle/rubble dredged materials should be used in this restoration project.

2. In order to mitigate for the loss of a portion of the shelf area (intertidal area) caused by the proposed widening of Ybor Basin, the staff of the EPC may require the creation of a littoral shelf in Garrison Channel which slopes down to the proposed increase in bottom elevation (pursuant to Chapter 1-11, Wetlands, Rules of the EPCHC). This littoral shelf could then be used for the planting of vegetation or the placement of hard bottom material.

According to the rule, the wetland functions lost by the proposed development must be replaced on a one-for-one, like-kind for like-kind basis. This ensures that no-net-loss of wetlands will occur. However, it may be determined that the restored slopes in the proposed 'widening' area meets the mitigation requirements of Chapter 1-11.



Lt. Michael Moore
January 25, 1999
page two

3. Potentially, with large ships and tugs utilizing the turning basin, erosion due to prop wash and the wave action created through turning and berthing of these vessels may occur along the remainder of the southwest edge of the basin. To help alleviate this problem, EPC staff will recommend the placement of rip-rap along this edge. The placement of the rip-rap should be as follows:

a) From mean high tide to 6 feet below Mean Low Water - the rip-rap slope shall maintain a grade of 4:1.

b) Below 6 feet Mean Low Water) - the rip-rap placed shall maintain a slope of 2:1.

The rip-rap shall also meet the following criteria:

a) the use of clean concrete rubble or natural boulders one (1) foot to three (3) feet or larger in diameter shall constitute acceptable rip-rap materials; and,

b) no reinforcing rods or other similar protrusions in concrete rubble shall be exposed and the rip-rap material shall be free of attached sediments; and,

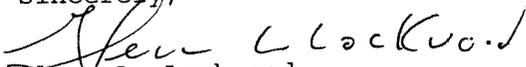
c) the rip-rap material shall remain unconsolidated; and,

e) to prevent any undermining of the rip-rap material, a filter fabric or similar underliner will be required.

4. As a location considered for the placement of the remaining dredged material, the staff of the EPC would encourage the continued exploration of portions of the Palm River in much the same manner as Garrison Channel for the same beneficial environmental reasons.

Should you have any questions or if I can be of additional assistance, please contact me by phone at (813) 272-5960 or by fax at (813) 272-5157.

Sincerely,



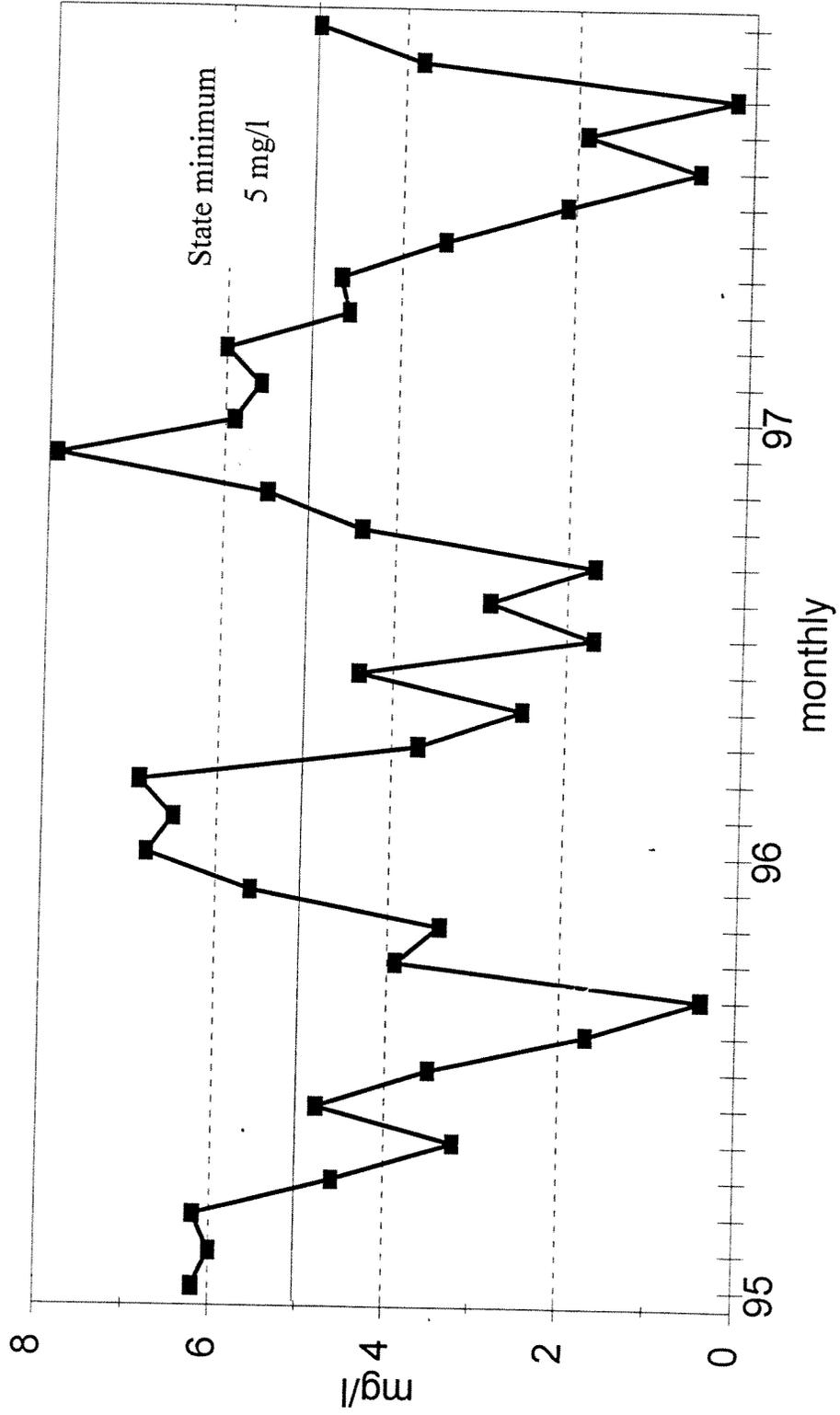
Glenn L. Lockwood
Environmental Scientist
Water Management Division
Environmental Protection Commission
of Hillsborough County

bu

cc: Tom Cardinale, EPC
Bob Upcavage, EPC

Dissolved Oxygen (Bottom)

Site #2 (Hillsborough River mouth)



FLORIDA STATE CLEARINGHOUSE
DEPARTMENT OF COMMUNITY AFFAIRS
2555 SHUMARD OAK BOULEVARD
TALLAHASSEE, FLORIDA 32309-2100

Department of the Army
Chief, Planning Division
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, FL 32232-0019



Department of the Army - Scoping Document for the
Preparation of a Limited Re-evaluation Report for the
Construction of a Previously Authorized Tampa Harbor -
Ybor Channel Turning Basin - Florida.

SAI# FL9812310800C

The above-described project was received by the Clearinghouse on 12/31/98
and has been forwarded to the appropriate reviewing agencies. The clearance letter and
agency comments will be forwarded to you no later than 2/15/99
unless you are otherwise notified. Please refer to the above State Application Identifier
(SAI) number in all written correspondence with the Clearinghouse regarding this project.
If you have any questions, please contact the Clearinghouse at (904) 922-5438.



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO
ATTENTION OF

Planning Division
Environmental Branch

NOV 26 1999

TO WHOM IT MAY CONCERN:

We are coordinating an Environmental Assessment for the Tampa Harbor - Ybor Turning Basin Expansion in accordance with the National Environmental Policy Act and to obtain concurrence from the State of Florida in our Coastal Zone Management Plan Consistency Determination. The work was previously approved but never constructed. We are re-evaluating the impacts of the project since the initial assessment was done in 1970. Based on the impacts of this proposal we have preliminarily determined that an Environmental Impact Statement is not required.

The document is contained on the attached compact disk (CD). If you have a computer, place the document in the CD drive. It is in pdf format but is self-extracting (loads automatically). If you do not have a computer, you can take it to your local library for assistance. The document can also be viewed at our Internet site at URL <http://www.saj.usace.army.mil/pd/env-doc.htm>.

We are circulating this document for a 30-day period from the date of this letter. If you have any questions or comments, please write to Mr Bill Fonferek at the above address and reference this project. He can also be reached at 904-232-2803.

Sincerely,

A handwritten signature in black ink, appearing to read "James C. Duck".

James C. Duck
Chief, Planning Division

Enclosure



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

January 25, 2000

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida
SAI: FL199911290924C

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of State (DOS) notes that a potentially significant anomaly was identified in the Ybor Channel remote sensing survey and that the Garrison Channel has not been surveyed. The nature and/or location of the proposed project activities is such that they may adversely impact historic properties listed, or eligible for listing, in the National Register of Historic Places. The DOS looks forward to future coordination with the U.S. Army Corps of Engineers regarding this action. Conditioned upon early and sufficient consultation with the DOS, the proposed project will be consistent with the historic preservation laws of Florida's Coastal Management Program. Please refer to the enclosed DOS comments.

The Department of Environmental Protection (DEP) indicates its agreement that the preferred alternative is the best

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

Mr. Bill Fonferek
January 25, 2000
Page Two

alternative considered and offers several comments regarding the draft environmental assessment. Please refer to the enclosed DEP comments.

Based on the information contained in the draft environmental assessment and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced project is consistent with the Florida Coastal Management Program.

In addition, comments and concerns received from the Tampa Bay Regional Planning Council are enclosed for your review and consideration.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,



Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection
Janet Snyder Matthews, Department of State
Kristi Thum, Tampa Bay Regional Planning Council



Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

January 10, 2000

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Blvd.
Tallahassee, FL 32399-2100

RE: CEO/Draft EA for the Tampa Harbor-Ybor Turning Basin Expansion, Hillsborough County
SAI#: FL9911290924C

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced Draft Environmental Assessment. This Draft EA is regarding the proposed dredging of the Ybor Turning Basin and placement of dredged material in the Garrison Channel and at Hooker's Point.

The purpose of placing the dredged material in Garrison Channel would be to reduce poor water quality conditions, cover undesirable sediments and create shallow-water habitat for aquatic life. The Department agrees that the preferred alternative, Construction and Garrison Channel Placement, is the best alternative considered. However, there is some question as to whether the hydrology in the Ybor Channel will be adversely affected. While it is generally agreed that tidal flushing in the Garrison Channel will likely be improved, tidal flushing in the Ybor Channel may be decreased. Tidal flushing in the Ybor Channel is reportedly currently poor. It would be beneficial for a hydrologic study to be conducted to show the alternative's effects on flushing in the Ybor Channel.

In Section 4.55 (Cumulative Effects - Environmental Consequences; Construction and Garrison Channel Placement Alternative), on page 22 it is stated:

If this action were considered in conjunction with other similar projects, there would be a substantial adverse.

This statement is incomplete. Any potential cumulative effects should be discussed in detail within the EA.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please feel free to call me at 487-2231.

Sincerely,

Abdul Hatim
Environmental Specialist
Office of Legislative and Governmental Affairs

/ah

cc: Dianne McCommons, Southwest District
Lauren Milligan, Beaches and Coastal Systems

"Protect, Conserve and Manage Florida's Environment and Natural Resources"

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

- Office of the Secretary
- Office of International Relations
- Division of Elections
- Division of Corporations
- Division of Cultural Affairs
- Division of Historical Resources
- Division of Library and Information Services
- Division of Licensing
- Division of Administrative Services



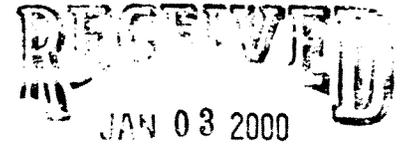
MEMBER OF THE FLORIDA CABINET

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- Trustees of the Internal Improvement Trust Fund
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- Florida Land and Water Adjudicatory Commission
- Siting Board
- Division of Bond Finance
- Department of Revenue
- Department of Law Enforcement
- Department of Highway Safety and Motor Vehicles
- Department of Veterans Affairs

FLORIDA DEPARTMENT OF STATE
Katherine Harris
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

December 21, 1999

Ms. Cherie Trainor
 State Clearinghouse
 Department of Community Affairs
 2555 Shumard Oak Boulevard
 Tallahassee, Florida 32399-2100



RE: DHR Project File No. 998838
 Cultural Resource Assessment Request
 SAI# FL9911290924C
 Environmental Assessment for the Tampa Harbor – Ybor Turning Basin Expansion
 Tampa, Hillsborough County, Florida

State of Florida Clearinghouse

Dear Ms. Trainor:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, *Florida Statutes*, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical or architectural value.

We have reviewed the referenced environmental assessment. We specifically reviewed section 3.8.3 dealing with Historic Properties. We note that that a potentially significant anomaly was identified in the Ybor Channel remote sensing survey and that the Garrison Channel has not been surveyed. The nature and/or location of the proposed project activities is such that they could have an adverse effect on historic properties listed, or eligible for listing, in the National Register. We look forward to future coordination between the U.S. Army Corps of Engineers and this office with regards to this action. Conditioned upon early and sufficient consultation with the State Historic Preservation Office the proposed Environmental Assessment for the Tampa Harbor – Ybor Turning Basin Expansion project will be consistent with the historic preservation laws of Florida's Coastal Management Program.

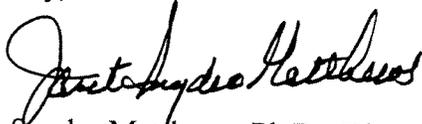
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • <http://www.flheritage.com>

- Director's Office
(850) 488-1480 • FAX: 488-3355
- Archaeological Research
(850) 487-2299 • FAX: 414-2207
- Historic Preservation
(850) 487-2333 • FAX: 922-0496
- Historical Museums
(850) 498-1484 • FAX: 921-2503
- Historic Pensacola Preservation Board
(850) 595-5985 • FAX: 595-5989
- Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476
- St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044
- Tampa Regional Office
(813) 272-3843 • FAX: 272-2340

Ms. Trainor
December 20, 1999
Page 2

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, at 850-487-2333 or 800-847-7278. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,



Janet Snyder Matthews, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer

JSM/Ese

xc: Jasmin Raffington, FCMP-DCA

COUNTY: Hillsborough

DATE: 11/29/1999

COMMENTS DUE-2 WKS: 12/14/1999

CLEARANCE DUE DATE: 01/13/2000

SAI#: FL9911290924

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs
Environmental Protection
Fish & Wildlife Conserv. Comm
State
X Transportation

Southwest Florida WMD

Environmental Policy/C & ED

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Jacksonville District
Corps of Engineers - Environmental Assessment
for the Tampa Harbor-Ybor Turning Basin
Expansion - Tampa, Hillsborough County,
Florida. Sent via CD. Also available on-line at:
<http://www.saj.usace.army.mil/pd/env-doc.htm>

To: Florida State Clearinghouse

Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

- No Comment
- Comments Attached
- Not Applicable

Federal Consistency

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: FDOT RAIL OFFICE

Reviewer: [Signature], ADMINISTRATIVE - PORTS/INTELLIGENCE

Date: 12/9/99



Florida Department of Transportation

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

JEB BUSH
GOVERNOR
M E M O R A N D U M

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DEC 17 1999

State of Florida Clearinghouse

Date: December 9, 1999
To: State Clearinghouse
From: Robert G. Hebert, Jr.
Administrator-Ports/Intermodal
Florida Department of Transportation
SC 994-4546 FAX SC 292-4942

Copies: FDOT ICAR Coordinator w/att., Public Transportation
Manager-District 7, Florida Coastal Management Director
(DCA), File

Subject: ICAR Federal Consistency Project Review Process
Tampa Turning Basin
SAI# FL9911290924C

In accordance with departmental procedure 525-010-205, and State Clearinghouse requirements for review and comment on potential federal projects that may affect state programs and objectives, please be advised that the above-referenced proposed study or project:

Does influence and impose a potential impact on existing state programs or objectives under Rail Office jurisdiction to the extent noted in the following comments:

Does not influence or impose a potential impact on existing state programs or objectives under Rail Office jurisdiction at this time, and no comments or recommendations are required.

Should further information or explanation be required, please feel free to contact the Rail Office at (850) 414-4500.

RGH/
Attachment



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Southwest Florida Water Management District

2379 Broad St, Brooksville, Florida 34609-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
World Wide Web: <http://www.swfwmd.state.fl.us>

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(941) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Venice Service Office
115 Corporation Way
Venice, Florida 34292-3524
(941) 486-1212 or
1-800-320-3503 (FL only)
SUNCOM 526-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

December 28, 1999

Ms. Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

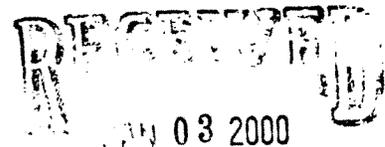
Subject: **Dept. of the Army- Environmental Assessment for the Tampa Harbor- Ybor Turning Basin Expansion- Tampa, Hillsborough County; SAI#: FL9911290924C**

Dear Ms. Trainor:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.



State of Florida Clearinghouse

Ronald C. Johnson
Chair, Lake Wales

Brenda Menendez
Vice Chair, Tampa

Sally Thompson
Secretary, Tampa

Ronnie E. Duncan
Treasurer, Safety Harbor

Monroe "Al" Coogler
Lecanto

Joe L. Davis, Jr.
Wauchula

Rebecca M. Eger
Sarasota

John P. Harlee, IV
Bradenton

Watson L. Haynes, II
St. Petersburg

John K. Renke, III
New Port Richey

Pamela Stinnette-Taylor
Tampa

E. D. "Sonny" Vergara
Executive Director

Gene A. Heath
Assistant Executive Director

Edward B. Helvenston
General Counsel

Ms. Cherie Trainor
December 28, 1999
Page 2

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

A handwritten signature in cursive script that reads "Trisha Neasman". The signature is written in black ink and is positioned above the typed name.

Trisha Neasman, AICP
Government Planning Coordinator

DATE: 11/29/1999

COMMENTS DUE-2 WKS: 12/14/1999

CLEARANCE DUE DATE: 01/13/2000

SAI#: FL9911290924C

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs
Environmental Protection
Fish & Wildlife Conserv. Comm
State
Transportation

Southwest Florida WMD

NO COMMENT
12-16-99
State of Florida Clearinghouse

X Environmental Policy/C & ED

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OFFICE OF PLANNING
MANAGING
ENVIRONMENTAL POLICY

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - Jacksonville District
Corps of Engineers - Environmental Assessment
for the Tampa Harbor-Ybor Turning Basin
Expansion - Tampa, Hillsborough County,
Florida. Sent via CD. Also available on-line at:
<http://www.saj.usace.army.mil/pd/env-doc.htm>

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

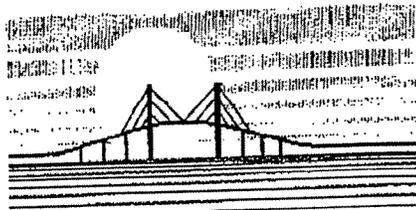
Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

The CD is a good feature

From: OPB Environmental Policy Unit
Division/Bureau: OPB Environmental Policy Unit
Reviewer: Carla Johnson
Date: 12-16-99



Tampa Bay Regional Planning Council

IC&R

Intergovernmental Coordination and Review

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702

Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118

<http://access.tampabayrpc.org>

DRAFT

DEPARTMENT OF THE ARMY, JACKSONVILLE DISTRICT U.S. ARMY CORPS OF ENGINEERS, DRAFT ENVIRONMENTAL ASSESSMENT FOR THE TAMPA HARBOR-YBOR TURNING BASIN EXPANSION, SAI #FL9911290924C, CITY OF TAMPA, IC&R #365-99.

The Florida State Clearinghouse has requested review and comment on the Draft Environmental Assessment for the proposed Tampa Harbor-Ybor Turning Basin Expansion project. The project is located at the junction of Ybor, Garrison and Sparkman channels southeast of downtown Tampa. It was first authorized in 1970, but was never constructed. The Environmental Assessment provides a study of construction alternatives, dredged material disposal alternatives, potential environmental impacts, and alternative mitigation measures.

The project entails enlarging the turning basin by moving the southwest edge 200 feet to the west, moving the northernmost point south of Garrison Channel 100 feet to the west, and dredging the enlarged area to -34 feet MSL. About 1,021 square feet of oyster beds would be removed, and an estimated 550,000 cubic yards of sediments and clean sands would be dredged.

The oyster beds would be moved to a nearby location of existing beds. Dredged material disposal sites will depend on water quality certification. The preferred scenario is placement of an estimated 165,000 cubic yards of dredged material in Garrison Channel, to reduce its overall depth from about -25 feet MSL to no less than -10 feet MSL. This is being considered a beneficial use of the material, since it would alleviate an unnaturally deep situation and allow better mixing of the water column and better light penetration. The preferred site for disposal of the remaining dredged material is the open water site on the southern tip of Hookers Point. Under an existing permit, the area is being filled to create an upland wharf site. If required, to meet state water quality requirements, material can be placed in the Tampa Port Authority's (TPA) 2-D spoil island.

Four other disposal options: TPA's 3-D spoil site; wetland creation adjacent to 2-D; Palm River restoration; and the open-water disposal area adjacent to Davis Island, were considered and discarded.

The Draft Environmental Assessment summarizes the potential effects of using the three selected disposal sites as follows:

Resources	Placement In 2-D	Placement at Hookers Point	Placement in Garrison Channel
Water Quality	None	None	minor short-term increase in turbidity; improved in channel for aquatic life.
Benthos	None	None	increased diversity from improved water quality & shallow water habitat
Fisheries	None	None	increased shallow-water fish habitat in nearshore areas
Migratory Birds	short-term disruption of nesting; mitigated by implementing protection conditions & monitoring	None	None
Historic Properties	None	None	unknown effects
Recreation	None	None	short-term disruption to fishing

Council Comments/Concerns

The project will impact "Natural Resources of Regional Significance", as identified in *The Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (FRSRPP) because Tampa Bay is such a resource. The Garrison Channel disposal alternative has potentially positive effects for the environment. However, several questions raised by various environmental agencies during the review of the Re-evaluation Report have not been addressed through the presentation of substantiating data. High seasonal flows from the Hillsborough River contribute to the flushing of Garrison Channel and affect water quality in Ybor and Sparkman Channels. The following issues should be addressed through the presentation of data or modeling efforts:

1. The effect of shallowing Garrison Channel on tidal action and circulation, and on water quality in Ybor and Sparkman Channels.
2. The effect of shallowing Garrison Channel on Seddon Channel and other areas at the mouth of the Hillsborough River.
3. The stability of the material once placed in the Garrison Channel.

The Council's Agency on Bay Management received a presentation on this project at its Natural Resources/Environmental Impact Review Committee meeting on December 9, 1999. The Agency did not send any positive or negative comments to Council for its consideration.

Further, it is recommended that any additional comments addressing local concerns be considered prior to final action.

Committee adopted January 24, 2000



Fred Reeves, Chairman
Clearinghouse Review Committee

This project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Upon satisfactory resolution of the questions stated above, this proposal will be consistent with Council policies:

4.5.1: Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

4.6.6: Evaluate the potential to mitigate adverse impacts resulting from prior alteration of natural hydrologic and circulation patterns in surface and groundwater (e.g., finger canals, altered streams, saltwater intrusion, causeways).

4.7.2: Uncontaminated dredged material shall be considered a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat. Require revegetation plans for spoil areas utilizing appropriate native plant species.

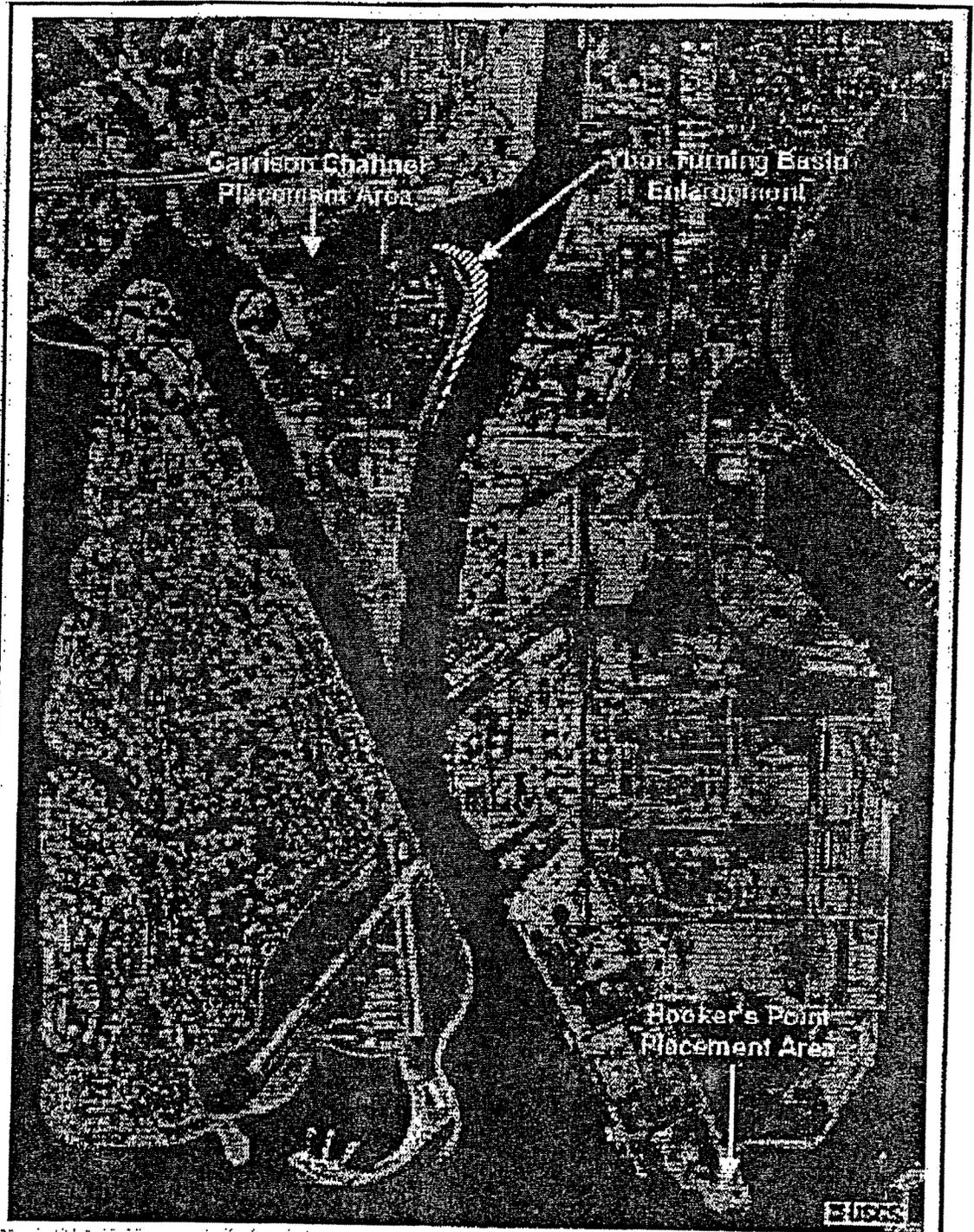
4.7.4: Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.

4.7.6: Regionally-significant natural resources shall be protected from adverse effects of dredge and fill activities.

4.7.7: Implement use of best available technology to reduce sediment resuspension and releases during dredging activities.

5.4.3: Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits, and environmental and social costs.

PLEASE NOTE: The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.



Selected Pier: Enlarge basin by moving south west edge 200 feet, except northernmost point which moves 100 feet. Incorporate wedge to turn in Spaulding Channel. Project depth is 34 feet. Placement of dredged material at Hooker's Point and Garrison Channel.

Not To Scale

Figure 4. Selected Plan
Ybor Turning Basin
 Department of the Army
 Jacksonville District, Corps of Engineers
 Jacksonville, Florida

FLORIDA STATE CLEARINGHOUSE LOCAL GOVERNMENT COORDINATION ROUTING SHEET

SAI #: FL9911290924C

DATE: 11/29/1999

COMMENTS DUE TO RPC: 12/21/1999

365/99

AREA OF PROPOSED ACTIVITY: COUNTY: Hillsborough CITY: Tampa

FEDERAL ASSISTANCE DIRECT FEDERAL ACTIVITY FEDERAL LICENSE OR PERMIT OCS

PROJECT DESCRIPTION

Department of the Army - Jacksonville District Corps of Engineers - Environmental Assessment for the Tampa Harbor-Ybor Turning Basin Expansion - Tampa, Hillsborough County, Florida. Sent via CD. Also available on-line at: <http://www.saj.usace.army.mil/pd/env-doc.htm>

ROUTING:

RPC

Tampa Bay RPC

Local Governments

Hillsborough County
Tampa

RECEIVED

HILLSBOROUGH COUNTY
PLANNING COMMISSION

IF YOU HAVE NO COMMENTS, PLEASE CHECK HERE AND RETURN FORM TO RPC :

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE REGIONAL PLANNING COUNCIL SHOWN BELOW. PLEASE REFER TO THE SAI # IN ALL CORRESPONDENCE:

Ms. Kristi Thum
Tampa Bay Regional Planning Council
9455 Koger Boulevard
Suite 219
St. Petersburg, FL 337022491

IMPORTANT: PLEASE DO NOT SEND COMMENTS DIRECTLY TO THE CLEARINGHOUSE!

IF YOU HAVE QUESTIONS REGARDING THE ATTACHED PROJECT OR THE INTERGOVERNMENTAL COORDINATION PROCESS, PLEASE CONTACT THE STATE CLEARINGHOUSE. IF YOU HAVE QUESTIONS REGARDING THE FEDERAL CONSISTENCY REVIEW PROCESS, PLEASE CONTACT THE FLORIDA COASTAL MANAGEMENT PROGRAM. THE TELEPHONE NUMBER FOR BOTH PROGRAMS IS (850) 922-5438 OR SUNCOM 292-5438.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

JAN 07 2000

District Engineer, Jacksonville
P.O. Box 4970
Jacksonville, FL 32232

ATTN: Mr. James C. Duck, Chief
Planning Division

Subject: Environmental Assessment (EA) on the Ybor Turning Basin,
Tampa Harbor, Hillsborough County, FL

Dear Sir:

Pursuant to Section 309 of the Clean Air Act, EPA, Region 4 has reviewed the subject document, an examination of the consequences of upgrading the navigation capabilities of the Ybor turning facility, viz., widening/deepening the basin's dimensions. The necessary excavation to accomplish same will generate 165,000 cubic yards of new work material and deepen about 8 acres to 34 feet deep. This material will be placed in the Garrison Channel in an effort to create improved benthic habitat and lessen some of its degraded water quality parameters.

The Fish and Wildlife Coordination Act Report discusses an excellent means to lessen the adverse effects of the proposal via creation of oyster beds in Upper Hillsborough Bay. Since actual oyster resources and the habitat thereof will be destroyed by the dredging, the congruency of this suggestion is obvious. If the unavoidable losses are fully addressed to the satisfaction of state/federal resource agencies, we would have no objections to the use of an EA to assess the proposal rather than the more comprehensive environmental impact statement format.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-562-9626) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz J. Mueller".

Heinz J. Mueller, Chief
Office of Environmental Assessment



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

December 23, 1999

James C. Duck, Chief
Jacksonville District Corps of Engineers
Planning Division, Environmental Branch
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Mr. Duck:

The National Marine Fisheries Service (NMFS) has reviewed the Environmental Assessment, provided with your letter dated November 26, 1999, for the Tampa Harbor Ybor Turning Basin Expansion project in Hillsborough County, Florida. Based on our review, the document adequately identifies and describes the project area resources and the potential impacts to those resources that would be expected to occur from implementation of the various alternatives investigated. The preferred alternative contains mitigative measures which we anticipate will result in minimal impacts to NMFS trust resources. Therefore, we have no additional comments to provide at this time.

If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,


for

Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:

F/SER4

F/SER43

F/SER3

EPA-Atlanta

FWS-St. Petersburg

FDEP-Tampa

FGFWFC-Tallahassee



April 7, 2000

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Chairman

Jacqueline R. Wilson
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Barbara H. Dowling
J.E. (Dooley) Houghtaling
Vivian M. Kitchen

Robert B. Hunter, AICP
Executive Director

Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
P.O. Box 4970
Jacksonville, FL 32232-0019

RE: Tampa Harbor – Port Sutton Navigation Channel Expansion

Dear Mr. Fonferek:

We have received and reviewed the Environmental Assessment of Tampa Harbor – Port Sutton Navigational Channel Expansion, under cover signed by James Duck and dated April 3, 2000. We find that our past two letters of comment, dated May 20, 1998 and January 19, 1999, are included in this report. Planning Commission staff have no additional recommendations at this time, beyond those already contained within our previous correspondence.

Thank you for the opportunity to comment on this project. We look forward to continued involvement as this project proceeds.

Should you have any question please contact us at (813) 272-5940.

Sincerely,



Shawn C. College, AICP
Senior Planner

CC: Al Eisenmenger, Executive Planner



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 00/268

APR 11 2000

Mr. James C. Duck
Chief, Planning Division
Department of the Army
Jacksonville District Corps of Engineers
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Mr. Duck:

This is in regard to the request for the Department of the Interior's comments on the Draft Environmental Assessment and Project Report on Tampa Harbor-Port Sutton, Hillsborough County, Florida.

This is to inform you that the Department will have comments, but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment.

Our comments should be available by May 22, 2000.

Sincerely,

Terence N. Martin, P.E.
Team Leader, Natural Resources
Management
Office of Environmental Policy
and Compliance



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAY 17 2000

District Engineer, Jacksonville
P.O. Box 4970
Jacksonville, FL 32232
ATTN: Planning Division

Subject: Environmental Assessment (EA) on the Port Sutton
Navigation Channel Expansion, Hillsborough County, FL

Dear Sir:

Pursuant to Section 309 of the Clean Air Act, EPA, Region 4 has reviewed the subject document, an examination of the consequences of upgrading the port's navigation capabilities, viz., deepening the access channel to 43' along a 6500' reach. The proposal would generate somewhat less than a million cubic yards of new work material. A number of disposal options were advanced for this material; however, the preferred alternative would be to enlarge the "Bird Island" site by 67 acres. *Spartina* sp. would be planted around the 2700' periphery to reduce erosion and provide habitat. Eventually mangroves are expected to colonize this littoral habitat.

While we have no serious reservations to providing some areal expansion of nesting habitat on Bird Island, this amount of enlargement could have an overall adverse impact on adjacent biologically sensitive/valuable aquatic resources. Until all the environmental ramifications of this action are more carefully considered, we believe that a "Finding of No Significant Impact" (FONSI) for this option would be premature. However, a modified alternative which would limit Bird Island's enlargement to a maximum of 20 acres with the remainder of the excavated material placed in practicable, already permitted disposal sites would meet the test for a FONSI. In the latter case, we would have no significant objections to the use of this EA to evaluate the proposal in lieu of the more comprehensive environmental impact statement format and by extension a FONSI determination.

Thank you for the opportunity to comment on this action. If we can be of further assistance in this matter, Dr. Gerald Miller (404-562-9626) will serve as initial point of contact.

Sincerely,

A handwritten signature in cursive script that reads "Heinz J. Mueller".

Heinz J. Mueller, Chief
Office of Environmental Assessment



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

May 22, 2000

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - District Corps of Engineers - Environmental
Assessment for the Tampa Harbor - Port Sutton Navigation Channel Expansion -
Hillsborough County, Florida
SAI: FL199805110198CR

Dear Mr. Fonferek:

The Florida State Clearinghouse has been advised that our reviewing agencies require additional time to complete the review of the above-referenced project. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the state's consistency review in accordance with 15 CFR 930.41(b). We will make every effort to conclude the review and forward the consistency determination to you on or before June 6, 2000.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 414-5495.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, FL 33050-2227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

EMERGENCY MANAGEMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956



United States Department of the Interior

OFFICE OF THE SECRETARY

OFFICE OF ENVIRONMENTAL POLICY AND COMPLIANCE

Richard B. Russell Federal Building

75 Spring Street, S.W.

Atlanta, Georgia 30303

May 23, 2000

ER-00/268

District Engineer
Jacksonville District Corps of Engineers
P. O. Box 4970
Jacksonville, FL 32232-0019

ATTN: Bill Fonferek, Planning Division, Environmental Branch

Dear Sir:

The Department of the Interior has reviewed the Draft Environmental Assessment and Project Report on Tampa Harbor-Port Sutton in Hillsborough County, FL, as requested.

General Comments

We do not believe the document as presented meets the spirit and intent of the National Environmental Policy Act (NEPA) or the implementing regulations promulgated by the Council on Environmental Quality (CEQ). Past planning efforts in the area have resulted in the production of an environmental impact statement (EIS). Yet this compliance document is drafted as an environmental assessment (EA) rather than a supplemental EIS as called for in CEQ's implementing regulations for NEPA. The EA is replete with errors of substance and grammar. Some statements in the EA are presented as factual, however, little or no justification is presented to support the statements. Virtually all the conclusions regarding the potential impacts of the proposed dredging and disposal activities are qualitative in nature. The lack of quantitative data makes it virtually impossible to develop conclusive opinions about the potential impacts of the dredging and dredge spoil disposal activities on the water quality, biota or hydrodynamics of water circulation within either the dredging or disposal areas. Definite (and scientifically defensible) conclusions regarding the potential impacts will require quantitative data and additional information.

Because of the proximity of the proposed dredging area to industrial sites and the indication that the bay has received a heavy non-point pollutant load over many years, it is likely at least some of the dredged sediments will be contaminated. Additionally, the specific disposal method has yet to be decided upon. Because both dredging and dredge spoil disposal activities can cause remobilization of various contaminants into the water column, additional analysis should be done to (i) quantify the types and quantities of sediment-associated pollutants likely to be encountered, and (ii) quantify the potential for remobilization of these pollutants. Such quantitative information will be required to further evaluate the potential impacts of the proposed channel deepening and widening activities on

the water quality and biota at the dredging and proposed disposal sites, particularly in regard to the subsequent development of a comprehensive compliance document.

Two important sediment impacts are not included in the Draft EA. The first involves moving material from a turning basin. Turning basins are usually loaded with significant amounts of potentially harmful substances. The sediments contained in the anoxic environment of the turning basin are to be placed in a shallow-water oxygenated environment. This change of environment may change the chemistry of the sediments and cause the release of harmful substances into the bay. A geochemical analysis of the sediments in the turning basin and the appropriate mitigation procedures to reduce or eliminate the release of any harmful material into Tampa Harbor is needed in the Draft EA.

The second sediment impact involves the movement of material onto the islands, which causes the enlargement of the islands in the bay. In shallow bays, the enlargement of islands can significantly alter the circulation patterns of the bay. An analysis of the probable altered water circulation patterns that may result and the mitigation plan for the alteration, if needed, should be included in the Draft EA.

Tampa Harbor is a significant international commerce area; the region has some industry and agriculture, as well. The harbor is located in west central Florida, and opens into the east coast of the Gulf of Mexico. The east coast of the Gulf of Mexico hosts many commercial fisheries, including coastal migratory pelagic mackerels, Atlantic herring, and golden crab. Juvenile sturgeon are known to concentrate and feed at the estuarine mouth, thus often adjacent to dredging activity, during the November through February season. Furthermore, croakers, drum, spot and hakes, which are of prime economic importance, enter southern estuaries via river mouth channels in late winter and early spring. None of these fisheries, or considerations for them, are mentioned in the Draft EA.

Alternatives discussed in the EA included a No Action and multiple disposal alternatives associated with construction of the full project. One of the alternatives (MacDill Seagrass Restoration Area) is no longer a viable option as it is being undertaken through another Federal dredging project. The disposal alternatives fall into two broad categories; disposal in permitted sites (CMDA-2D or 3D, Hooker's Point, or ocean disposal) or disposal in un-permitted sites (CMDA-2D Marsh Creation, Bird Island Expansion, or Whiskey Stump Key Seagrass Restoration). For each of the un-permitted sites there is an unsubstantiated statement made that its use will result in environmental benefits. Information to justify this conclusion is required.

The Corps proposes to create a 67-acre marsh along the east side of CMDA-2D (2D). The site is described as having a narrow fringe of mangrove on 2D, a substrate that is a layer of silt and fine sand, and having no submerged aquatic vegetation. During a site visit by a Fish and Wildlife Service (Service) biologist on April 27, 2000, shoal grass (*Halodule wrightii*) was observed along the shallow shelf extending from the eastern shoreline of 2D and on the shelf south of the small island that would be within the footprint of the proposed marsh. Seagrass growth along the shore of 2D is a recent

occurrence. It corroborates the Corps' introductory remarks regarding the improvement of water quality in Tampa Bay and also indicates the suite of physical and chemical environmental factors necessary for seagrass growth are available on the east side of 2D. Seagrass habitats are among the most productive estuarine habitats and restoring over 12,000 acres of seagrass is a goal of the Tampa Bay Estuary Program that is strongly supported by the Service. The proposed marsh creation would destroy newly established seagrass beds. Those beds not directly covered by dredged material placement would be subject to altered circulation patterns, the results of which are not identified.

The Corps has proposed expanding Bird Island, south of and parallel to the Alafia River channel, by 67 acres. Bird Island is currently a very diverse and productive bird rookery. The National Audubon Society has approached the Corps regarding their use of dredged material to maintain and enlarge the island. Their requests have been to enlarge the island by 15 to 25 acres, not 67 acres (Rich Paul, personal communication). They feel that increasing the island 15 to 25 acres will provide additional nesting opportunity, while maintaining a size that can be effectively managed. A larger island will make human and predator management increasingly difficult; too large an island could result in decreased nesting or eliminate nesting altogether.

Holes were dredged around Whiskey Stump Key during the development of Port Redwing. They are about 53 acres in size and about 12 feet deep. Patchy seagrass occupies the shallow flats north of the dredged holes. Filling the holes to similar elevations as the surrounding flats would provide sites that could be suitable for seagrass expansion. However, filling dredged holes is not without controversy. The holes are noted by fishermen as productive fishing sites, particularly in the winter when cooler water on the flats congregates fish in the warmer deep holes. There is no site specific information available regarding fisheries productivity or seasonal or annual water quality within the holes.

The Corp's preferred alternative is the full development of the Port Sutton Channel and placing all of the material at Bird Island. That alternative would create an island the Audubon Society believes is too big for effective management and requires too much open bay filling to accomplish. We support Audubon's view and do not believe that a Finding of No Significant Impact (FONSI) is supported by the analysis done in the EA nor does such a finding adequately address the impacts of 67 acres of open bay disposal. In fact, we believe the publishing of a draft FONSI is pre-decisional and indicates the Corps may have already made up its mind about the outcome of the analysis. If the Corps chooses to implement their preferred alternative, more analysis of existing and future habitat quality will be needed to support a FONSI. If a chemical analysis of the dredged material indicates no problems with such an alternative, modifying the preferred alternative to incorporate the Audubon Society's identified need of enlarging Bird Island by approximately 20 acres and disposing of the remainder of the dredged material in any of the presently permitted sites would, in our opinion, create environmental benefits, produce no long-term negative environmental effects, and support a FONSI.

Specific Comments

Page 1, Section 1.6, Methodology - This section states an interdisciplinary team estimated environmental effects and prepared an environmental assessment. Because previous Corps work on navigation improvements in the area have resulted in the preparation of an EIS, we question why this document being prepared as an EA rather than a supplemental EIS as is required by CEQ implementing regulations.

Page 3, Section 2.3, Eliminated Alternatives - This section provides a definition of what an eliminated alternative is but none are listed nor are the reasons for their elimination presented. Did such alternatives exist?

Page 4, Section 2.4.4, Expansion of existing Channel and Ocean Dredged Material Disposal Site placement - The last sentence in this section is an incomplete sentence. The point being made needs to be clarified.

Page 7, Section 2.4.6, Expansion of Existing Channel and Dredged Material Management Area CMDA-2D Wetland Creation - The project proposes to slurry dredge materials to form 67 acres of wetland habitat onto the southeastern shoreline of Disposal Island 2D. Without knowing the content of the dredge material, including its potential contaminants, it is difficult to determine the probable success of efforts to establish these wetlands. Additionally, Figure 4 used to illustrate this option is unreadable in its present form and should be replaced.

Page 7, Section 2.4.7, Expansion of Existing Channel and Bird Island Expansion - "The Corps has proposed using the dredged material from Port Sutton to expand Bird Island by 67 acres along the south channel of the Alafia River Navigation Channel to enhance the bird nesting areas and wildlife habitat." The same concerns exist with the proposed Bird Island disposal as with the proposed development of wetlands we expressed regarding section 2.4.6 above. If development of wetlands are being proposed in any alternative, the feasibility and probability of such development should be addressed somewhere in the EA. Without identification and quantification of contaminants, including excessive nutrients, in the dredged material, the newly developed bird habitat might become highly toxic. In any event, there is no analysis presented that suggests that appropriate insects, worms, seedlings, or seed-producing plants will inhabit the island to produce a food supply for birds.

Page 34, Section 4.7.1 a. Surface Water Quality - This section states that any turbidity would be "mitigated by use of Flocculent", and that "creation of wetlands in this area would help water quality through nutrient uptake of the wetland plants." The concern that the use of Flocculent might cause gill stickage and respiratory problems among fish in the area should be addressed. We are also concerned that increased levels of nutrients, which have not been identified or quantified in the document, might cause eutrophic conditions beyond remediation resulting in impacts to trust resources.

Page 34, Section 4.7.2.a. Manatees - The report states that "monitoring for the presence of manatees by all workers and cessation of work should manatees enter the construction zone" will occur. This statement indicates a time lag between when manatees might be sighted by workers and when work actually will be ceased. The workers should routinely check with Federal agencies (for example, Fish and Wildlife Service, National Marine Fisheries Service, and U.S. Geological Survey Florida Caribbean Science Center), the Florida Department of Natural Resources, and non-governmental organizations, such as The Nature Conservancy or Manatee Watch, to receive daily updates of manatee migrations and of individual manatee behavior in the area.

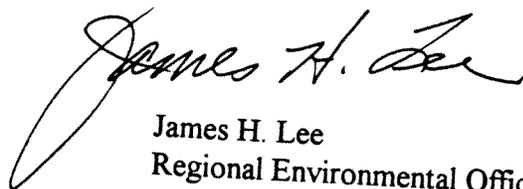
Page 34, Section 4.7.2.b Birds - As previously stated, the same concerns with the proposed Bird Island disposal and wetlands creation exist as with the proposed development of wetlands anywhere and impacts should be addressed somewhere in the EA. Without identification and quantification of contaminants, including excessive nutrients, the newly developed bird habitat might become highly toxic. In any event, there is no guarantee that appropriate insects, worms, seedlings, or seed-producing plants will inhabit the island to produce a food supply for the birds.

Page 34, Sections 4.7.2.c, Seagrass beds and d.Mangroves - Without sampling and analysis of the dredge material, we cannot determine how the assumption of no impact to seagrass beds and improved mangrove habitat can be supported. The potential exists that toxic contaminants from the dredge material might inhibit rather than promote seagrass beds and mangroves. More analysis appears warranted.

Page 42, Section 6.5, Hillsborough County EPC - This section states, this EA is supposed to "identify existing resources within the area, assess impacts (if any) and determine necessary mitigation." We do not think the document performs those tasks adequately.

Thank you for the opportunity to review and comment on the EA for Tampa Harbor-Post Sutton. If you have questions regarding fish and wildlife resources, please call Bruce Bell, Fish and Wildlife Service, at 404/679-7089. If there are questions regarding water quality and use of dredged materials, please contact James Devine, U. S. Geological Survey at 703/648-4423.

Sincerely,



James H. Lee
Regional Environmental Officer



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

June 2, 2000

James C. Duck, Chief
Jacksonville District Corps of Engineers
Planning Division, Environmental Branch
P.O. Box 4970
Jacksonville, Florida 32232-0019

Dear Mr. Duck:

The National Marine Fisheries Service (NMFS) has reviewed the Environmental Assessment for the Tampa Harbor - Port Sutton Navigation Channel Expansion dated April 3, 2000. The Corps of Engineers is proposing to expand the existing Port of Tampa Port Sutton channel in Hillsborough Bay, Hillsborough County, Florida.

The preferred alternative is to expand, by 25-feet, both sides of the existing channel at a project depth of 43-feet with dredged material placement in either Dredged Material Management Area CMDA-2D or CMDA-3D. Based on our assessment of the preferred alternative, the document adequately describes the affected environment and the anticipated impacts to those resources. Therefore, we have no additional comments to provide at this time.

If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. David N. Dale in St. Petersburg, Florida. He may be contacted at 727/570-5311 or at the letterhead address above.

Sincerely,

for Andreas Mager, Jr.
Assistant Regional Administrator
Habitat Conservation Division

cc:
F/SER4
F/SER43
EPA-Atlanta
FWS-St. Petersburg
FDEP-Tampa





STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

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Governor

STEVEN M. SEIBERT
Secretary

June 7, 2000

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232-0019

RE: Department of the Army - District Corps of Engineers - Environmental
Assessment for the Tampa Harbor - Port Sutton Navigation Channel Expansion -
Hillsborough County, Florida
SAI: FL199805110198CR

Dear Mr. Fonferek:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the above-referenced project.

The Department of Environmental Protection (DEP) notes that, based upon the information submitted, the activities proposed in the environmental assessment appear to be consistent with DEP's statutory authorities in the Florida Coastal Management Program. DEP offers several comments regarding the proposed project and notes that the project will require state water quality certification via issuance of an Environmental Resource Permit by DEP. The submerged lands in Hillsborough County are not state-owned, therefore, a sovereign submerged lands easement would not be required. Please refer to the enclosed DEP comments.

Based on the information contained in the environmental assessment and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced project is consistent with the Florida Coastal Management Program. Enclosed are all comments received to date from our reviewing agencies. Comments subsequently received by the State Clearinghouse will be forwarded for your review.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
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COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
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2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

Mr. Bill Fonferek
June 7, 2000
Page Two

Thank you for the opportunity to review the environmental assessment. If you have any questions regarding this letter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 414-5495.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Cantral". The signature is fluid and cursive, with a large initial "R" and a long, sweeping tail.

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/cc

Enclosures

cc: Abdul Hatim, Department of Environmental Protection



Department of Environmental Protection

Lawton Chiles
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Virginia B. Wetherell
Secretary

May 25, 2000

Cherie Trainor
State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

MAY 26 2000
State of Florida Clearinghouse

RE: FDOT/Environmental Assessment (EA) for the Tampa Harbor, Port Sutton Navigation Channel Expansion, Hillsborough County, Florida
SAI#: FL199805110198CR

Dear Ms. Trainor:

The Florida Department of Environmental Protection (FDEP) has completed its review of the above referenced Environmental Assessment (EA). Based upon the information submitted, the activities proposed in the EA appear to be consistent with the Department's statutory authorities in the Florida Coastal Management Program. However, we offer the following comments:

The preferred alternative, Expansion of the Existing Channel and Bird Island Expansion, would make beneficial use of dredge material, as well as extend the life of Dredge Material Management areas CMDA-2D and CMDA-3D. The expansion of Bird Island should be coordinated closely with the Florida Audubon Society, as they are the resource managers of the bird sanctuary there.

There is an abundance of Brazilian Pepper on Bird Island, which presents eradication problems due to the presence of the very productive nesting sanctuary. This should be taken into consideration with any attempts to recruit mangroves to the island. Elevations of placed dredge material should not extend above Mean High Water Level (MHWL). Elevations reaching above MHWL would likely recruit Brazilian Pepper, instead of mangroves, due to the prominent seed source on the island.

The description of the preferred alternative cites an expansion of Bird Island nesting and foraging habitat by 67 acres, while the Alternative Comparison Table states the expansion to be 77 acres.

"Protect, Conserve and Manage Florida's Environment and Natural Resources"

Printed on recycled paper.

US COE/EA
SAI# 98-0198CR
May 25, 2000
Page 2

Pursuant to Part IV of Chapter 373, F.S., construction of this project would require state water quality certification via issuance of an Environmental Resource Permit by the DEP Office of Beaches and Coastal Systems. The submerged lands in Hillsborough County are not state-owned (managed by the Tampa Port Authority), so a sovereign submerged lands easement would not be required.

The Department appreciates the opportunity to review this project. If I may be of further assistance, please contact me at (850) 487-2231.

Sincerely,



Abdul Hatim
Environmental Specialist
Office of Legislative and Governmental Programs

/ah

cc: Dianne McCommons-Beck, FDEP, Southwest District
Paden Woodruff, Beaches and Coastal Systems



Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, Florida 32399-0450

THOMAS F. BARRY, JR.
SECRETARY

April 26, 2000

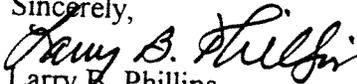
Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida, 32399-2100

*Re: Environmental Assessment for Tampa Harbor-Port Sutton Navigation Channel
Expansion / SAI# FL199805110198CR*

Dear Ms. Trainor:

The Department has reviewed the subject application and has no comments.

Sincerely,


Larry B. Phillips
Intermodal Specialist/Seaport

cc: Debbie Hunt, D-1
Donald J. Skelton, D-7
John Starling, D-1
Harry Reed, D-7
Sandra Whitmire
File



An Equal Opportunity Employer

Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34609-6899
(352) 796-7211 or 1-800-423-1476 (FL only)
SUNCOM 628-4150 TDD only 1-800-231-6103 (FL only)
World Wide Web: <http://www.swfwmd.state.fl.us>

Tampa Service Office
7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

Bartow Service Office
170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Venice Service Office
115 Corporation Way
Venice, Florida 34292-3524
(941) 486-1212 or
1-800-320-3503 (FL only)
SUNCOM 526-6900

Lecanto Service Office
3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

April 19, 2000

Ms. Cherie Trainor
Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: **Department of the Army- Environmental Assessment for the Tampa Harbor- Port Sutton Navigation Channel Expansion- Hillsborough County, Florida; SAI#: FL199805110198CR**

Dear Ms. Trainor:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

- Ronald C. Johnson**
Chair, Lake Wales
- Brenda Menendez**
Vice Chair, Tampa
- Sally Thompson**
Secretary, Tampa
- Ronnie E. Duncan**
Treasurer, Safety Harbor
- Monroe "Al" Coogler**
Lecanto
- Joe L. Davis, Jr.**
Wauchula
- Rebecca M. Eger**
Sarasota
- John P. Harliee, IV**
Bradenton
- Watson L. Haynes, II**
St. Petersburg
- John K. Renke, III**
New Port Richey
- Pamela Stinnette-Taylor**
Tampa

- E. D. "Sonny" Vergara**
Executive Director
- Gene A. Heath**
Assistant Executive Director
- Edward B. Helvenston**
General Counsel

Ms. Cherie Trainor
April 19, 2000
Page 2

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

A handwritten signature in cursive script that reads "Trisha Neasman".

Trisha Neasman, AICP
Government Planning Coordinator

COUNTY: Hillsborough

DATE: 04/06/2000
COMMENTS DUE-2 WKS: 04/20/2000
CLEARANCE DUE DATE: 05/22/2000
SAI#: FL199805110198CR

Message:

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs
Environmental Protection
Fish & Wildlife Conserv. Comm
State
Transportation

Southwest Florida WMD
MAY 4 2000
State of Florida Clearinghouse

X Environmental Policy/C & ED
OFFICE OF PLANNING
& ENVIRONMENTAL POLICY UNIT

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - District Corps of Engineers - Environmental Assessment for the Tampa Harbor - Port Sutton Navigation Channel Expansion - Hillsborough County, Florida. Sent via CD ROM - Also available on-line at: <http://www.saj.usace.army.mil/pd/env-doc.htm>

To: Florida State Clearinghouse
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 922-5438 (SC 292-5438)
(850) 414-0479 (FAX)

EO. 12372/NEPA

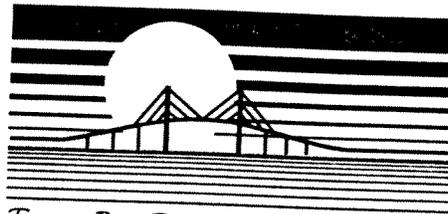
Federal Consistency

- No Comment
- Comments Attached
- Not Applicable

- No Comment/Consistent
- Consistent/Comments Attached
- Inconsistent/Comments Attached
- Not Applicable

From:

Division/Bureau: OPB/Env. Policy Unit
Reviewer: Carlson J. Husar
Date: 5-2-00



Tampa Bay Regional Planning Council

Chairman
Commissioner Chris Hart

Vice-Chairman
Frederick T. Reeves

Secretary/Treasurer
Mayor Pat Whitesel

Executive Director
Manny L. Pumariega

June 2, 2000

Mr. Bill Fonferek
Department of the Army
Jacksonville District Corps of Engineers
P. O. Box 4970
Jacksonville, Florida 32232-0019

Subject: IC&R #123-00, Environmental Assessment for Tampa Harbor/Port Sutton
Channel Expansion, FSC #FL199805110198, Hillsborough County

Dear Mr. Fonferek:

The above-referenced item will appear on the Consent Agenda for the June 12, 2000 meeting of the Tampa Bay Regional Planning Council which will be held at the Council offices at 10:00 a.m. This project was originally scheduled to be considered at the May 22, 2000 meeting of the Clearinghouse Review Committee, but due to the lack of a quorum at that meeting, it has been placed on the agenda of the aforementioned Council meeting. An agenda and a copy of the report are enclosed for your information should you or your representative plan to attend.

If you have any questions, please call me at (727) 570-5151, Ext. 257.

Sincerely,

Kristi Thum, Associate Planner
Intergovernmental Coordination & Review

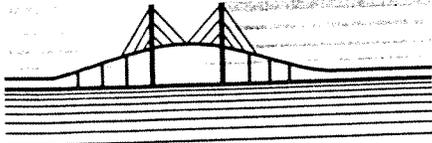
KT/bj

Enclosures

IC&R

Intergovernmental Coordination and Review

9455 Koger Blvd., Suite 219, St. Petersburg, FL 33702
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118
<http://www.tbrpc.org>



Tampa Bay Regional Planning Council

TAMPA HARBOR - PORT SUTTON NAVIGATION CHANNEL EXPANSION, SAI #FL199-805110198CR, HILLSBOROUGH COUNTY, IC&R #123-00.

The Florida State Clearinghouse has requested review and comment on the Environmental Assessment for the above-referenced project. The project is located in northeastern Hillsborough Bay, 2.5 miles southeast of downtown Tampa. Port Sutton, under the management of the Tampa Port Authority, has been an industrialized area with an improved channel and turning basin for many years. In 1988 Congress authorized improvements to provide a 3,700-foot long channel, 43 feet deep, with a bottom width of 200 feet. This improvement was not constructed. The project under consideration is a 6,500-foot long channel, 250 feet wide and 47 feet deep. The Environmental Assessment provides a description of the current conditions, as well as the identified dredged material disposal options and their environmental effects. Approximately 900,000 cubic yards of material would be produced from the channel expansion project.

Seven potential disposal options were identified:

1. Placing a portion of the material in the deep hole off of MacDill Air Force Base to create shallow habitat suitable for seagrass regrowth.
2. Placing the material in Disposal Site 2D to dewater, then moving it to create a 67-acre saltmarsh attached to 2D.
3. Placing the material alongside Bird Island to create 67 acres of additional mangrove and saltmarsh habitat.
4. Filling deep holes in the Whiskey Stump Key area north of Port Sutton to create shallow habitat suitable for seagrass regrowth.
5. Placement in the Offshore Dredged Material Disposal Site, in the Gulf of Mexico.
6. Placement at the southern tip of Hookers Point.
7. Placement in the 146-acre borrow site south of Davis Island to restore shallow habitat suitable for seagrass growth.

Of the potential disposal options, the preferred option appears to be placement in Disposal Site 2D (part of Option 2), which is closest to the project site and has the capacity to hold the material.

The channel is heavily used by manatees during the winter months, due to the warm water discharge from TECO's Gannon plant. Manatee protection measures would be employed to ensure no adverse impact to this endangered species.

Council Comments/Concerns

The Port Sutton Channel currently serves IMC-Agrico and Tampa Electric Company (TECO), among others. The document does not include a discussion of the potential uses of the enlarged and lengthened channel or a cost:benefit analysis of the proposed project,

which is required for Congressional consideration. It is stated that a wider channel would provide greater safety for the movement of ships to and from the various berths, allow access by larger ships, and allow ships to be fully loaded due to the increased depth.

It is not expected that the channel improvement project will directly impact Natural Resources of Regional Significance. The disposal of the dredged material does have the potential to impact regionally-significant natural resources, however. Options 1 and 6 are no longer available, having been used for other harbor improvement projects. Option 3 would have potential impacts to breeding colonies of wading birds that depend on Bird Island. This site, managed by the National Audubon Society, is one of the most important breeding sites in the United States. In 1999 it supported thousands of pairs of wading and shore birds. Options 3 and 7 have potentially serious impacts on water quality and adjacent shallow-water habitat due to turbidity. Options 1 and 4 would remove cold weather refugia used by fish species in the otherwise shallow Bay.

The Environmental Assessment does not discuss the potential impacts of Options 2 and 3 on the already-impaired water circulation in upper Hillsborough Bay. Creation of an additional 67 acres of intertidal and supertidal habitat would remove shallow water habitat and, particularly in the case of Option 2, disrupt water flow around Disposal Island 2D.

Additional study of the proposed disposal options is needed to determine the long-term effects of creating additional uplands in Tampa Bay. Since the early 1900's approximately 13,161 acres of Tampa Bay's shallow waters have been filled, including about 12,000 acres that held seagrasses.

Further, it is recommended that any additional comments addressing local concerns be considered prior to final action.

Council adopted June 12, 2000

Chris Hart, Chairman
Tampa Bay Regional Planning Council

This project has been reviewed for consistency with the Council's adopted growth policy, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Pertinent Council policies include:

2.3.4: The useful life of vacant or under-utilized public facilities should be extended through adaptive reuse, where appropriate and economically feasible.

4.1.6: Prohibit new dredging, channelization or other alterations which result in water quality degradation in or adjacent to regionally-significant natural systems such as intertidal, estuarine, riverine or special habitats. This provision is not intended to prohibit channel improvements at Port

Manatee, Port of Tampa or the Port of St. Petersburg; but such improvements need to be sensitive to regionally-significant natural resources.

4.5.1: Protect, preserve and restore all regionally-significant natural resources shown on the Map of Regionally-Significant Natural Resources.

Regional Goal 4.6: The integrity and natural value of marine, estuarine and intertidal habitat shall be maintained.

4.6.1: Implement strategies to protect existing mangroves, salt marshes and seagrass beds, and improve water quality and other natural marine, estuarine and intertidal habitats.

4.6.2: Protect and, where appropriate manage, estuarine, marine and intertidal resources to prevent immediate and future degradation due to development practices, pollution, and recreation.

4.6.5: Discourage projects which could alter natural tidal circulation. Necessary projects which would alter circulation shall minimize impact to tidal circulation and flushing and mitigate unavoidable impacts.

Regional Goal 4.7: Dredging and dredge-material disposal shall not degrade regionally significant natural resources.

4.7.1: Prevent the dredging or filling of submerged lands not previously subject to dredging or filling, except in cases of overriding public interest that protect regionally-significant natural resources.

4.7.2: Uncontaminated dredged material shall be considered a resource to be utilized for appropriate beneficial uses such as recreation and wildlife habitat. Require revegetation plans for spoil areas utilizing appropriate native plant species.

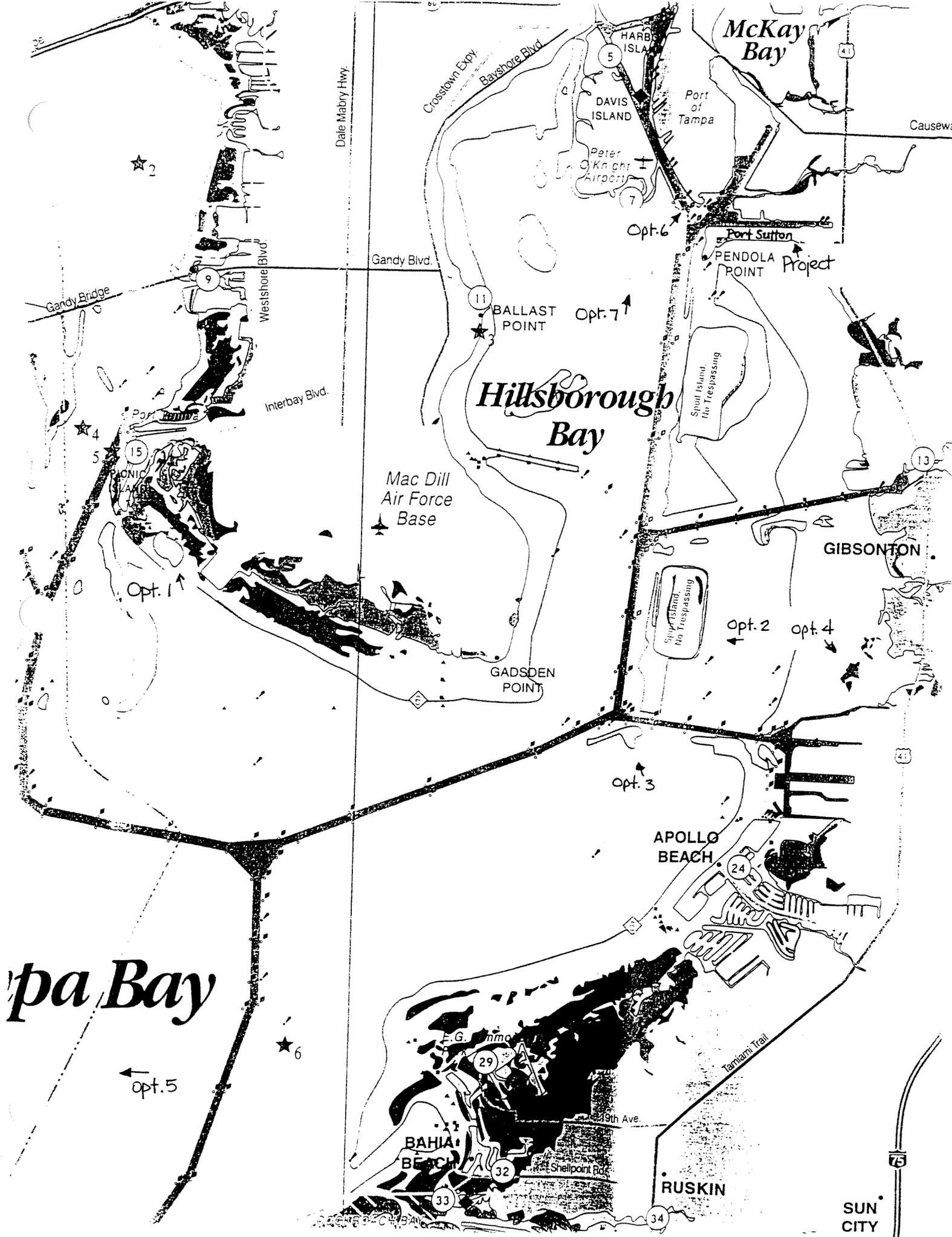
4.7.4: Encourage the development and use of innovative and efficient dredged material disposal methods which reduce adverse environmental impacts and financial costs of dredged material disposal.

4.7.6: Regionally-significant natural resources shall be protected from adverse effects of dredge and fill activities.

4.7.7: Implement use of best available technology to reduce sediment resuspension and releases during dredging activities.

5.4.3: Develop port facilities and maintain waterways to ensure an optimum balance between economic benefits, and environmental and social costs.

PLEASE NOTE: The Committee's comments constitute compliance with Florida's Intergovernmental Coordination and Review process only.



McKay Bay

Hillsborough Bay

Tampa Bay

Opt. 6

Opt. 7

Opt. 1

Opt. 2

Opt. 4

Opt. 3

Opt. 5

75

SUN CITY

RUSKIN

BAHIA BEACH

APOLLO BEACH

Mac Dill Air Force Base

GIBSONTON

GADSDEN POINT

Shell Island No Trespassing

Shell Island No Trespassing

Shell Island No Trespassing

19th Ave.

E. G. ...

Date Mabry Hwy.

Crosstown Expy.

Bayshore Blvd.

Gandy Blvd.

Westshore Blvd.

Interbay Blvd.

Tamiami Trail

Causeway

Port of Tampa

Port Surtan

PENDOLA POINT

Project

BALLAST POINT

15

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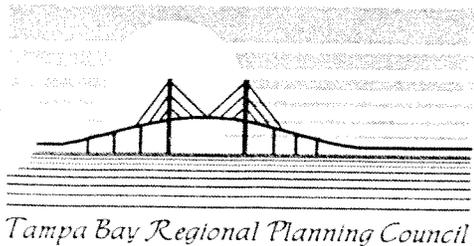
34

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4

6

6



Agenda

Tampa Bay Regional Planning Council
9455 Koger Blvd. - Suite 219
St. Petersburg, FL 33702

10:00 a.m.
June 12, 2000

Note: To speak or to appeal a Council Action see last page.
***** THIS MEETING IS OPEN TO THE PUBLIC *****

- **Agenda Item #1**
 - Chairman Hart
 - Recording Secretary
 - Recording Secretary
 - Secretary/Treasurer Whitesel
 - Chairman Hart
 - Chairman Hart

CALL TO ORDER

 - Invocation and Pledge
 - Roll Call
 - Voting Conflict Report
 - Approval of Minutes (Attachment A)
 - Introduction of New Members and Recognition of Departing Members
 - 2000 Hurricane Guide Sponsorship Recognition (Attachment B)

- **Agenda Item #2**
 - Secretary/Treasurer Whitesel

BUDGET COMMITTEE

- **Agenda Item #3**
 - Chairman Hart

CONSENT AGENDA

- **Agenda Item #4**
 - Chairman Hart

ITEM(S) REMOVED FROM
CONSENT AGENDA, ADDENDUM
ITEM(S) OR ANY OTHER ITEM
REQUIRING COUNCIL DISCUSSION

- **Agenda Item #5**
 - Suzanne Cooper

REVIEW ITEM(S) FOR DISCUSSION

 - South Tampa Alternate Reclaimed Water Project, SAI #FL200004270221C, City of Tampa, IC&R #147-00

- **Agenda Item #6**
 - Chairman Hart

Presentations on the McKay Bay surface water improvement project will be made by:

 1. Mr. Chuck Courtney of King Engineering Associates, Inc.
 2. Mr. Mark Hammond of the SWIM Program, Southwest Florida Water Management District.

- **Agenda Item #7**
 - Chairman Hart

COUNCIL MEMBERS' COMMENTS

- **Agenda Item #8**
Ms. Romano
Ms. Bradley
Mr. Frederick Reeves
Mr. Bill Lofgren
Betti Johnson
Councilman King

PROGRAM REPORTS

- A. Agency on Bay Management (ABM)
- B. Area Agency on Aging (AAA)
- C. Clearinghouse Review Committee (CRC)
- D. Local Emergency Planning Committee (LEPC)
- E. Emergency Management
- F. Legislative Committee

- **Agenda Item #9**
Chairman Hart

EXECUTIVE/BUDGET COMMITTEE REPORT

- **Agenda Item #10**
Chairman Hart

OTHER COUNCIL REPORTS

- A. National Association of Regional Councils (NARC) 2000 Conference
- B. Regional Planners Advisory Committee (RPAC)
- C. Regional Visions Steering Committee "Big Picture" Report

- **Agenda Item #11**
Chairman Hart

CHAIRMAN'S REPORT

- **Agenda Item #12**
Mr. Pumariega

EXECUTIVE DIRECTOR'S REPORT

- **Agenda Item #13**
Chairman Hart

NEXT MEETING

- A. July 10, 2000 at 10:00 a.m.
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, Florida 33702
- B. Events Calendar for June 12 to July 10, 2000 - To be distributed at meeting.

- **Agenda Item #14**
Chairman Hart

ADJOURN

The Regional Visions Steering Committee will meet immediately following this Council meeting.

The Council, in accordance with its adopted rules of procedure, may only take action on matters not on the printed agenda involving the exercise of agency discretion and policy-making upon a finding by the Council of an emergency situation affecting the public's health, safety, and welfare. Council meetings are Public Meetings within the context of Section 286.011, Florida Statutes. Council meetings are not Public Hearings within the context of Section 120.54, Florida Statutes. The Chairman has full discretion as to whether or not to recognize speakers other than Council members or staff, and is not required to recognize individuals to speak on issues before the Council. Public Hearings on issues before the Council are conducted by individual local governments, and are the proper forum for public comment.

Please note that if a person decides to appeal any decision made by the Council with respect to any matter considered at the above cited meeting or hearing, s/he will need a record of the proceedings, and for such purpose, s/he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Persons wishing to speak at a Council meeting are required to complete the form provided at the entrance to the meeting room. The form, after being completed, must be given to the Recording Secretary.

If you are a person with a disability who needs any accommodation in order to participate in this meeting you are entitled, at no cost to you, to the provision of certain assistance. Please contact Tampa Bay Regional Planning Council at 727-570-5151 within 3 working days of the meeting.

APPENDIX III

FLORIDA COASTAL ZONE MANAGEMENT PROGRAM
CONSISTENCY DETERMINATION

FLORIDA COASTAL ZONE MANAGEMENT PROGRAM FEDERAL CONSISTENCY EVALUATION PROCEDURES

1. **Chapter 161, Beach and Shore Preservation.**

The intent of the coastal construction permit program established by this chapter is to regulate construction projects located seaward of the line of mean high water and which might have an effect on natural shoreline processes.

Response: The proposed project is not located in a beach area. Therefore, the project would not apply to this chapter.

2. **Chapters 186 and 187, State and Regional Planning.**

These chapters establish the State Comprehensive Plan which sets goals that articulate a strategic vision of the State's future. Its purpose is to define in a broad sense, goals, and policies that provide decision-makers directions for the future and provide long-range guidance for an orderly social, economic and physical growth.

Response: This project will be coordinated with the Tampa Bay Regional Planning Council and the State Clearinghouse. Therefore, this project would comply with the intent of this Chapter.

3. **Chapter 252, Disaster Preparation, Response and Mitigation.**

This chapter creates a state emergency management agency, with the authority to provide for the common defense; to protect the public peace, health and safety; and to preserve the lives and property of the people of Florida.

Response: The dredging and placement would be consistent with the intent of this Chapter.

4. **Chapter 253, State Lands.**

This chapter governs the management of submerged state lands and resources within state lands. This includes archeological and historical resources; water resources; fish and wildlife resources; beaches and dunes; submerged grass beds and other benthic communities; swamps, marshes and other wetlands; mineral resources; unique natural features; submerged lands; spoil islands; and artificial reefs.

Response: The dredging and placements would not affect state lands. The proposal would comply with the intent of this chapter.

5. Chapters 253, 259, 260, and 375, Land Acquisition.

This chapter authorizes the state to acquire land to protect environmentally sensitive areas.

Response: Since the affected property already is in public ownership, this chapter would not apply.

6. Chapter 258, State Parks and Aquatic Preserves.

This chapter authorizes the state to manage state parks and preserves. Consistency with this statute would include consideration of projects that would directly or indirectly adversely impact park property, natural resources, park programs, management or operations.

Response: The proposed work would not affect any parks or preserves, and would, therefore, be consistent with this chapter.

7. Chapter 267, Historic Preservation.

This chapter establishes the procedures for implementing the Florida Historic Resources Act responsibilities.

Response: The construction of the new navigation channel has been coordinated with the Florida State Historic Preservation Officer. Procedures will be implemented to avoid affects on unidentified historic properties, which may be located within the affected areas. Remote sensing surveys will be completed to identify historic properties, which may be eligible for inclusion in the National Register of Historic Places, in the navigation channel and in the proposed disposal areas. Therefore, the work will be consistent with the goals of this chapter.

8. Chapter 288, Economic Development and Tourism.

This chapter directs the state to provide guidance and promotion of beneficial development through encouraging economic diversification and promoting tourism.

Response: The expansion of the channel encourages the development Tampa Harbor and economic growth of the area. Therefore, the work would be consistent with the goals of this chapter.

9. Chapters 334 and 339, Public Transportation.

This chapter authorizes the planning and development of a safe balanced and efficient transportation system.

Response: The expansion of the channel promotes recreational and commercial navigation within Tampa Harbor. Therefore, the work would comply with the goals of this chapter.

10. Chapter 370, Saltwater Living Resources.

This chapter directs the state to preserve, manage and protect the marine, crustacean, shell and anadromous fishery resources in state waters; to protect and enhance the marine and estuarine environment; to regulate fisherman and vessels of the state engaged in the taking of such resources within or without state waters; to issue licenses for the taking and processing products of fisheries; to secure and maintain statistical records of the catch of each such species; and, to conduct scientific, economic, and other studies and research.

Response: The work would not affect salt-water living resources, therefore, the work is consistent with the goals of this chapter.

11. Chapter 372, Living Land and Freshwater Resources.

This chapter establishes the Game and Freshwater Fish Commission and directs it to manage freshwater aquatic life and wild animal life and their habitat to perpetuate a diversity of species with densities and distributions that provide sustained ecological, recreational, scientific, educational, aesthetic, and economic benefits.

Response: The placement of material in the channel would not affect any resources covered by this Chapter. Therefore, the work would comply with the goals of this chapter.

12. Chapter 373, Water Resources.

This chapter provides the authority to regulate the withdrawal, diversion, storage, and consumption of water.

Response: This work does not involve water resources as described by this chapter.

13. Chapter 376, Pollutant Spill Prevention and Control.

This chapter regulates the transfer, storage, and transportation of pollutants and the cleanup of pollutant discharges.

Response: This work does not involve the transportation or discharging of pollutants.

14. Chapter 377, Oil and Gas Exploration and Production.

This chapter authorizes the regulation of all phases of exploration, drilling, and production of oil, gas, and other petroleum products.

Response: This work does not involve the exploration, drilling or production of gas, oil or

petroleum product and therefore, does not apply.

15. Chapter 380, Environmental Land and Water Management.

This chapter establishes criteria and procedures to assure that local land development decisions consider the regional impact nature of proposed large-scale development.

Response: The construction dredging and placement has been coordinated with the local regional planning commission. Therefore, the work would be consistent with the goals of this chapter.

16. Chapter 388, Arthropod Control.

This chapter provides for a comprehensive approach for abatement or suppression of mosquitoes and other pest arthropods within the state.

Response: The work would not further the propagation of mosquitoes or other pest arthropods.

17. Chapter 403, Environmental Control.

This chapter authorizes the regulation of pollution of the air and waters of the state by the DEP.

Response: A permit application is being prepared for the project. Final compliance would come with the permit modification. Therefore, the work is complying with the intent of this chapter.

18. Chapter 582, Soil and Water Conservation.

This chapter establishes policy for the conservation of the state soil and water through the Department of Agriculture. Land use policies will be evaluated in terms of their tendency to cause or contribute to soil erosion or to conserve, develop, and utilize soil and water resources both onsite or in adjoining properties affected by the work. Particular attention will be given to work on or near agricultural lands.

Response: The proposed work is not located near or on agricultural lands and would therefore, this chapter would not apply.

APPENDIX IV

ESSENTIAL FISH HABITAT DETERMINATION

**ESSENTIAL FISH HABITAT ASSESSMENT
TAMPA HARBOR-PORT SUTTON NAVIGATION PROJECT**

1. A study has been authorized under Section 933 of the Water Resources Development Act of 1990. The description of the project and its impacts are in the attached Feasibility Report and Draft Environmental Assessment.
2. The Port Sutton Navigation Channel expansion would not have any significant impact on habitat as identified as EFH. Impacts to the aquatic environment are identified in Section 4, Environmental Consequences of the Environmental Assessment. We consider these impacts to be minimal on an individual project and cumulative affects basis.
3. Beneficial Uses of Dredged Material.
 - a. Bird Island Expansion: Dredged material would be used to create approximately 52 acres of wetland and upland habitat for bird foraging and nesting. There would be a loss of shallow-water habitat but this loss would be offset by the creation of saltmarsh habitat used as nursery habitat for fish.
 - b. CMDA-2D Wetland Creation: Dredged material would be used to create approximately 107 acres of wetland habitat for bird foraging and nesting, water quality improvement in Hillsborough Bay and fish habitat. There would be a loss of shallow-water habitat but this loss would be offset by the creation of saltmarsh habitat used as nursery habitat for fish.

APPENDIX V

SECTION 404(B)(1) EVALUATION

**CMDA-2D WETLAND CREATION SITE
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL**

I. Project Description

a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.

b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel adjacent to Dredged Material Management Area CMDA-2D in Tampa Bay.

c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment.

d. General Description of Dredged or Fill Material

(1) General Characteristics of Material. The excavated material to be placed would consist of newly excavated bottom sediments.

(2) Quantity of Material. Approximately 1,540,000 cubic yards of dredged material excavated from the navigation entrance channel will be placed.

(3) Source of Material. The material will be excavated from the Port Sutton Navigation Channel.

e. Description of the Proposed Discharge Site.

(1) Size and Location. The 107-acre site is located adjacent to CMDA-2D located north of the Alafia River Navigation Channel.

(2) Type of Site. The site is a sandy bottom open-water area.

(3) Type of Habitat. The area is mostly open-water habitat with a small island located on the south east corner of the site..

(4) Timing and Duration of Discharge. The area would be filled in conjunction with the construction of the navigation channel expansion.

f. Description of Disposal Method. The material would be mechanically placed.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. The average depth of the site is approximately 5 feet..

(2) Sediment Type. Sediment analysis of the disposal site indicates that the bottom is composed of a layer of silt and fine grained sand. A site investigation was conducted by divers to verify that the habitat was a silty substrate.

(3) Dredged/Fill Material Movement. The dredged material is not likely to movement because it is a low energy area and the area is protected from wind and wave action by the DMMA.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but it's completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur. The work will create 107 acres of estuarine habitat.

(6) Actions Taken to Minimize Impacts. Turbidity curtains could be employed to reduce impacts on seagrass beds. The standard manatee protection conditions would also be employed to reduce potential for impacts. .

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. There would be improved water quality at the site from the increased dissolved oxygen levels.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within

the disposal site.

(a) Sanctuaries and Refuges. Not applicable.

(b) Wetlands. The work would create 107 acres of wetlands..

(c) Mud Flats. Not applicable.

(d) Vegetated Shallows. None would be affected.

(e) Coral Reefs. Not applicable.

(f) Riffle and Pool Complexes. Not applicable.

(6) Threatened and Endangered Species. None would be affected.

(7) Other Wildlife. Not applicable.

(8) Actions to Minimize Impacts. The standard manatee protection conditions would be implemented. In addition, a special manatee observer with video equipment would be used to document impacts

f. Proposed Disposal Site Determinations

(1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.

(2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.

(3) Potential Effects on Human Use Characteristic

(a) Municipal and Private Water Supply. Not applicable.

(b) Recreational and Commercial Fisheries. There would be an increase in spawning and nursery areas for fish.

(c) Water Related Recreation. Not applicable.

(d) Aesthetics. The proposed discharge would increase noise and scenic degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. Since the bottom substrate is silty, the placement of an irregular sandy substrate would provide additional diversity to the area.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

**SUNKEN ISLAND/BIRD ISLAND EXPANSION
SECTION 404(b)(1) EVALUATION
DREDGED MATERIAL**

I. Project Description

- a. Location. Tampa Harbor-Port Sutton Navigation Channel, Hillsborough County, Florida.
- b. General Description. The Corps is proposing to place dredged material from the construction of the Port Sutton Navigation Channel adjacent to Sunken Island/Bird Island to create bird habitat.
- c. Authority and Purpose. This study is authorized by Water Resources Development Act 1992. Pursuant to Section 204 of the Water Resources Development Act of 1996, the US Army Corps of Engineers was delegated the authority to look for opportunities for using dredged material in a way beneficial to the aquatic environment. This proposal was presented to the Corps for consideration by the Habitat Restoration Committee of the Agency on Bay Management, Tampa Bay Regional Planning Council.
- d. General Description of Dredged or Fill Material
 - (1) General Characteristics of Material. Port Sutton has fines ranging between 5 to 45 percent. Preliminary findings indicate the high percentage of fines in the dredged material may not be problematic for a beneficial use plan.
 - (2) Quantity of Material. Approximately 900,000 cubic yards of dredged material excavated from the navigation entrance channel will be used to construct the island.
 - (3) Source of Material. The material will be excavated from selected sites within the Port Sutton Navigation Channel.
- e. Description of the Proposed Discharge Site.
 - (1) Size and Location. A 52-acre open-water site adjacent to Sunken/Bird Island located south of the Alafia River Navigation Channel.
 - (2) Type of Site. The Islands are upland habitat, well-vegetated and support bird nesting in the mangroves. The discharge site is open-water sandy bottom.
 - (3) Type of Habitat. The site is open-water sandy bottom used by fish.

(4) Timing and Duration of Discharge. The island would be expanded in conjunction with the construction of the new navigation channel.

f. Description of Disposal Method. The dredged material would be mechanically placed.

II. Factual Determinations

a. Physical Substrate Determinations.

(1) Substrate Elevation and Slope. This would be a flat open-water area approximately 7 feet deep.

(2) Sediment Type. The bottom sediments in this area are sandy.

(3) Dredged/Fill Material Movement. The material would be contained within a diked area to control settling and turbidity.

(4) Physical Effects on Benthos. Placement will result in the loss of benthic organisms at the placement site. These communities will reestablish quickly upon completion of work. Disruption of marine life at the placement area will be short term.

(5) Other Effects. Fisheries at or near the disposal area should not experience substantive adverse effects. Standard manatee construction conditions will be required of all contractors. The work as proposed will not jeopardize protected species. No known historical properties will be affected by this project. The proposed work will result in some temporary disruption of normal vessel traffic in the harbor, but its completion will have a favorable impact on the operation of the port with a resulting beneficial effect on the local and regional economy. Temporary degradation in water quality at the dredging and disposal sites will also occur.

(6) Actions Taken to Minimize Impacts. The standard manatee protection conditions would also be employed to reduce potential for impacts.

b. Water Circulation, Fluctuation and Salinity Determinations

(1) Water

(a) Salinity. No impacts to salinity at disposal site.

(b) Water Chemistry. There will be no changes in water chemistry at the

site.

(c) Clarity. There will be a temporary increase in turbidity level at the disposal site and immediately adjacent to the disposal area during the disposal operations.

(d) Color. Due to the minor silt content, there will be a brown turbidity plume associated with the discharge operations.

(e) Odor. There would be no odor problems associated with the dredged material since the material contains few organics and would not be exposed to the air.

(f) Taste. Not applicable.

(g) Dissolved Gas Levels. Not applicable.

(h) Nutrients. The material to be discharged is mainly sand with shell fragment, therefore no nutrients would be bound in the material and no release of nutrients would be anticipated.

(i) Eutrophication. No eutrophication is anticipated.

(2) Current Patterns and Circulation. Not applicable.

(3) Normal Water Level Fluctuations. Not applicable.

(4) Salinity Gradients. Not applicable.

(5) Actions That Will Be Taken to Minimize Impacts. The disposal site will be operated to maintain state water quality standards.

d. Suspended Particulate/Turbidity Determinations

(1) Expected Changes in Suspended Particulate and Turbidity Levels in Vicinity of Disposal Site. No changes are anticipated because the dredged material is sandy material containing few fines.

(2) Effects (degree and duration) on Chemical and Physical values

(a) Light penetration. Light penetration would be reduced during disposal operations. This would be short-term in duration and would not cause any significant adverse effects.

(b) Dissolved Oxygen. There would be no reduction in dissolved oxygen levels from the discharge of the sandy dredged material.

(c) Toxic Metals and Organics. No toxic materials are anticipated to be encountered.

(d) Pathogens. Not Applicable.

(e) Aesthetics. There will be an increase in noise levels and aesthetic degradation from the presence and operation of dredging equipment at the disposal site.

(f) Others as Appropriate. None.

(3) Effects on Biota (consider environmental values in sections 230.21, as appropriate)

(a) Primary Production, Photosynthesis. No photosynthesis occurs at this site.

(b) Suspension/Filter Feeders. Little or no impact is expected.

(c) Sight Feeders. Little or no impact is expected.

(4) Actions taken to Minimize Impacts. None required.

d. Contaminant Determinations. No contaminants have been previously encountered and therefore none are anticipated.

e. Aquatic Ecosystem and Organism Determinations

(1) Effects on Plankton. No significant effects.

(2) Effects on Benthos. No significant benthic populations are located in the disposal site and therefore no significant adverse impacts are anticipated.

(3) Effects on Nekton. None are anticipated.

(4) Effects on Aquatic Food Web. None are anticipated.

(5) Effects on Special Aquatic Sites. No special aquatic sites are located within

the disposal site.

- (a) Sanctuaries and Refuges. Not applicable.
 - (b) Wetlands. Not applicable.
 - (c) Mud Flats. Not applicable.
 - (d) Vegetated Shallows. None would be affected.
 - (e) Coral Reefs. Not applicable.
 - (f) Riffle and Pool Complexes. Not applicable.
- (6) Threatened and Endangered Species. None would be affected.
- (7) Other Wildlife. Not applicable.
- (8) Actions to Minimize Impacts. The standard manatee protection conditions would be implemented. In addition, a special manatee observer with video equipment would be used to document impacts.

f. Proposed Disposal Site Determinations

- (1) Mixing Zone Determination. No mixing will likely occur due to the sandy nature of the dredged material, the shallow water and the small quantity of fines associated with the material.
- (2) Determination of Compliance with Applicable Water Quality Standards. Water quality certification has been issued by the State. Monitoring of the discharge site will be conducted to insure State standards met.
- (3) Potential Effects on Human Use Characteristic
- (a) Municipal and Private Water Supply. Not applicable.
 - (b) Recreational and Commercial Fisheries. There would be a short-term impact on recreational fishing during construction. In the long-term the creation of 67 acres of wetlands would be beneficial to fish nurseries.
 - (c) Water Related Recreation. Not applicable.
 - (d) Aesthetics. The proposed discharge would increase noise and scenic

degradation along the ocean front during disposal operations.

(e) Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves. Not applicable.

g. Determination of Cumulative Effects on the Aquatic Ecosystem. There would be a cumulative increase in wetland habitat in Tampa Bay.

h. Determination of Secondary Effects on the Aquatic Ecosystem. Not applicable.

APPENDIX VI

COMPLIANCE WITH ENVIRONMENTAL LAWS
AND REGULATIONS

COMPLIANCE WITH ENVIRONMENTAL REQUIREMENTS.

1. **National Environmental Policy Act of 1969, as amended.** Environmental information on the project has been compiled in the Final Environmental Assessment (EA). Comments about the proposed work were initially gathered as a result of a Scoping Letter dated May 8, 1998 sent to the public at large. The Draft EA was coordinated by letter dated May 8, 2000, with the public for 45 days. Comments and responses are included in Section 6 of the EA. After the comments were received, the design of this channel was finalized. The project coordinated in the Spring of 2000 had a 200-foot bottom width, project depth of 43 feet, and a length of 6,000 feet. The selected plan is a 3,930-foot long channel with a bottom width of 290 feet and a project depth of 42 feet (Mean Lower Low Water [MLLW]).

The impacts have been reduced between the plan coordinated in the Spring and the selected plan. No further coordination is required. This public coordination and environmental impact assessment complies with the intent of NEPA. The process will fully comply with the Act once the Findings of No Significant Impact has been signed by the District Commander.

2. **Endangered Species Act of 1973, as amended and Fish and Wildlife Coordination Act of 1958, as amended.** Consultation with the US Fish and Wildlife Service under Section of the Endangered Species Act was conducted in conjunction with the preparation of the Coordination Act Report and Biological Opinion for the construction of The Tampa Harbor – Ybor Channel and Port Sutton Navigation Channel (Appendix I). The USFWS provided these documents by Final CAR dated June 1999. The USFWS concluded that the work would not likely jeopardize the continued existence of the manatee, if the Standard manatee protection conditions are implemented. The Ybor Channel Turning Basin and Port Sutton Terminal Channel projects are situated in the most industrialized, modified segment of Tampa Bay and are adjacent to existing dredged deep water channels. In spite of the altered, stressful environmental conditions of the project sites there are fish and wildlife resources that require consideration. In order to minimize project-related adverse impacts to fish and wildlife resources the Service provides the following recommendations:

- avoid dredging-related impacts to the existing mitigation site on northeast side of Harbour Island;
- RESPONSE: This was done for the Ybor Project; therefore, it is not applicable.
- salvage existing oyster beds on the shelf extending from Harbour Island for relocation;
- RESPONSE: This was done for the Ybor Project; therefore, it is not applicable.
- conduct bulk chemical analyses, bioassay and bio-accumulation tests with sediments from dredge sites;
- RESPONSE: Water quality testing has been done in accordance with EPA's Inland Testing Manual and the State of Florida requirements will be met during the Water Quality Certification process.

- if contaminants are found in dredge site sediments, take measures to prevent their dispersal during dredging and spoil disposal operations;
- RESPONSE: State standards will be adhered to.
- monitor pipelines to prevent accidental spills;
- RESPONSE: This is normal best management practices.
- create 0.5 to 0.7 acres of oyster bed to mitigate the dredging of 25 to 35 acres of relatively shallow bay bottom;
- RESPONSE: The CAR recommends mitigation for immediate loss of the benthic community in the dredging footprint (total footprint for Ybor and Port Sutton) and for the lost community functions during recovery. This loss is due to changing relatively shallow habitats to deep-water habitats. Using Bahr and Lanier's (1981) information that oyster reefs provide 50 times the surface area that bare bottoms do, oyster bed creation of 0.5 to 0.7 acres would mitigate the impacts of the dredging at a 1:1 ratio. This assumes a definition of shallow habitat as being in the photic zone, 10 feet MLLW in depth or shallower. This definition is very conservative since Port Sutton is an industrial area and the photic zone is more likely less than 3 feet deep. However, based on the new selected plan, there would be no loss of shallow-water habitat and no mitigation warranted.
- implement the "Final Migratory Bird Protection Policy" to protect nesting birds on 2D and 3D;
- RESPONSE: This will be made a part of the project.
- evaluate changes to hydrology and water quality from Garrison Channel and open bay disposal options; and,
- RESPONSE: This was a part of the Ybor Project and open-water disposal is not part of this project; therefore, it is not applicable.
- seek beneficial use projects, such as described above, for use of dredged material.
- RESPONSE: No beneficial uses of dredged material were available but were considered.

The following Conservation Recommendations were contained in the Endangered Species Act portion of the CAR.

- The standard manatee conditions be implemented at both project sites.
- RESPONSE: These will be made part of the plan
- A hydraulic dredge be used for all dredging in the Port Sutton Channel based on the

- presence of manatees at the discharge canal during winter months.
- RESPONSE: We cannot dictate the use of any particular type of dredge because of contracting restrictions. However, it is anticipated that a hydraulic dredge will likely be the type of dredging equipment used.
- If a clamshell dredge is used, a no-dredge window from January 1-February 1 be implemented at the Port Sutton site and surrounding channel waters to adequately protect wintering manatees.
- RESPONSE: We cannot accept this because the construction would take about 2 years to complete. In recent discussions with your agency we have increased our protection of manatees by implementing a dedicated manatee observer on all clamshell dredging operations with a video camera to document impacts. Also the standard conditions implemented during this timeframe should insure that manatees are not impacted.
- If a clamshell dredge is used, no night dredging should occur in the Port Sutton channel from November 15-March 1 due to decreased visibility and observation capabilities. Tasks requiring small watercraft or barge movement should be conducted during daylight hours only, or such vessels should be outfitted with propeller guards.
- RESPONSE: We cannot accept this because the construction would take about 2 years to complete. In recent discussions with your agency we have increased our protection of manatees by implementing a dedicated manatee observer on all clamshell dredging operations with a video camera to document impacts. Also the standard conditions implemented during this timeframe should insure that manatees are not impacted.
- If a clamshell dredge is used, a designated observer should be used in areas around the discharge canal.
- RESPONSE: This has been incorporated into our standard operating procedures for protecting manatees.

This project was fully coordinated under the Endangered Species Act; therefore, this project is in full compliance with the Act. The USFWS has prepared a Final CAR for the project and stated the work will not have significant long-term effects on fish and wildlife resources and therefore, does not object to this action. Therefore, the project is in compliance with the Act.

3. **National Historic Preservation Act of 1966, as amended (PL 89-665).** An archival and literature review, including review of the current National Register of Historic Places listing, and consultation with the Florida State Historic Preservation Officer (SHPO) has been conducted to determine if significant cultural resources are located within the area of impact for the proposed project. The District has determined that there will be no adverse impacts to any significant cultural resources in the Port Sutton Channel. Coordination through Section 106 of the NHPA complies with this Act and with the Archeological and Historic Preservation Act.

4. Clean Water Act of 1972, as amended.

- 4.1. **Section 401. (Water Quality)** A Florida Department of Environmental Protection (DEP) Water Quality Certificate (WQC) has been issued for the maintenance dredging of this area. Application for a new WQC will be made to the FDEP prior to construction. State water quality standards will be adhered to during construction. The project will cause temporary increases in turbidity where dredging is taking place and at the disposal site. The Florida water quality regulations require that water quality standards not be violated during dredging operations. The standards state that turbidity outside the designated mixing zone shall not exceed 29 NTU's above background. Various protective measures and monitoring programs will be conducted during construction to ensure compliance with State water quality standards.
 - 4.2. **Section 404 (b)(1).** The purpose of Section 404(b)(1) of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of the waters of the United States through the control of discharges of dredged or fill material. Controls are established through restrictions placed on the discharges in Guidelines published in 40 CFR 230. An evaluation of the dredged material was conducted (Appendix VI). The impacts are addressed in the Environmental Assessment and are primarily related to a minor increases in turbidity levels adjacent to the placement area.
 - 4.3. **Tier I Evaluation.** Based on the probable impacts addressed in the environmental assessment, the 404(b)(1) evaluation and Inland Testing Manual requirements concerning the dredged material to be used, the proposed work would comply with the Guidelines and the intent of Section 404(b)(1) of the Clean Water Act.
5. **Clean Air Act of 1972, as amended.** No air quality permits will be required for this project. Therefore, this Act would not be applicable.
6. **Coastal Zone Management Act of 1972, as amended.** The project has been evaluated in accordance with Section 307 of the Coastal Zone Management Act. It has been determined that the project would have no unacceptable impacts and would be consistent with the Florida Coastal Zone Management Plan (Appendix V). The Clearinghouse has determined that the project is in compliance with the Act. Final state concurrence is issued concurrently with the issuance of the Water Quality Certification.
7. **Farmland Protection Policy Act of 1981.** No prime or unique farmland will be impacted by implementation of this project. This act is not applicable.
8. **Wild and Scenic River Act of 1968, as amended.** No designated Wild and Scenic river reaches will be affected by project related activities. This act is not applicable.
9. **Marine Mammal Protection Act of 1972, as amended.** Incorporation of the safe guards used to protect manatees during dredging and disposal operations will be

implemented during construction, therefore, this project is in compliance with the Act.

10. **Estuary Protection Act of 1968.** No designated estuary will be affected by project activities. This act is not applicable.
11. **Federal Water Project Recreation Act, as amended.** There is no recreational development proposed for maintenance dredging or disposal. Therefore, this Act does not apply.
12. **Resource Conservation and Recovery Act of 1976, (PL 94-580; 7 U.S.C. 100, et seq.** This law has been determined not to apply as there are no items regulated under this act being disposed of or affected by this project.
13. **Toxic Substances Control Act of 1976, (PL 94-469; U.S.C. 2601, et seq.** This law has been determined not to apply as there are no items regulated under this act being disposed of or affected by this project.
14. **E.O. 11990, Protection of Wetlands.** No wetlands will be affected by project activities. This project is in compliance with the goals of this Executive Order.
15. **E.O. 11988, Floodplain Management.** No activities associated with this project will take place within a floodplain, therefore this project is in compliance with the goals of this Executive Order.
16. **E.O. 12898, Environmental Justice.** This project has been evaluated in accordance with the subject E.O. The project would not result in adverse human health or environmental effects. There would be no impacts on subsistence consumption of fish or wildlife from this project. Therefore, the work would comply with this E.O.
17. **Essential Fish Habitat, Magnuson-Stevens Fishery Conservation and Management Act.** The affects of the existing federal navigation project have been identified in the Environmental Assessment. The effects on EFH have been coordinated with the NMFS through the NEPA process. No adverse comments were received.

APPENDIX VII

HTRW ASSESSMENT

PN

CESAJ-PD-EE (1110-2-1150b)

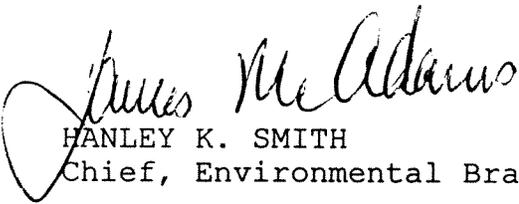
8 July 1999

MEMORANDUM FOR  Chief,  Plan Formulation Branch

SUBJECT: Hazardous, Toxic and Radioactive Waste (HTRW)
Assessment of Ybor Turning Basin, Port Sutton and the Proposed
Dredged Material Disposal Sites, Hillsborough County, Florida.

1. Reference a 12 November 1998 email requesting a HTRW evaluation of the Ybor Turning Basin, Port Sutton and the Proposed Dredged Material Disposal Sites.
2. Enclosed is the final HTRW Assessment for Ybor Turning Basin and Port Sutton Maintenance Dredging. The port and turning basin are located in a dense light and heavy industrial part of Tampa Bay. The proposed dredged material disposal sites have limited access and were formerly used for dredge material disposal. The probability of uncovering hazardous or toxic waste at these dredged material disposal sites is low. The probability of discovering contaminated sediments in the Ybor Turning Basin and Port Sutton is relatively high. This contamination may be due to stormwater run-off over a period of many years.
3. For questions concerning this submission, please contact Mr. Peter Besrutschko at 904-232-2298.

Encl


HANLEY K. SMITH
Chief, Environmental Branch

JUNE 1999

Hazardous, Toxic and Radioactive Waste (HTRW) Assessment

**YBOR TURNING BASIN and PORT SUTTON
MAINTENANCE DREDGING PROJECT
Hillsborough County,
Florida**



**U.S. Army Corps
of Engineers
Jacksonville District**

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1.1 SUMMARY

A Hazardous, Toxic and Radiological Waste (HTRW) site assessment was conducted on the Ybor Channel Turning Basin, Port Sutton and the proposed dredged material disposal sites. The hazardous and toxic waste evaluation revealed that the Ybor Turning Basin and Port Sutton are used for navigation. The property surrounding these navigation channels consists of heavy industrial port facilities and a petrochemical terminal. The site appears to be free of hazardous and toxic waste concerns. The hazardous and toxic waste (HTRW) review of the proposed sites did not reveal evidence of HTRW contamination.

1.2 INTRODUCTION

1.2.1 Purpose

The goal of this site investigation is to identify recognized environmental conditions. The investigation indicates the presence or likely presence of any hazardous substances or petroleum products. The assessment attempts to reveal conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products on the properties or into the ground, groundwater, or surface water of the properties.

1.2.2 Special Terms and Conditions

The recognized environmental conditions that were considered throughout this investigation included hazardous substances or petroleum products in compliance with laws. The term environmental contamination is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

1.2.3 Limitations and Exceptions of Assessment

This Phase I Environmental Site Assessment is composed of the following five components: 1) Records Review, 2) Aerial Photography Study, 3) Site Reconnaissance, 4) Interviews, 5) Report. The record review, aerial

photography study, site reconnaissance, and interviews are used in concert with each other.

1.2.4 Limiting Conditions and Methodology Used

There were no limitations imposed by physical obstructions, however, the dredged material disposal sites have limited access. The site visit conducted 27 January 1999 revealed that the disposal sites are all located at very remote locations. The sites have limited access, surrounded by light industrial activity.

1.3 SITE DESCRIPTION

1.3.1 Vegetation

A site reconnaissance and review revealed that the land located around the Ybor Harbor Turning Basin and Port Sutton consist of industrial port activities. The land located around the proposed disposal sites is very developed and very little vegetation was observed. The project channel has no vegetation located on the shore because these are prime port facilities.

1.3.2 Soils

The disposal sites consist of sandy soil typical to Hillsborough County. The property along the project channel is developed and covered with structures.

1.3.3 Location and Legal Description

The facilities are located in Hillsborough County, Florida as shown on the maps in figures 1, 2, A1 and A2.

1.3.4 Descriptions of Structures, Roads, other improvements on the Site (including heating and cooling system, sewage disposal, potable water source)

The four proposed Dredged Material Disposal Sites are located in remote areas as shown in figures A1, and A2. There are no structures, roads or other improvements located on the proposed disposal sites. The project area consists of navigation channels. The aerial photography shows the proposed dredged material disposal areas. See aerial photographs in appendix A5, and A6.

**1.3.5 Information (if any) Reported by Auditor
Regarding Environmental Liens or Specialized
Knowledge or Experience**

No specialized knowledge is available for these sites.

1.3.6 Current Uses of the Property

The project area is used as a navigation channel. The photograph, figure A7 shows the typical features of the area. Both the disposal and the dredge maintenance project is located within the larger Tampa Bay which has extensive harbor facilities, industrial activity and petrochemical terminal operations. Figures 1, 2, A1, A2, A3, A4, A5, A6 and A7 show an overview of the Tampa Bay as related to these proposed project areas.

1.3.7 Past Uses of the Property (to the extent identified)

The proposed project area was used as a navigation channel for more than forty years. The proposed dredged material disposal sites appear to have been previously used as dredged material disposal areas.

1.3.8 Current and Past Uses of Adjoining Properties (to the extent identified)

By all indications observed throughout the site investigation, the adjoining properties of the project area are harbor facilities, and light to heavy industry, while the dredged material disposal sites are undeveloped. See figures 1, 2, A2, A3, A4, A5, and A6.

1.3.9 Site Rendering, Map, or Site Plan

See figures 1, 2, A1 and A2.

1.4 RECORDS REVIEW

1.4.1 Standard Environmental Records Sources, Federal, State, and/or Local.

Several database searches were performed. The results were plotted on to the proposed area project maps. Figures A3 and A4 shows potential sources of contamination. The following databases were included in the review: National and State Priority Listed Sites, landfills, Federal and State Conservation Environmental Restoration Comprehensive Liability Act (CERCLA) listed sites, listed violators, underground storage tanks (UST's) and leaking underground storage tanks (LUST), Treatment Storage and Disposal facilities (TSD's), listed spills, Small (SQG) and Large Quantity Generators (LQG), Transporters and aboveground storage tanks (AST's). As shown in figure A3 and A4 contaminants and activities prone to contamination are not on or immediately adjacent to the proposed dredged material disposal sites.

1.4.2 Physical Setting Source(s)

The quadrangle map A1, A2 and aerial photographs A3, A4 and A5 indicate that the dredged material disposal sites have limited access. The dredge maintenance project area is located in Tampa Bay, surrounded by light and heavy industry.

1.4.3 Historical Use Information

The dredge maintenance project areas have been used for navigation for more than forty years. The dredged material disposal sites are undeveloped.

1.4.4 Additional Record Sources

None

1.5 INFORMATION FROM SITE RECONNAISSANCE AND INTERVIEWS

Mr. Peter Besrutschko, Jacksonville District, US Army Corps of Engineers (Corps) performed the site investigation on 27 January 1999. Access to the sites is limited. The sites are surrounded by industrial facilities.

1.5.1 Hazardous Substances in Connection with Identified Uses (including storage, handling, disposal)

There is no evidence that the adjacent properties of the Ybor Turning Basin and Port Sutton have contaminated the project area. The hazardous and/or toxic waste database plotted in figure A4 and A5 shows that potential contaminants are located in close vicinity of the project area. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our dredged sediment analysis program has shown that large harbors occasionally retain contaminants over many years, due to stormwater runoff.

1.5.2 Hazardous Substance Containers and Unidentified Substance Containers (including storage, handling, disposal)

No hazardous substance containers and unidentified substance containers were observed.

1.5.3 Storage Tanks (including contents and assessment of leakage or potential for leakage)

No storage tanks were observed on the sites.

1.5.4 Indications of PCBs (including how contained

and assessment of leakage or potential for leakage)

Not applicable.

1.5.5 Indications of Solid Waste Disposal

No recorded or physical data yielded any indications that the disposal of sanitary solid waste has occurred at the sites at any time.

1.5.6 Physical Setting Analysis, if migrating Hazardous Substances are an issue

Migration of hazardous substances from properties adjacent to Ybor Turning Basin and Port Sutton adjacent may be possible. However, that contamination risk is relatively low.

1.5.7 Any Other Conditions of Concern

No other conditions of concern.

1.6 FINDINGS AND CONCLUSIONS

A Phase I Environmental Site Assessment was conducted in conformance with the scope and limitations of ASTM Practice E 1527; of the proposed dredged material disposal sites and Ybor Turning Basin and Port Sutton located in Hillsborough County, Florida. The site visit, conducted 27 January 1999, found that dredged material disposal sites are free of hazardous and toxic materials and waste. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our sediment analysis history has shown that large harbors occasionally retain contaminants over many years, due to stormwater runoff. In summary, the proposed dredged material disposal sites have a low probability of hazardous or toxic waste contamination.

PRELIMINARY ASSESSMENT SCREENING (PAS)
STATEMENT OF FINDINGS

REAL PROPERTY TRANSACTION: Preliminary site assessments were conducted on the proposed dredged material disposal sites. These sites may be used to disposed dredged materials taken from Ybor Turning Basin or Port Sutton.

SUMMARY:

COMPREHENSIVE RECORD SEARCH: Several database searches were performed and the results were plotted to the proposed area project maps. Figures A1 and A2 shows these potential contaminated sites. The following databases were included in the review: National and State Priority Listed Sites, landfills, Federal and State Conservation Environmental Restoration Comprehensive Liability Act (CERCLA) listed sites, listed violators, underground storage tanks (UST's) and leaking underground storage tanks (LUST), Treatment Storage and Disposal facilities (TSD's), listed spills, Small (SQG) and Large Quantity Generators (LQG), Transporters and aboveground storage tanks (AST's). As shown in figure A3 and A4 contaminants and activities prone to contamination are not on or immediately adjacent to the proposed dredged material disposal sites.

SITE INVESTIGATION: Mr. Peter Besrutschko, Jacksonville District, US Army Corps of Engineers (Corps) performed the site investigation on 27 January 1998. Access to the site is limited because there is no direct road access. The site investigation revealed no evidence of hazardous and/or toxic materials release. Although the potential contamination sources exist, there is no evidence that the channel was contaminated by specific sources. Our dredge maintenance sediment analysis history has shown that large harbors occasionally become contaminated over many years, due to stormwater runoff.

In summary, the proposed dredged material disposal sites have a low probability of hazardous or toxic waste contamination.

Signed:

P. H. Besrutschko

Date: 15 June 99

Prepared by: P. H. Besrutschko
Environmental Engineer, US Army Corps of Engineers

Signed:

J. J. McAdams

Date: 22 June 99

Reviewed by: J. J. McAdams, P.E.
Chief, Env. Quality Section, US Army Corps of Engineers

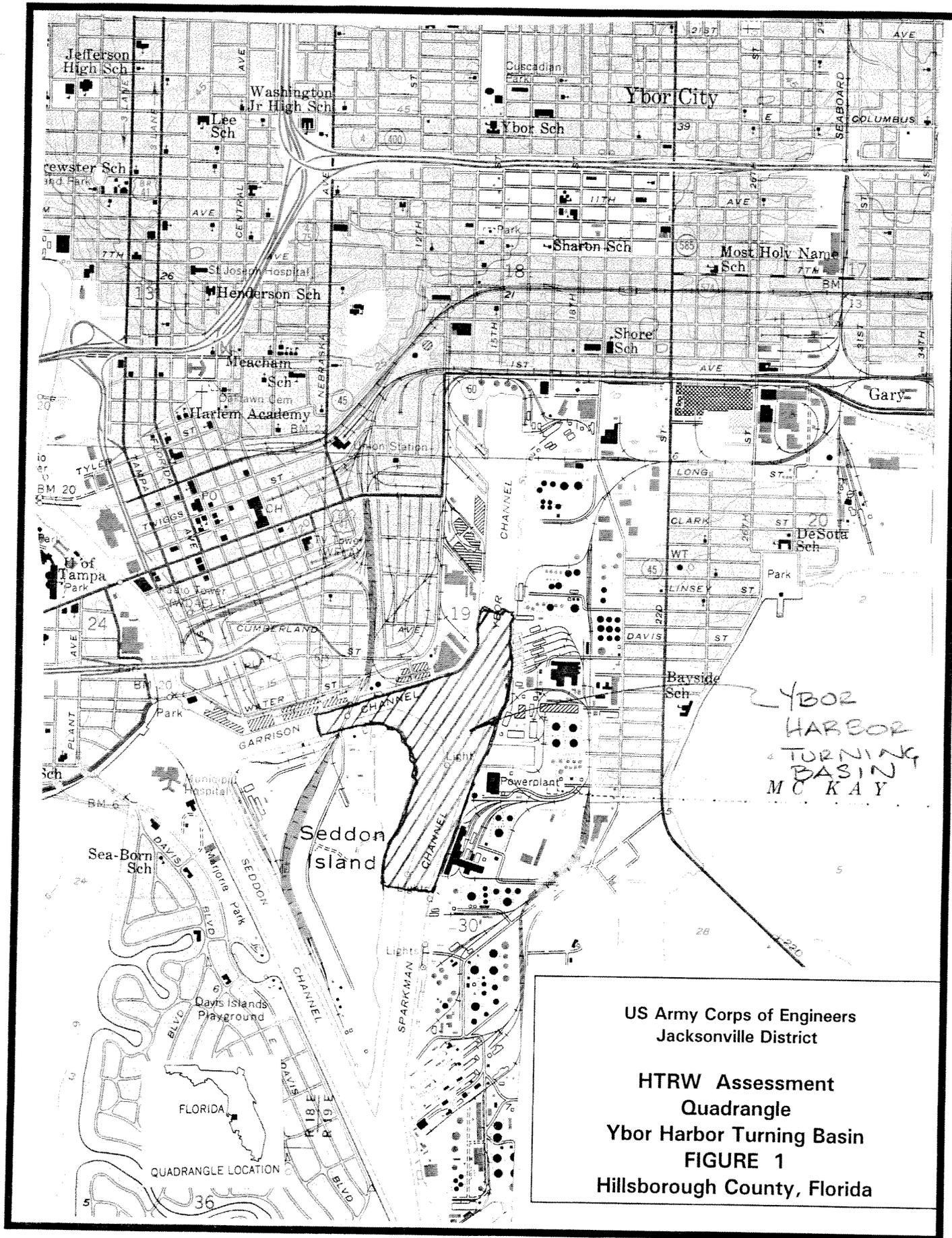
Signed:

James McAdams

Date: 9 July 99

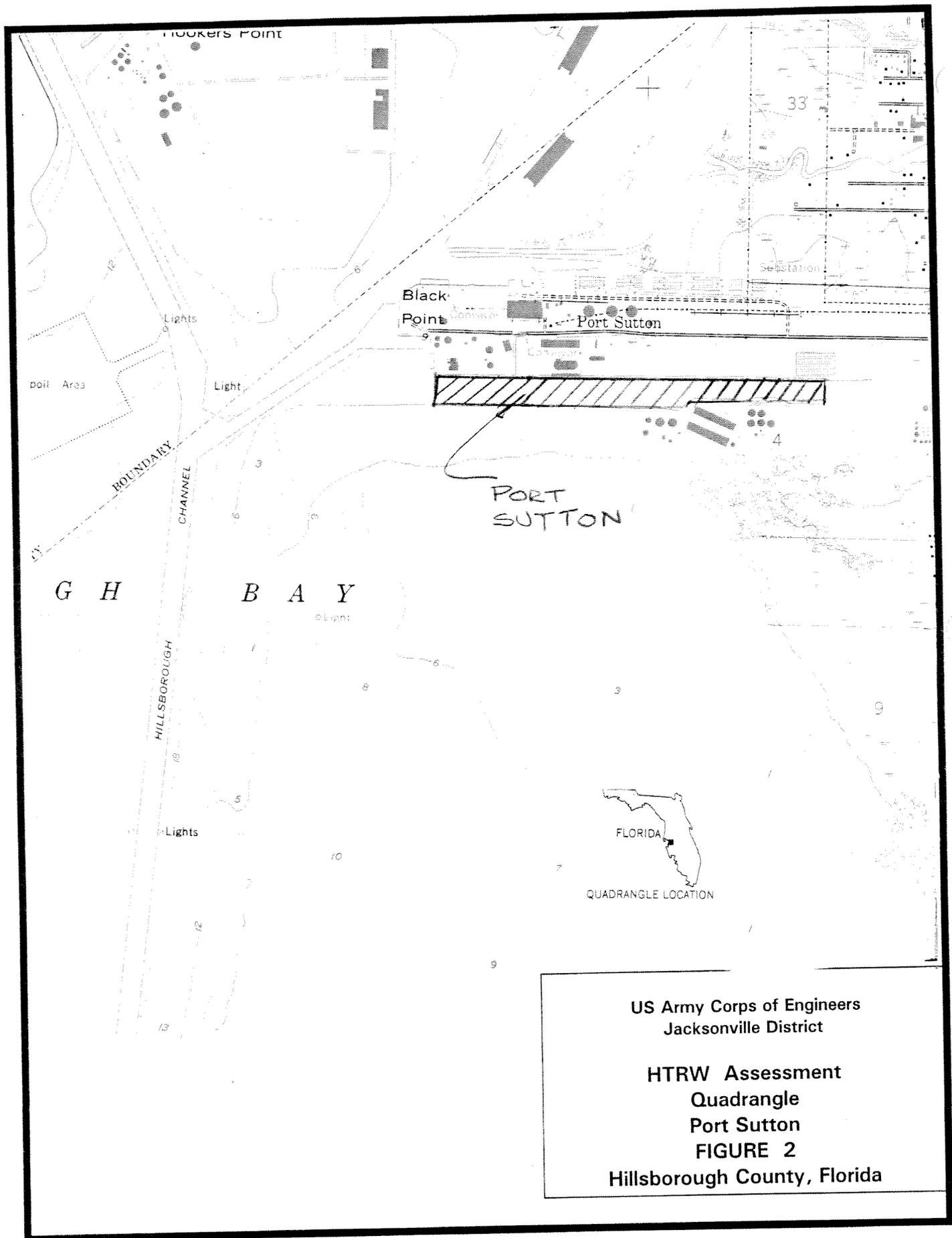
Approved by: H.K. Smith
Chief, Env. Resources Branch, US Army Corps of Engineers

1.7 APPENDICES



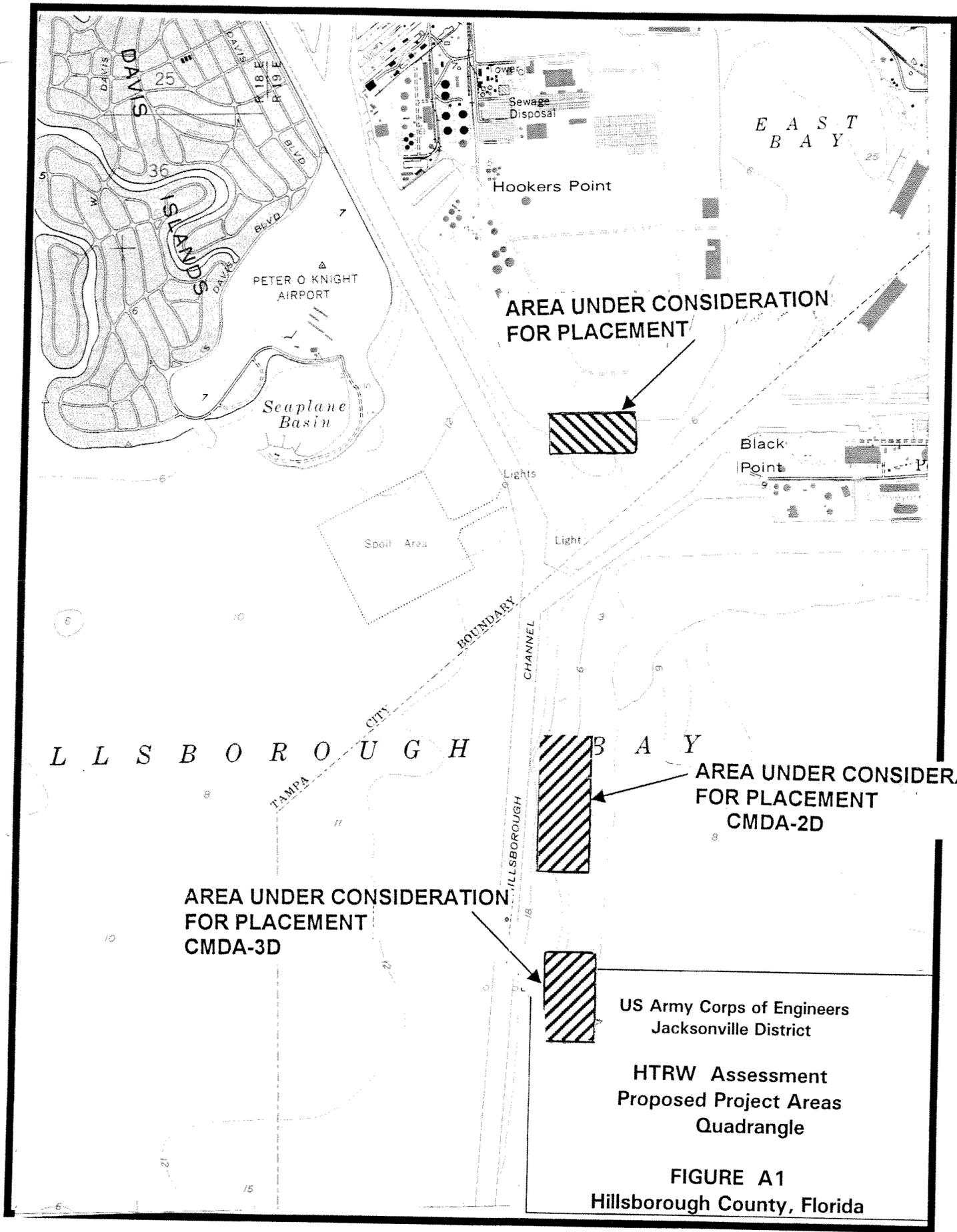
US Army Corps of Engineers
 Jacksonville District

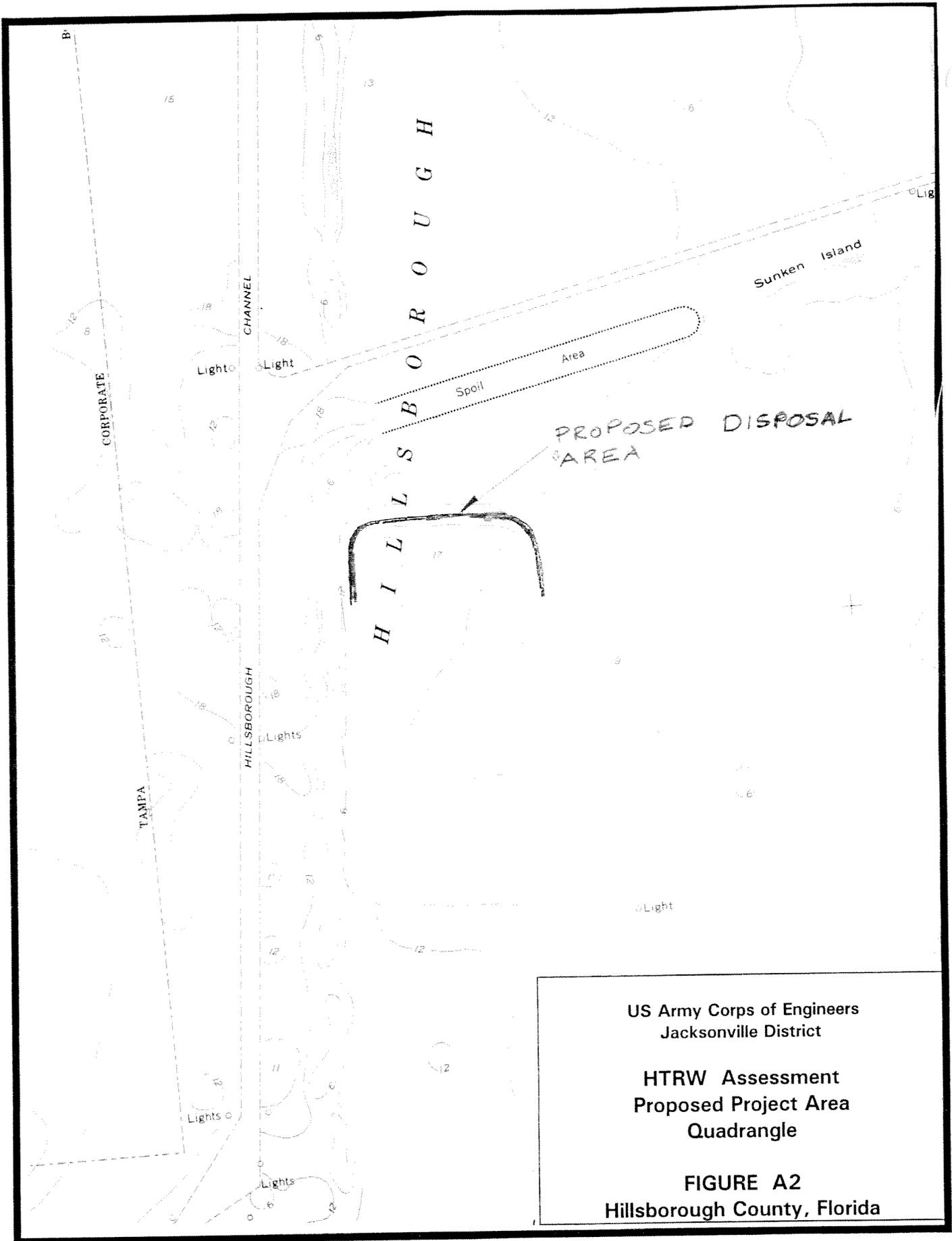
 HTRW Assessment
 Quadrangle
 Ybor Harbor Turning Basin
FIGURE 1
 Hillsborough County, Florida



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Quadrangle
Port Sutton
FIGURE 2
Hillsborough County, Florida





Ybor Harbor Project Area



- Roads**
- Underground Storage Tank Ut12000m.shp
 - Treatment Storage and Disposal Facility Ts12000m.shp
 - RCRA Transporter Tr12000m.shp
 - Tc12000m.shp
 - ▲ Landfills Sw12000m.shp
 - ★ Spills Ss12000m.shp
 - State Priority List Sp12000m.shp
 - Sc12000m.shp
 - Np12000m.shp
 - Lt12000m.shp
 - Ge12000m.shp
 - Gl12000m.shp
 - Cr12000m.shp
 - Co12000m.shp
 - At12000m.shp
- Hydro**
- Bays, estuaries, gulfs, oceans, or seas
 - Ditch or canal
 - Fish hatchery or farm
 - Lake or pond
 - Mangrove area
 - Marsh, wetland, swamp, or bog
 - Outside area
 - Stream or River
 - Tailings pond or settling basin
 - Void or non-feature

Hazardous & Toxic Waste /Material Database Review

HILLSBOROUGH COUNTY

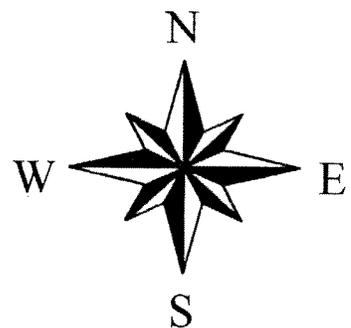
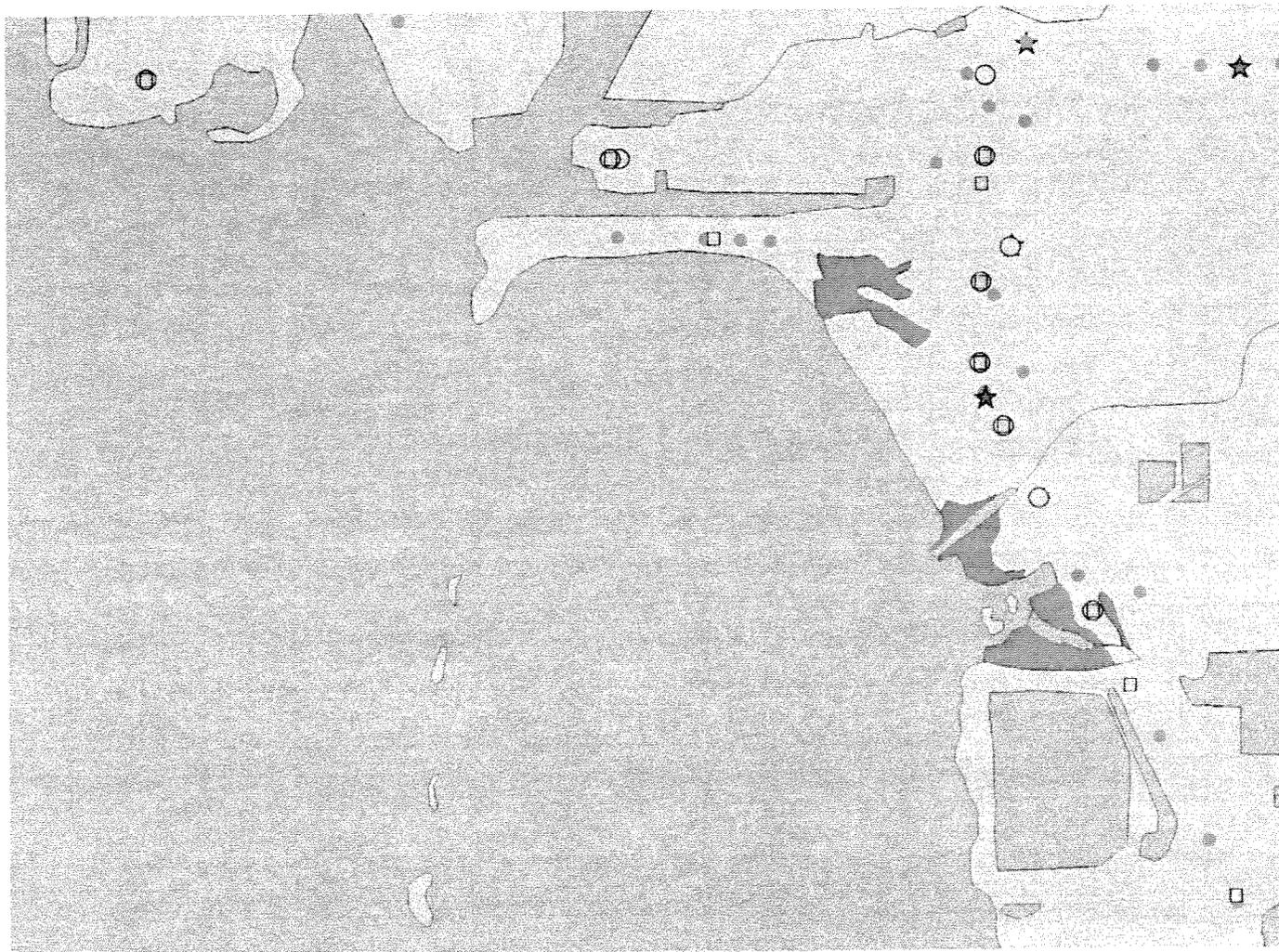


FIGURE A3

Ybor Harbor Turning Basin and Port Sutton Hazardous, Toxic and Radioactive Database Review



- Ust_leak.shp
- Ust.shp
- ☆ Nat_prior.shp
- ★ Cercla_lst.shp
- Abovgrnd.shp
- Large_gener.shp
- Smal_gener.shp
- ⋄ Spills.shp
- ☆ Stat_cercla_lst.shp
- ☆ Stat_prior_lst.shp
- Transporter.shp
- ⋄ Tsd_fac.shp

- Hydro**
- land
 - water
 - wetland

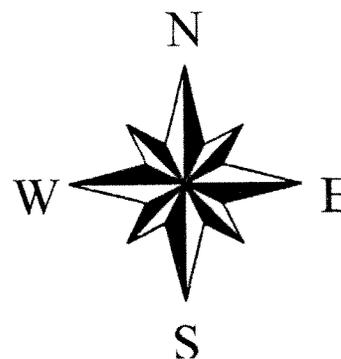


FIGURE A4

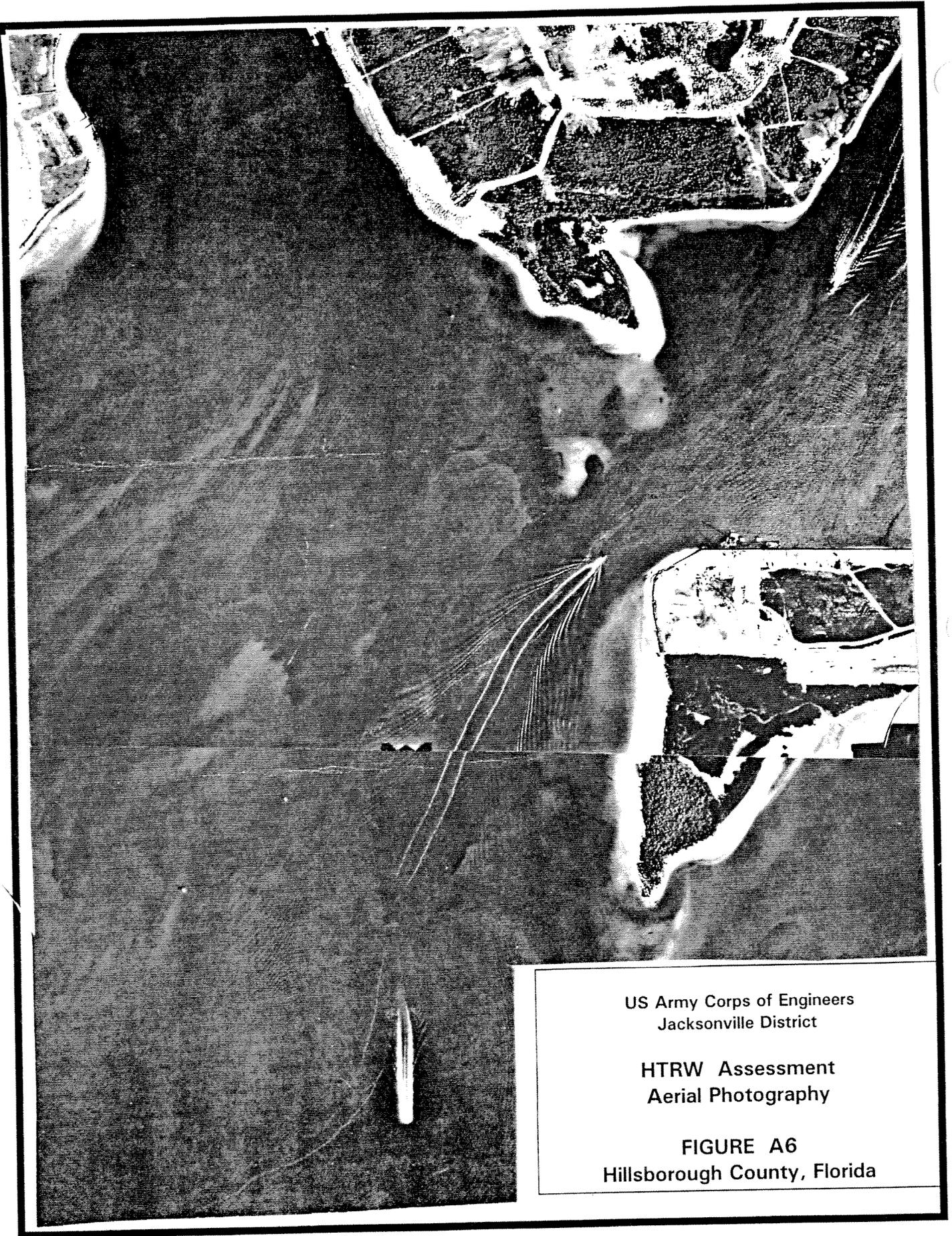


US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Aerial Photography

FIGURE A5
Hillsborough County, Florida

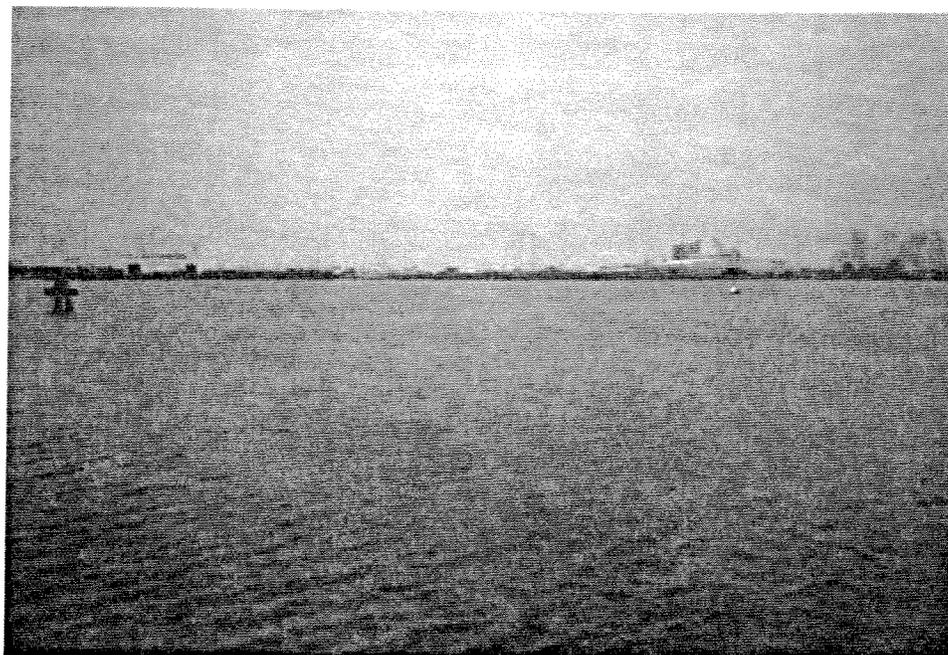
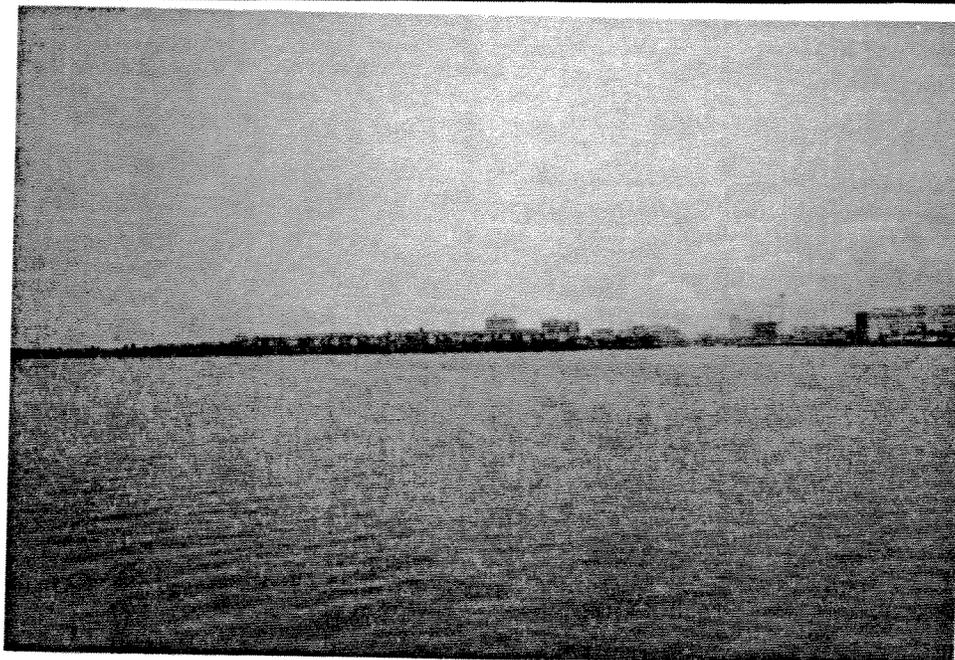
84 1 9600



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Aerial Photography

FIGURE A6
Hillsborough County, Florida



US Army Corps of Engineers
Jacksonville District

HTRW Assessment
Proposed Site Photography

FIGURE A7
Hillsborough County, Florida

APPENDIX VIII

WATER QUALITY TESTING

PORT SUTTON - 2000 TIER I EVALUATION OF DREDGED MATERIAL

Introduction

The Port Sutton Terminal Channel is located on the northeast side of Hillsborough Bay, Tampa, Florida. The 2000 evaluation of Port Sutton will consider dredged material (DM) from maintenance and new work. The project proposes to use the dredge disposal island 2D and beneficial use for disposal of dredged material.

Project Description

The authorized project for Port Sutton Terminal Channel, Tampa Harbor project, is a deep-draft navigation channel 43 feet in depth with a bottom width of 200 feet over a length of 3,700 feet, beginning at the eastern edge of the Port Sutton Turning Basin. Port Sutton is a component of the Tampa Harbor project.

Geography and Surrounding Area

The major geographical features are a large, rather low energy estuary with a constricted opening to the Gulf of Mexico. Runoff of surface water and sediment is largely restricted to the eastern margin of the bay where the Hillsborough, Palm, Alafia, Little Manatee and Manatee Rivers enter the bay. Tides in the entire area are in the microtidal range with spring tides generally less than .8 meters. Such conditions do not result in tidal flats but salt marshes and mangrove swamps are widespread. The size of Tampa Bay and its single constricted entrance produces a large tidal prism with swift currents at the entrance to the bay.

The shoreline of the Tampa Bay estuary spans a complete spectrum from the pristine areas of southern Hillsborough County such as Cockroach Bay to totally developed industrial areas along the northern part of Hillsborough Bay including Port Sutton. Virtually all types of development are included: municipal utilities, residential, military, heavy industry including deep draft harbors, and recreational areas. The distribution is uneven in that most development is concentrated along the Pinellas County shore and the interbay peninsula and the related areas of metropolitan Tampa. The northern end of Old Tampa Bay and much of the shore in southeastern Hillsborough County is relatively undeveloped but with locally intense development in some

areas. Included in the latter would be Alafia Harbor, the port of Manatee and the Big Bend power station. Seawalls, groins, breakwaters and other coastal structures are prevalent and typically are associated with areas of development.

With the exception of the channel system and anchorages, most of Tampa Bay is shallow averaging 12 feet deep.

Pollution Sources

Port Sutton is a major terminal handling large volumes of cement, anhydrous ammonia, bulk fertilizer, phosphate rock, asphalt, dry bulk fertilizers, salt, sulfuric acid, #2 diesel fuel, #6 bunker fuel, liquid (molten) sulfur, liquefied petroleum gas, coal, and dry bulk gypsum. The following sources were consulted for information on spills of hazardous materials in Port Sutton: the CERCLIS database, the Toxic Release Inventory System (TRIS), and the Emergency Response Notification System (ERNS). The data obtained from CERCSIS, TRIS and ERNS sources indicated that no spills of hazardous material had occurred in Port Sutton within the past 10 years. All of the HTW confinement areas are sufficient to contain any spills. Port Sutton is part of Tampa Bay and is located at the south end of East Bay. The area is hydraulically linked to the Gulf of Tampa Bay. The area is heavily developed.

Previous Testing

This project was been tested for ocean disposal in accordance with Evaluation of Dredged Material Proposed for Ocean Disposal - Testing Manual, also known as the "Green Book", and the EPA Region IV/COE South Atlantic Division Regional Implementation Manual (RIM). Water and sediment samples were taken on May 7, 1998 and tested for heavy metals, pesticides, PCBs, Polycyclic Aromatic Hydrocarbons (PAHs), Total Organic Carbon (TOC), ammonia, cyanide, organic tin and oil and grease. Aluminum and iron were present in the sediments at much higher concentrations than other heavy metals, which were either undetectable or present at low to moderate levels. No PCBs, pesticides, PAHs or organotin compounds were detected in any sediment. Chemical testing of elutriates of sediments showed low levels of metals, TOC, and ammonia. No pesticides, PCBs, PAHs, organotin compounds, or cyanide were detected in the elutriates.

Disposal Site

The proposed disposal site is the existing disposal island CMDA-2D. This D/A was constructed in the late '60s and is located approximately 1.5 miles south of the project site. The island is 7000 feet long and 3500 wide with a total area of 570 acres. There are no restrictions on the use of this site other than migratory bird nesting during certain times of the year. The proposed project will place approximately 250,000 cubic yards of dredged material in the D/A.

The material to be dredged was described as silt and clay with some sand. The material underlying the silt, clay and sand was identified as rock, consisting of siltstone, sandstone, and limestone.

Conclusion

The material from this area of Port Sutton is suitable for disposal in CMDA-2D without restriction. This conclusion is based on the following: No spills of hazardous materials that would render the dredged material unsuitable for ocean disposal have occurred since 1990 and no active CERCLA sites were found in the vicinity of the port. Although industrial facilities exist in the area that may have a potential for release of toxic materials the materials most likely to be discharged are sulfur, sulfuric acid, asphalt, phosphate fertilizers, ammonia, and fuel oil. Spills of these materials may have significant short-term impacts on the immediate environment but would not cause a long-term degradation of the sediments severe enough to eliminate CMDA-2D as an option. In addition testing of sediments and elutriates of sediments indicates heavy metal and organic chemical contamination is low to moderate through out the project area. There is no reason to believe significant adverse environmental impacts will result from disposing of this material at CMDA-2D.