

Appendix A-1

Suncoast Environmental Permitting Partnering Documentation

Steve Godley

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**From:** Varn, Jake [jvarn@fowlerwhite.com]  
**Sent:** Wednesday, January 19, 2005 11:28 AM  
**To:** Steve Godley  
**Subject:** FW: DA Permit Application SAJ-1998-2682(IP-MN), Ridge Road Extension

Steve: I believe this is what you are talking about.

V

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**From:** Nowicki, Michael F SAJ [mailto:Michael.F.Nowicki@saj02.usace.army.mil]  
**Sent:** Tuesday, January 04, 2005 9:56 AM  
**To:** 'callee\_davenport@fws.gov'; Don Palmer (E-mail)  
**Subject:** DA Permit Application SAJ-1998-2682(IP-MN), Ridge Road Extension

CalLee/Don:

This e-mail is in reference to the FWS letter to me dated December 27, 2004. I will reference the partnering meetings held on the Suncoast Parkway project that began in Aug 1993 that resulted in the FDOT addressing many issues before a COE permit application was submitted for the Suncoast Parkway I project. The FWS chose not to participate in any of the meetings and said Jim Beever of the then GFC would represent their (FWS) interests. The FWS did submit a report to the EIS for the Parkway when it was a federal project.

1. The alignment is the alignment since Pasco County entered into an agreement with the FDOT way back before the partnering meetings on the Suncoast Parkway to build them an interchange where there is now an overpass. Pasco County tried to add the Ridge Road extension (RRX) (which has always been on their long range plans) to the Suncoast Process but they were in no way prepared to provide the necessary information. We (EPA and me) decided that the Ridge Road extension had independent utility and did not need the Suncoast to exist to justify the road. The RRX would have to stand on it's own merits with mitigation to be offered by Pasco County and evaluated. The Serenova Tract (6900+ acres) and the Starkey Tract (3700+) acres were finalized before permits were submitted as part of the partnering process. The two sites together contained over 4000 acres of wetlands.

2. We have not responded to your 3b letter because that would make it a 3c letter and we do not have enough info to make that decision hence the attempts to minimize the project and address the ARNI concerns of the FWS for Serenova. The end result hopefully would be to get the FWS to withdraw their MOA objections. I have not seen any of the final modifications proposed by Pasco County through the efforts of Jake Varn. Due to our lack of funding, I did not participate in the meetings you referenced. I do have alot of preliminary modifications submitted but no final set of modifications. I do not agree that a road going through the Serenova would render the tract ineffective. We have over 10,000 acres of mitigation for the Suncoast's 205 acres of wetland impact, nearly 7,000 acres of preservation for the scrub jay (FWS wanted 2500 acres), and the addition of the amount of wetland impact associated with Ridge Road would not adversely affect this amount of mitigation. We have an 18,000-acre wildlife corridor that includes Serenova and Starkey and, as I understand it but have no documentation yet from Pasco County, the RRX mitigation would contain additional wildlife corridors moving to the east as the 18,000 acre area is essentially north/south.

3. The paragraph concerns your request for wildlife surveys. Don, thought we discussed this on the phone and determined there were no scrub jays and a MANLAA determination would be made for jays and for the indigo snake (standard protection conditions to be used) and the wood stork (based on the additional habitat created by the stormwater ponds). Where did the panther come from? The Sarasota County landfill court case proved that panthers were not there and Sarasota County is far south of this site. Bald eagles and RCW's were not found during the Suncoast Partnering process and the three plants were determined to exist on the Brooksville Ridge which is away from the Suncoast alignment and hence away from the RRX. Was this the original list of surveys

1/19/2005

done for the RRX before I inherited the project from Eric Summa?

4. The "but for" referred to in your August 2000 letter is pretty much the point of this modification exercise. Phase I is a get on at the end of the existing subdivisions near Moon Lake Road and a get off at the Suncoast without any curb cuts other than those that serve the existing subdivisions. I am pushing for Phase II to be a get on at the Suncoast and a get off east of the RR tracks without curb cuts. The access crossings for the Bexley property would be tractor crossings. However, I can't prevent them some time in the future from asking for traffic lighted intersections at these crossings. I don't know how Pasco County proposed to prevent access like intersections but it will enter into my recommendation for issuance or denial of the COE permit. We are still in the minimization phase of the 404 Guidelines so I have not looked at the mitigation to see if the impacts have been adequately addressed.

Could you please read this and then call me at 232-2171 to discuss. I would also appreciate if you could electronically send your December 27, 2004 letter to me via e-mail.

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CESAJ-RD-W  
199604305 (IP-MN)

JAN 06 1997

MEMORANDUM FOR RECORD

SUBJECT: Department of the Army Environmental Assessment and  
Statement of Finding for Above-Numbered Permit Application

1. Applicant: Florida DOT, District VII  
State Project Number 97140-3301 (Sec 2B)  
State Project Number 97140-1302 (Sec 3)  
State Project Number 97140-3300&3303 (Sec 4)  
State Project Number 97869-1393 (Mitigation)  
1211 Governor's Square Boulevard, Suite 100  
Tallahassee, Florida 32301
2. Background, Location, Project Description, Mitigation, Existing  
Site Conditions:

a. Background: The Florida Department of Transportation (FDOT), in order to expedite processing of the permits necessary for this work and to provide an environmentally sound project, began a partnering process with all the involved agencies in August of 1993. In addition to the Corps of Engineers, participating agencies included the U.S. Fish and Wildlife Service (FWS), the Environmental Protection Agency (EPA), the Florida Game and Fresh Water Fish Commission (FGC), the Florida Department of Environmental Protection (FDEP), representatives of the involved counties, the Southwest Florida Water Management District (SWFWMD), the environmental consultant for the FDOT, the construction contractors for the various segments, and the FDOT's Turnpike District. Owners of various mitigation tracts were sometimes invited to participate. Meetings were held at least quarterly and all aspects of the project were addressed to include mitigation, roadway alignment, avoidance and minimization of wetland impacts, and avoidance and minimization of upland and listed wildlife species impacts. Site visits were held to review proposed mitigation sites with the goal of getting consensus on mitigation before the FDOT pursued any particular option. Avoidance and minimization issues were discussed and the roadway realigned in response to these issues. The contractors were given information on how to address these issues when the applications for permits were submitted. Wildlife issues were discussed and wildlife crossings built into the project at the appropriate locations. Regarding listed species under the Endangered Species Act (ESA), the FWS agreed to allow the FGC to take the lead in developing adequate information to allow the FWS to prepare the necessary ESA documentation once the permit applications were submitted. The application to the Corps of Engineers would be administered through the use of one permit application number while the SWFWMD would assign separate numbers to each segment mainly because of surface

CESAJ-RD-W (199604305(IP-MN))

Subject: Department of the Army Environmental Assessment and Statement of Findings for Above Numbered Permit Application.

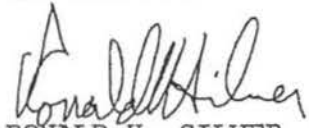
minimis levels of direct emissions of a criteria pollutant or its precursors and are exempted by 40 CFR Part 93.153. Any later indirect emissions are generally not within the Corps' continuing program responsibility and generally cannot be practicably controlled by the Corps. For these reasons a conformity determination is not required for this permit action.

PREPARED BY:



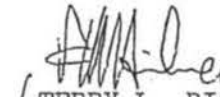
MIKE NOWICKI  
Team Leader West Permits Branch

REVIEWED BY:



RONALD H. SILVER, C.E.P.  
Chief, ~~Central~~ Permits Branch  
West

APPROVED BY:



TERRY L. RICE  
Colonel, Corps of Engineers  
Commanding

CF:  
CESAJ-RD-WT  
CESAJ-RD-N

Exit F

EXHIBIT F

Mike Kowich



SUNCOAST PARKWAY PARTNERING TASK FORCE MEETING #5  
APRIL 17, 1995  
MEETING MINUTES  
WPI NO. 7150055

The meeting began at 8:37 a.m. at the Tampa Board Room of the Southwest Florida Water Management District.

Attendees were members of the Partnering Task Force and represented the following entities/firms:

- FDOT Central Office
- FDOT District 7
- FDOT/Turnpike
- PBS&J/Turnpike
- SWFWMD
- FDEP/Intergovernmental Programs
- FGFWFC
- USACOE
- Pasco County
- Berryman & Henigar
- Metric Engineering, Inc. (DSC #1)
- Reynolds, Smith and Hills, Inc. (DSC #2)
- Parsons DeLeuw, Inc. (DSC #3)
- Kisinger Campo and Associates, Inc. (DSC #4)
- Dyer, Riddle, Mills and Precourt, Inc. (DSC #5)
- E.C. Driver and Associates, Inc. (DSC #6)
- [TPL, USFWS and USEPA were invited, but not able to attend]

(See attached sign-in sheets for the names and phone numbers of individual attendees.)

An information packet was provided to all members which included an agenda, Action Items list from Partnering Meeting #4, and an updated list of the Suncoast Parkway Team Members.

I. Welcome and Introduction

Max Crumit, Turnpike/PBS&J Project Manager for the Suncoast Parkway, welcomed everyone and gave a brief status of the project.

II. Comments and Progress Updates

Task updates for Design Section Consultants (DSCs) 1 through 6 were given by the respective project managers and an outline of their comments follows:

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Leonard Bartos (SWFWMD) stated that a letter had been submitted from SWFWMD on Tobacco Road. He had discussions with Bipin Parikh (Pasco County) regarding the Ridge Road interchange. Also, he said that Bill Sietman had made a presentation to the Board on the proposed MCP for the Suncoast Parkway. He said that the Board asked that the MCP be further discussed in two committees that would report back to the Board. He mentioned that the ERP was going to the Board for approval next week, although it is possible there will be additional appeals before it can be implemented.

Mr. Giddens asked Mr. Bartos if someone representing the Suncoast Parkway should attend the Board committee meetings to inform committee members of issues involving the MCP, which have not been addressed in a balanced manner in recent news articles. Mr. Bartos said he would advise Turnpike if it is possible for Turnpike to attend the two committee meetings [to be held 4/25/95 at 1410 and 1510 hours at SWFWMD].

Mr. Bartos said that SWFWMD had discussed the Turnpike's purchase of Serenova and acknowledged that the staff agreed that buying Serenova for preservation is a good plan, but the SWFWMD Board may not necessarily agree.

Mr. Giddens reiterated that Turnpike will not buy Serenova without SWFWMD's agreeing it would be suitable for mitigation.

Mike Nowicki (USACOE) stated that he has discussed the Ridge Road interchange with Mr. Parikh and asked that Pasco County provide the least damaging route for connection with a Ridge Road interchange. Mr. Nowicki also has assisted in pursuing a potential contamination issue at the Hernando County Airport and said there were no problems as long as the Suncoast Parkway was not on Airport property (based on the boundary in the 1940s). He said that he will be coordinating with Haynes Johnson of EPA (replacement for Mike Wylie) and that the project shouldn't "miss a beat" with his involvement. Contact with EPA should now be with Mr. Johnson.

Susan Goggin (DEP/Intergovernmental Programs) stated that she was at the meeting representing Deborah Parrish. She said that DEP is waiting to hear on the issues of the Bike Trail MOA and the possible purchase of Serenova for ecosystem management. Ms. Goggin stated DEP is still interested in the Annutteliga property as a potential mitigation site. Inquiring about the status of the Bike Trail, she was informed that it will be permitted, but not constructed.

Don Skelton (FDOT District 7) said that he still will be the contact with District 7 regarding the Suncoast Reevaluation. It was noted that the revised project schedule will be set by the next Production Meeting in May.

Raymond Ashe discussed Pasco County's desire to have the Ridge Road interchange be part of the design at this time. He noted that a Ridge Road interchange presentation was to be made later at this meeting by Pasco County. He said that Turnpike is committed to assisting Pasco County with their effort. Pasco County is attempting to coordinate their



6. Cost and responsibility of management for acquired lands - It was stated that properties purchased for ecosystem-approach mitigation will be managed by SWFWMD with the possibility of an MOA between SWFWMD and GFC on needs and techniques.

Mr. Mroz stated that the Starkey/Serenova purchases would be a true benefit to the public and the environment, and that land management costs should be able to be worked out, especially since the Starkey property was already on the SWFWMD list of lands suitable for purchase (5-year plan).

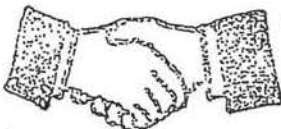
7. Construction of floodplain berms - Turnpike noted their concern for the construction of low-head berms on District lands for floodplain compensation and the potential for third party liabilities. Such use of land within the J.B. Starkey Wellfield and Wilderness Park require special consideration. Mr. Mroz said that the easiest/cheapest way to construct the berms would be to use Turnpike contractors. The Turnpike clarified that this is only an issue on the existing J.B. Starkey Wellfield where construction is proposed, following a question by Mr. Bartos. It generally was felt that this issue could go either way and would be worked out through negotiation.

B&H will be responsible for plans for the construction of the berms. A letter was sent to Mr. Musselmann which discussed the issue of berm construction and B&H has discussed this issue with him. Mr. Musselmann favors Turnpike's contractors doing the work, but no written response has been received. Mitigation plans must be decided soon. Mr. Giddens said there would be a "drop dead date" for scheduling purposes, especially if Serenova is not purchased. He noted that the existing agreement for floodplain compensation is only on Starkey-Anclote River Ranch and J.B. Starkey Wellfield.

It was indicated that an additional meeting on alternative sites with the agencies may be needed. The alternative tract matrix prepared by B&H will be updated to show potential credits per site.

Mr. Nowicki noted that there is a need to look at "functional" replacement in any mitigation plan. Mr. Bartos and Mr. Beever suggested that if Serenova is purchased, there may be an opportunity for future mitigation "credit," but probably only for upland habitat, which could be useful for projects such as the widening of SR52, SR54 and the proposed extension of Ridge Road.

At this time, Jim Beever (FGFWFC) gave an update of the project from his perspective and stated that coordination continued to go smoothly. He said that he has spoken with Pasco County and discussed options regarding the Ridge Road interchange. Mr. Beever stated he has reviewed with B&H the realignment designated, the bridge design ends from GFC's perspective, and indicated that at least one equalizer culvert designed to have an opening above seasonal high water would be required for a large marsh crossing. He also has provided Rangeline listed species consultation to B&H.





### III. Review of Action Items from Meeting No. 4

A review of action items from the Partnering Meeting of January 25, 1995 revealed that the items have been satisfactorily dealt with or are still ongoing. (Ongoing action items have been carried forward on the attached Action Items list).

### IV. Ridge Road Issues

At this time, Messrs. Parikh, Doug Uden and Mike Kenton of Pasco County made a presentation regarding the proposed Ridge Road alignment and interchange. Maps were exhibited showing three (3) possible locations for the alignment and two (2) for the interchange, including one preferred location. The Pasco County Comprehensive Plan shows the Ridge Road interchange extending to U.S. 41 in the year 2001 and it is earmarked as an evacuation route. It also was noted that Ridge Road is included in the DRI for Serenova and the North Suncoast Parkway EIS.

Alignment #5 was shown as the original DRI route. Alignment #4 is the straightest route to the Rangeline alignment. Preliminary data were discussed for total impacts and wetland impacts for each alignment. It was identified as Pasco County's preferred location. Alignment #3 follows the boundary of Serenova/J.B. Starkey Wellfield. Locations #1 and #2 (interchanges for #4, #5 and #3, respectively) were also discussed. Floodplain 100-year issues for these alignments were shown as follows: Alignment #3 has 67 acres; Alignment #4 has 37 acres; and Alignment #5 has 42 acres. It was noted that Mr. Kenton has walked a portion of the route and provided a report on the wildlife corridor to Bill Lynn.

It was asked whether the proposed Ridge Road alignment and interchange would be damaging to the proposed mitigation plan within the Serenova property. Mr. Beever stated that it depends on the design of Ridge Road, controlled burning issues and wildlife underpasses, as well as fencing to exclude or funnel wildlife. He added that avoidance and minimization planning needs to track the Suncoast Parkway standards.

Pasco County asked about tolling procedures during a disaster situation, and Turnpike stated tolls for interchanges would be eliminated during such an event.

Mr. Nowicki stated that Pasco County needs to develop "build-out" impacts, not just for the two-lane road initially to be designed. Pasco County acknowledged that they will provide a mitigation plan for Ridge Road. The design for Ridge Road is not to disturb any preserved areas described in the DRI and must avoid sensitive upland habitats. Mr. Crumit said the Ridge Road interchange would have a 7,000' north-south window along the Rangeline, which would accommodate Pasco County's interchange and their preferred Alignment #4. Mr. Bartos said that Ridge Road would affect the value of Serenova for mitigation purposes, but impacts will have to be quantified and evaluated (i.e., if 150 acres of wetland-upland acres are lost to Ridge Road, mitigation at Serenova is still viable, but has diminished value). Mitigation credits potentially could be transferred from Turnpike to Pasco County. Pasco County will be required to show alignment continuation to U.S. 41. It was tentatively agreed that FDOT would design and construct the Ridge Road interchange in conjunction with Pasco County's development of the Ridge Road extension plans package, with the actual construction at a later date.

0250



Pasco County recently passed a resolution against Turnpike purchase of Serénova for mitigation. Turnpike suggests, in the spirit of cooperation, that the County now consider passing a follow-up resolution rescinding opposition, since the Turnpike has committed to help with Ridge Road and its interchange with the Suncoast.

Mr. Crumit summarized the Pasco County issues as follows:

- Environmental avoidance and minimization and mitigation issues for Ridge Road impacts to be resolved by Pasco County and the regulatory agencies.
- The Ridge Road interchange will be designed and built by FDOT after environmental issues are resolved and on a schedule consistent with the County's construction of the Ridge Road extension.
- Any mitigation credits transferred from FDOT to Pasco County will be offset by dollars to FDOT by Pasco County for the design and construction.
- A meeting is to be scheduled between Pasco County/MPO and Turnpike by 5/1/95.
- FDOT will include Ridge Road interchange in the Reevaluation as a future activity.
- Pasco County is to secure permits for the Ridge Road alignment.
- Agreement regarding Ridge Road and possible purchase of Serenova are mutually exclusive issues.

Mr. Parikh is to go back to the Pasco County for support of the Serenova purchase by Turnpike. He is also to coordinate with Mr. Ashe in setting up a meeting between Pasco County and Turnpike.

#### V. Other Issues

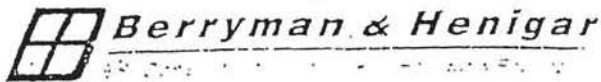
Discussion ensued regarding the temporary terminus for the Suncoast Parkway (possibly County Line Road, SR52 or SR50). There will be 2½-year hiatus prior to the U.S. 98 terminus.

Mr. Nowicki suggested that a 10-year permit be obtained. Mr. Mroz stated that SWFWMD now has a 3-year permit with a possible 3-year extension. He added that the 3-year extension must be used in conjunction with the regulations in place at the time. If the final discharge structures are in place within the permit date no extension is required. Mr. Beever stated he had no problems, but would request a listed species occurrence update. Mr. Skelton also said he had no problems, but said it was necessary to insure the project's future connectivity.





*Mike Kowicki*



**SUNCOAST PARKWAY PARTNERING TASK FORCE MEETING #6**  
**JULY 25, 1995**  
**MEETING MINUTES**  
**WPI NO. 7150055**

The meeting began at 9:30 a.m. at the Tampa Board Room of the Southwest Florida Water Management District.

Attendees were members of the Partnering Task Force and invited guests and represented the following entities/firms:

- FDOT Central Office
  - FDOT/Turnpike
  - PBS&J/Turnpike
  - FGFWFC
  - SWFWMD
  - USACOE
  - USEPA
  - Berryman & Henigar
  - Trust for Public Land
  - Metric Engineering, Inc. (DSC #1)
  - Reynolds, Smith and Hills, Inc. (DSC #2)
  - Parsons DeLeuw, Inc. (DSC #3)
  - Kisinger Campo and Associates, Inc. (DSC #4)
  - Dyer, Riddle, Mills and Precourt, Inc. (DSC #5)
  - E.C. Driver and Associates, Inc. (DSC #6)
  - Serenova, Ltd.
- [FDOT D-7, FDEP, Pasco County and USFWS were invited, but not able to attend]

(See attached sign-in sheets for the names and phone numbers of individual attendees.)

An agenda and Action Items list from Partnering Meeting #5 was distributed.

**L Welcome and Introduction**

Max Crumit, Turnpike/PBS&J Project Manager for the Suncoast Parkway, welcomed everyone and introduced Kevin Thibault as the new Director of Production for the Turnpike District as of 8/24/95. He also welcomed Dara Khoyi, representing Serenova, Ltd. Raymond Ashe acknowledged the attendance of Haynes Johnson (USEPA-Region IV, Atlanta) and thanked him for his participation.





David Sua (SWFWMD) stated that Voytek Mroz had given him the recent DSC submittals with drainage calculations, but that they have not yet been reviewed, with the exception of Section 6. (He provided DSC #6 with SWFWMD's comments at the meeting.) He added that Mr. Mroz will be returning from sabbatical on 8/16/95 and he will continue with the DSC review and comments process.

Mike Nowicki (COE) asked that he give his status update following Turnpike's update on proposed mitigation sites.

Bill Lynn stated that Bipin Parikh of Pasco County would be attending this meeting, but would be late. [Mr. Parikh was delayed at a Pasco County Commission meeting and was not able to attend.]

Don Morrow (TPL) advised that the Starkey tract closing is scheduled for on or about 8/3/95.

It was noted that an agreement between the Turnpike District and TPL regarding access issues is forthcoming.

Jim Beaver (GFC) stated that his workload is increasing due to reorganization and his areas of responsibility have increased by three counties, and now will include the addition of phosphate mining impacts. He also noted that B&H is doing very well on wildlife and habitat surveys, and that he is keeping USFWS updated.

### III. Ridge Road Issues

Bipin Parikh of Pasco County was to address the group on this issue but was delayed and the presentation was not made.

Since Mr. Parikh was not able to attend this meeting, this portion of the schedule was discussed last. Mr. Lynn stated that Pasco County will need to coordinate with the COE and should keep them advised. It was noted that the portion of this roadway in the River Ridge DRI has some aspects that are probably grandfathered, but others may need to be permitted. Mr. Bartos indicated that Pasco County is at about a 1% permit stage at this time. He stated that SWFWMD had met with Pasco County and decided upon a probable alignment. SWFWMD is to submit a plan to Pasco County for the best alignment. Pasco County is to do a floral and faunal species survey list for the alignment chosen.

Although the tentatively selected alignment was chosen strictly from a wetland standpoint, the agencies also will have to consider potential impacts to environmentally sensitive upland habitats and listed species.



0307

Mike Kenton, a biologist for Pasco County, had met with Jim Beever and it was suggested that Pasco County get with B&H concerning relevant ecological field study results. Mr. Beever reiterated that they had submitted survey methodologies for listed species to Pasco County (similar to the one previously provided to B&H), and noted that there may be a Scrub Jay issue at River Ridge. GIS maps also have been provided to Pasco County by Mr. Beever. Before signing off on a proposed Ridge Road alignment, listed species surveys and other environmental background information will be required by GFC. Mr. Beever also required information on any underpass/crossing locations for this project. He suggested that B&H provide a copy of the listed species photographic plant book to Pasco County (Mike Kenton).

Mr. Bartos noted that once the issues are resolved, SWFWMD will submit a letter to Pasco County indicating approval of the preferred corridor. He also stated that the Ridge Road project requires a "needs" statement. It was noted that the environmental siting tasks and plans also should be coordinated between Pasco County and the COE and EPA.

#### IV. Permit Submittals Issues

John Pollard noted that the schedules were approaching the Phase 2 submittals for areas not involved in the realignment. All DSCs should be at the 60% design completion stage by mid-October. He added that the economic feasibility test presently is scheduled for the first week in December. The drainage plans should be complete by that time. He said that environmental permitting is on the critical path.

Bill Lynn stated that the reevaluation and realignment are presently being worked on and that all supplemental agreements have been or soon will be executed. B&H will produce the reevaluation document on behalf of the Turnpike for the realignment using DSC input. Mr. Lynn said that the mitigation issues are the most critical at this time and an approvable plan is needed by 8/28/95. Turnpike is still looking at three options: (1) preservation, (2) preservation/enhancement, and (3) conventional (creation/restoration/enhancement). He added, however, that there may be some other options. Mr. Lynn stated that Turnpike is still working with representatives of Serenova, Ltd. for potential acquisition of that tract.

Wallace Giddens stated that the MOA with Pasco County is still unsigned and that SWFWMD is continuing to work with Pasco County on Ridge Road interchange and related issues. He added that Serenova has been on the agenda for some time, but the purchase of Serenova is still uncertain. At this time, Turnpike still needs to pursue other alternatives for proposed mitigation sites. In addition to other concerns, Turnpike must show a Serenova purchase to be a good value and not set a bad precedent relative to fair market value for future public agency land purchases in the region.



0302



Dara Khoyi, representing Serenova, stated that he had met with representatives of the Turnpike District to discuss potential acquisition and that no other meeting has been scheduled at this time.

Mr. Lynn said that a good field meeting was held with the agencies on 7/24/95 and that proposed mitigation sites other than Serenova had been visited (Conner, Dobry, Moon Lake, etc.). It had been Haynes Johnson's first visit to these sites. Mr. Lynn stated that the Starkey tract could be used for conventional mitigation. The choice of site and/or a final mitigation plan are on the project scheduling critical path.

Mr. Giddens stated that the Starkey tract essentially has been purchased. The MOA with Pasco County has been forwarded from Turnpike to them for their review and comment. Pasco County has requested certain concessions on permitting and a R/W land swap involving SWFWMD. He added that any concerns with Pasco County must be worked out prior to the signing of the MOA, which could make timing an issue.

Mr. Bartos said that SWFWMD's Land Management Department must coordinate the resolution of the issues regarding ownership of the R/W area and Pasco County. He said that Serenova, if acquired, could be considered by SWFWMD as mitigation for Ridge Road.

A discussion ensued between Jim Beever and Mike Nowicki regarding concerns about Pasco County having unlimited use of the Ridge Road R/W. It was agreed that all agencies concerned must be involved in any mitigation approaches, since Ridge Road needs to be "environmentally" engineered and properly permitted. Mr. Giddens reiterated that the MOA will be very specific. Mr. Ashe stated that the MOA hinged on the fact that Pasco County must meet the environmental issues and permitting requirements for making the land swap.

Mr. Johnson stated that after reviewing the potential mitigation sites on 7/24/95 he would make some suggestions and/or comments. He noted that he has had previous experience with the partnering concept and he feels that it works. He said the sites seen on 7/24/95 had some good potential for mitigation packages and that he will look closely at all packages. Mr. Johnson said that EPA would like to see a strong ecosystem management package, but will need to look at all options/consensus building to meet the federal 404(b)(1) guidelines.

Mr. Nowicki noted that the Serenova site is relatively pristine land and that the Conner tract has many opportunities available for enhancement and restoration. In visiting the Starkey site on 7/24/95, he said that it was very wet and looked better than during the previous visit. He indicated his agency would not favor conventional mitigation for this project. The COE prefers the Serenova tract, but is willing to work with the Conner tract or any similar options.

0303

