

STATE OF FLORIDA
ELECTRIC TRANSMISSION LINE CERTIFICATION REVIEW
FOR
FLORIDA POWER AND LIGHT COMPANY'S
MIDWAY-JENSEN-CRANE
230 KV CIRCUIT

CASE NUMBER TA83-04

Prepared by the:

Power Plant Site Certification Section
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Pursuant to Chapter 403, Part II, Florida Statutes, this report constitutes the Department of Environmental Regulation's required analysis and recommendations for Florida Power & Light Company's Midway-Jensen-Crane 230 KV Transmission Line Certification Application, TA83-04. The report is hereby approved.

April 22, 1983
Date

Victoria J. Tschinkel
Victoria J. Tschinkel
Secretary

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I. INTRODUCTION

Pursuant to the Florida Transmission Line Siting Act (Sections 403.52-536, Florida Statutes), Florida Power and Light Company applied on January 6, 1983 for certification of approximately 22.5 miles of 230 kV transmission line which crosses the Martin-St. Lucie County lines; the application was found to be complete as of January 10, 1983. The line would originate at the existing Midway substation west of Fort Pierce and terminate in two separate points, at an expansion of the Jensen substation north of Stuart and at a proposed Crane substation adjacent to the Sunshine State Parkway. The line would split at a proposed Turnpike Substation, also adjacent to the Sunshine State Parkway.

Filing of a complete application triggers an assessment process of environmental, socioeconomic, cultural and land-use impacts from the location of the transmission line corridor, the construction of the lines and any access roads, and maintenance of the project. However, this process does not assess impact on private property rights nor issues related to condemnation or other takings of land.

The Department of Environmental Regulation (DER) is the lead agency in the state impact assessment process and is responsible for the preparation of the written analysis required by the Transmission Line Siting Act (TLSA). Chapter 17-17, Part II, FAC, the companion rule to the TLSA, identifies minimum criteria which must be studied in the review of the proposed transmission line corridor. These include: (a) proposed location of transmission line crossings of navigable waters and transportation systems and the expected impact of such crossings; (b) impact on surrounding land uses and neighboring populations; (c) impact on public lands, submerged lands and wetlands; (d) impact on terrestrial and aquatic plant and animal life, including endangered and threatened species; (e) impact on known or potential archaeological sites and historic preservation

areas as identified by the Department of State, Division of Archives, History, and Records Management; (f) potential impacts to previously undisturbed or limited access areas due to increased access via the corridor; (g) potential electromagnetic effects; (h) site specific studies due to the particular nature of the corridor; (i) proposed mitigation measures associated with the construction of the transmission lines and rights-of-way designed to minimize adverse effects on the environment; (j) impact on air quality; (k) impact on water quality and quantity including surface drainage and wetlands; (l) impacts related to the clearing of the right-of-way; (m) impacts related to construction of access roads and any other construction activities which may impact on wildlife and aquatic life; and, (n) methods proposed to be used for the maintenance of access roads and the right-of-way.

While the majority of these studies are environmental in nature, some of the studies obviously pertain to socioeconomics, archaeology, land-use planning and other disciplines outside DER's statutory charges. Accordingly, the TLSA also requires the participation of the Department of Natural Resources, the Game & Fresh Water Fish Commission, the affected Water Management District, the Department of Community Affairs, as well as the Public Service Commission.

Somewhat different than that which is required of the other agencies in the process, the PSC is required by s. 403.537, F.S., to conduct a formal proceeding to determine the need for the transmission line. The Hearing Officer in the certification proceedings must then balance the need with the social and environmental impacts brought out by the other agencies when preparing the recommended order for approval or disapproval of certification by the Governor and Cabinet sitting as the Siting Board.

Agencies in addition to those listed above and other interests groups are additionally encouraged to provide expertise relating to the impact assessment, to scrutinize

potential problems arising from the project, and to develop mitigation programs. Typically, the other agencies include the affected local governments, the Department of Transportation, the Department of State's Division of Archives, History and Records Management, and the appropriate Regional Planning Councils.

II. NEED FOR THE TRANSMISSION LINE

The transmission line has been determined to be needed as indicated by the following Order of the Public Service Commission:

ORDER

By The Commission:

Pursuant to the provisions of Section 403.537, F.S., and Rules 25-22.75 and 25-22.76, F.A.C., Florida Power and Light (FP&L) has filed a Petition for Determination of Need for the Midway-Jensen-Crane 230 kV transmission project.

The petition was filed with the Commission on October 22, 1982. By letter dated December 8, 1982, FP&L waived both the 45 and 65 day time requirements under Section 403.537, F.S., until December 31, 1982. Notice of the December 21, 1982 hearing was given in accordance with applicable statutes and rules. Notice was provided to persons requesting notice, by publication in the Florida Administrative Weekly and in newspapers of general circulation no later than 20 days prior to the date of the hearing.

As provided in Section 403.537, F.S., the Commission is required to take into account the following in determining the need for a proposed

transmission line:

. . . the need for electric system reliability and integrity, the need for abundant low-cost electrical energy to assure the economic well-being of the citizens of the state, the appropriate starting and ending point of the line and other matters within its jurisdiction deemed relevant to the determination of need.

Findings of Fact

FP&L presented the testimony of William H. Smith and Mack McCuller in support of its petition. The Midway-Jensen-Crane 230 kV transmission project starts at the existing Midway 230 kV substation. It has two ending points; one at the proposed Jensen 230 kV substation to be built as an extension of the existing Jensen 138 kV station and the other at the proposed Crane 230 kV substation. The need for this project is largely based on regional load growth. FP&L annually conducts a transmission study to determine the ability of the transmission and sub-transmission system to serve load serving substations and transfer bulk power. The 1981 and 1982 transmission studies have shown potential transmission limitations in the eastern portion of St. Lucie and Martin counties after 1986. The construction of the Midway Jensen 230 kV line provides another transmission source to the area and reduces the Midway to Hobe 138 kV line loading that is expected to approach 100% of its thermal rating in 1986. The construction of the Midway-Jensen 230 kV line reduces the autotransformer loadings at Midway and defers the need for additional expenditures for auto-transformer capacity at that station.

All loads between the Midway and Hobe substations are presently served from five substations

on the easternmost portion of the area. Using conservative ultimate load density estimates for the area, the need for load serving substations is apparent. The Turnpike #3 and Crane substations have been specifically identified as needed at this time with in-service dates of 1986 and 1987, respectively. To serve these stations and the ultimate load expected for this area in the late 1980's and early 1990's, a 230 kV line through this area to the existing Hobe substation is required. This line, while serving the load stations, would also provide bulk power transfer into the existing Indiantown substation over the existing Indiantown-Hobe line. This unloads the existing 230 kV circuits south of Midway and will prevent single contingency overloads in the early 1990's.

In considering all alternatives, no single project was identified by FP&L as a complete substitute for the Midway-Jensen-Crane project as described. A westerly moving load growth pattern dictates that new load serving stations be developed in the area just east of the Florida Turnpike in St. Lucie and Martin counties. Because of the distances and load involved it is impractical to serve these loads from the existing Midway-Hobe 138 kV line. The low reliability and low voltage problems associated with this alternative render it unworkable.

Two alternatives to the proposed Turnpike #3-Jensen line segment were considered. With the loss of either end of the Midway-Hobe line, overloads would occur on one or more of the remaining segments. These could be corrected by replacing the conductor of both segments with a larger conductor so that they have a higher thermal unit. This would be practical if the required reconductoring

is not substantial. However, this alternative would not correct the voltage deficiencies north of Jensen for the loss of Midway-White City because it does not reduce the power flowing on the 138 kV line. Additionally, reconductoring treats the symptoms rather than the cause of the identified limitation and is a stop-gap measure at best.

The conversion of the existing Midway-Hobe 138 kV line to 230 kV was also considered. However, the 230 kV line would draw significantly more bulk through power to South Florida. Thus, while the line is significantly higher rated, it is also more heavily loaded. This alternative does solve the identified system limitation and is a substitute for the Turnpike #3-Jensen line segment, but is not a substitute for the Midway-Turnpike or Turnpike-Crane 230 kV line and would not delay the need for the Crane-Hobe line. The cost estimate for converting the line is \$21.5 million, substantially more than the cost of the proposed project.

The total estimated cost of the 3 line segments associated with the project is \$16 million. The total estimated construction costs for the Midway-Turnpike #3 segment is \$5 million. The total estimated construction costs for the Turnpike #3-Jensen and Turnpike #3-Crane segments are \$3.6 million and \$7.4 million, respectively. The proposed transmission project appears to be both reasonable and viable.

Conclusions of Law

Based on the foregoing, we conclude as follows:

1. The construction of the Midway-Jensen-Crane 230 kV transmission line will enhance electric system reliability and integrity.

2. The construction of the Midway-Jensen-Crane 230 kV transmission line will improve the availability of low cost electric energy within the State of Florida.

3. The Midway 230 kV substation is an appropriate starting point for the transmission project. The proposed Jensen 230 kV substation to be built as an extension of the existing Jensen 138 kV station and the proposed Crane 230 kV substation are appropriate ending points for the transmission project.

Therefore, it is

Ordered by the Florida Public Service Commission that the Petition for Determination of Need filed by Florida Power and Light Company is hereby granted. It is further

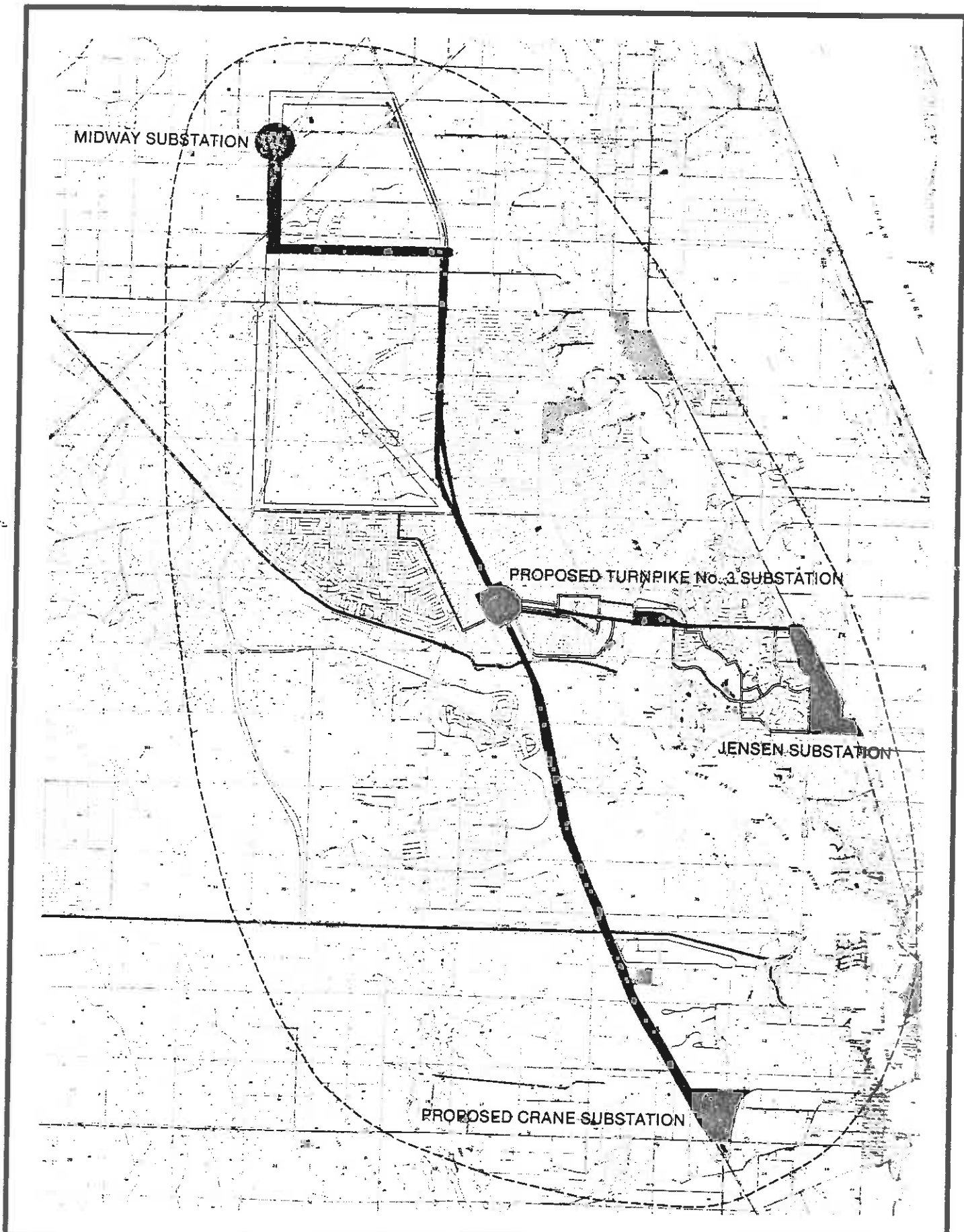
Ordered that the Midway-Jensen-Crane 230 kV transmission lines are determined to be needed as provided in Section 403.537, F.S.

By Order of the Florida Public Service Commission on this 28th day of December, 1982.

III. PROJECT OVERVIEW

A. Project Design

Florida Power & Light Company proposes to construct a 230 kV transmission line, to be built within the corridor outlined in Figure 1. The corridor ranges in width from 80 feet to 4000 feet, requiring close scrutiny of the maps to ascertain its location. Within that corridor, FP&L will select a right-of-way (ROW) which may also vary in width, from 35 feet to 100 feet. The narrower ROW will be located in the highly urbanized areas. Concrete mono-poles with span



MIDWAY-JENSEN-CRANE
230KV TRANSMISSION LINE CORRIDOR

LEGEND




-  Preferred Corridor
-  Alternate Corridors
-  Study Area Boundary

Figure 1.

Scale 1:126,720
1000 0 1000 2000 FEET

Base Map Source: USGS 1:24000
Topographic Maps as updated
by Southeastern Reprographics Inc.



Map Locator

lengths (spacing between poles) of 250 to 350 feet will be used in such areas. In less densely utilized regions, span lengths will generally be longer, up to 600 feet, and may extend to 900 feet where crossing the St. Lucie River. The majority of the project will be adjacent to existing roadways so little if any new access road construction will be necessary. However, some construction may be necessary for the installation of towers within the floodplain of the St. Lucie River.

B. Proposed and Alternate Corridors

FP&L has selected a corridor in which it would prefer to build the transmission line, but has also developed alternate routings in the instance the preferred corridor is not satisfactory to the reviewing agencies and public. Intervening parties are also allowed to propose alternate routes for consideration, although none have been submitted as of this writing.

FP&L's preferred route begins at the existing Midway Substation in Martin County (Section 2, Township 36 South, Range 39 East) and follows an existing transmission line ROW for several miles until reaching the Sunshine State Parkway. The corridor encompasses the Parkway, allowing for the ROW location to be chosen on either side, proceeding southward until just south of the Port St. Lucie Blvd. - Parkway Interchange. This is the general area in which the Turnpike #3 Substation is proposed to be constructed and to which the northern leg of the circuit would connect. (NOTE: Substations themselves are not addressed by certification.) Two 230 KV branches would exit the substation, one heading south along the Parkway and the other to the east into the developed portion of the City of Port St Lucie. The southerly leg of of the corridor again encompasses both sides of the Parkway and terminates at the proposed Crane substation site in Martin County, Section 14, Township 38 South, Range 40 East. The narrow easterly leg of the

corridor follows Essex Drive, a utility easement, and Port St. Lucie Blvd. to widen upon intersection with U.S. Highway 1. Here it then proceeds south across the county line towards the existing Jensen substation in Section 18, Township 37 South, Range 41 East. Total length of the corridors is approximately 22.5 miles.

FP&L's alternates in several locations are simply minor variations of the original proposal. For a description of all alternate routes, see Application pages 2-26 through 2-30 and Figures 2.2-1A through 2.2-1L. The one alternate which is specifically addressed in the agency comments as preferable to FP&L's preferred route is TJ (Turnpike-to-Jensen segment) 2 - an approximately half-mile long segment extending east from the intersection of Port St. Lucie Boulevard and the Sunshine State Parkway; this would be used in lieu of segments TJ 3, an equally long section running one block south of Port St. Lucie Boulevard on Essex Drive, and TJ 7, a short section connecting Essex Drive with the Boulevard. See the City of Port St. Lucie's comments (Section E. of Chapter V.) for further detail.

IV. CERTIFICATION STUDIES

As mentioned in the Introduction, certain studies of the applicant's proposal are required. Where appropriate, discussion of FP&L's alternate corridors will be included as well. However, far less extensive review has been given to those routes alternate to FP&L's preferred route whenever little objection to the preferred has been made.

A. Construction and Maintenance

Construction entails: 1) clearing of the ROW, 2) construction of any access roads, 3) structure placement, and 4) stringing of conductors and shield wires.

ROW clearing will be limited to restricted clearing in the vicinity of the St. Lucie River and where tall trees are encountered. For the most part, the corridor is comprised of previously cleared or developed areas, grassy scrub, and wet prairie ponds where vegetational height is of little concern.

Access roads are used for erection of the towers and later patrol of the transmission line for maintenance requirements. During tower erection, concrete trucks, boring equipment, cranes, and other heavy equipment may be used; thus, access roads which can support the weight of these vehicles are necessary. Although roads may need to be upgraded along parts of the ROW, for the most part, other suitable roadways exist. Upgrading would entail placement of additional foundation material along side the base of existing roads, gradation of slopes, and stabilization of vegetation planted. Where determined necessary, culverts would be lengthened or enlarged, or new ones emplaced if the original drainage design was not satisfactory.

Culverts are typically provided in the roads for two reasons. The first is to avoid "blow-outs" when water pressure from sheetflow or stronger drainage flows forces a passage across or through the road bed. Areas requiring culverting are first assessed from floodplain maps and aerial photography and then investigated on site. Culvert size, spacing, and number are normally determined based on a combination of drainage basin calculations and flow data, and field observations of hydrologic clues apparent from visible flows, the vegetation and topography. The second reason is to insure that normal flow patterns are not interrupted causing secondary effects such as flooding on the upstream side of a barrier and drought on the downstream side.

Foundation holes for the towers are augered out, the previously-constructed concrete towers are then uprighted into the holes by a crane and the holes are backfilled with

the excavated materials. Guy wires are added as necessary. Finally, wires are run from tower to tower, spliced together, and then "sagged in". Sagging means to apply the appropriate tension to the wires so that they will neither droop too low nor be so tight as to put abnormal pressure on the towers.

Mitigating measures typically used during construction include placement of hay bales to contain silt and mud flows and use of turbidity curtains in water areas. After construction, seeding or sodding is done to stabilize road and structure-base slopes.

Maintenance is typically performed on an as-needed basis, consisting of tree trimming, mowing, the occasional use of herbicides to control vines on guy wires, inspection of the lines and replacement of any defective or damaged insulators and conductors. Herbicides must comply with Federal and State restrictions on chemical content and methods of application.

B. Socio-Economic Impacts

1. Land Use and Neighboring Populations

The land use concerns outlined by the City of Port St. Lucie include interference of the line with the layout for the proposed Rivergate Park to be located on the east bank of the St. Lucie River; a similar problem with a proposed Planned Unit Development in the same vicinity; interference with the layout for the planned Howard Creek Park; interference with a rapidly developing residential neighborhood west of U.S. Highway 1; interference with developing lots and removal of a vegetational buffer along the Parkway; and, interference with the residential character of Essex Drive. Please see the City's comments (V.E.) for details.

Martin County has determined that impact on existing land use will be minimal. See the County's comments (V.G.) for details.

St. Lucie County staff are concerned about the impact

on residential areas in the vicinity of U.S. Highway 1 and feel that the corridor should be narrowed to "...eliminate the possibility of siting adjacent to an existing residential area". See V.F.

2. Land Use Plans and Zoning Ordinances

The Transmission Line Siting Act provides that "any conflicting ordinances" are superceded by the act; thus, no variances or special exceptions to zoning ordinances or land use plans are necessary if the project is certified. In order to be clear about which ordinances would be specifically overridden, FP&L researched the ordinances and plans and arrived at the following lists:

St. Lucie County

A-1; lot width restriction, minimum yard width restriction, height restriction.

PS-1; minimum yard restriction, height restriction, site plan requirements.

R-1AA; use restriction, lot width restriction; minimum yard restriction; height restriction.

R-1A; use restriction, lot width restriction; minimum yard restriction; height restriction.

R-1B; same as above.

R-1C; same as above.

R-2; same as above.

R-4A; same as above.

R-4D; same as above.

R-4E; same as above.

R-5MH; same as above.

R-5RV; same as above.

P-1; same as above.

B-1; same as above.

B-2; same as above.

B-3; same as above.

B-4; same as above.

M-1; same as above.

M-2; same as above.

M-3; same as above.

PDP; use restriction, lot width restriction;
minimum yard restriction; height restriction.

All Districts; base building lines.

St. Lucie County

PUD; underground installation requirement.

MF-1; height limitation.

All districts except A-1, C-1, P-1; river
setback requirement.

All districts; yard requirements.

Martin County

PUD(MH); underground utilities.

PUD (general); final development plan
restrictions.

All districts; design and construction standards
in the zoning code's site plan review section.

Any district; height restrictions, minimum size of
structure, minimum lot width, minimum yard requirement,
buffer requirement, screening requirement.

In response to FP&L's investigations, St. Lucie County indicated that it was county policy to allow public utility facilities as a permitted use or a special exception in all the districts listed above. In its comments to DER, St. Lucie County did not address compliance with zoning or land use plans, voicing no objections to ordinance overrides. They did indicate that they feel the corridor proposed by FP&L is the best available (see V.F), although they have site-specific concerns relating to impacts on transportation facilities (see section 3, below) and the County's 911 Emergency Communications System (see V.F.).

In its comments to DER, the City of Port St. Lucie did not specifically address zoning requirements, although conflicts with two of the proposed corridor segments were pointed out, using the current zoning designations to highlight the problem. The City also indicated that the transmission line is proposed to cross the location of other facilities which have been identified in its land use plan,

creating minor conflicts (see above and V.E.). Further, the City had similar problems to the County's relating to interference with transportation plans and emergency communications.

Martin County found in its comments to DER that the corridor is in compliance with land use plans, zoning, and county development regulations.

3. Transportation and Navigation Systems

The major transportation systems affected by the project are the Sunshine State Parkway, St. Lucie County's bridge across the St. Lucie River, and the roadways in the City and Martin and St. Lucie Counties.

The Department of Transportation made no specific reference to any problems in relation to the Parkway but did request that FP&L be required to adhere to the "Utility Accomodation Guide" (see V.H.). This would be addressed as a condition of certification.

St. Lucie County is responsible for the maintenance and drainage of numerous roads within the county, including Port St. Lucie Boulevard and the bridge crossing the River. Because of a predicted expansion of the boulevard to four lanes within the next ten years, they are concerned about the site-specific placement of structures and have requested that the county be allowed to review the line construction details for conformance and compliance with their transportation plan (see V.E). This would be addressed as a condition of certification.

The City of Port St. Lucie is similarly concerned about the expansion of Port St. Lucie Blvd., the bridge across the St. Lucie River in particular. Because the location of the transmission line may effect road improvement plans, and also because the City is responsible for coordination of other activities (e.g. water and sewage pipes, telephone cables, etc.) which may occur in the same area, the city also wishes to review the line construction details for conformance and

compliance with the City's support service needs and plans (see V.E). This would be addressed as a condition of certification.

The only waterway of concern in terms of navigability would be the St. Lucie River. However, if the transmission line spans the main part of the channel and is located within close proximity to the Port St. Lucie Boulevard bridge, the line should cause no greater interference with navigation than the bridge since it does not have a moveable span. While the site plan for the park on the north side of the bridge does call for boat launching facilities, the river on the north side is not particularly conducive to the use of sailing vessels of a size which might intersect the line. Therefore, the probability for interference with navigation seems quite low.

4. Public Lands and Submerged Lands

Several public lands are included within the proposed corridor such as the North Fork of the St. Lucie River Aquatic Preserve, the proposed Rivergate Park, the proposed Howard Creek Park. The City's concerns and recommendations for mitigating impacts to the parks are included in their comments (see V.E.).

Easements from the State will have to be obtained for the crossing of the St. Lucie River and any other state-owned submerged lands. The easement for crossing of the river must be obtained from the Governor and Cabinet acting as the Trustees of the Internal Improvement Trust Fund (TIITF). The requirements for this are outlined in DNR's comments (see V.B.). In locations where the wires span state-owned creeks, the impact is generally expected to be minimal and permission to cross these areas typically are approved by DNR staff.

Public lands are also affected where the line will cross state and county roads, in particular the Sunshine State Parkway. Easements from the Florida Department of

Transportation normally are necessary for the crossing of state roads. However, upon certification, interest in state lands not held by the TIITF, such as road easements, must be granted as a ministerial act.

5. Archaeological and Historical Resources

The Division of Archives, History, and Records Management in the Department of State provide assistance to applicants in determining the potential for impacts to these resources. As noted in DAHRM's comments (see V.I), several archaeologically and historically sensitive locales are within FP&L's proposed corridors. DAHRM recommends a survey of those locations which the ROW crosses.

C. Bio-Physical Impacts

1. Affected Waters and Biota

a. Water Quality, Wetlands and Aquatic Plants and Animals

Only the affects of the project on the St. Lucie River were appraised for impacts on water quality because the applicant has stated that all other water crossings will entail aerial spans, with no structures in aquatic or wetland habitat.

The North Fork St. Lucie River is a Class III water. It typically has a 200-300 ft. wide channel with a wide flood plain vegetated with mangroves, saw grass, leather fern, pond apple and various other aquatic plant species. It is estuarine in nature as far north as White City. The North Fork begins where Five and Ten Mile Creeks converge in St. Lucie County and ends where it discharges into the Indian River and Atlantic Ocean in Stuart.

In the vicinity of the Port St. Lucie Boulevard Bridge, the river floodplain is approximately 2500 foot wide. Filling was done in the past to create the bridge. The bridge consists of a fill roadway and two bridge spans, one across the main channel and one across the

adjacent channel known as Long Creek. On the north side of the bridge causeway, a man-made canal which connects the main channel with Long Creek has been constructed. This channel is approximately 20 feet wide and six feet deep. The material excavated to create this canal was spoiled between the canal and the roadway. The spoil is now vegetated with Brazilian pepper trees. This spoil area and the fill causeway are the only significant uplands in the area. The remainder of the area is vegetated with typical wetland species. The main river channel is approximately 300 ft. wide and 12-14 ft. deep. Long Creek Channel is approximately 200 ft. wide and 10 ft. deep. Both channels have steep sides and silt-muck bottoms with no aquatic vegetation.

If the applicant utilized existing fill areas adjacent to the Port St. Lucie Boulevard bridge, performed only selective clearing for access to individual structures and placed no structures in the river channels, the impact of the project would not be expected to be significant. However, construction on these spoil areas could result in a conflict with future plans to widen Port St. Lucie Boulevard. Therefore, the construction plans for the river crossing and its impacts must be subject to a post-certification review.

b. Outstanding Florida Waters

As an aquatic preserve, the North Fork of the St. Lucie River is classified under Fla. Admin. Code 17-3.041 as an "Outstanding Florida Water". Special protection is afforded these waters and no permit or water quality certification can be issued for stationary installations which significantly degrade water quality. However, if it can be affirmatively demonstrated that the activity (1) is clearly in the public interest and (2) will not lower the existing ambient water quality except on a temporary basis during construction not exceeding 30 days, then, the activity can be allowed.

At this time, reasonable assurance has not

been given regarding protection of water quality since no site-specific construction data and dredge and fill information has been submitted. However, FP&L has indicated that it is possible no structures will be placed in the water itself. In any event, such water quality issues can be addressed as part of the certification process.

Regarding the question of public interest, this is an issue which the Siting Board must decide. However, considering that the water quality impacts from the installation of the structure are expected to be minor and short-term, and since the activity is part of an overall project determined to be needed by the Public Service Commission in order to provide adequate electricity to the growing load center, the Department feels this project would be in the public interest so long as appropriate conditions of certification are imposed which insure compliance with the Outstanding Florida Water rules.

2. Water Quantity

Issues relating to water quantity are reviewed by the appropriate water management district. The South Florida Water Management District (SFWMD) has indicated that the major impacts expected from the project would be caused by the access roads. However, they concluded that sufficient data with which to assess specific impacts on water resources were not available in the application (this is due to a lack of specific information on the location and design of the ROW and associated structures during the corridor review phase). SFWMD has proposed conditions of certification requiring submittal of the site-specific information for further review at that time. See V.C. for details.

3. Endangered and Threatened Species or Other Species of Concern

a. Endangered and Threatened Plants

According to Section 581.185, Florida Statutes, it is unlawful to willfully injure any species on Florida's Endangered Plant list without first obtaining written permission from the owner of the land. However, since FP&L will either own the ROW or will have ownership rights via the easement taken, they are not constrained by law to avoid any such plants along the corridor.

b. Endangered and Threatened Animals

In their report on fish and wildlife resources, which includes an assessment of impacts on (predominantly fresh-water related) endangered and threatened animal species and species of special concern, the Game and Fresh Water Fish Commission found that the project would have minimal impact. (See V.D.)

The Department of Natural Resources is responsible for protection of marine resources, including the endangered West Indian Manatee. DNR recommended that any construction work in the Manatee's habitat, specifically the North Fork St. Lucie River, be timed such that injury will not occur to Manatees. See V.B. for details.

4. Air Quality

Impacts on air quality would arise only from the dust raised by vehicular traffic and clearing activities and from any burning of vegetation. The amount of burning required, if any, would be small because the area has for the most part been previously cleared or is open land. Burning will be required to be in accordance with the applicable rules of the Department of Agriculture & Consumer Services. Dust may be an occasional nuisance but should generally be confined to areas where few persons live or work.

5. Undisturbed Areas

The access roads needed to facilitate construction and maintenance of transmission lines can also provide access for persons other than utility staff. Access control

is a cooperative effort between the utility and property owners. Frequently, when the line traverses pastures or other crop areas, the utility will provide a gate with double locks at the fenceline to prevent trespassing. However, in other less utilized regions, the roads can open up hitherto undisturbed areas to traffic.

Because most of the corridor is in urban areas and the remainder is along areas of previous access, no new areas will be exposed.

6. Electromagnetic Effects

High voltage transmission lines may be responsible for the creation of several side-effects caused by the generation of induced currents and electromagnetic fields around the wires and conductors. These include ozone production, noise, interference with other electromagnetic systems such as television and radio transmission, and the possibility of health effects.

Since electromagnetic effects are typically not common knowledge, an excellent synopsis of the effects of a 500 kV transmission line prepared by the Maryland Power Plant Siting Program (Record of the Maryland Power Plant Siting Act, Vol. 7, No. 1, April, 1979) is partially quoted below. Please note that the project proposed by FP&L is only a 230 kV; the associated impacts should be on the order of four times less noticeable.

"Electrical Effects

"Audible noise, radio interference, and ozone production are all caused by 'corona' discharges from transmission lines.

"The term 'corona' refers to an electrical discharge produced when the electric field intensity at a conductor surface exceeds the electric breakdown potential of the surrounding air. During corona, an avalanche of electrons will collide with the molecules of the air, causing

energy to be released in the form of visible light, lower frequency electromagnetic energy, and acoustic energy. In other words, corona discharges can be heard, they can produce radio and television interference, and they can glow at night. Corona usually occurs where there are irregularities on the conductor, such as nicks, scratches, insects, and water drops, and usually has maximum effect in wet weather.

"Noise

"Audible noise due to corona discharge consists of a 'sizzling' sound in wet weather and a barely audible crackling noise in dry weather...." [a noise measurement example is given for a double 500 kV system made at a distance of 200 feet; even though the project under study is much smaller, for persons living close to the line, the possibilities are similar. Maryland concluded:] "...the possibility of annoyance [from the noise] cannot be absolutely ruled out....."

"TV and Radio Interference

"Radio interference caused by corona discharge is evident especially in rainy weather in AM reception near the power line. It is usually negligible for FM and TV reception.

"During fair weather, residents near a right-of-way experience minimal interference. During light rain or dense fog, residents extremely close (less than 100 feet) to the right-of-way might notice some degradation in signal quality, although 5 to 10 AM stations would still maintain the acceptable level. During heavy rain (a condition that often brings its own radio interference), interference extends to greater distances; only 2 to 7 stations would remain available for radios located closer than 100 feet to the right-of-way.

"Ozone

"....Field studies have either failed to detect ozone contributions due to transmission lines or have, under worst-case conditions, found an average of less than 1 ppb... [of ozone] ...above peak background fluctuation. Based upon these results, it is reasonable to conclude that ozone production from transmission lines would not have any significant effect on the local or regional environment.

"Electric and Magnetic Fields

"Electric and magnetic fields are generated around an operating power line. Magnetic fields are present any time current flows in the line, but the magnitude of these fields is small and their effects negligible when compared to the effects of electric fields, which can induce charges on metallic surfaces such as vehicles, gutters on adjacent structures, fences, and masts of sailboats. People touching these objects may draw a steady current through their body or may be subjected to spark discharges upon approaching these objects. The magnitude of the electric field varies with location, conductor height, and the configuration of the line. For example, for... [a 500 kV circuit with 3 conductors 75' from the ground with a minimum wire sag clearance of 40 ft.] ...the maximum field intensity varies from about 7.0 kV/m at the minimum clearance point to below 3 kV/m at heights above 65 feet. For all heights, the field at the edge of the ROW would be below 2.5 kV/m. [For the 230 KV Midway-Jensen-Crane project, the field strength has been calculated to be a maximum of 1.122 kV/m, decreasing to 0.867 kV/m at a distance of 15 feet (the approximate edge of the 35 ft. wide ROW).] Effects on humans depend on the

distance to the transmission line and the size and orientation of the object causing the effect.

"Health Effects

"Questions have been raised concerning the long-range health effects of chronic exposure to oscillating electric fields at magnitudes found within (or possibly adjacent to) transmission line rights-of-way.

"The question of health effects of exposure to 60-Hz electric fields is under study by many researchers. Both the Energy Research and Development Administration and Electric Power Research Institute are sponsoring major research programs to determine the longterm chronic health effects of exposure to electric fields. At the present time, safe limits for exposure to electric fields from transmission lines have not been established in the U.S. Several factors should be appreciated in evaluations of available literature on transmission line health effects:

"Linemen and switchyard workers may be exposed to higher fields (up to 25 kV/m) than would be experienced by other people under the transmission lines ...[and conclusive results have not been found validating harmful effects to linemen].

"Generally, the electric field intensity from transmission lines along the ROW is below that at the lowest point of conductor sag. Exposure to the highest field intensity occurs only when a person is almost directly under one of the conductors. Within the ROW, the average intensity is lower. Beyond the edge of the ROW, intensities drop rapidly below peak levels. It is in this reduced intensity region that residents would be likely to receive extended exposure."

DER has also been monitoring publications produced by the Department of Energy relating to health effects from electromagnetic fields. The DOE contractor's work primarily focuses on electric fields, although other scientists feel that magnetic fields should not be discounted as an effect-mechanism. The majority of these studies work with fields of around 100 kV/M, which is roughly 100 times the field strengths predicted for the Midway-Jensen-Crane Transmission Line. An Editor's Summary of a DOE Contractor's Review stated, "The information in this document in addition to past contractor's reviews has begun to dispel the belief that exposure to electric fields is totally without effect. No deaths have been reported, and the potential for genetic mutation or carcinogenesis has been discounted. [However] There can no longer be any question that some confirmed changes in physiological systems are occurring as a result of exposure to 60 Hz [transmission line frequency] fields."

Considering that there is a two order-of-magnitude difference between the strengths used for studies and the strength of the 230 kV line in question, DER does not feel there is cause for alarm. However, few of the studies conducted extend beyond a year or more in duration, thereby neither establishing nor disputing the possibility of long-term effects. Therefore, DER feels that based on the DOE conclusions the issue of potential health effects has not been proven to be of no concern, and DER will continue to monitor the literature to see if standards limiting field strengths should be developed in Florida.

Some states are considering establishing standards relating to the allowable strength of the field at the edge of the right-of-way, generally a 1 - 1.6 kV/m limitation. As mentioned above, the field strength for the Midway-Jensen-Crane line has been calculated at worst case to be 0.867 kV/m at a distance 15 feet from the centerline. Thus, the project would comply with the 1 kV/m limitation, if one were imposed.

Regarding interference with radio communications, both the City of Port St. Lucie and St. Lucie County have concerns relating to the proximity of the transmission line and any substation to a satellite receiver at the fire station which is part of the disaster preparedness control net radio system (911 Emergency Communications). See Agency Comments, V.E. and V.F. The City and County have recommended that monitoring for interference occur, and if adverse effects are noted, FP&L should be required to rectify the situation immediately. This can be addressed as a condition of certification.

V. AGENCY REPORTS AND COMMENTS

Copies of the application were sent by the Department to the agencies listed in the following as well as to the Public Service Commission. The PSC had completed its Need Determination process prior to submittal of the certification application, and the PSC Order on Need is included in Chapter One. DER and the first four agencies listed below are required by law to prepare a report on matters within their jurisdiction and certain related issues. The other agencies are also encouraged to comment on the application. Responses are as indicated.

A. Department of Community Affairs - report received March 25, 1983; see following pages.

B. Department of Natural Resources - letter received February 4, 1983 which was later affirmed to constitute DNR's report (letter received April 19, 1983); see following pages.

C. South Florida Water Management District - report received March 25, 1983; see following pages.

D. Game and Fresh Water Fish Commission - report received March 21, 1983; see following pages.

E. City of Port St. Lucie - extensive comments

submitted along with numerous attachments received March 14, 1983; see following pages. Several of the attachments are too large or bulky to reproduce herein and would not likely be of interest to all readers. Individual copies will be given to the applicant and the hearing officer. If any person wishes to view the non-included attachments (listed below) arrangements can be made with the Power Plant Siting Section of DER.

Non-included Attachments:

Exhibit B - large ozalid site plan of the
proposed Rivergate Park

Exhibit C - large ozalid plat for the
proposed Rivergate Office Plaza Planned
Unit Development (PUD)

Exhibit D - Rivergate Office Plaza PUD
concept plan.

Exhibit E- Traffic Operations Study, City of
Port St. Lucie, February 1982, 45
pages.

Exhibit G - Port St. Lucie Comprehensive Plan
Chapter 2: Traffic Circulation; 26
pages.

Exhibit J - Article IV Future Land Use
Element; 67 pages.

The City also submitted a letter (received April 18, 1983) in response to circulated draft conditions of certification, and modifications of earlier recommendations were made. The first recommendation related to tying the location of the transmission towers along the Port St. Lucie Boulevard Bridge to a legal description of the bridge. Because of difficulties in doing this with the legal descriptions submitted, per a telephone conversation on April 18th, the City Planner agreed with DER staff to drop this recommendation and work out the specific tower locations through a post-certification review condition. Regarding the City's second recommendation of restricting the corridor in

segment TJ-28 to the western boundary of the U.S. Highway 1 right-of-way, DER staff pointed out that this may conflict with Department of Transportation safety requirements. An alternate proposal to restrict the corridor on the west side of U.S. 1 to within 200 feet of the highway right-of-way was developed. Since much of the area subject to the recommendation is actually in the jurisdiction of the county, not the city, St. Lucie County was contacted to see whether it would support this recommendation. Per telephone conversation on April 21, the County indicated that it would support this recommendation.

F. St. Lucie County - comments received March 14, 1983; see following pages.

G. Martin County - comments received March 8, 1983; see following pages.

H. Department of Transportation - comments received January 11, 1983; see following pages.

I. Division of Archives, History and Records Management - comments received February 28, 1983; see following pages.

STATE OF FLORIDA
DEPARTMENT OF
COMMUNITY AFFAIRS
DIVISION OF LOCAL RESOURCE MANAGEMENT

V.A.

BOB GRAHAM
Governor

JOAN M. HEGGEN
Secretary



MICHAEL C. GARRETSON
Director

March 23, 1983

Received DER

Ms. Karen Anthony
Department of Environmental
Regulation
2600 Blairstone Road
Tallahassee, Florida 32301

MAR 25 1983

P P S

Dear Karen:

In accordance with section 403.526, Florida Statutes, the Department of Community Affairs herewith submits its report on Florida Power and Light Company's Midway-Jensen-Crane transmission line application for certification. Pursuant to statute, the report concerns the impact of the proposed transmission line or corridor on land use and other matters within the jurisdiction of the Department of Community Affairs.

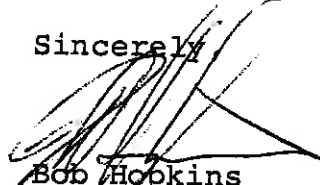
During preparation of the report we communicated with officials of Saint Lucie County, Martin County, and the City of Port Saint Lucie, through whose jurisdictions the proposed transmission line would pass, in order to gain their perspective on probable land-use impacts of the transmission line. You may note that their concerns are reflected in our report.

We conclude that the proposed transmission line does present some land-use impacts, as noted in the report, but that feasible mitigative solutions, which are identified in the report, do exist for most of the impacts. If the recommendations of the report for mitigating these impacts are adopted as conditions of certification, the proposed transmission line should then have no serious impacts upon land use or other matters within the jurisdiction of the Department of Community Affairs.

Karen Anthony
March 23, 1983
Page Two

Questions concerning this report should be directed to
Mr. Paul Darst. His telephone number is 488-4925.

Sincerely,

A handwritten signature in dark ink, appearing to be 'Bob Hopkins', written over the typed name.

Bob Hopkins
Acting Bureau Chief

BH/PD/jh

REPORT ON IMPACTS OF THE PROPOSED MIDWAY-JENSEN-CRANE
TRANSMISSION LINE UPON LAND USE AND OTHER MATTERS
WITHIN THE JURISDICTION OF THE DEPARTMENT OF COMMUNITY AFFIARS

Submitted to the Florida Department of Environmental
Regulation on 25 March 1983

Prepared by the Florida Department of Community Affairs,
Bureau of Land and Water Management,
Power Plant Siting Section

INTRODUCTION

Florida Power and Light Company (hereafter FP&L) has applied to the Florida Department of Environmental Regulation for certification of a 230-kilovolt transmission line in Saint Lucie and Martin counties. Transmission line certification is governed by the Florida Transmission Line Siting Act (sections 403.52 - 403.536, Florida Statutes), according to which the Department of Community Affairs (DCA) is to prepare a report on the impact of the proposed transmission line on land use and other matters within its jurisdiction. These reports typically deal primarily with land-use impacts, although, depending on the location of the transmission line, they could also discuss impacts upon an area of critical state concern, a development of regional impact, a disaster-preparedness plan, and so forth. In this report, however, the DCA confines its comments primarily to impacts on land use, with the single exception of an impact related to disaster preparedness.

SCHEDULE

The DER declared the certification application to be complete as of 10 January 1983, the date of receipt of the application fee from FP&L. Earlier, on 21 December 1982, the Public Service Commission determined that the transmission line was needed, as provided in section 403.537, Florida Statutes. A prehearing conference on the application was held on 16 February 1983, at which time a prehearing schedule was adopted. The schedule established March 25 as the date for submission of agency reports, including the DCA report, and May 23 as the date of the certification hearing.

DESCRIPTION OF THE PROPOSED TRANSMISSION LINE

The proposed electrical transmission line, known as the Midway-Jensen-Crane line, will be a single 230-kV line connecting

four electrical power substations (two existing, two planned) in two counties, Saint Lucie and Martin. It is needed to improve the existing transmission system, which, according to FP&L, is projected to experience line overloads after 1986. It is also needed to provide electrical power to a developing portion of the city of Port Saint Lucie.

The proposed corridor for the transmission line is divided into three sections, for the purpose of this report, as follows:

- a. A 9.1-mile section from the existing Midway substation in Saint Lucie County southerly along existing FP&L rights-of-way (ROWs) and the Florida Turnpike to the proposed Turnpike No. 3 substation
- b. A 5.2-mile section from the proposed Turnpike No.3 substation easterly through Port Saint Lucie, crossing the North Fork of the Saint Lucie River, then turning southerly to run along U.S. Highway I to the existing Jensen substation in Martin County
- c. A 8.2-mile section from the proposed Turnpike No.3 substation southerly along the Florida Turnpike to the proposed Crane substation in Martin County.

The corridor is 22.5 miles in length (17.6 miles in Saint Lucie County and 4.9 miles in Martin County) and varies in width from 80 feet in urban areas to 1000 feet in rural areas and up to 4000 feet in the vicinity of Jensen substation. The ROW will generally be 35 feet in width, increasing where the transmission line parallels existing transmission line and road ROWs.

The expected cost of the proposed transmission line (FP&L's preferred corridor) is \$8.1 million. The expected in-service date for the Midway-Turnpike No.3-Jensen sections is 1986 and 1987 for the Turnpike No.3-Crane section.

DESCRIPTION OF LAND USES IN AND NEAR THE PROPOSED CORRIDOR

FP&L's preferred corridor encompasses a mixture of urban and rural land uses. The northern part of the Midway-Turnpike No.3 section runs through an area of land uses classified as pasture, mixed forested-nonforested fresh wetlands, and agricultural-undeveloped. The southern part runs through the city of Port Saint Lucie. Port Saint Lucie is an incorporated city comprising 66 square miles, with only about 20 percent (according to the Port Saint Lucie Comprehensive Plan 1980) of its area currently developed. It is primarily low-density residential in character.

The Turnpike No.3-Jensen section runs easterly along Port Saint Lucie Boulevard, a primary east-west arterial road. The land use here is low-density (partially developed) residential in transition to mixed multifamily residential-office-institutional. The corridor then runs southerly along U.S. 1 through an area of mixed forested-nonforested fresh wetlands, low-density residential, and pine flatwoods.

The Turnpike No.3-Crane section runs southerly along the Florida Turnpike out of Port Saint Lucie. The land use here is classified as low-density residential in the city and south of the city as mixed forested-nonforested fresh wetlands, low-density residential, coniferous forest, and open space and other.

The Martin-Saint Lucie County area is rapidly developing, of course, and a majority of these undeveloped areas may be developed by the time the transmission line enters service.

IMPACTS UPON LAND USE AND ON OTHER MATTERS WITHIN THE DEPARTMENT'S JURISDICTION

As mentioned earlier, this report confines its discussion

primarily to impacts on land use. The proposed corridor does go through portions of Port Saint Lucie that are designated Developments of Regional Impact, but is not expected to interfere with realization of their approved development plans.

Since a preliminary review indicated the land-use impacts of the proposed transmission line or its ROW were regional or local rather than state-wide in significance, the DCA relied heavily on discussions with planning officials of Saint Lucie County, Martin County, and the city of Port Saint Lucie for determination of land-use impacts. The information contained in FP&L's application for certification was also useful in determination of impacts. These impacts fall into the following categories:

- a. Displacement or interference with other land uses, present or future. Transmission line ROWs may displace existing land uses or pre-empt future land uses. Proximity of a transmission line may interfere with another land use.
- b. Aesthetic impacts. Transmission lines are typically unattractive structures, which because of their height are visible for some distance. They may be considered an undesirable neighboring land use because of this.
- c. Loss of property values. The proximity of a transmission line may cause a drop in value of neighboring properties, especially residential properties, although this is by no means a certainty.
- d. Electromagnetic impacts. Transmission lines create electric and magnetic fields around them. The health-related effects of these fields are currently the subject of much discussion and research. These fields may cause localized interference with radio and television communications.

The identified land-use impacts are discussed under headings for the three different corridor sections mentioned earlier, with the exception of electromagnetic impacts, which are discussed separately. In general, the DCA agrees with FP&L's delineation of the preferred corridor; but there are important exceptions, which are noted in the following discussion.

Midway-Turnpike No.3

The proposed transmission line corridor makes considerable use of existing transmission line ROWs and parallels major highways through stretches of undeveloped land. Through these areas it does not significantly displace or interfere with any existing or planned land uses. Using the segment-enumeration terminology of FP&L's certification application, MT (Midway-Turnpike No.3) segments 4 and 5 of the preferred corridor should have no significant land-use impacts.

The preferred corridor along the Florida Turnpike to the Turnpike No.3 substation comprises segments MT 7 and 13 and MT 8 and 14. The city of Port Saint Lucie objects to segments MT 8 and 14, which run along the east side of the turnpike, because placement of the transmission line here would necessitate removal of a buffer strip of trees between the turnpike and the adjacent residences and platted lots. The city also points out that MT 8 and 14 traverse only a drainage ROW or undeveloped, vacant property. FP&L states, however, that segments MT 8 and 14 may be preferable to MT 7 and 13 because using the latter segments would involve future transmission line crossings of the turnpike and would mean higher project costs. On balance, the aesthetic impacts and concomitant possible property value diminution that would be suffered by the residents along the east side of the turnpike through displacement of the tree buffer strip by the transmission line outweigh the disadvantages of segments MT 7 and 13. The DCA

recommends deletion of segments MT 8 and 14 from the approved corridor.

Turnpike No.3-Jensen

FP&L's preferred corridor follows segments TJ (Turnpike No.3-Jensen) 3 and 4 along Essex Drive before joining Port Saint Lucie Boulevard, a major east-west arterial road. The city prefers alternate segment TJ 2, which runs along Port Saint Lucie Boulevard. It points out that TJ 3 and 4 traverse an area that is currently more residential in character than the TJ 2 area, and that this difference is likely to become more pronounced in the future, since the future land use for the TJ 2 area is multifamily residential-office-institutional. Given these facts, the DCA concurs that the TJ 2 segment is better suited to the transmission line than are the TJ 3 and 4 segments and therefore recommends the elimination of the latter segments from the approved corridor.

Both the county and the city advise that Port Saint Lucie Boulevard, being a primary arterial road in a developing area, is scheduled for major intersection improvements and is also planned for expansion to a minimum of four lanes prior to 1990, if funds permit. Because of this, the exact placement of the transmission line poles becomes important, so that they do not interfere with these planned road improvements. This also holds for other portions of the corridor that lie within road or drainageway ROWs. The city and Saint Lucie County have therefore requested a post-certification review of transmission line construction. The DCA concurs in this reasonable request and recommends that Martin County also be included in the postcertification review.

FP&L's preferred corridor continues eastward with segments TJ 16 and 17 crossing the North Fork of the Saint Lucie River. These segments are rather wide and could cause significant land-use impacts unless narrowed down to a corridor close to the bridge, as

recommended by the city. Segment TJ 16 crosses Rivergate Park, which lies immediately north of the bridge and according to the city is scheduled for construction in late 1983. Segment TJ 17 crosses a platted subdivision also scheduled for construction in 1983. Obviously the park and subdivision would lose much of their value if they are divided into pieces by the transmission line; therefore the closer to the bridge the corridor is, the better. In fact, it might be preferable to locate the corridor south of the bridge, except that the city advises that bridge expansion is likely by 1986 and that expansion is only feasible on the south side of the existing bridge. The DCA recommends that the corridor be restricted to a narrow segment just north of the bridge or just south of it--if probable interference with bridge expansion can be resolved.

FP&L's preferred corridor continues south to the Jensen substation with segment TJ 28 along U.S. Highway 1. The wide corridor here could have significant land-use impacts. According to the city, the corridor includes a future city park site on Howard Creek and a rapidly developing single-family residential neighborhood along the western corridor boundary. The city recommends a reduction in corridor width in these areas, and the DCA concurs in this recommendation.

Turnpike No.3-Crane

FP&L combined two segments, TC (Turnpike No.3-Crane) 1 on the west side of the turnpike and TC 2 on the east side, into one preferred corridor. The city favors using segment TC 1 and eliminating TC 2 from the corridor because TC 1, which lies along the west side of the turnpike, could utilize an existing drainage easement and because no ROW need be taken from existing platted lots, whereas on the east side of the turnpike (TC 2) ROW would be required from 64 platted lots scheduled for home construction in

1984. On the Martin County portion of this corridor there appears, judging from the aerial photographs in the certification application, to be considerably more development on the east side of the turnpike. This would also favor the west side, or segment TC 1. The DCA therefore favors segment TC 1 for the approved corridor because it would result in less land use impact than would a corridor on the east side of the turnpike (TC 2).

Electromagnetic Interference

Both the city and Saint Lucie County have identified probable adverse impacts from transmission-line-induced electromagnetic interference with their radio communication facilities located at three different sites within Port Saint Lucie: at a tower near the turnpike interchange with Port Saint Lucie Boulevard, at Fire Station No. 5 on Port Saint Lucie Boulevard, and at a radio communications station at the intersection of U.S. Highway 1 and Port Saint Lucie Boulevard. These radio communication facilities perform vital police, fire, rescue, and disaster preparedness functions and are apparently sensitive to interference from the proposed transmission line. Interference with such a vital function is obviously a significant impact. FP&L should ensure that this interference does not occur, either through use of some kind of shielding device, if any exists, or by relocation of these radio communication facilities.

CONCLUSION

The DCA recommends approval of the FP&L preferred corridor with the amendments noted above to minimize land-use impacts. In this it concurs with the recommendations of the city of Port Saint Lucie, as expressed in a letter of 9 March 1983 from city manager Michael Szunyog to Karen Anthony of the Department of Environmental Regulation. The DCA also joins with the city and Saint Lucie

County in requesting that they be allowed a postcertification review of transmission line construction.

The certification application does not cover all details of transmission line specifications and construction, so FP&L's plans here are not completely known. The DCA encourages the company to take all feasible steps to lessen the land-use impact of the transmission line and its construction, including such steps as the following:

- a. Using buffers and screens to lessen the aesthetic impact and noise of the transmission line and substations.
- b. Coloring towers to blend in with the landscape in scenic areas
- c. Using high-strength conductors at road and waterway crossings to allow straighter transmission line profiles
- d. Avoiding guyed towers near highways and scenic areas

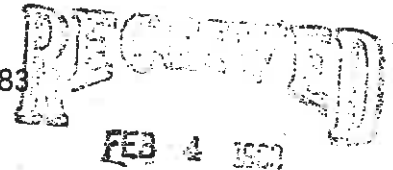


State of Florida DEPARTMENT OF NATURAL RESOURCES

DR. ELTON J. GISSENDANNER
Executive Director
Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard, Tallahassee, Florida 32303

V.B.
BOB GRAHAM
Governor
GEORGE FIRESTONE
Secretary of State
JIM SMITH
Attorney General
GERALD A. LEWIS
Comptroller
BILL GUNTER
Treasurer
DOYLE CONNER
Commissioner of Agriculture
RALPH D. TURLINGTON
Commissioner of Education

January 26, 1983



**DIV. ENVIRONMENTAL
PERMITTING**

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
2600 Blainstone Road
Tallahassee, Florida 32301

Dear Ms. Anthony:

The Certification Application for the Florida Power and Light (FPL) Company's Midway-Jensen-Crane Transmission Line Project has been reviewed by the staff of this Department.

It appears that the only area associated with this project under the jurisdiction of this Department pertains to the power line corridor crossing of the North Fork of the St. Lucie River Aquatic Preserve. Two corridors have been evaluated for the (above ground) power line crossing of the Preserve: 1) FPL's "preferred corridor" (TJ-16) which would place the power line along existing distribution lines running parallel to the Port St. Lucie Boulevard Bridge, and 2) the "alternate corridor" (TJ-15) which is located immediately north of the "preferred corridor". No easements or existing structures or lines are located along this "alternate corridor". If a line were placed across the river in this area greater disturbances to wetland vegetation would result than would occur in the "preferred corridor".

Based on the information provided in the application, we recommend FPL's "preferred corridor", and their suggested power line route along the Port St. Lucie Boulevard Bridge. Minimal clearing of wetland vegetation for installation of the power line and transmission poles would be required at this location. This location would also involve a shorter distance to cross the river than the alternate route, and the overall impacts to the aquatic preserve would be minimal.

As pointed out in the application, the North Fork of the St. Lucie River is a habitat of the West Indian manatee. This species migrates seasonally into this river system, and special precautions will be needed to avoid impacts on the manatee during line installation. To reduce the chances of equipment injuring manatees and disturbing their habitat, the power line and transmission poles should be installed during the time of the year when manatees are least likely to occur in the North Fork of the St. Lucie River. Information regarding the time of year

copy sent to Mac McCullar

Ms. Karen W. Anthony
January 26, 1983
Page Two

for avoiding manatees should be coordinated with U. S. Fish and Wildlife Service personnel. We suggest FPL representatives contact:

Mr. Pat Rose
U. S. Fish and Wildlife Service
c/o Florida Audubon Society
Post Office Drawer 7
Maitland, Florida 33751

Regarding comments on the sufficiency of the certification application, we find the information provided in the application sufficient for review purposes. Specific details on the final location selected for the power line, the techniques for installation of the line, and location of the transmission line poles will be required information for an FPL easement to cross the North Fork of the St. Lucie River Aquatic Preserve.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elton J. Gissendanner', with a long horizontal flourish extending to the right.

Elton J. Gissendanner
Executive Director

EJG:ckb
cc: John Williams
Art Wilde

State of Florida



Department of Natural Resources Interoffice Memorandum

April 13, 1983

TO: Karen Anthony, Coordinator
Transmission Line Siting

FROM: John Williams, Assistant General Counsel
Department of Natural Resources

SUBJECT: Midway-Jensen-Crane Transmission Line Project:
Final Report

You are hereby advised that this Department's letter of January 26, 1983, has been found sufficient to represent this Department's report on the subject project.

Additional staff review subsequent to the above-referenced letter has confirmed no state-owned lands will be impacted other than those within the St. Lucie River-North Fork Aquatic Preserve.

JW/cfs

Received DER

APR 13 1983

RPS



South Florida Water Management District

Post Office Box V 3301 Gun Club Road
West Palm Beach, Florida 33402
Telephone (305) 686-8800
Florida WATS Line 1-800-432-2045

V.C.
John R. Maloy, Executive Director

IN REPLY REFER TO:

6A-5-PPS

March 25, 1983

Received DER

MAR 29 1983

PPS

Mr. Hamilton S. Oven, Jr., P.E.
Administrator
Power Plant Siting Section
Department of Environmental Regulation
2600 Blair Stone Road
Tallahassee, FL 32301

RE: MIDWAY-JENSEN-CRANE FP&L TRANSMISSION LINE

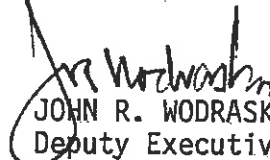
Dear Mr. Oven:

The District's staff has reviewed the application submitted by Florida Power and Light for the above-mentioned transmission line. As indicated in our letter of February 4, 1983, the major water resource impacts from the project would be from access road construction. However, after reviewing the application, the staff concluded that there was not sufficient data for the assessment of specific impacts on the water resources. Our staff has been working with the applicant regarding this problem, and we agree with the applicant that providing the level of data needed for impact assessment would be impractical to accomplish at this time. As a result, we have negotiated an agreement with the applicant that would allow the certification process to continue without the detailed data being supplied. The agreement provides for the submission of the required data after certification but prior to the commencement of construction that would impact works of the District or which would have surface water management impacts.

Based on this effort, we are requesting that the Department will support the District's approach to handling this problem by including in your final recommendations the attached condition of certification which has been accepted by the applicant.

We appreciate this opportunity to comment. If you should have any questions, please feel free to give us a call.

Sincerely,


JOHN R. WODRASKA
Deputy Executive Director

JRW/jhm
Attachment
cc: Mr. Carlos Alvarez

Robert L. Clark, Jr.
Chairman — Fort Lauderdale

Robert W. Padrick
Vice Chairman — Fort Pierce

Stanley W. Hole
Naples

J. Neil Gallagher
St. Cloud

Nathaniel P. Reed
Hobe Sound

John L. Hundley
Pahokee

Aubrey L. Burnham
Okeechobee

Charles L. Crumpton
Miami Shores

Jeanne Bellamy
Coral Gables

PROPOSED CONDITIONS OF CERTIFICATION
BETWEEN FLORIDA POWER & LIGHT COMPANY AND
THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT

I. Activities Within the South Florida Water Management District.

A. INFORMATIONAL REQUIREMENTS

The permittee shall file, at least sixty (60) days prior to commencement of construction in the South Florida Water Management District (SFWMD) the information specified below. SFWMD and the permittee may jointly agree to vary these informational requirements.

1. SURFACE WATER MANAGEMENT INFORMATION

Construction activities which may, obstruct, divert, control, impound, or cross waters in the state are subject to review under this condition. "Construction activities" associated with transmission lines include the placement of structures, i.e. access/maintenance roads, culverts and fill materials. For each construction activity, the following information shall be submitted:

- a. A centerline profile of existing topographic features along proposed access road(s).
- b. Preliminary design of proposed access road(s) with elevation marked.
- c. Typical cross-section of access road(s).
- d. Cross-section of each stream or creek at points to be crossed by access road(s) or other construction.
- e. Specifications showing size and type of water control structure (pipe, culvert, etc.) to be employed with proposed flowline elevation marked, and design capacity and drainage area indicated.

- f. Specifications showing the location of each transmission tower and access road to be constructed.
- g. The acreage of the various types of wetland habitat to be impacted or if the permittee chooses, the DER/Corps dredge/fill form. The specific information requested in this paragraph must be included with the DER/Corps dredge/fill form.

2. WORKS OF THE DISTRICT INFORMATION

The transmission line may involve three types of uses of works of the District as follows: Powerline crossings (aerial, subaqueous, pile supported, or bridge supported), access/maintenance road crossings (bridge, culvert, etc.), and use of right of way for access temporary or permanent. "Works of the District" means the following works of the SFWMD to the limits of District ownership or control:

Canal 23 and Canal 24.

For each use, the following information shall be submitted:

- a. The project location relative to County, Section, Township and Range; Lot, Block and Subdivision; or a metes and bounds description.
- b. Whether the proposed use is a modification of an existing use, or is a new use.
- c. A description of the proposed use of or encroachment on works of the District.
- d. A description of the portion of the works of the District to be used.

- e. Three copies of a scaled or fully dimensioned 8½" x 14" drawing reflecting the proposed use in plan and elevation views and as related to the applicable work of the District tied to a known reference point in the immediate area of the proposed use.
- f. Information sufficient to demonstrate that the proposed use meets the criteria established in the District's "Criteria Manual for Use of Works of the District-June 1981".

B. REVIEW CRITERIA

The information submitted pursuant to A. above shall be reviewed using the criteria and standards and subject to the limiting conditions specified in Chapters 40E-4 and 40E-6, Florida Administrative Code.

C. PROCEDURES

1. Within forty-five (45) days of filing all the information required herein, SFWMD shall determine, and notify the permittee in writing, whether the data submitted provides reasonable assurances that the conditions in 40E-4.301 and 40E-6.301 have been met. If SFWMD determines that the conditions in 40E-4.301 and 40E-6.301 have not been met, SFWMD shall notify the permittee in writing of the probable violations specified with particularity, as well as specify corrective measures. Failure to notify the permittee in writing within forty-five (45) days shall constitute compliance verification.
2. Since this certification is the only form of permit required by any agency, it is understood that the permittee and the SFWMD shall strive to resolve disputes by mutual agreement. If such mutual agreement is reached, the Department is hereby delegated the authority to modify the conditions of certification as necessary to reflect said mutual agreement.

3. If mutual agreement cannot be reached, then the matter shall be immediately referred to the Division of Administrative Hearings (DOAH) for disposition in accordance with the provisions of Chapter 120, Florida Statutes. A hearing under section 120.57, Florida Statutes, shall be held within thirty (30) days after its referral to DOAH. The Hearing Officer shall issue the decision thirty (30) days after the termination of such hearing. All exceptions to the Hearing Officer's order shall be filed with the Governor and Cabinet within ten (10) days of the issuance of such order. The Governor and Cabinet shall issue a decision within thirty (30) days of the filing of the exception.

D. CONSTRUCTION

Construction activities which impact Works of the District or which have surface water management impacts shall not commence until the SFWMD has determined, either in writing or by failure to notify the applicant in writing, that the applicant has provided reasonable assurances that the conditions in 40E-4.301 and 40E-6.301 have been met, as applicable, or the Governor and Cabinet render a final decision pursuant to C.3. above.

E. OTHER CONSTRUCTION

Neither the necessity to submit the information specified in this condition to the SFWMD nor referral of an issue to DOAH pursuant to this condition shall affect other conditions or operate as a stay on the construction or other activities which do not have surface water management impacts or which do not impact Works of the District or which the SFWMD has previously approved pursuant to this condition.

FLORIDA GAME AND FRESH WATER FISH COMMISSION

V.D.

C. TOM RAINEY D.V.M.
Chairman, Miami

WILLIAM G. BOSTICK JR.
Vice Chairman, Winter Haven

CECIL C. BAILEY
Jacksonville

W. D. (DON) BAXTER
Marianna

THOMAS L. HIRES SR.
Tampa

ROBERT M. BRANTLY, Executive Director
F. G. BANKS, Assistant Executive Director



FARRIS BRYANT BUILDING
620 South Meridian Street
Tallahassee, Florida 32301

March 18 1983
RECEIVED
MAR 21 1983

Ms. Victoria J. Tschinkel, Secretary
Department of Environmental Regulation
Twin Towers Office Building
2600 Blair Stone Road
Tallahassee, FL 32301

Office of the Secretary

Re: Florida Power and Light
Midway-Jensen-Crane 230kV
Transmission Line Project
Corridor Certification
Application

Dear Ms. Tschinkel:

The Office of Environmental Services of the Florida Game and Fresh Water Fish Commission has reviewed the referenced application for certification of a transmission line corridor in Martin and St. Lucie counties. We expect that the project will have a minimal impact on fish and wildlife resources, and we, therefore, have no objection to certification of the corridor preferred by Florida Power and Light.

If we may be of additional assistance in the review of this project, please do not hesitate to contact me.

Sincerely,

Bradley J. Hartman
Bradley J. Hartman, Director
Office of Environmental Services

E552jg117
ENV 3-3-6



CITY OF PORT ST. LUCIE

V.E.

KEEP PORT ST. LUCIE BEAUTIFUL

March 9, 1985

RECEIVED
MAR 14 1985
DIV. ENVIRONMENTAL
PERMITTING

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
2600 Blair Stone Road - Twin Towers Office Bldg.
Tallahassee, Florida 32301-8241

Dear Karen:

Presented herein are the concerns the City of Port St. Lucie has with Florida Power & Light's proposed Midway-Jensen-Crane 230KV Transmission Line Corridor. In general, the City of Port St. Lucie agrees that the proposed corridor selected by Florida Power & Light is the best available for both the existing and future residents of the City. However, the City is petitioning for post-certification review of transmission line construction within the corporate limits, as well as petitioning for a reduction in the proposed transmission line corridor in three locations and the use of an alternate corridor segment in another location.

The City of Port St. Lucie is also concerned with the possibility of electromagnetic interference with City and 911 radio communications. The City's radio transmission tower is located within the proposed transmission line corridor north of the Sunshine State Parkway interchange. This tower also contains a repeater for the 911 system radio communications and provides communication service for the Perry Cable system.

A. Post-Certification Review. The proposed transmission corridor through the Port St. Lucie corporate limits lies primarily in road or drainage rights-of-way. The City is responsible for all permitting activities within public rights-of-way within the corporate limits, including driveways; placement of utilities including water, sewer, telephone, cable; and drainage work. The City has taken a coordination role through its permitting process to insure that compatible multiple uses do not interfere with the other users of rights-of-way. One portion of the corridor, Port St. Lucie Boulevard, is scheduled for major intersection improvements (see "Exhibit F"). Port St. Lucie Boulevard is also planned for expansion to a minimum of four lanes prior to 1990 subject to the availability of funding.

Karen Anthony
March 9, 1983

Page -2-

We are extremely concerned that inappropriate placement of major transmission line poles can create extreme problems with providing needed transportation improvements along the Port St. Lucie Boulevard corridor. Post certification review is mandatory because construction drawings are unavailable for review by the affected parties, nor do we believe that this level of detail should be provided at this time.

B. Radio Communciation Interference. The City of Port St. Lucie has its radio communication tower located within the proposed corridor segment (MT-14 at the Turnpike interchange). St. Lucie County has a repeater located on this tower for the 911 system which provides county-wide radio communications for all services such as police, civil defense, fire and EMS. This tower is a critical community facility and should be protected from any electromagnetic interference. Our recommendation is that this situation should be monitored and if the 230KV line does interfere with communications, Florida Power & Light should be required to take immediate action to rectify the interference including, if necessary, the relocation of the communication tower and equipment.

C. Corridor Reductions. The City of Port St. Lucie is requesting a reduction in corridor segment TJ-16 where the corridor crosses the North Fork of the St. Lucie River; a reduction of the Turnpike corridor by eliminating all segments east of the Turnpike, i.e., segments of MT-8, MT-14 and TC-2; and a reduction of corridor TJ-28 along U.S. #1. The City is also requesting the elimination of corridor segments TJ-3 and TJ-7 on Essex Drive and its replacement by TJ-2 along Port St. Lucie Boulevard.

1. North Fork of the St. Lucie River. Corridor segment TJ-16 and TJ-17. We are proposing a reduction of TJ-16 and TJ-17 as proposed in "Exhibit A" for the following reasons:

(a) Segment TJ-16 crosses Rivergate Park, which is scheduled for construction in late 1983 with a \$200,000 grant from the Florida Department of Natural Resources Florida Recreation Development Assistance Program. Please see the attached site plan marked "Exhibit B."

(b) TJ-16 also crosses an approved subdivision plat scheduled for construction during the summer of 1983. Attached is a copy of the plat and approved PUD concept plan marked as "Exhibt C" and "Exhibit D."

(c) Port St. Lucie Boulevard is located offset to north from the centerline of the river

Karen Anthony
March 9, 1983

Page -3-

crossing. Planned intersection improvements are expected to maintain the capacity of Port St. Lucie Boulevard until 1986. After this time period, it is certain that Port St. Lucie Boulevard will be expanded to four or five lanes. Port St. Lucie Boulevard is the only east/west crossing of the St. Lucie River between State Road 714 in Martin County and Prima Vista Boulevard, a distance of ten miles. As Florida Power and Light's environmental assessment concurs, this crossing is the most desirable from an environmental standpoint. In addition, Port St. Lucie Boulevard is the only continuous route east/west from U.S. #1 to I-95 from Midway Road to CR 716, a distance of 14½ miles. Please see "Traffic Operation Study: City of Port St. Lucie" by Transportation Consulting Group marked "Exhibit E," and a location map identifying existing east/west corridors marked "Exhibit F" and a copy of the Transportation Section of the document Port St. Lucie Comprehensive Plan - 1980 by Planned Management Corporation marked "Exhibit G."

The need for a bridge expansion at this location is obvious from the above studies. The only feasible location for the additional bridge structures and approaches are south of the existing crossing. It is our recommendation that corridor segment of TJ-16 be constricted to include only a limited area north of the existing bridge in order to avoid relocation of the power line soon after construction.

2. West of U.S. #1. Corridor Segment TJ-28 is located on both sides of U.S. #1 and is extremely wide. We are requesting a limited reduction in the corridor on its western boundary for several reasons.

(a) The corridor includes a future city park site which will straddle Howard Creek. See "Exhibit H." We are requesting the corridor be eliminated through this future park.

(b) The western corridor boundary immediately abuts a single family residential neighborhood which is undergoing rapid development. Twenty-one existing single family residences abut the western corridor boundary, and 33 vacant lots. Sixteen of these homes were constructed since April of 1980. We recommend the corridor be reduced in width by 200 feet minimum along the western boundaries to avoid any existing or planned residential property.

Karen Anthony
March 9, 1983

Page -4-

3. Florida Turnpike. Corridor segments MT-8, MT-14 and TC-2 are recommended for elimination, which would restrict the transmission line to the west side of the Sunshine State Parkway. The reasons for this recommendation are as follows:

(a) A drainage right-of-way or undeveloped vacant property exists along the entire west side of the Turnpike.

(b) Existing rights-of-way are a minimum of 50 feet on the west side and are cleared.

(c) Long portions of corridor segment MT-8 and TC-2 have uncleared buffer strips consisting of Australian Pine and/or Slash Pine with Palmetto areas. Constructing a line in this buffer strip as proposed would necessitate clearing of this buffer strip and consequently removal of most of the value of the buffer.

(d) In corridor segment TC-2 no buffer strip exists adjacent to the Sunshine State Parkway. Platted lots directly abut the Turnpike. See attached "Exhibit I." Right-of-way would be required from 64 platted lots scheduled for construction in 1984.

D. Alternate Corridor Selection - Port St. Lucie Boulevard. The City is recommending corridor alternative TJ-2 along Port St. Lucie Boulevard versus Florida Power & Light's preferred alternative TJ-3 and TJ-4. This alternative is recommended for the following reasons:

1. Future land use for Port St. Lucie Boulevard in segment TJ-2 is ROI: Multi-Family Residential/Office/Institutional. This is in contrast to the existing single family residential zoning along Port St. Lucie Boulevard. It is expected that the majority of uses will be non-residential.

The future land use on Port St. Lucie Boulevard vs. Essex Drive would be less adversely impacted by the power line placement because (a) existing single family residences will be converted to other uses; and (b) given the extreme shortage of office zoned property, fewer future residences will be impacted. At present, 14.9 acres are zoned for office, for an expected population of 54,000 in Planning Area 3. See "Exhibit J."

Karen Anthony
March 9, 1983

Page -5-

2. Property on the south side of Essex Drive is planned to remain low density residential with single family residential zoning. See attached Port St. Lucie Comprehensive Plan Update - Phase I, marked "Exhibit J."

3. Existing land use on Essex Drive is more residential in character than on Port St. Lucie Boulevard. Nineteen single family residential structures exist on Port St. Lucie Boulevard. However, only ten units are being used as residences; the remaining nine units are being used as model homes and are not occupied. Eleven single family residential structures exist on Essex Drive. Fewer existing occupied residences would be affected by corridor segment TJ-2 versus TJ-3 and TJ-7.

We are earnestly soliciting the support of the Department of Environmental Regulation in these issues.

Thank you for your assistance in this matter.

Sincerely,

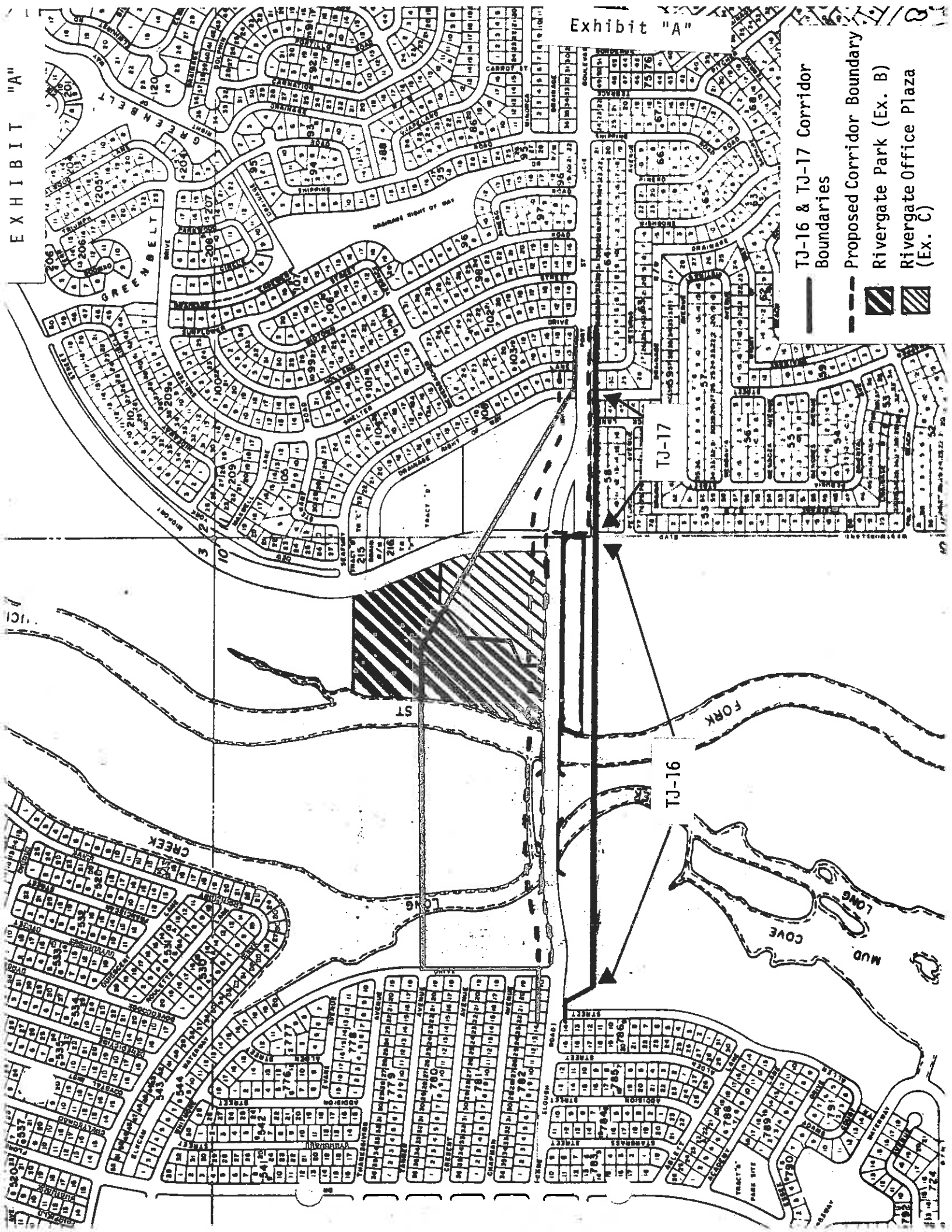


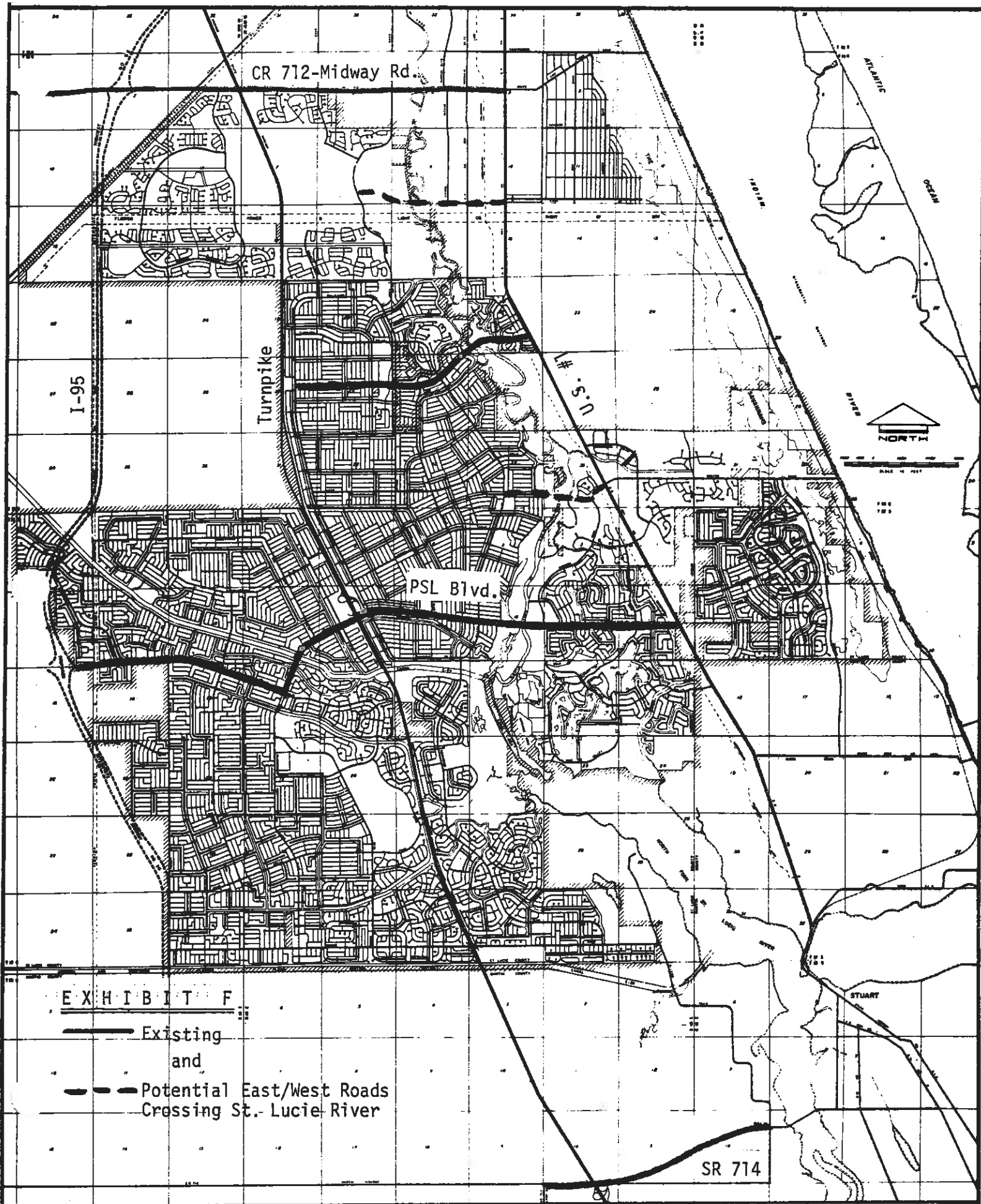
Michael Szunyog
City Manager

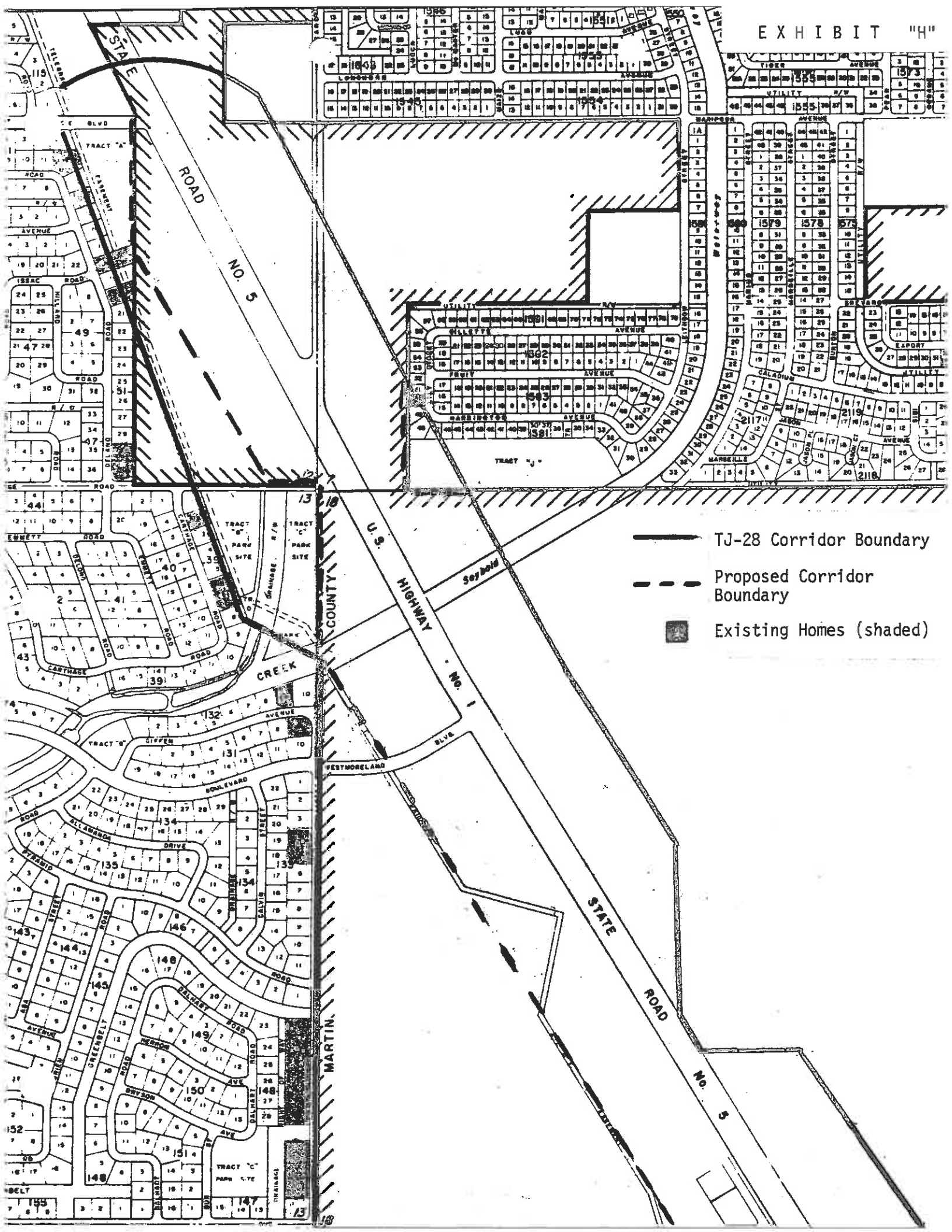
MS/SLH/mem
Enclosures

CC: City Council

Stephen L. Henninger, City Planner)	
Ernest R. Dike, Jr., City Engineer)	
Roger G. Orr, Assistant City Attorney)	w/copies of
Julius Morris, St. Lucie County)	Exhibits A, H & I only
Jan Payne, Florida Power & Light)	









CITY OF PORT ST. LUCIE

.....

KEEP PORT ST. LUCIE BEAUTIFUL

April 15, 1983

Received DER

APR 18 1983

RBS

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
2600 Blair Stone Road
Tallahassee, Florida 32301-8241

Re: Conditions of Certification; Midway-Jensen-Crane
Transmission Line

Dear Ms. Anthony:

The City of Port St. Lucie strongly recommends modifications to the draft conditions contained in your memorandum of April 6, 1983.

I. CERTIFIED CORRIDOR

Specific Conditions

A. Modified TJ-16 and TJ-17 Corridor Segments. Attached are legal descriptions of rights-of-way for Port St. Lucie Boulevard in Corridor TJ-16. As you are aware from earlier correspondence, there will be a need to improve Port St. Lucie Boulevard from two lanes to four in the next five to ten years. The City Engineer has reviewed the existing right-of-way and existing facilities in regard to the right-of-way needs for this system upgrade. Except where 200' of right-of-way presently exists the City will require an additional 50' of right-of-way on the south side for Port St. Lucie Boulevard from Allen Street on the west, to the intersection of Port St. Lucie Boulevard and Cane Slough Road on the east. It is our recommendation that pole locations for the transmission line be restricted to either the southernmost or northernmost limits of the ultimate right-of-way for Port St. Lucie Boulevard as described herein.

Ms. Karen W. Anthony
Department of Environmental Regulation
April 15, 1983
Page 2

B. Modified Corridor Segment TJ-28. The City's position on the reduction of corridor segment TJ-28 has not altered. It is our recommendation that corridor segment TJ-28 be reduced in width to the western right-of-way limits of U.S. Highway #1, from Port St. Lucie Boulevard south. The modified segment TJ-28 has been altered to avoid a future park site and to relocate away from residential property.

II. RIGHT-OF-WAY AND TOWER LOCATION WITHIN CORRIDOR

We are recommending the following language for this condition:

"The permittee must submit to Martin County, St. Lucie County and the City of Port St. Lucie (the 'local government') specific details on the final location for transmission line, the techniques for the installation of the line and the location of the transmission line poles. The local governments shall have sixty (60) days from receipt to review the final plans.

"Any other party which so requests in writing shall also be provided the opportunity to review the final plans and to call any apparent conflicts with the requirements of these conditions or applicable rules and regulations to the permittee's attention; however, any such notification must be submitted no later than thirty (30) days from the local governments' receipt of the final plans such that all notifications occur within the same time period. Accordingly, the permittee shall notify all parties when the aerials are submitted to the local governments.

"The local governments and the permittee shall, within the sixty (60) day time period, meet and come to a mutual agreement as to the final construction plans.

"If the mutual agreement cannot be reached, then the matter shall be immediately referred to the Division of Administrative Hearings (DOAH) for disposition in according with the provisions of Chapter 120, Florida

Ms. Karen Anthony
Department of Environmental Regulation
April 15, 1983
Page 3

Statutes. The hearing under Section 120.57, Florida Statutes, shall be held within thirty (30) days after its referral to DOAH.

"The Hearing Officer shall issue the decision thirty (30) days after termination of such hearing. All exceptions to the Hearing Officer's order shall be filed with the Governor and Cabinet within ten (10) days of the issuance of such order. The Governor and Cabinet shall issue a decision within thirty (30) days of the filing of the exception."

In addition, the City maintains communications equipment and facilities at both City Hall and at the City maintenance yard adjacent to the Florida Turnpike. These are vital to the day to day functioning of the City, and are also used by the City under emergency conditions. We request the inclusion of the City in any conditions governing the emergency communications system of the County.

Thank you for your assistance in this matter.

Sincerely,



MICHAEL SZUNYOG
City Manager

MS:eg
Enclosures

cc: Ernest R. Dike, Jr., City Engineer
Stephen L. Henninger, City Planner
Roger G. Orr, Assistant City Attorney

201915

ROAD DEDICATION

PORT ST. LUCIE BOULEVARD

KNOW ALL MEN BY THESE PRESENTS, That:

GENERAL DEVELOPMENT CORPORATION, a Delaware corporation, authorized to transact business in the State of Florida, and having its principal place of business at 2828 Coral Way, Miami, Florida, hereinafter referred to as GRANTOR, does hereby dedicate, grant and convey the hereinafter described property for street and road right-of-way purposes to the CITY OF PORT ST. LUCIE, St. Lucie County, Florida, hereinafter referred to as GRANTEE, for the use and benefit of the public.

The property hereby dedicated, granted and conveyed is graphically depicted and legally described in the sketch attached hereto and made a part hereof, prepared by James Edward Clark, Civil Engineer, under Drawing Number PL/R10 and dated February 27, 1969.

It is an express condition of this dedication that the GRANTEE herein, with the assistance of the GRANTOR herein, shall make prompt application for appropriate easements and permits for the construction of two bridges and a causeway over Long Creek and the North Fork of the St. Lucie River as depicted on the sketch attached hereto and referred to above; said applications to be made by the GRANTEE to the State of Florida, U. S. Corps of Engineers, the U. S. Coast Guard and such other governmental or regulatory agencies having jurisdiction over the premises. Permit fees and expenses incident thereto, if any, shall be paid for by the GRANTOR.

It is a further condition to this dedication that upon obtaining of the required permits and easements aforementioned, GRANTEE shall, and by acceptance of this dedication does hereby agree to permit GRANTOR to cause to be constructed the aforementioned two bridges and causeway all in accordance with applicable specifications and regulations. All expenses and costs incident to the construction of said two bridges and causeway shall be borne solely by the GRANTOR.

In the event that the right-of-way dedication hereby made shall be discontinued or cease or fail to be used for the purposes stated herein, title thereto shall, ipso facto, revert to the GRANTOR, its successors and assigns.

IN WITNESS WHEREOF, the undersigned corporation has caused these presents to be executed by the officers named below and its corporate seal to be affixed hereto this 3rd day of March, 1969.

GENERAL DEVELOPMENT CORPORATION

By: Frederick E. Roach
Executive Vice-President

David A. Doheny
Secretary

STATE OF FLORIDA
COUNTY OF DADE

BEFORE me personally appeared Frederick E. Roach and David A. Doheny, to me well known and known to me to be the individuals described in and who executed the foregoing instrument as Executive Vice-President and Secretary, respectively of the above named Corporation, and severally acknowledged to and before me that they executed such instrument as such officers of said corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that it was affixed to said instrument by due and regular corporate authority, and that said instrument is the free act

WITNESS my hand and official seal at Miami, Dade County, Florida,
this 3rd day of March, 1969.


NOTARY PUBLIC

My Commission expires: 8-4-71

QUALITY PRINTING CO. OF MIAMI, FLA.
MY COMMISSION EXPIRES: 8-4-71
QUALITY PRINTING CO. OF MIAMI, FLA.



This Instrument Was Prepared By
CORPORATE COUNSEL
GENERAL DEVELOPMENT CORPORATION
2828 Coral Way, Miami, Fla.

DESCRIPTION

PORT ST. LUCIE BOULEVARD

A right of way to be used as a public thoroughfare lying in the North $\frac{1}{4}$ of Section 10, Township 37 South, Range 40 East, and lying in Tract "D" of SOUTH PORT ST. LUCIE UNIT FIVE, recorded in Plat Book 14, at Pages 12 and 12A thru 12C of the Public Records of St. Lucie County, Florida, the centerline being more particularly described as follows:

A strip of land 100 feet in width BEGINNING on the centerline of Port St. Lucie Boulevard (Cane Slough Road), as shown on said plat of South Port St. Lucie Unit Five, at a point 847.88 feet, $S89^{\circ}17'21"E$ of the East $\frac{1}{4}$ corner of said Section 10; thence Northwesterly along the arc of a circular curve to the right, having a radius of 1000 feet, a central angle of $25^{\circ}38'13"$ a distance of 451.04 feet (chord bearing $N77^{\circ}02'04"W$, chord distance 447.22 feet) to a point of reverse curvature with a circular curve left having a radius of 1000 feet; thence Northwesterly along the arc of said curve thru a central angle of $25^{\circ}38'17"$ a distance of 447.47 feet to the point of tangency, on the East line of the Northeast $\frac{1}{4}$ of said Section 10; thence $N89^{\circ}43'03"W$, along a line 200 feet North of and parallel with the South line of the North $\frac{1}{4}$ of said Section 10, 900 feet to the end of the 100 foot wide strip of land and the BEGINNING of a 200 foot wide strip of land; thence continue $N89^{\circ}43'03"W$, 400 feet to a point hereinafter called Point "A"; thence continue $N89^{\circ}43'03"W$, 1170 feet to a point hereinafter called Point "B"; thence continue $N89^{\circ}43'03"W$, 1.95 feet to the point of curvature of a circular curve to left having a radius of 1000 feet; thence Westerly along the arc of said curve thru a central angle of $15^{\circ}20'47"$ a distance of 267.84 feet to the point of reverse curvature with a circular curve to the right having a radius of 1000 feet; thence Westerly along the arc of said curve thru a central angle of $10^{\circ}17'44"$ a distance of 179.69 feet to the end of the 200 foot wide strip of land and the BEGINNING of a 100 foot wide strip of land; thence continue along the arc of said curve thru a central angle of $6^{\circ}33'00"$ a distance of 114.90 feet to the intersection of the center line of Port St. Lucie Boulevard and the Easterly boundary of PORT ST. LUCIE SECTION EIGHTEEN, recorded in Plat Book 13 at Pages 17 and 17A thru 17K of the Public Records of St. Lucie County, Florida, and the POINT OF TERMINATION. LESS and EXCEPT from the above that portion lying between Points "A" and "B", consisting of a 1170 foot long by 200 foot wide strip of land. All lying in the City of Port St. Lucie, St. Lucie County, Florida, and containing 8.29 acres more or less.

DESCRIPTION

BORROW AREA

That portion of LONG CREEK in Section 10, Township 37 South Range 40 East being more particularly described as follows:

BEGINNING at the East $\frac{1}{4}$ corner of said Section 10, thence $N00^{\circ}03'22"W$ along the East line of said Section 10, 200.00 feet; thence $N89^{\circ}43'03"W$ along a line 200 feet North of and parallel with the South line of the North $\frac{1}{4}$ of said Section 10, 2275 feet to the POINT OF BEGINNING of a strip 100 feet in width; thence meander along the center line of LONG CREEK 1500 feet more or less in the Northerly direction, and from the POINT OF BEGINNING meander 1500 feet more or less in a Southerly direction to the POINTS OF TERMINATION. The Northerly point of termination bears $N15^{\circ}22'49"W$, 1448.41 feet from the point of beginning and the Southerly point of termination bears $S02^{\circ}37'13"E$, 1211.00 feet from the point of beginning.

201915

FILED AND RECORDED
ST. LUCIE COUNTY FLA
NOTARY PUBLIC
CLERK OF COURT COUNTY
RECORDED J.A.F.F.D.

Dec 9 2 56 PM '70

J. J. G. Lott

GENERAL DEVELOPMENT CORPORATION
MIAMI FLORIDA

PORT ST LUCIE BOULEVARD RIGHT OF WAY DEDICATION
AND

LONG CREEK BORROW AREA

Section 10, Township 37S, Range 40E
City of Port St. Lucie

St. Lucie County, Florida

JAMES EDWARD CLARK
MIAMI

CIVIL ENGINEER
FLORIDA

This Quit-Claim Deed, Executed this 7th day of April

A. D. 19 75 by

GENERAL DEVELOPMENT CORPORATION

first party, to

CITY OF PORT ST. LUCIE

whose postoffice address is P. O. Box 700
Ft. Pierce, Florida

second party:

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

Witnesseth, That the said first party, for and in consideration of the sum of \$10.00 in hand paid by the said second party, the receipt whereof is hereby acknowledged, does hereby remise, release and quit-claim unto the said second party forever, all the right, title, interest, claim and demand which the said first party has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of St. Lucie State of Florida to-wit:

A 200 foot wide Right-of-Way, along with existing structures erected thereon, to be used as a public thoroughfare lying in the North 1/2 of Section 10, Township 37 South, Range 40 East being more particularly described as follows:

Commencing at the East 1/4 corner of said Section 10; thence N00°03'22"W, 200.00 feet to the centerline of Port St. Lucie Boulevard; thence along the centerline of said Port St. Lucie Boulevard N89°45'05"W, 1300.00 feet to the Point of Beginning of the centerline of said 200 foot wide Right-of-Way; thence continue N89°45'05"W, 1170.00 feet to the end of said 200 foot wide strip.

All lying in the City of Port St. Lucie, St. Lucie County, Florida, and containing 5.37 acres more or less.

To Have and to Hold the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of the said first party, either in law or equity, to the only proper use, benefit and behoof of the said second party forever.

In Witness Whereof, The said first party has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in presence of:

GENERAL DEVELOPMENT CORPORATION

Sydney S. McLaughlin
Dolores White

C. C. Crump, Sr. Vice President
Wayne L. Allen Asst. Secretary

STATE OF FLORIDA,
COUNTY OF DADE

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, personally appeared C. C. Crump and Wayne L. Allen, Sr. Vice President and Asst. Secretary respectively, to me known to be the person described in and who executed the foregoing instrument and they acknowledged before me that they executed the same.

WITNESS my hand and official seal in the County and State last aforesaid this 7th day of April A. D. 1975.

Betty McDavit
Notary Public
NOTARY PUBLIC STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES 5, 1975
GENERAL INSURANCE UNDERWRITERS, INC.

This Instrument prepared by:

Address

This instrument was prepared by:
JACK R. SMITH, CORPORATE COUNSEL
GENERAL DEVELOPMENT CORPORATION
1111 SO. BAYSHORE DR. MIAMI, FLA. 33131

PL-Hqcy. Corres.
Road Accept.
Subm. # 4

RESOLUTION NO. 70-12

WHEREAS, General Development Corporation, a Delaware corporation, authorized to do business in Florida, has completed construction of two bridges, one over the North Fork of the St. Lucie River and one over Long Creek, connecting St. Lucie Blvd. (previously known as Cane Slough Road) which bridges are located in the geographical limits of Port St. Lucie, and

WHEREAS, General Development Corporation has requested the City of Port St. Lucie to accept these bridges for maintenance purposes, and

WHEREAS, the State of Florida, Department of Transportation (by letter dated October 20, 1970) has certified that said bridges meet the Department's structural requirements, and

WHEREAS, General Development Corporation has certified that the bridges are complete in accordance with permit number 253.123-215 of the State of Florida, Trustees of the Internal Improvement Fund, and

WHEREAS, Carr Smith and Associates, Inc., consulting engineers, (by letter dated October 23, 1970) has certified that the bridges meet the structural requirements of the Florida Department of Transportation, and

WHEREAS, all three letters are attached and made a part hereto of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Port St. Lucie, Florida, as follows:

- (1) To accept the two bridges constructed and completed by General Development Corporation in accordance with the permit of the trustees of the Internal Improvement Fund herein above mentioned and said City Council agrees to maintain the same

RECORDED

thenceforth in a good condition of repair for the use and benefit
of the public.

(2) This resolution shall become effective immediately.

PASSED AND APPROVED THIS 8th day of December, 1970.

Signed:

Eugene P. Kavanaugh
Eugene P. Kavanaugh, Mayor

ATTEST:

Harold W. Nottley
Harold W. Nottley, City Clerk

APPROVED AS TO FORM:

Rupert Jason Smith
Rupert Jason Smith, City Attorney

MICROFILMED

GOVT LOT 3

GOVT LOT 2

GOVT LOT 1

PORT ST LUCIE SECTION EIGHTEEN
P.B. 13 P.G. 17

GOVT LOT 6

GOVT LOT 8

TRACT "D"

SOUTH PORT ST LUCIE
UNIT FIVE
P.B. 14 P.G. 18

PORTION OF PORT ST. LUCIE BOULEVARD

DESCRIPTION

A 200 foot wide Right-of-Way, along with existing structures erected thereon, to be used as a public thoroughfare lying in the North 1/2 of Section 10, Township 37 South, Range 40 East being more particularly described as follows:

Commencing at the East 1/4 corner of said Section 10; thence $N00^{\circ}03'22''W$, 200.00 feet to the centerline of Port St. Lucie Boulevard; thence along the centerline of said Port St. Lucie Boulevard $N89^{\circ}45'05''W$, 1300.00 feet to the Point of Beginning of the centerline of said 200 foot wide Right-of-Way; thence continue $N89^{\circ}45'05''W$, 1170.00 feet to the end of said 200 foot wide strip.

The intent of this dedication is to complete the entire portion of Port St. Lucie Boulevard across the North Fork St. Lucie River and Long Creek.

All lying in the City of Port St. Lucie, St. Lucie County, Florida, and containing 5.37 acres more or less.

GENERAL DEVELOPMENT ENGINEERING CO.
2095 SW U.S. HWY N°1 VERO BEACH, FLORIDA

PORT ST. LUCIE BOULEVARD
RIGHT OF WAY DEDICATION
CITY OF PORT ST. LUCIE,
ST. LUCIE COUNTY, FLORIDA

SECTION 10 TWP 37 S. RGE 40 E.

PAUL F. ROSSKAMP REGISTERED LAND SURVEYOR 1940
VERO BEACH, FLORIDA

DATE	BY	REMARKS
37	CR	

REVISIONS

OR W.B.D.

CH G.G.

APPROVED BY
[Signature]

DATE: 3/5/75

SCALE: 1" = 600'

DWG No.

PL/R-II

The St. Lucie County

V.F. (305) 466-1100
(305) 878-4898

BOARD of COUNTY COMMISSIONERS

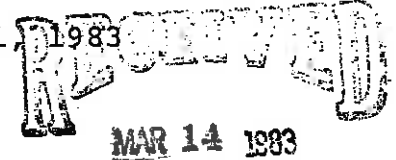
2300 VIRGINIA AVENUE

Fort Pierce, Florida

33450

HAVERT L. FENN, District No. 1 • E. E. GREEN, District No. 2 • MAURICE SNYDER, District No. 3 • R. DALE TREFELNER, District No. 4 • BILL PALMER, District No. 5

March 11, 1983



Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
2600 Blair Stone Road - Twin Towers Office Building
Tallahassee, Florida 32301-8241

DIV. ENVIRONMENTAL
PERMITTING

Re Florida Power & Light Company, Midway-Jensen-Crane
Transmission Line Corridor, Application No. TA 83-04

Dear Ms. Anthony:

Attached herein are memoranda from members of our County staff setting forth the concerns St. Lucie County has with Florida Power and Light's proposed Midway-Jensen-Crane Transmission Line Corridor. St. Lucie County agrees that the proposed corridor selected by Florida Power & Light is the best available. However, the County is petitioning for post-certification review of transmission line construction within the unincorporated area of St. Lucie County.

The proposed transmission corridor through the unincorporated area of St. Lucie County lies primarily in road or drainage rights-of-way. The County is responsible for the maintenance and drainage of county roads, although some of the roads are within Port St. Lucie City limits. One portion of the corridor, Port St. Lucie Boulevard is scheduled for major intersection improvements. Expansion of Port St. Lucie Boulevard, to a minimum of four lanes prior to 1990, is also planned, subject to funding availability.

We are extremely concerned that inappropriate placement of major transmission line poles can create extreme problems with providing needed transportation improvements along the Port St. Lucie Boulevard corridor. Post certification review is mandatory because construction drawings are unavailable for review by the affected parties nor do we believe that this level of detail should be provided at this time.

St. Lucie County requests the support of the Department of Environmental Regulation in regard to the attached concerns of our county.

Thank you for your assistance in this matter.

Sincerely,

Sarah W. Woods

Sarah W. Woods
Assistant County Attorney

SWW:cac

Enclosures

cc: Chairman, Board of County Commissioners
County Administrator
Mr. Michael Szunyog

BOARD of COUNTY COMMISSIONERS

2300 VIRGINIA AVENUE

Fort Pierce, Florida

33450

HAVERT L. FENN, District No. 1 • E. E. GREEN, District No. 2 • MAURICE SNYDER, District No. 3 • R. DALE TREFELNER, District No. 4 • BILL PALMER, District No. 5

MAR 14 1983

DIV. ENVIRONMENTAL
PERMITTING

M E M O R A N D U M

TO: JULIUS MORRIS, Assistant Coordinator, St. Lucie County
FROM: JACK SOUTHARD, Director 911 Central Communications Center
DATE: March 9, 1983

RE: Project FPL Transmission Line Corridors

After attending our meeting of March 7, 1983, contact was made with Daves Communications for verification and description of any potential problems this would cause on any of our 911 Repeaters and/or satellite Receivors.

I was advised that if our equipment was within 1/2 miles of those transmission lines that we would receive a noise interference problem being we are on a VHF Frequency 155.790 Receive, 156.090 Transmit.

According to the plan; the only problem I can foresee is the transmission line going up Port St. Lucie Blvd, as we have a satellite Receiver located at Fire Station #5 which is for the St. Lucie County Sheriff's Department.

Therefore, at this time I wish to object to this proposed plan.

Sincerely,



JACK SOUTHARD,
Director 911

JS/sm

cc: Weldon Lewis, County Administrator, Chairman, Board of
Governors 911
Capt. Test, St. Lucie County Sheriff's Office

Department of Disaster Preparedness

408 BROWNS COURT
FORT PIERCE, FLORIDA
33450



SUNCOM 491-1219
PHONE (305) 461-5201
EMERGENCIES 911

ENVIRONMENTAL
PERMITTING

M E M O R A N D U M

TO: Julius Morris, Assistant Development Coordinator
FROM: Disaster Preparedness Director
RE: Proposed FPL Transmission Line Corridors
DATE: March 9, 1983

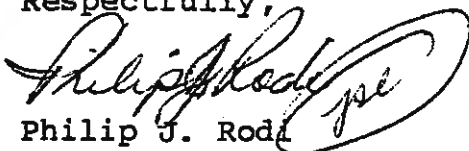
After attending our meeting March 7, 1983 contact was made with Dave's Communications for verification and description of any potential problems to the Disaster Preparedness control net radio system with the input of the proposed FPL transmission lines in Saint Lucie County.

Basically this office will have no problems, however, the proposed corridor along the turnpike at the PSL interchange will present some problems, as our control net, which is on a VHF frequency requiring a minimum of a half mile from any and all high transmission lines and/or sub-stations, is at this location.

Dave's Communications advises that a location of the transmission lines or a sub-station within a half mile radius will cause a noise interference problem.

Therefore, based on this information, this department objects to the proposed corridor located at the PSL interchange.

Respectfully,


Philip J. Roda
Director

cc: Weldon B. Lewis

MEMORANDUM

RECEIVED

3-7-83

DEVELOPMENT COORDINATOR
ST. LUCIE CO., FL

TO: Development Coordinator

FROM: County Engineer

CIV. ENVIRONMENTAL
PERMITTING

DATE: March 3, 1983

SUBJECT: Florida Power & Light (FP&L) Company Midway-Jensen-Crane Transmission Line Corridor Certification Application No. TA 83-04 Public Hearings

Per the meeting with County Attorney, County Engineer, Development Coordinator on March 2, 1983, I offer the following Engineering Department comments on the FP&L corridor study.

1. U.S. 1 - I see no Engineering problems with the short corridor from county line to Port St. Lucie Blvd. The property owners may have specific requirements; but not knowing future development plans of the property owners, I have no way to judge the impact of this transmission line on this section of the corridor.
2. Port St. Lucie Blvd. - It seems that Port St. Lucie wishes the lines to be on the North side of the boulevard. I have no objection with this since St. Lucie County maintains Port St. Lucie Blvd. We do have a concern as to the location of the poles along that route. We request that they be placed at a distance from the edge of the pavement that will agree with the state manual, that is proper recovery area clearance per state law.

I have no further comments on the location of the corridor at this time. When future details are available from FP&L, I would like the opportunity to examine the impact of these details on St. Lucie County roads.

Marcus R. Baggett
Marcus R. Baggett, P.E.
County Engineer

cc: Julius Morris
Ken Hoskins

MRB:bwm

M E M O R A N D U M

TO: County Development Coordinator

FROM: County Planner *DPK*

DATE: March 7, 1983

SUBJECT: Comments Concerning Alternate Corridors for
Midway-Jensen-Crane Transmission Line
(Due March 11, 1983)

I have reviewed the application provided by Florida Power & Light for the above referenced project. Other than the error noted in my previous memo, I find no problems which directly affect unincorporated St. Lucie County.

The proposed corridor will affect the following local governments or agencies:

1. City of Port St. Lucie - The major concern which relates to St. Lucie County is the corridor adjacent to the city and east of U.S. #1. The city will recommend narrowing the corridor to the U.S.#1 right-of-way to eliminate the possibility of siting the lines adjacent to an existing residential area. I would support that recommendation.
2. Civil Defense and Disaster Preparedness - According to discussions with representatives of Dave's Communications, it appears that the proposed corridor will interfere with both communications repeaters and satellite receivers along its path. I expect written comments from both the Sheriff's Department and the Office of Disaster Preparedness. Our final comments should reflect their concern and support a corridor which will not impact these communications links.

DPK:cc
cc: Julius Morris ✓

BOARD of COUNTY COMMISSIONERS

2300 VIRGINIA AVENUE

Fort Pierce, Florida

33450

HAVERT L FENN, District No. 1 • E. E. GREEN, District No. 2 • MAURICE SNYDER, District No. 3 • R. DALE TREFELNER, District No. 4 • BILL PALMER, District No. 5

March 30, 1983

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
2600 Blair Stone Road - Twin Towers Office Building
Tallahassee, Florida 32301-8241

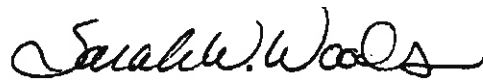
Re: Florida Power & Light Company, Midway-Jensen-Crane
Transmission Line Corridor, Application No. TA 83-04

Dear Ms. Anthony:

Please find enclosed St. Lucie County's proposed "Special Conditions Regarding St. Lucie County's Radio Communication Facilities" to be considered for use in the Department of Environmental Regulation's recommended conditions.

If I can be of further assistance, please let me know.

Sincerely,



Sarah W. Woods
Assistant County Attorney

SWW:cac

cc: Chairman, Board of County Commissioners
County Administrator

Received DER

APR 4 1983

P.P.S

SPECIAL CONDITIONS REGARDING ST. LUCIE COUNTY'S RADIO COMMUNICATION
FACILITIES (DISASTER PREPAREDNESS CENTER, 911 CENTER, SHERIFF'S
DEPARTMENT, FIRE DEPARTMENT, AND PORT ST. LUCIE POLICE DEPARTMENT).

A. OVER-ALL CONDITIONS

1. The Permittee shall comply with all requirements of the Federal Communications Commission:

The Permittee shall comply with all requirements of the Federal Aviation Administration.

2. Representatives of St. Lucie County may participate, at the County's option and at the County's expense, in the selection of the measurement sites (as described below), provided that no delay in the selection is required by such participation. The Permittee shall provide St. Lucie County with thirty (30) days notice of its intent to measure the County Designated Measurement Sites, and any additional measurement sites as may be mutually agreed to between Permittee and St. Lucie County Representatives.

3. Measurement sites designated by St. Lucie County are as follows:

Midway Substation Site

I-95 Corridor

Corridor Connecting I-95 with Florida Turnpike

Florida Turnpike Corridor to Turnpike Substation Site

Turnpike Substation Site

Turnpike Substation to Port St. Lucie Blvd. Corridor
Port St. Lucie Blvd. Corridor to U.S. 1
U. S. 1 Corridor to Jensen Substation Site
Jensen Substantion Site

4. All measurement data collected in St. Lucie County shall be made available to representatives of St. Lucie County upon request. The County Representatives shall include, but not be limited to the following: St. Lucie County Board of County Commissioners; St. Lucie County Attorney; St. Lucie County Development Coordinator; St. Lucie County Engineer; St. Lucie County Planner; St. Lucie County Director Disaster Preparedness; St. Lucie County Director 911; 911 Board of Governors; St. Lucie County Sheriff; St. Lucie County Fire Chief; and St. Lucie Count's Technical Consultant for Radio Communications (Dave's Communications, Fort Pierce, Florida):

5. Representatives of St. Lucie County must be notified when measurements will be made under this Program and may, at their option, participate in or observe any or all of the required measurements;

- b. An Electro-Magnetic Interference Field Measurement Program shall be implemented by the Permittee at its own expense immediately after the transmission line corridors have been selected.

- c. 1. Reliable measurement of ambient Electro-Magnetic Interference levels, broadcast station signal strength, and shadowing or shielding due to transmission line construction shall be made in accordance with Ansic-3/IEEE Guidelines;
2. Measurements shall be made at sites along the transmission line corridors, (as indicated in Paragraph A.3). In close proximity to residential development, various communication facilities (including transmit and/or receive towers, Repeaters and Satellite Receivers), proposed sub-station sites including Midway and Jensen, and major road crossings. The distances between measurement sites shall not exceed one quarter of a mile.
3. The measurement program will consist of three phases: Pre-Construction; Post-Construction (but prior to energizing); and Post-Energizing.

(a) Pre-Construction Measurement Program:

- (1) Signal strengths of all significant (as defined by the Federal Communications Commission) Radio and Television Broadcast Stations shall be recorded;

(2) Ambient Electro-Magnetic Interference

shall be measured at selected frequencies ranging from 0.5 MHz to 800 MHz. At Least one measurement will be in the VHF, and UHF bands;

(3) Every attempt shall be made to take

measurements at different times during the day and under different weather conditions (wet or dry) to establish signal strength profiles.

(4) Every attempt will be made to take measure-

ments at different times during the day and under different weather conditions (wet and dry) to establish signal strength profiles.

At one location within the transmission line corridors nearest to County Communication facilities separate measurements shall be made before sunrise, during the day and after sunset. These measurement sites can be mutually agreed to between Permittee and St. Lucie County Representatives.

4. Post-Construction (But Prior To Energizing) Measurement Program:

These measurements are to be made after the Transmission Lines are constructed, but before they are Energized.

(a) These tests shall be (to the fullest extent possible) replicas of those conducted in Paragraph C.3. (a) (1) through (5).

(b) In addition, at each site (within St. Lucie County) as noted in Paragraph C.3. (3) above, for signals emanating from the St. Lucie County Disaster Preparedness Center, 911 Center, and each County Radio Tower (transmitting) and Associated Repeaters, a search for the maximum and minimum value (in the general area of the closest tower) will be made.

Two (2) of these measurements will be made during "Wet" weather conditions; one measurement in the sites indicated in Paragraph C.4 (b) above.

5. Post-Energizing (after the lines are energized)
Measurement Program:

(a) Measurements of Electro-Magnetic Interference at VHF, and UHF frequencies (when possible) shall be made at (or near) the Post-Construction Measurement sites used above:

- (b) Measurements shall be made in as many different weather conditions as practicable.

D. The Permittee, with the cooperation of St. Lucie County, will conduct tests to measure the Signal-To-Noise Ratio of Mobile Units operating within St. Lucie County.

1. Pre-Construction:

Three (3) Sites in St. Lucie County will be measured:

- (a) Under A Distribution Line;
- (b) Under A Combination Distribution and 230/240 kV Line;
- (c) Under A 230/240 kV line:

2. After the 240 kV Lines have been energized, the Signal-To-Noise Ratio will be measured at three (3) locations:

- (a) One location within the transmission line corridor developed in the Ambient Electro-Magnetic Interference Program:

(b) Where the Transmission Line Corridors travel in the area of St. Lucie County Radio Communication facilities including Towers, Repeaters, Satellite Facility, Distribution Centers, Disaster Preparedness Center, 911 Center, and/or such other facility/location as mutually agreed to between Permittee and St. Lucie County Representative.

3. Pre-Construction measurements may be used for comparison purposes and as a construction design tool, but are not necessarily to be taken as the standard which Post-Energization Interference must meet.

E. Mitigation Measures by the Permittee, and at the Permittee's Expense, shall be required if Federal Aviation Administration or Federal Communications Commission requirements are not met, except that, in the case of the St. Lucie County Communication Facilities, including Towers, Repeaters, Satellite Facility, Disaster Preparedness Center, 911 Center, Mitigation measures shall be required unless voice communications, transmitted or received from measurement sites, are completely understandable. Appropriate Post-Mitigation measurements shall be made by the Permittee at each site where Mitigation measures were found to be required to determine the result of the Mitigation measure.

RECEIVED

V.6

BOARD OF COUNTY COMMISSIONERS
P. O. Box 626 • Stuart, Florida 33495

DIV. ENVIRONMENTAL
PERMITTING

COUNTY OF MARTIN



STATE OF FLORIDA

COMMUNITY DEVELOPMENT DEPARTMENT

Phone (305) 283-6760 Ext. 280

JOSEPH BANFI, Director

HAROLD GLASS, Building Administrator
HARRY KING, Planning Administrator

GORDON B. HUNTER, Code Enforcement Administrator
VALERIE A. MESSIER, Contractors Licensing Administrator

March 4, 1983

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Twin Towers Office Building
2600 Blair Stone Road
Tallahassee, FL 32301-8241

RE: Florida Power & Light (FPL) Company's Midway-Jensen-Crane
Transmission Line Corridor Certification Application

Dear Ms. Anthony:

The Community Development Department, Planning Division, has reviewed the proposed FPL Midway-Jensen-Crane Transmission Line. The proposal includes use of right-of-way that is currently recognized. Additionally, the following findings have been made:

- Article X, Section 10.4(E) of the Martin County Comprehensive Plan provides that, "the Florida Power & Light Company shall be allowed flexibility in determining exact locations and timing for constructing transmission and distribution lines and substations. Such facilities are permitted in all land use classifications,"
- the Revised Martin County Land Development Code, currently being reviewed by the Local Planning Agency, permits "public and private utilities" (including "transmission systems") within all Zoning Districts,
- impact on existing land use is anticipated to be negligible; the area along U.S. 1 north of the Jensen Substation is comprised of mostly mixed commercial development, while the Crane Substation portion of the corridor does not traverse any developed lots within Martin County,
- minimal right-of-way clearing is anticipated for this transmission line due to the siting of the proposed corridor through urban and previously disturbed rural areas and use of existing rights-of-way, although some tree removal may be required in the area immediately north of the Jensen Substation,

MS. KAREN W. ANTHONY
MARCH 4, 1983
PAGE 2

- visual impacts will be mitigated as distribution lines currently exist in most corridor sequents as do visual disturbances associated with strip commercial development along major thoroughfares.

On the basis of the review by the Planning Division, in consultation with the County Legal Department, I can certify that Martin County requirements concerning zoning and the Comprehensive Plan are met. Approval of the Preferred Transmission Line Corridor will not adversely alter Martin County development regulations.

Thank you for the opportunity to comment.

Sincerely yours,



Harry W. King
Planning Administrator

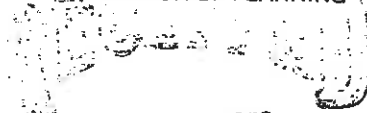
cc: Robert H. Oldland, County Administrator
Joseph Banfi, Director, Community Development Department
Noreen Dreyer, Chief Assistant County Attorney
Burt Smith, Public Works Director and County Engineer

Florida



Department of Transportation

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32301-6064, Telephone (904) 488-8541

BOB GRAHAM
GOVERNORPAUL N. PAPPAS
SECRETARYEARNEST W. ELLIOTT, DIRECTOR
DIVISION OF PLANNING

JAN 13 1983

January 11, 1983

DIV. ENVIRONMENTAL
PERMITTING

Ms. Karen W. Anthony
Transmission Line Siting Coordinator
Department of Environmental Regulation
Twin Towers Office Building
2600 Blainstone Road
Tallahassee, FL 32301-8241

Dear Ms. Anthony:

Secretary Paul Pappas has asked me to respond to your letter of January 7 and to comment on the proposed Florida Power & Light (FPL) Midway-Jensen-Crane Transmission Line Corridor Certification Application.

This corridor parallels and crosses several state highways, and since it is impossible to anticipate each and every impact of the proposed line without a definite centerline, we would appreciate that the permit would require the applicant to adhere to the Utility Accommodation Guide and to coordinate closely with our Fourth District Office prior to and during construction of this facility.

Sincerely, .

Ed McNeely, Transportation Specialist
Office of Transportation Priorities
Division of Planning

EM:sc

cc: Al Malefatto
Philip S. Bennett

sent to Mack
McCuller



FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF ARCHIVES,

HISTORY AND RECORDS MANAGEMENT **DIV. ENVIRONMENTAL**

The Capitol, Tallahassee, Florida 32301

(904) 488-1480

RECEIVED
FEB 28 1983

February 17, 1983

In Reply Refer To:

 Mr. Frederick P. Gaske
 Historic Sites Specialist
 (904) 487-2333

 Ms. Karen W. Anthony
 Transmission Line Siting Coordinator
 Florida Department of Environmental Regulation
 Twin Towers Office Building
 2600 Blair Stone Road
 Tallahassee, Florida 32301

 Re: Your Letter and Attachment of January 7, 1983
 Cultural Resource Assessment Request
 Certification Application for Florida Power and Light
 Company's Midway-Jensen-Crane 230 kV Transmission Line
 Corridor, Martin and St. Lucie Counties, Florida

Dear Ms. Anthony:

As per the provisions of Chapter 17-17, Part II, Florida Administrative Code ("Rules of State of Florida Department of Environmental Regulation, Transmission Line Siting Act"), we have reviewed the above referenced project for potential impact to significant archaeological and historical sites and properties.

In our letter of September 10, 1982, we identified archaeologically and historically sensitive locales within the proposed alternative corridors for the above referenced project. As noted on page 2-54 of the above cited application, two segments of the preferred corridor pass through such locales.

Since potentially significant archaeological and historic sites may be present within these two segments, it is our recommendation that, prior to initiating any land clearing or ground disturbing activities, these areas should be subjected to a systematic, professional archaeological and historical survey. The purpose of this survey will be to locate and assess the significance of cultural resources present. The resultant survey report should be forwarded to this agency in order to complete the process of reviewing the impact of this project on archaeological and historic resources. However, project activities may proceed in the remainder of the preferred corridor without further involvement with this office.

If you have any questions concerning our comments, please do not hesitate to contact us.

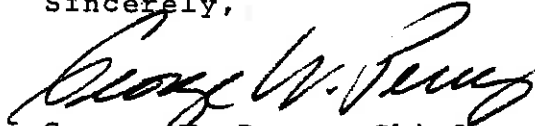
FLORIDA-State of the Arts

 copy sent to:
 Mack McCullar

Ms. Karen W. Anthony
February 17, 1983
Page Two

Your interest and cooperation in helping to protect Florida's
archaeological and historical resources are appreciated.

Sincerely,



George W. Percy, Chief
Bureau of Historic Sites
and Properties

GWP:Geb

cc: G. Frederick Shanholtzer

VI. COMPLIANCE

While certification will defacto make the location of the transmission line corridor in compliance with all applicable rules and regulations, compliance of the construction of the lines, structures, and access roads cannot be determined without the submittal of site-specific information. Therefore, conditions of certification have been proposed to address this problem.

VII. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

1. The Public Service Commission has made a formal determination that the Midway-Jensen-Crane transmission line project is needed.

2. The Department of Community Affairs recommends certification of the corridor, with certain changes. DCA recommended that alternate corridor segments be utilized in certain locations (use segment TJ2, not TJ3 and 4), that certain segments be deleted from the corridor (do not use MT8 and 14), and that the proposed segments be narrowed in others (refer to attachments A and H of the City of Port St. Lucie's comments [NOTE: the City has since changed its recommendation such that segment TJ-28 would be narrowed on the western side of U.S. Highway 1 to 200 feet]); DCA also recommended the imposition of conditions which would allow the City and Counties post-certification review of construction.

3. The Department of Natural Resources did not object to the certification of the corridor as proposed, made recommendations regarding the timing of construction such that Manatees will not be injured, and outlined requirements for obtaining an easement across the St. Lucie River.

4. The South Florida Water Management District did not object to certification of the corridor as proposed so long as site-specific information is submitted as part of a post-certification review.

5. The Game and Fresh Water Fish Commission did not object to the certification of the corridor as proposed.

6. The City of Port St. Lucie indicated certain difficulties with the proposed corridor and project but did not object to certification. The City recommended that (a) the corridor be reduced in width, essentially deleting segments MT8 and 14, reduced as indicated on Attachment A of the City's comments, and reduced along U.S. Highway 1; (b) post-certification review of the site-specific construction plans be required such that conflicts with the transportation and drainage networks can be addressed; and, (c) monitoring and rectification of any interference with the 911 Emergency Communication System be required.

7. St. Lucie County did not object to the certification of the corridor but had concerns similar to those of Port St. Lucie.

8. Martin County did not object to the certification of the corridor.

9. The Department of Transportation did not object to the certification of the corridor but requested that the applicant be required to comply with the Utility Accommodation Guide.

10. The Division of Archives, History and Records Management did not object to the certification of the corridor but recommended that a survey of the ROW be conducted prior to any new land clearing or ground disturbing activities.

11. Certification supercedes any conflicting ordinances, such as zoning restrictions. FP&L determined that numerous ordinances in the City and Counties were conflicting and identified these; none of the local governments have indicated objections to these overrides.

12. The Department of Environmental Regulation does not object to the certification of a corridor so long as site-specific information is submitted as part of a post-certification review; also, DER supports the recommendations of Port St. Lucie, St. Lucie County and DCA regarding use of certain alternate corridor segments and narrowing the corridor.

13. The North Fork of the St. Lucie River is an Outstanding Florida Water. An affirmative demonstration must be made that the project will not lower the existing ambient water quality before construction can occur, which can be addressed through a post-certification review. It is the DER's opinion that the requirement that the project be "in the public interest" has been met.

14. Interference with communication networks seems to be the major electromagnetic issue of concern related to this project. While concern about the adverse effects of electromagnetic fields is such that some states are considering imposing a 1 kV/m field strength limitation at the edge of the ROW, the Midway-Jensen-Crane would be less than that at the edge of its narrowest (35 foot wide) ROW according to FP&L's calculations.

B. Recommendations

The Department of Environmental Regulation recommends certification of the Midway-Jensen-Crane transmission line only if the recommended conditions of certification are imposed and if the corridor modifications suggested by the City of Port St. Lucie, St. Lucie County, and the Department of Community Affairs are made. Recommended Conditions of Certification are attached as Appendix I.

APPENDIX I

RECOMMENDED CONDITIONS OF CERTIFICATION

4/22/83

NOTE: The following conditions of certification are a compilation of agency proposals, thus are not solely the recommendations of the Department of Environmental Regulation. They are representative of agency position as of the date of filing of this report but are subject to modification via 1) stipulation of the parties to the proceeding (including the agencies), 2) recommendations of the Hearing Officer, or 3) the actions of the Siting Board.

Midway-Jensen-Crane Transmission Line Certification
Martin and St. Lucie Counties
DER Case No. TA83-04

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CONDITIONS OF CERTIFICATION

GENERAL CONDITIONS

I. Definitions

The meaning of terms used herein shall be governed by the definitions contained in Chapters 403, 373, and 253, Florida Statutes, and any regulation adopted pursuant thereto and the statutes and regulations of any agency. In the event of any dispute over the meaning of a term used in these general or special conditions which is not defined in such statutes or regulations, such dispute shall be resolved by reference to the most relevant definitions contained in any other state or federal statute or regulation or, in the alternative, by the use of the commonly accepted meaning as determined by law. As used herein:

"DER" shall mean the Florida Department of Environmental Regulation.

"The permittee" shall mean Florida Power & Light Company or its duly authorized representatives.

"ROW" shall mean the transmission line Right-of-Way to be selected by the permittee within the corridor in accordance with the conditions of certification.

II. Performance Criteria

Certification, including conditions of certification, is predicated upon design and performance criteria indicated in the application. Thus, conformance to those criteria, unless specifically amended, modified, or as DER and parties are otherwise notified, is binding upon the applicant in the preparation, construction and maintenance of the certified project. In those instances where a conflict occurs between the application's design criteria and the conditions of certification, the conditions shall prevail.

III. Property Rights

Except as otherwise provided herein and under the Transmission Line Siting Act and rules thereunder, the issuance of this certification does not convey any property rights in either real or personal property, tangible or intangible, nor any exclusive privileges, nor does it authorize any injury to public or private property or any invasion of personal rights nor any infringement of federal, state or local laws or regulations. The permittee must obtain title, lease or right of use from the State of Florida to any sovereign lands submerged or otherwise, as required by section 403.531, Florida Statutes. Any license or easement or other interest in state lands, except those the title of which is vested in the Board of the Trustees of the Internal Improvement Trust Fund, shall be issued by the appropriate agency as a ministerial act.

IV. Adverse Impact

The permittee shall take all reasonable steps to minimize any adverse impact resulting from the construction, operation, and maintenance of the transmission line in complying with any limitation specified in this certification.

V. Right of Entry

The permittee shall allow authorized representatives of the DER, upon the presentation of credentials:

A. To enter upon the right-of-way, or during business hours to enter the permittee's premises in which records are required to be kept under the terms and conditions of this permit; and

B. To have access to and copy all records required to be kept under the conditions of this certification.

VI. Civil and Criminal Liability

This certification does not relieve the permittee from

civil or criminal responsibility or liability for noncompliance with any conditions of this certification, applicable rules or regulations in accordance with Ch. 403, F.S.

VII. Severability

The provisions of this certification are severable, and if any provision of this certification or the application of any provision of this certification to any circumstances is held invalid, the application of such provision to other circumstances and the remainder of the certification shall not be affected thereby.

VIII. Revocation or Suspension

This certification may be suspended or revoked in accordance with section 403.532, Florida Statutes.

XI. Compliance

Except as otherwise provided herein, construction and maintenance shall comply with the applicable nonprocedural rules and regulations of any state, regional, or local agency.

X. Modifications of Conditions

A. Notwithstanding Section General Condition X.B herein, the DER Secretary is delegated the authority pursuant to section 403.5315(1), F.S., to modify Conditions of Certification relating to:

1. A modification of the project that would not cause any significant adverse environmental impact.

2. Modifications necessary to meet licensing conditions or requirements imposed on the permittee by any federal regulatory agency. The permittee shall notify DER at least 30 days prior to the issuance of the federal license that would require such a modification.

3. Reconstruction of the ROW or transmission

line necessary to avoid or mitigate an emergency involving the loss of human life or property resulting from any natural or man-made cause, including hurricane, tornado, fire, flood, explosion, windstorm or other calamitous accident when new right-of-way or access facilities are necessary.

B. Unless objected to by a party to these proceedings 20 days after notification by DER or the permittee, the DER Secretary is delegated the authority pursuant to section 403.5315(1), F.S., to modify these General and Specific Conditions of Certification. It is recognized that the post-certification site-specific review information may indicate the need for stricter or less strict requirements.

C. DER is not delegated the authority to modify the location of the certified corridor; such modifications must be made by the Siting Board.

XI. Emergency Reporting

Emergency replacement of previously existing right-of-way or transmission lines shall not be considered a modification pursuant to section 403.5315, F.S. A verbal report of the emergency shall be made to DER as soon as possible. Within fourteen (14) calendar days after correction of an emergency which would require the permittee to perform an activity not in accordance with the conditions of certification, a report to the DER shall be made outlining the details of the emergency and the steps taken for its temporary relief. The report shall be a written description of all of the work performed and shall set forth any pollution control measures or mitigative measures which were utilized or are being utilized to prevent pollution of waters, harm to sensitive areas or alteration of archaeological or historical resources.

SPECIFIC CONDITIONS

I. Certified Corridor

The corridor for which certification is granted is generally depicted in Attachment I, Figure 1.

The specific location of the corridor, excepting the modifications listed, includes the following segments as the segments are identified in Figure 2.2-1 of the application and the full extent of which are delineated in red, including the property covered by the red lines, on the application's Appendix A aerial photographs:

MT-4 (parallels Midway-Indiantown transmission line)

MT-5 (parallels Midway-St. Lucie transmission line)

MT-7 (parallels WEST side of Parkway)

MT-13 (parallels WEST side of Parkway)

TC-1 (parallels WEST side of Parkway)

TJ-2 (includes Port St. Lucie Boulevard); see
Attachment I, Figure 2.

TJ-8 (includes Port St. Lucie Boulevard)

TJ-12 (includes Port St. Lucie Boulevard)

TJ-13 (includes Port St. Lucie Boulevard)

TJ-19 (includes Port St. Lucie Boulevard)

TJ-27 (includes Port St. Lucie Boulevard)

Modified TJ-16; see Attachment I, Figure 2.

Modified TJ-17; see Attachment I, Figure 2.

Modified TJ-28; see Attachment I, Figure 3; ALSO, TJ-28 shall extend no more than 200 feet west of the U.S. Highway 1 right-of-way in St. Lucie County.

II. Right-of-Way and Tower Location Within the Corridor

A. Local Government Review

Prior to construction, the permittee shall submit to Martin County, St. Lucie County and the City of Port St. Lucie (the "local governments") specific construction plans on the final location for the transmission line, the techniques for installation of the line and the location of

the transmission line poles. The local governments shall have 60 days from receipt to review the plans.

The local governments and the permittee shall, within the 60 day time period, meet and come to a mutual agreement as to the final construction plans. If mutual agreement cannot be reached, then the matter shall be referred to the Division of Administrative Hearings (DOAH) for disposition in accordance with the provisions of Chapter 120, Florida Statutes. The hearing under Section 120.57, Florida Statutes, shall be held within 30 days of its referral to DOAH. The Hearing Officer shall issue the decision within 30 days after the termination of such hearing. All exceptions to the Hearing Officer's recommended order shall be filed with the Siting Board within ten days of the issuance of such recommended order. The Siting Board shall issue a decision within 30 days of the filing of the exception.

B. Other Party Review

Any other party which so requests in writing shall also be provided the opportunity to review the plans and to call any apparent conflicts with the requirements of these conditions or applicable rules and regulations to the permittee's attention; however, any such notification must be submitted no later than 30 days from the local governments' receipt of the plans such that all notifications occur within the same time period. Accordingly, the permittee shall notify all parties when the plans are submitted to the local governments.

If any party has reason to believe that the construction of the transmission line and access roads within the permittee's designated ROW cannot be accomplished in compliance with applicable statutes and rules, the permittee shall be so notified in writing. Such notification shall specify the conditions or agency rules and regulations expected to be violated and for what specific portion of the ROW. Failure of such a notice to be

served on the permittee within 30 days from the filing of the plans with the local governments constitutes approval for construction within the designated ROW. This condition does not preempt the site specific evaluations conducted by DER and the South Florida Water Management District pursuant to Special Conditions VII and VIII. Any disputes concerning this condition shall be resolved in accordance with Chapter 120, Florida Statutes.

C. Non-Estoppel

The acquisition of a particular ROW or the expenditure of funds toward acquisition of a particular ROW prior to the local government's review will be at the permittee's risk, and the local governments or any other Party are not estopped from disapproving the construction of the transmission line or access road within the corridor.

III. Zoning Ordinances

A. St. Lucie County

Pursuant to section 403.536(1), F.S., the following St. Lucie County zoning ordinances are expressly superceded and thus do not require variances or special exceptions for the limitations listed in those districts:

A-1; lot width restriction, minimum yard width restriction, height restriction.

PS-1; minimum yard restriction, height restriction, site plan requirements.

R-1AA; use restriction, lot width restriction; minimum yard restriction; height restriction.

R-1A; same as above.

R-1B; same as above.

R-1C; same as above.

R-2; same as above.

R-4A; same as above.

R-4D; same as above.

R-4E; same as above.

R-5MH; same as above.

R-5RV; same as above.

P-1; same as above.

B-1; same as above.

B-2; same as above.

B-3; same as above.

B-4; same as above.

M-1; same as above.

M-2; same as above.

M-3; same as above.

PDP; same as above.

All Districts; base building lines.

B. City of Port St. Lucie

Pursuant to section 403.536(1), F.S., the following City of Port St. Lucie zoning ordinances are expressly superceded and thus do not require variances for the limitations listed in those districts:

PUD; underground installation requirement.

MF-1; height limitation.

All districts except A-1, C-1, P-1; river setback requirement.

All districts; yard requirements.

C. Martin County

Pursuant to section 403.536(1), F.S., the following Martin County zoning ordinances are expressly superceded and thus do not require variances for the limitations listed in those districts:

PUD(MH); underground utilities.

PUD (general); final development plan restrictions.

All districts; design and construction standards in the zoning code's site plan review section.

Any district; height restrictions, minimum size of structure, minimum lot width, minimum yard requirement, buffer requirement, screening requirement.

IV. Road Crossings

A. For all locations where the transmission line will cross state highways, the applicant shall submit the data requested pursuant to the Department of Transportation's (DOT) "Utility Accomodation Guide" to DOT's Fourth District Office within 30 days prior to starting construction for a particular crossing. The permittee shall comply with the criteria in the Utility Accomodation Guide and with all applicable regulations pertaining to roadway crossings by transmission lines, including these conditions of certification, unless the DOT and the permittee agree to change those requirements for good cause shown.

B. All crossings of State Highways shall be as nearly perpendicular to and all towers as far from state, county and city road rights-of-way as practicable while still maintaining proper road clearance, in order to allow future widening and expansion of those roads.

C. The transmission line shall not be constructed upon any state, county, or city bridge which is supported by pilings.

D. For all locations where permits to cross, connect to, or obtain access to county or city roads are required generally for transmission lines and access roads, the applicant shall submit the applicable approval information 30 days prior to construction to the county engineer. The permittee shall comply with all applicable non-procedural county or city regulations pertaining to roadway crossings or connections by transmission lines and access roads.

V. North Fork, St. Lucie Aquatic Preserve

In accordance with General Condition III, the permittee must obtain an easement for the crossing of the North Fork, St. Lucie River Aquatic Preserve. In order to obtain the easement, the permittee must submit to the Department of Natural Resources acting as staff to the Board of the Trustees of the Internal Improvement Trust Fund specific

details on the final location for the transmission line, the techniques for the installation of the line, and the location of the transmission line poles.

VI. Archaeological and Historic Sites

Any archaeological sites discovered during construction of the transmission line shall be disturbed as little as possible and such discovery shall be communicated to the Department of State, Division of Archives, History and Record Management (DAHRM). Areas crossed by the ROW deemed likely to contain archaeological or historic sites as identified by DAHRM shall be investigated by a professional and systematic pedestrian survey prior to the initiation of land clearing/ground disturbing activities, and if a significant site is located, the site shall be protected and reported to DAHRM.

VII. Activities in Waters of The State

Waters of the state which may be directly affected are:

North Fork St. Lucie River, Howard Creek and any tributaries thereto, Canal C-23, and Canal C-24.

A. Access/Maintenance Roads

No new access/maintenance roads shall be constructed in waters of the state. However, existing roads may be improved such that the top crown width is no greater than 14 feet with side-slopes of no greater than a 1:2 ratio.

B. Turbidity, Erosion Control, and Vegetation Clearing

1. Control measures, including but not limited to hay bales, sodding, mulching and seeding, or turbidity screens, shall be employed as needed to prevent turbidity in excess of water quality standards.

2. Where the transmission line crosses the North Fork of the St. Lucie River, existing vegetation

under 15 feet in height shall be left undisturbed within the landward extent of the water body. If it is necessary to remove trees, the root mat shall be left undisturbed.

3. The slope of new maintenance/access roads built adjacent to waters of the state or improved roads in waters of the state shall be seeded or planted immediately after construction and stabilized to prevent potential erosion and subsequent water quality degradation.

C. Flow and Drainage

1. Culverts shall be designed, constructed, and maintained to allow the passage of flood waters at least equal in volume to the 1-in-25 year storm. Post-construction flow patterns shall not vary significantly from pre-construction flow patterns.

2. There shall be no construction of ditches or drainage canals.

3. Swales shall not be used if possible. However, where swales are deemed necessary, swale plugs shall be provided between low areas to prevent drainage.

D. Site-specific Dredge and Fill Information and Compliance Verification

1. Prior to any construction activities conducted within the landward extent of waters of the state [as defined in Fla. Admin. Code Rules 17-4.02(17) and 17-4.28)], the permittee shall file five copies of the Dredge/Fill Joint Application, Department of Army/Florida Department of Environmental Regulation for Activities in Waters of the State, DER Form 17-1.203(1) [November 30, 1982] with the DER, Bureau of Permitting, Power Plant Siting Section. The application form shall also be forwarded by DER to the Corps of Engineers, identifying that certification has already been granted by the state. As a part of this submittal, the following information will be required:

a. Specifications showing location of each transmission tower and any access roads to be expanded or improved in waters of the state.

b. Preliminary design of any access roads expansion or improvements with elevations marked.

c. A centerline profile of at least 1:500 scale of existing topographic features with a two-foot contour interval, along any access roads' expansion or improvements.

d. Cross-sections of each waterbody at those points to be crossed by access roads or transmission lines.

e. Specifications showing size and type of water control structure (pipe, culvert, etc.) to be placed, with proposed flowline elevations marked.

f. Specifications showing design capacity of, all water control structures to be employed.

g. Drainage area and flow calculations for any proposed culverts.

2. DER shall promptly review the submittal for completeness. If found to be incomplete, the permittee shall be so notified within 30 days of receipt; failure to notify the permittee accordingly shall constitute a finding of completeness.

3. Within 45 days of filing of complete information, DER shall determine whether there is reasonable assurance that the conditions of certification and substantive agency regulations will be complied with. If it is determined that reasonable assurance has not been provided, the permittee shall be notified with particularity and possible corrective measures suggested. Failure to notify the permittee in writing within 45 days of receipt shall constitute a compliance verification.

4. If it is deemed necessary after review of the information required above, more specific requirements pursuant to Fla. Admin. Code Rules 17-4.28 and 29 may be imposed in order to reasonably assure that water quality standards will be met.

5. Since certification is the only form of permit required by the state, it is understood that the

permittee and DER shall strive to resolve such matters by mutual agreement. If mutual agreement cannot be reached, then the matter shall be referred to the Division of Administrative Hearings (DOAH) for disposition in accordance with the provisions of Chapter 120, Florida Statutes. The hearing pursuant to Section 120.57, Florida Statutes, shall be held within 30 days after its referral to DOAH. The Hearing Officer shall issue the decision 15 days after termination of such hearing. Referral of an issue to DOAH pursuant to this condition shall neither affect other conditions nor operate as a stay on any other portion of the transmission line.

E. Water Quality Certifications

Upon certification by the Siting Board, DER shall provide to the Corps of Engineers a letter indicating that Corridor Certification constitutes water quality certification for the purposes of 33 USC 1341.

F. Outstanding Florida Waters

Pursuant to Fla. Admin. Code Rule 17-3.041(4)(f), the North Fork, St. Lucie Aquatic Preserve has been designated an Outstanding Florida Water. In accordance with Fla. Admin. Code Rule 17-4.242, the permittee shall affirmatively demonstrate that any construction in the river will not lower ambient water quality for a period not to exceed 30 days. This demonstration must be made as part of the site-specific dredge/fill information to be submitted.

VIII. Activities Within the South Florida Water Management District

A. Informational Requirements

The permittee shall file, at least sixty (60) days prior to the commencement of construction in the South Florida Water Management District (SFWMD) the information specified below. SFWMD and the permittee may jointly agree to vary these informational requirements.

1. Surface Water Management Information

Construction activities which may obstruct, divert, control, impound, or cross waters in the state are subject to review under this condition. "Construction activities" associated with transmission lines include the placement of structures, e.g. access/maintenance roads, tower structures, culverts and fill materials. For each construction activity, the following information shall be submitted:

- a. A centerline profile of existing topographic features along proposed access road(s).
- b. Preliminary design of proposed access road(s) with elevation marked.
- c. Typical cross-section of access road(s).
- d. Cross-section of each stream or creek at those points to be crossed by access road(s) or other construction.
- e. Specifications showing size and type of water control structure (pipe, culvert, etc.) to be employed with the proposed flowline elevation marked, and design capacity and drainage area indicated.
- f. Specifications showing the location and type of each transmission tower and access road to be constructed.
- g. The acreage of the various types of wetland habitat to be impacted or if the permittee chooses, the DER/Corps dredge/fill form. The specific information requested in this paragraph must be included within the DER/Corps dredge/fill form.

2. Works of the District Information

The transmission line may involve three types of uses of works of the District as follows: Powerline crossings (aerial, subaqueous, pile supported, or bridge supported), access/maintenance road crossings (bridge, culvert, etc.), and use of the right-of-way for access

temporary or permanent. "Works of the District" means the following works of the SFWMD to the limits of the District ownership or control:

Canal 23 and Canal 24.

For each use, the following information shall be submitted:

a. The project location relative to County, Section, Township and Range; Lot, Block and Subdivision or a metes and bounds description.

b. Whether the proposed use is a modification of an existing use or is a new use.

c. A description of the proposed use of or encroachment on works of the District.

d. A description of the portion of the works of the District to be used.

e. Three copies of a scaled or fully dimensioned 8-1/2" x 14" drawing reflecting the proposed use in plan and elevation views and as related to the applicable work of the District tied to a known reference point in the immediate area of the proposed use.

f. Information sufficient to demonstrate that the proposed use meets the criteria established in the District's "Criteria Manual for Use of Works of the District - June 1981".

B. Review Criteria

The information submitted pursuant to A. above shall be reviewed using the criteria and standards and subject to the limiting conditions specified in Chapters 40E-4 and 40E-6, Florida Administrative Code.

C. Procedures

1. Within forty-five (45) days of filing all the information required herein, SFWMD shall determine and notify the permittee in writing whether the data submitted provides reasonable assurances that the conditions in 40E-4.301 and 40E-6.301 have been met. If SFWMD determines that the conditions of 40E-4.301 and 40E-6.301 have not been met, SFWMD shall notify the permittee in writing of the probable

violations specified with particularity, as well as specify corrective measures. Failure to notify the permittee in writing within forty-five (45) days shall constitute compliance verification.

2. Since certification is the only form of permit required by any agency, is understood that the permittee and SFWMD shall strive to resolve disputes by mutual agreement. If such mutual agreement is reached, the Department is hereby delegated the authority to modify the conditions of certification as necessary to reflect said mutual agreement.

3. If mutual agreement cannot be reached, then the matter shall be immediately referred to the Division of Administrative Hearings (DOAH) for disposition in accordance with the provisions of Chapter 120, Florida Statutes. The hearing under section 120.57, Florida Statutes, shall be held within thirty (30) days after its referral to DOAH. The Hearing Officer shall issue the decision thirty (30) days after termination of such hearing. All exceptions to the Hearing Officers's order shall be filed with the Governor and Cabinet within ten (10) days of the issuance of such order. The Governor and Cabinet shall issue a decision within thirty (30) days of the filing of the exception.

D. Construction

Construction shall not commence until final agency action has been taken.

E. Other Construction

Neither the necessity to submit the information specified in this condition to the SFWMD nor referral of an issue to DOAH pursuant to this condition shall affect other conditions or operate as a stay on the construction or other activities which do not have surface water management impacts or which do not impact Works of the District or which the SFWMD has previously approved pursuant to this condition.

IX. Other Construction Activities

Open burning in connection with land clearing shall be in accordance with the applicable rules of the Department of Agriculture and Consumer Services.

X. Maintenance

If chemicals or herbicides are to be used for vegetation control, the type, proposed use, locations, and manner of application shall be in accordance with state and federal regulations. None shall be applied to waters of the state.

XI. National Electric Safety Code

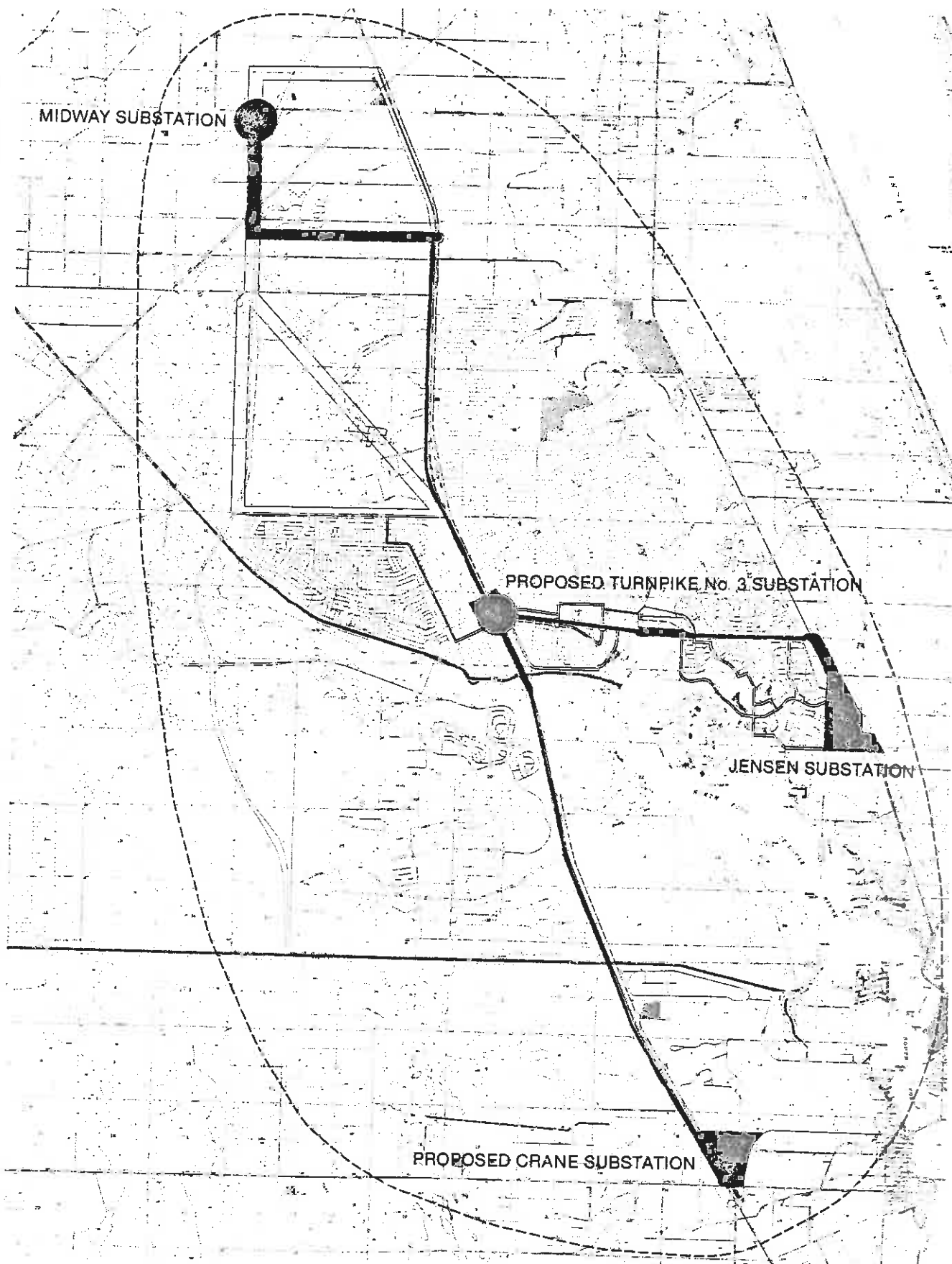
Compliance with the 1981 version of the National Electric Safety Code is required. Conductors shall be allowed a mid-span sag no closer than 25 feet to the ground.

XII. Special Requirements Regarding St. Lucie County's Radio Communication Facilities (Disaster Preparedness Center, 911 Center, Sheriff's Department, Fire Department, and Port St. Lucie Police Department)

NOTE: ST. LUCIE COUNTY HAS SUGGESTED CONDITIONS OF CERTIFICATION AS SHOWN IN THEIR COMMENTS IN THE MAIN BODY OF THE REPORT; THE DETAILS OF THESE PROPOSED CONDITIONS ARE STILL UNDERGOING TECHNICAL DISCUSSION BETWEEN THE PERMITTEE AND ST. LUCIE COUNTY.

XIII. Endangered Species

Any construction work in the North Fork St. Lucie River shall be timed such that adverse impact to West Indian Manatees will not occur. Timing shall be coordinated with the U.S. Fish and Wildlife Service.



MIDWAY-JENSEN-CRANE
230kV TRANSMISSION LINE CORRIDOR

LEGEND

- Preferred Corridor
- Alternate Corridors
- Study Area Boundary

Figure 1

Scale 1:126,720
1000 0 1000 2000 FEET

Base Map Source: USGS 1:24000
Topographic Maps as updated
by Southeastern Reprographics Inc.



Map Locator

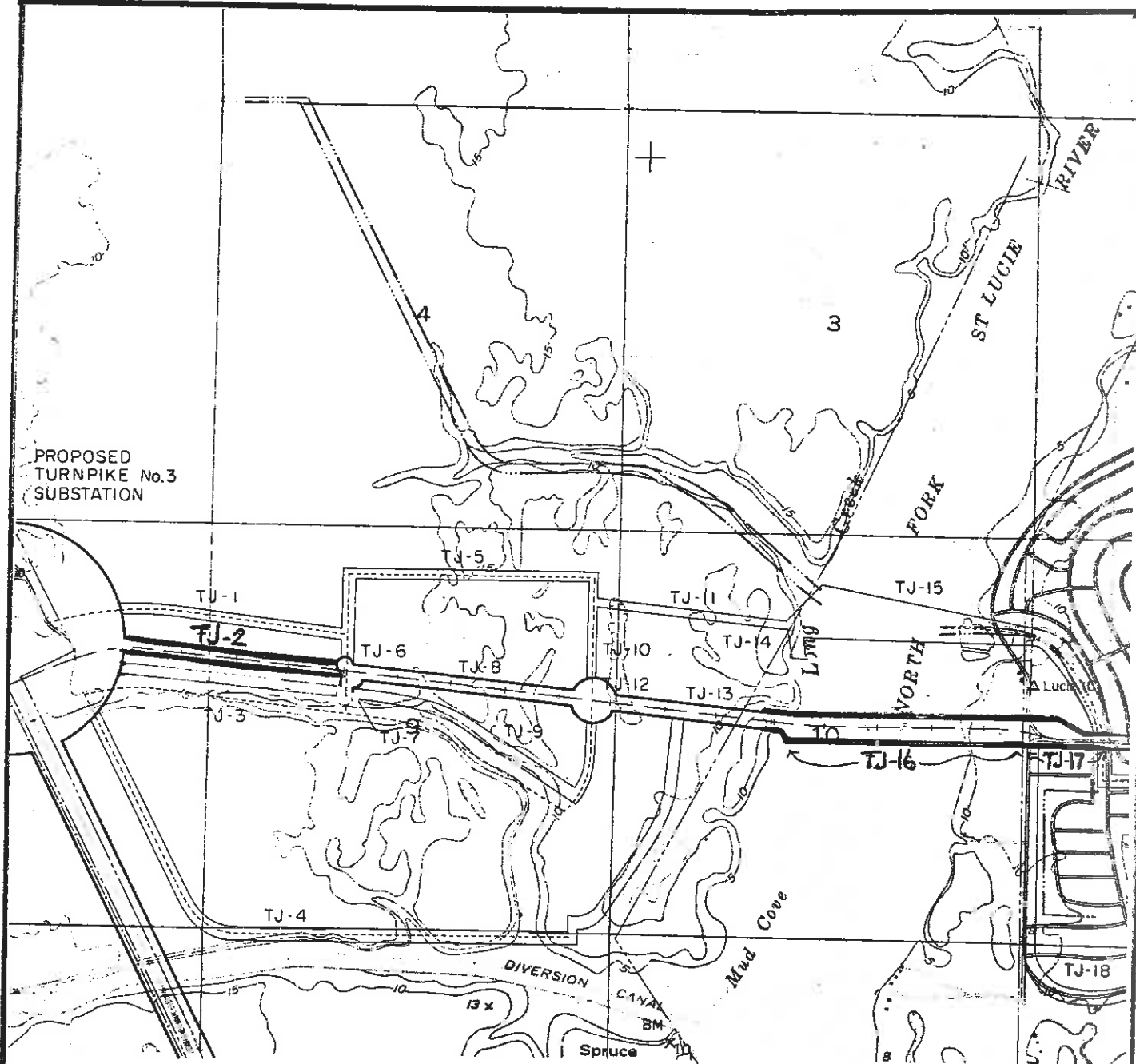
LEGEND

- Preferred Corridor
- Alternate Corridors
- AT&T Easement
- Gas Lines
- City Limits
- GDC Utility Easements
- County Lines
- Transmission Lines
- Distribution Lines
- Major Highway R.O.W.
- Aquatic Preserve

NOTES: Corridor widths in urban areas may not be drawn to scale

SOURCES: Aerial Photography, 1982. Envirosphere Co., 1982. U.S.F.W.S., Jacksonville, Fla., 1982. Department of Natural Resources, 1982. U.S.G.S. Maps 1970. General Development Engineering Company, 1981. Division of Archives, History and Records Management, 1982.

Figure 2



MIDWAY-JENSEN-CRANE 230kV
TRANSMISSION LINE CORRIDOR

Sensitive Areas, Existing Easements, and Governmental Jurisdictions

Scale 1:24000

1000 0 1000 2000 FEET



Map Locator

A	B
C	D
E	F
G	H
I	J
	L

Base Map Source: USGS 1:24000
Topographic Maps as updated
by Southeastern Reprographics Inc.

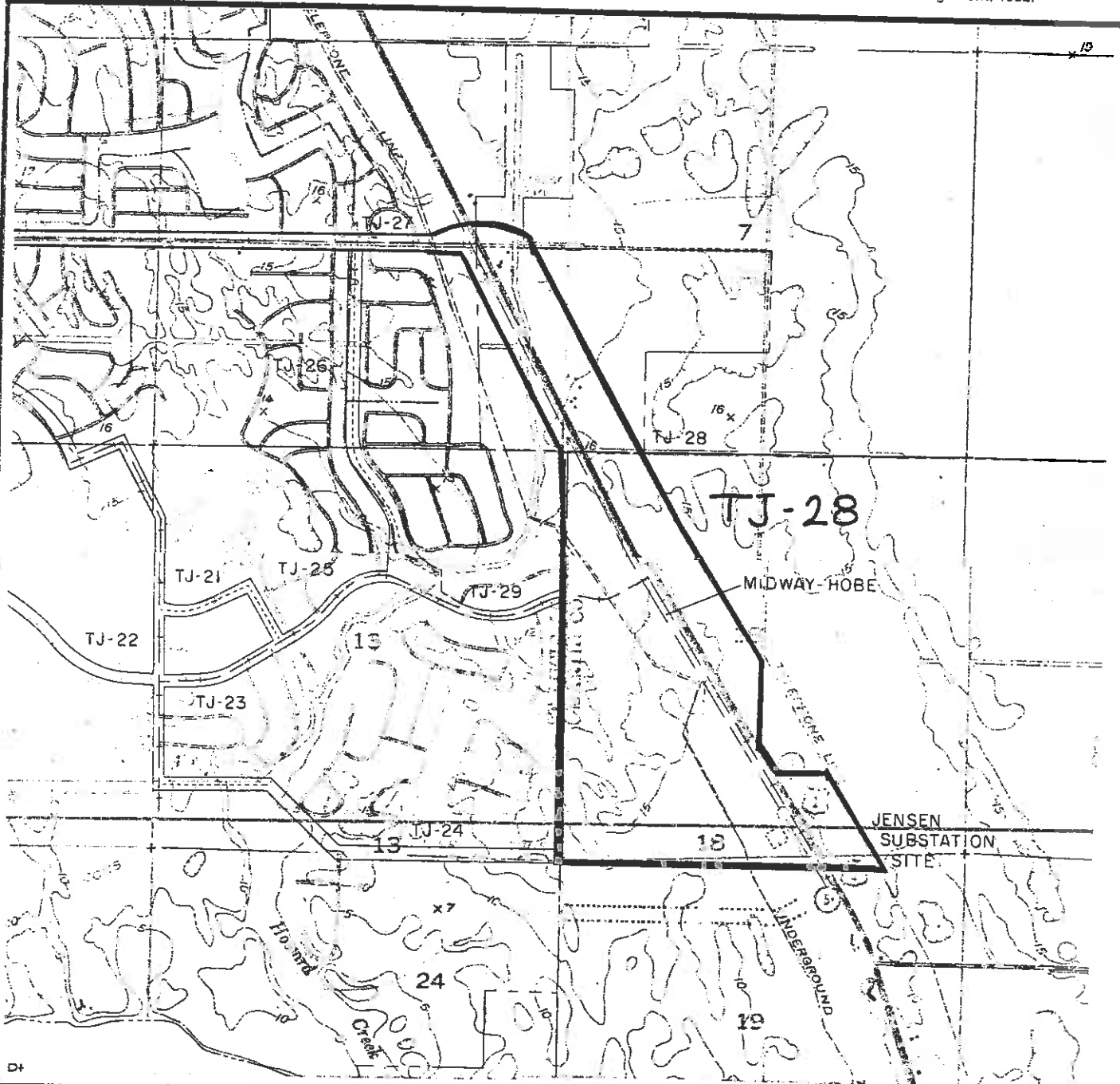
LEGEND

- Preferred Corridor
- Alternate Corridors
- - - AT&T Easement
- - - Gas Lines
- - - City Limits
- - - GDC Utility Easements
- - - County Lines
- - - Transmission Lines
- - - Distribution Lines
- - - Major Highway R.O.W.
- - - Aquatic Preserve

NOTES: Corridor widths in urban areas may not be drawn to scale

SOURCES: Aerial Photography, 1982. EnviroSphere Co., 1982. U.S.F.W.S., Jacksonville, Fla., 1982. Department of Natural Resources, 1982. U.S.G.S. Maps 1970. General Development Engineering Company, 1981. Division of Archives, History and Records Management, 1982.

Figure 3



**MIDWAY-JENSEN-CRANE 230KV
TRANSMISSION LINE CORRIDOR**

**Sensitive Areas, Existing Easements, and
Governmental Jurisdictions**

Scale 1:24000

1000 0 1000 2000 FEET



Map Locator

A	B
C	D
E	F
G	H
I	J
	L

Base Map Source: USGS 1:24000
Topographic Maps as updated
by Southeastern Reprographics Inc.

