



July 15, 2009

Mike Halpin, P.E.
Administrator
Siting Coordination Office
Department of Environmental Protection
2600 Blair Stone Road, MS 48
Twin Towers Building, Suite 649
Tallahassee, FL 32399-2400

**Re: St. Johns-Pellicer-Pringle 230 kV Certified Transmission Line Siting
Act (TLSA) Project – Request for Corridor Modifications**

Dear Mr. Halpin:

Florida Power & Light Company (FPL) filed its Application for Corridor Certification for the St. Johns-Pellicer-Pringle 230-kilovolt (kV) transmission line project under the state's TLSA (Sections 403.52-403.5365, Florida Statutes [F.S.]) in July 2005 (Case No. TA 05-13). The Siting Board issued its certification approval on April 27, 2006.

Since that certification, while working with landowners to identify a right-of-way within the certified corridor, it has come to FPL's attention that two areas of the certified corridor have been developed or proposed for development.

As a result, FPL is proposing to expand the corridor slightly in these two locations. FPL is not proposing moving the certified corridor, nor is it proposing withdrawal of any portions of it. The two areas proposed for modification are in St. Johns County north of State Road (SR) 207, west of Interstate 95 (I-95), and along SR 206, but east of I-95.

The first area is in an industrial park known as the St. Augustine Industrial Park. A cement plant has received permits and constructed its facilities in the corridor, effectively blocking FPL's preferred route.

Therefore, FPL is proposing widening the corridor in this locale approximately 150 to 800 feet (ft) west of the western corridor boundary for a distance of approximately 0.43 mile. This will allow sufficient flexibility to avoid the cement plant operation and also allow FPL to follow a local access road. The affected landowners have already been contacted by FPL and have been made aware of this new alignment.

The second area proposed for modification is also in St. Johns County at the intersection of I-95 and SR 206. Here the landowner whose property is within the certified corridor is proposing a Development of Regional Impact (DRI) within FPL's certified corridor both north and south of SR 206. Although no development plans have been approved for this project, FPL has been working cooperatively with the landowner to propose a modification of the corridor that would avoid this DRI by expanding the corridor to include an area east of I-95 around the intersection with SR 206. FPL has successfully negotiated agreements with the newly affected property owners for acquisition of a right-of-way within this modification area. For this portion of modification area #2, FPL proposes a corridor expansion for a distance of approximately 1.13 miles, with an exclusion area extending from the eastern boundary of the certified corridor to a line running 200 ft west of the eastern boundary of this modification area.

Concurrent with this filing, FPL is serving copies of the modification request on all of the parties of record in these proceedings. FPL will also soon be mailing notice of the filing to the affected landowners in the modification areas and property owners within 0.25 mile of the modification areas.

The two modification areas together extend for a linear distance along the centerline of the proposed modified corridor of less than 2 miles. Accordingly, enclosed is the certification modification filing fee in the form of a check made out to the Florida Department of Environmental Protection for \$3,000.00, as specified in Section 403.5365(3)(b), F.S., and Rule 62-17.545(1)(c)2., Florida Administrative Code.

Mike Halpin, P.E.
July 15, 2009
Page 3 of 3

If you should have any questions about this submittal please give me a call at 561-691-7059, or contact me via e-mail at florette_braun@fpl.com.

Thank you.

Sincerely

A handwritten signature in blue ink that reads "Florette Braun". The signature is fluid and cursive, with the first name "Florette" and the last name "Braun" clearly distinguishable.

Florette Braun
Principal Environmental Specialist
Environmental Services

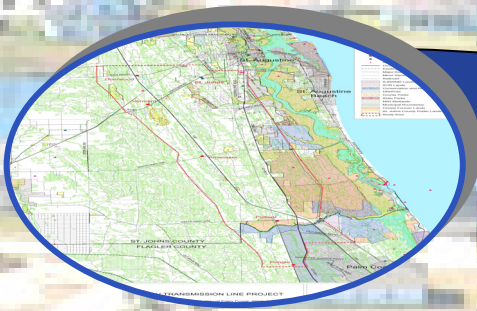
Attachments

CC
Dan Hronec, FPL
Carolyn Raepple, HGS
Parties of Record



FPL

ST. JOHNS-PELLICER-PRINGLE 230-KV TRANSMISSION LINE PROJECT REQUEST FOR CORRIDOR MODIFICATION



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ECT

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ECT No. 080737-0100

July 2009



TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 THE PROPOSED MODIFICATIONS	1
1.1 <u>MODIFICATION # 1</u>	1
1.2 <u>MODIFICATION # 2</u>	3
2.0 DESCRIPTION OF THE CERTIFIED CORRIDOR IN THE AREA OF THE MODIFICATIONS	5
2.1 <u>MODIFICATION # 1</u>	5
2.2 <u>MODIFICATION # 2</u>	5
3.0 JUSTIFICATION FOR THE MODIFICATIONS	7
3.1 <u>MODIFICATION #1</u>	7
3.2 <u>MODIFICATION #2</u>	7
4.0 ANTICIPATED EFFECTS OF THE MODIFICATIONS	9
4.1 <u>MODIFICATION #1</u>	9
4.2 <u>MODIFICATION #2</u>	10
5.0 POTENTIAL TO AFFECT CONDITIONS OF CERTIFICATION	11
6.0 AFFECTED SECTIONS OF FPL'S APPLICATION FOR CORRIDOR CERTIFICATION	12
7.0 LEGAL AUTHORITY	13

APPENDIX—PAGES/FIGURES OF FPL'S APPLICATION CHANGED AS A RESULT OF THE MODIFICATION REQUEST



LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1-1	Proposed Modification Area #1	2
1-2	Proposed Modification Area #2	4
3-1	Proposed DRI Locations	8



1.0 THE PROPOSED MODIFICATIONS

Florida Power & Light Company (FPL) filed its Application for Corridor Certification for the St. Johns-Pellicer-Pringle 230-kilovolt (kV) transmission line Project (SJPP Project) under the state's Transmission Line Siting Act (TLSA) (Sections 403.52-403.5365, Florida Statutes [F.S.]) on July 5, 2005. The Siting Board issued its certification approval on April 27, 2006.

Since that certification and prior to FPL obtaining all its necessary land rights for the proposed right-of-way, certain land development activities along the certified corridor have changed. These changes either present constraints, which preclude or limit locating and constructing the actual transmission line facilities within the certified corridor, or are areas where proposed development and landowner requests provided FPL an opportunity to accommodate such requests.

As a result of these recent land development activities, two locations are proposed for modification. These will entail minor modifications of the existing certified corridor—FPL is not proposing moving its original corridor, nor is it proposing withdrawal of any portions of it.

1.1 MODIFICATION # 1

The first area proposed for modification is in St. Johns County, northwest of the intersection of State Road (SR) 207 and Interstate 95 (I-95). Figure 1-1 provides a location map showing the area in question.

Figure 1-1 depicts modification area #1 on a recent aerial photograph at a scale of 1 inch equals 400 feet (ft) (1"=400'). As can be seen from Figure 1-1, this area is a small expansion of the corridor north of SR 207 within the St. Augustine Industrial Park.

Moving from south to north, the proposed area of modification of the western corridor boundary begins near the north end of Deerpark Boulevard and traverses west-northwest approximately 50 to 100 ft west of Deerpark Boulevard and Concourse Drive.

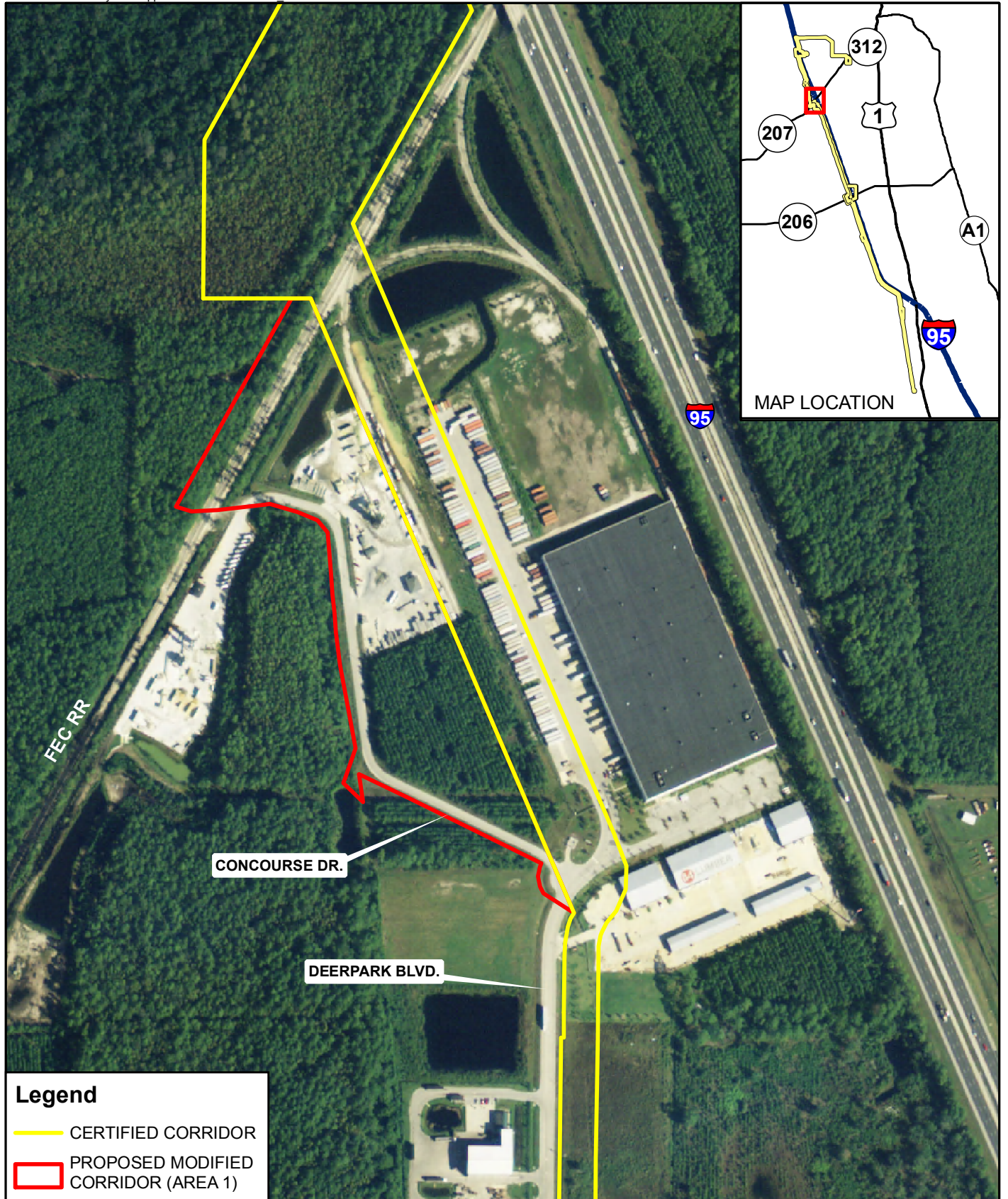


FIGURE 1-1.

PROPOSED MODIFICATION AREA #1



0 200 400
Feet

Source: NRCS, 2007; ECT, 2009.



Then the proposed modified corridor boundary would traverse across the FEC railroad and turn northeast, where it would rejoin the certified corridor.

1.2 MODIFICATION # 2

The second area proposed for modification is also in St. Johns County along SR 206 at the intersection with I-95. Figure 1-2 depicts modification area #2 on a recent aerial photograph at a scale of 1 inch equals 1,000 ft (1"=1,000'). As can be seen from Figure 1-2, this area provides for a modest modification of the eastern boundary of the corridor both north and south of SR 206 and east of I-95. For this modification, FPL proposes that much of the area between the modified eastern boundary of the corridor and the certified corridor be excluded from this request (i.e., designated as an exclusion area).

Moving from north to south, the proposed eastern boundary of modification area #2 begins east of the certified corridor approximately 3,000 ft north of SR 206. The modified corridor boundary crosses I-95 and proceeds due east approximately 2,500 ft before turning due south. The modified corridor boundary then crosses SR 206 and proceeds due south approximately 1,500 ft before turning back to the southwest, crossing I-95 again and rejoining the certified corridor. This proposed modification area #2 outside the exclusion area is approximately 200 ft wide and follows property lines of landowners willing to have the project located in this manner.

It is FPL's intent to still locate the proposed Anastasia substation in the general area of the I-95/SR 206 intersection. The proposed modification together with the certified portion of the corridor will allow FPL to eventually connect to this substation in whichever quadrant of this intersection area it is located. Accordingly, FPL is not proposing to withdraw its certified corridor at this location.

Legend

- CERTIFIED CORRIDOR
- PROPOSED MODIFIED CORRIDOR (AREA 2)
- / EXCLUSION AREA

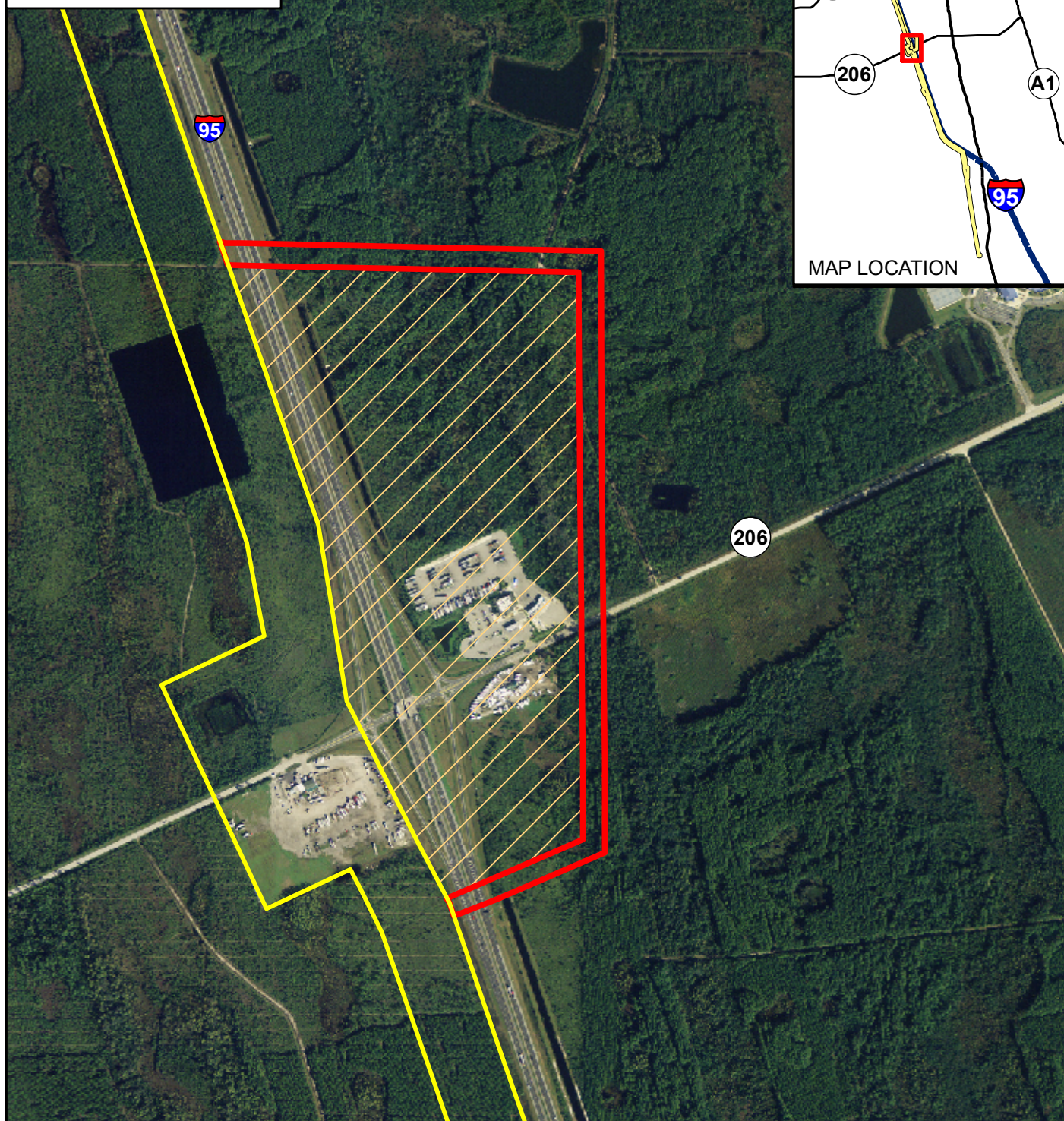


FIGURE 1-2.

PROPOSED MODIFICATION AREA #2

Source: NRCS, 2007; ECT, 2009.



0 500 1,000
Feet



FPL®



2.0 DESCRIPTION OF THE CERTIFIED CORRIDOR IN THE AREA OF THE MODIFICATIONS

2.1 MODIFICATION # 1

Modification area #1 is located northwest of the intersection of SR 207 and I-95 in St. Johns County. The modification is in an area known as the St. Augustine Industrial Park. Industrial development (a cement plant) is located within the modification; however, the modification area also contains undeveloped open land. The proposed modification includes a local access road known as Concourse Drive.

The land in the modified corridor area is totally within the jurisdiction of St. Johns County. At present, this land contains the cement plant and undeveloped forested land.

The future land use in this area is Mixed Use District (MD), Industrial (I), and Rural/Silviculture (R/S). The zoning districts crossed by the modification area include Planned Unit Development (PUD) and Open Rural (OR). The only development within the proposed modification area is the cement plant and Concourse Drive.

No significant ecological features occur in this area. The area contained within the modification area appears to be former pinelands that were previously cleared and are now characterized by remaining pine stands, Concourse Drive, the FEC railroad, and the cement plant. No listed species are known to occur in this small area, nor are any expected to utilize this area due to its proximity to development and heavy traffic use.

2.2 MODIFICATION # 2

Modification #2 is located both north and south of SR 206 and east of I-95. This expansion of the certified corridor is proposed to accommodate landowner requests and two proposed Developments of Regional Impact (DRIs) (see Section 3.2). The modification area contains two crossings of I-95, undeveloped land, and SR 206. The land within modification area #2 is totally within the jurisdiction of St. Johns County.



The future land use designation of modification area #2 is Rural/Silviculture (R/S) and Mixed Use District (MD), which are the same designations in the certified corridor at this location. The zoning for modification area #2 is currently Open Rural (OR), which is also a common zoning classification along the certified corridor in this locale.

The majority of modification area #2 is undeveloped and vegetated. I-95, SR 206, a large gas station, and a recreational vehicle (RV) dealership are the existing disturbed portions found along the modification area. The useable portion of modification area #2 contains pine forests, planted pine, shrub wetlands, hardwood swamp, and some cypress wetlands but no existing developments. The adjacent gas station, RV dealership, and SR 206 represent existing potential impacts to these wetland systems, however. Although access will be required to the eventual right-of-way selected within modification area #2, it is FPL's intent to avoid or minimize impacts to these wetlands with placement of the proposed transmission line structures.

No listed species are known to occur in this area, nor are any expected due to existing disturbances from the two developed areas, SR 206, or I-95.

3.0 JUSTIFICATION FOR THE MODIFICATIONS

3.1 MODIFICATION #1

The first modification area is proposed primarily due to the fact that new industrial development has been permitted and constructed along the western edge of the certified corridor in this area. FPL would not be able to construct in the original certified corridor now without impacting the cement plant.

As a result, FPL believes that impacts of the transmission line project in this area could be minimized if the corridor allowed the flexibility to locate the right-of-way to the west of the cement plant that now blocks the certified corridor. This would minimize potential impacts to the cement plant and other development within the industrial park. The proposed right-of-way location will be placed along Concourse Drive and then along the FEC railroad to reconnect to the certified corridor.

3.2 MODIFICATION #2

The second modification is proposed to accommodate landowner requests west of I-95. Here, two recent DRIs have been proposed that encompass the certified corridor (see Figure 3-1). However, FPL has negotiated with the current landowners plus the landowners along the modification area #2, and all have agreed to the proposed change. FPL would maintain its rights to build within the certified corridor if this modification request is not approved or if the newly affected landowners would ultimately object to this filing.

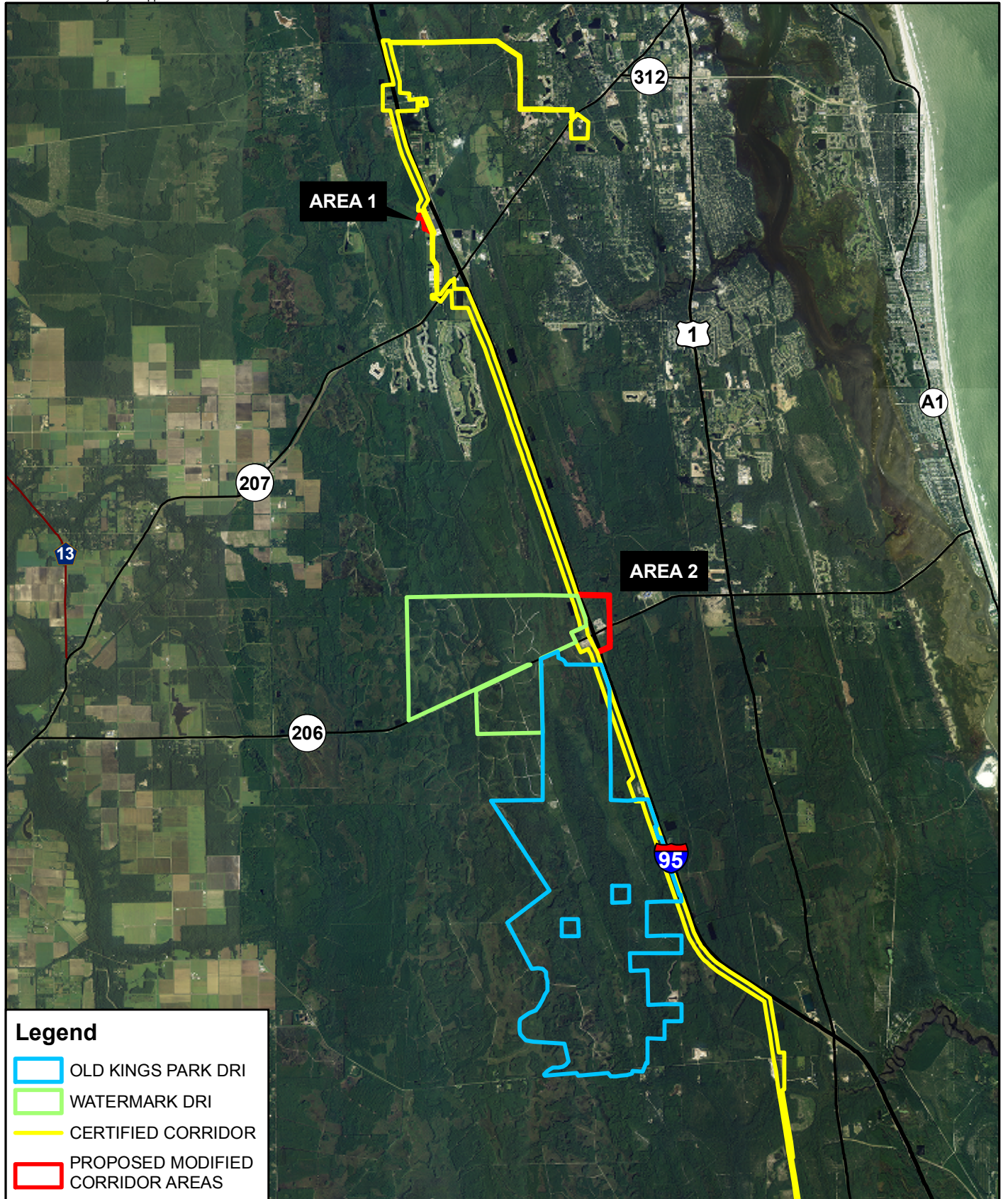


FIGURE 3-1.

PROPOSED DRI LOCATIONS



0 1 2
Miles

Source: NRCS, 2007; St. Johns County, 2009; ECT, 2009.



4.0 ANTICIPATED EFFECTS OF THE MODIFICATIONS

4.1 MODIFICATION #1

The proposed modification area #1 will allow FPL to locate a right-of-way so as to not affect existing industrial development in the area. Specifically, FPL will be able to collocate along Concourse Drive west of the cement plant and then collocate along the FEC railroad to reconnect to the certified corridor.

Land uses and zoning districts crossed by modification area #1 are those that are present along other portions of the certified corridor within St. Johns County. The analysis and consideration of those land use regulations applied to FPL's application for corridor certification will similarly apply to modification area #1.

No new or significant environmental impacts will occur due to modification area #1. FPL has the opportunity to collocate along an existing road and railroad to help minimize environmental impacts in the area. The natural systems within modification area #1 are currently planted pine or pine flatwoods with minor areas of mixed forested wetlands along the western edge of the modification area. No new listed species locations are known for modification area #1.

A revised search of archaeological and historic resources was requested from the Division of Historic Resources (DHR). They reported one archaeological resource was located near the proposed modification area #1. This is Record No. SJ05036 and is the FEC railroad in the original certified corridor. Condition of Certification XX.D (archaeological survey) applies to the certified corridor. A copy of DHR's letter pertaining to this new location is attached.

FPL will be able to construct and maintain the transmission line within modification area #1 consistent with the methods described in the certification application and the approved conditions of certification.

4.2 MODIFICATION #2

The proposed modification area #2 will allow FPL to avoid potential conflicts to the proposed DRIs located along SR 206 and I-95, while accommodating landowner preferences in this area.

Land uses and zoning districts crossed by this modification area are those that are present along other portions of the certified corridor within St. Johns County. The analysis and consideration of those land use regulations applied to FPL's application for corridor certification will similarly apply to modification area #2.

Although modification area #2 does contain additional forested wetlands, no significant additional environmental impacts are anticipated due to the modification area. This is due to the fact the existing wetlands have been somewhat impacted due to SR 206, a gas station, RV dealership, and I-95. Other vegetated systems within modification area #2 include planted pine and pine flatwood communities, and the area appears to have been logged in the past. No new vegetation communities are included for modification area #2, that are not already present in the certified corridor. No new listed species are known for modification area #2.

A revised search of archaeological and historic resources was requested from DHR. They reported no additional known sites within modification area #2. Old Kings Road is a listed cultural resource reported in FPL's original application for corridor certification. This feature is located west of the certified corridor and thus west of modification area #2. Condition of Certification XX.D (archaeological survey) applies to the certified corridor. A copy of DHR's letter pertaining to their review of this new location is attached.

FPL will be able to construct and maintain the transmission line within this modification area #2 consistent with the methods described in the certification application and approved conditions of certification. FPL will require coordination with the Florida Department of Transportation (FDOT) for the two additional crossings of I-95 required for this modification.



5.0 POTENTIAL TO AFFECT CONDITIONS OF CERTIFICATION

The conditions of certification for this project are found in the Siting Board's final order dated April 27, 2006.

The construction and operation of this Project within the two proposed modification areas will not affect the applicable rules and regulations of any of the state or local agencies. In fact, modification area #1 specifically furthers the following condition:

"XVIII. Right-of-Way Location:

- B. To the extent feasible, as described in the Application, FPL shall collocate within or adjacent to existing rights-of-way for those portions of the corridor which include such existing rights-of-way."

Consistent with this condition, it is FPL's intention to collocate along Concourse Drive and the FEC railroad in the proposed modification area #1. While modification area #2 does not specifically further any condition of certification, it does promote FPL's accommodation of local landowner requests and avoids potential conflicts with currently proposed development plans.

6.0 AFFECTED SECTIONS OF FPL'S APPLICATION FOR CORRIDOR CERTIFICATION

The primary changes to FPL's Application that are affected by the two modifications are the map figures depicting these locales. The following lists the text changes (pages) and figure numbers that are revised as a result of these modification requests. For ease in reviewing these changes, all pages and figures modified are appended to this document in the order presented herein:

- Figure 1.1-2, Page 1-3.
- Page 1-4.
- Figure 1.2-1 (Page 1 of 2), Page 1-7.
- Page 2-11.
- Page 2-12.
- Figure 2.2-1 (Page 1 of 2), Page 2-15.
- Page 2-29.
- Page 2-30.
- Attachment 2-1, Map 3 of 8, Page 2-60.
- Attachment 2-1, Map 4 of 8, Page 2-61.
- Attachment 2-1, Map 5 of 8, Page 2-62.
- Attachment 2-2, Map 3 of 8, Page 2-68.
- Attachment 2-2, Map 4 of 8, Page 2-69.
- Attachment 2-2, Map 5 of 8, Page 2-70.
- Attachment 2-3, Map 3 of 8, Page 2-76.
- Attachment 2-3, Map 4 of 8, Page 2-77.
- Attachment 2-3, Map 5 of 8, Page 2-78.
- Attachment 2-4, Map 3 of 8, Page 2-84.
- Attachment 2-4, Map 4 of 8, Page 2-85.
- Attachment 2-4, Map 5 of 8, Page 2-86.
- Page 3-14.
- Appendix B—Page B-4.
- Appendix C—St. Johns County Future Land Use Map.
- Appendix D—Supplemental letters from DHR.



7.0 LEGAL AUTHORITY

Legal authority for these proposed modifications is provided for in:

- Section 402.5315, F.S.—Modification of Certification.
- Section 62-17.680, Florida Administrative Code (F.A.C.)—Modification of Certification.
- Condition of Certification XV—Modification of Certification.



APPENDIX

PAGES/FIGURES OF FPL'S APPLICATION REVISED AS A RESULT OF THE MODIFICATION REQUESTS

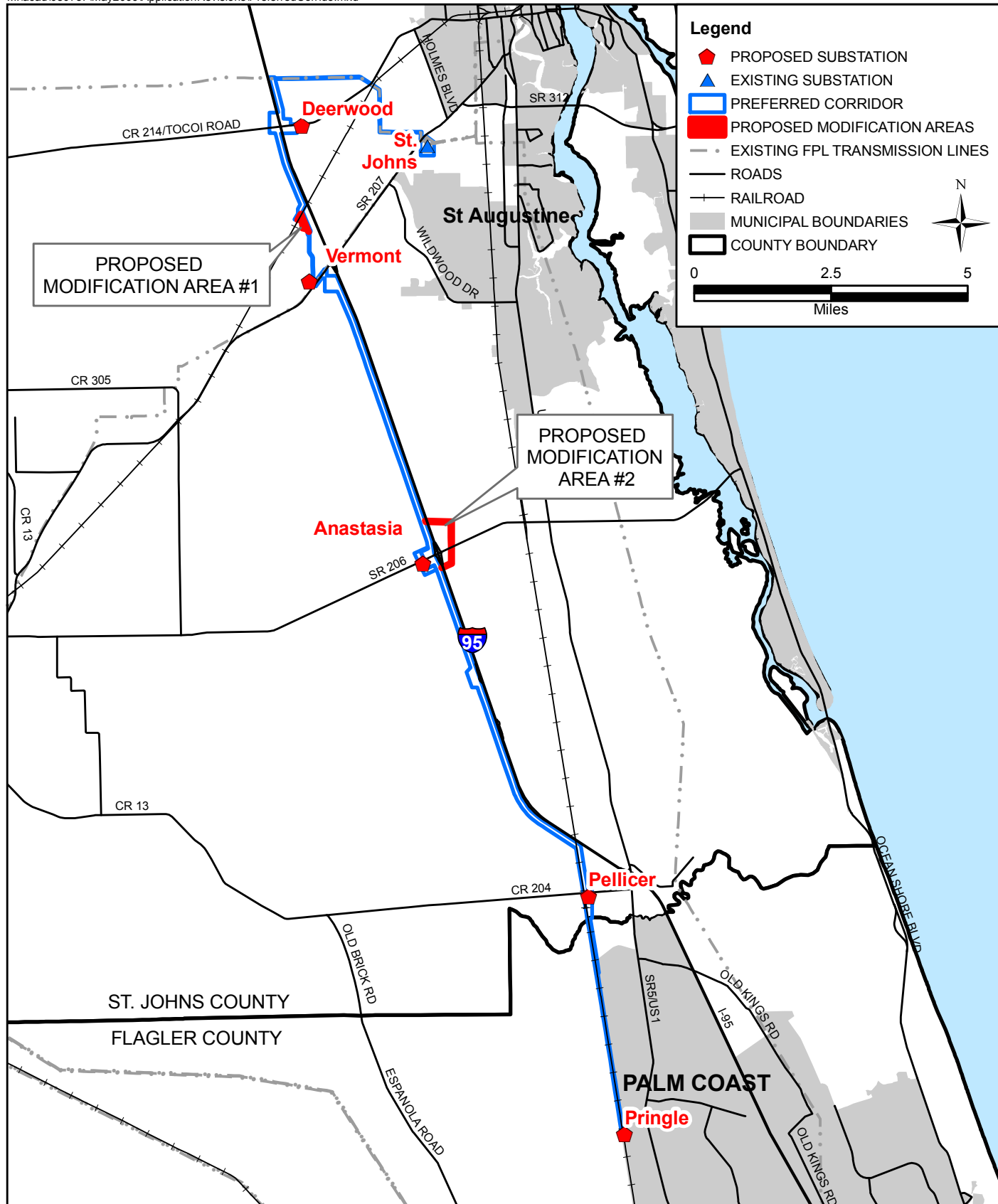


FIGURE 1.1-2. (REVISED)
ST. JOHNS-PELLICER-PRINGLE 230-kV TRANSMISSION
LINE PROJECT - PREFERRED CORRIDOR ALIGNMENT

Sources: FPL, 2005; St. Johns County, FL, 2005; SJRWMD, 2005; ECT, 2009.





- Anastasia—To be constructed west of the interchange of I-95 and SR 206.
- Pellicer—To be constructed east of the Florida East Coast (FEC) Railroad and south of County Road (CR) 204.

These four intermediate substations, as well as the Pringle substation, are all currently in the acquisition or permitting phases.¹ All will be permitted separately from the TLSA process through local government and regulatory agency permitting. They are referenced here as necessary nodes to the preferred corridor and are depicted on Figure 1.1-2.

The ~~scheduled~~-in-service date for the southern portion (Pellicer to Pringle) of the SJPP Project ~~was December 2008~~ June 2009. The northern portion (St. Johns to Pellicer) of this project (where the modifications are proposed) is scheduled for November 2013.

1.1.2 OVERVIEW OF THE NEED FOR THE SJPP PROJECT

The proposed 230-kV electrical transmission line connecting the existing St. Johns and proposed Pellicer and Pringle substations is needed to meet the increased energy needs of FPL's customers and provide safe, reliable, and low-cost electrical service.

Over the past 5 years (2000 through 2004), the load in the North Region² of FPL has grown by a compound annual average growth rate (CAAGR) of 3.7 percent. FPL is forecasting the North Region to continue to grow at a CAAGR of 3.2 percent over the next 5 years (2005 through 2009). Transmission assessment studies conducted by FPL during 2004 have identified regional transmission system limitations in Flagler and St. Johns Counties. These studies show that by 2008, the existing 115-kV transmission network, which closely parallels the coast between the Bunnell and St. Johns Substations, will not have sufficient capacity to provide reliable service to existing and proposed substations. Additionally, the new load that will be served by the proposed substations will be located further west of the existing 115-kV coastal network.

To meet the increase in customer demand, FPL has recently added electric generation at its Fort Myers, Sanford, Manatee, and Martin power plants, and additional generation is

¹Until each substation site is acquired and permitted, the exact location is subject to change.

²FPL's North Region extends north to Nassau County and south to Indian River County on Florida's east coast.

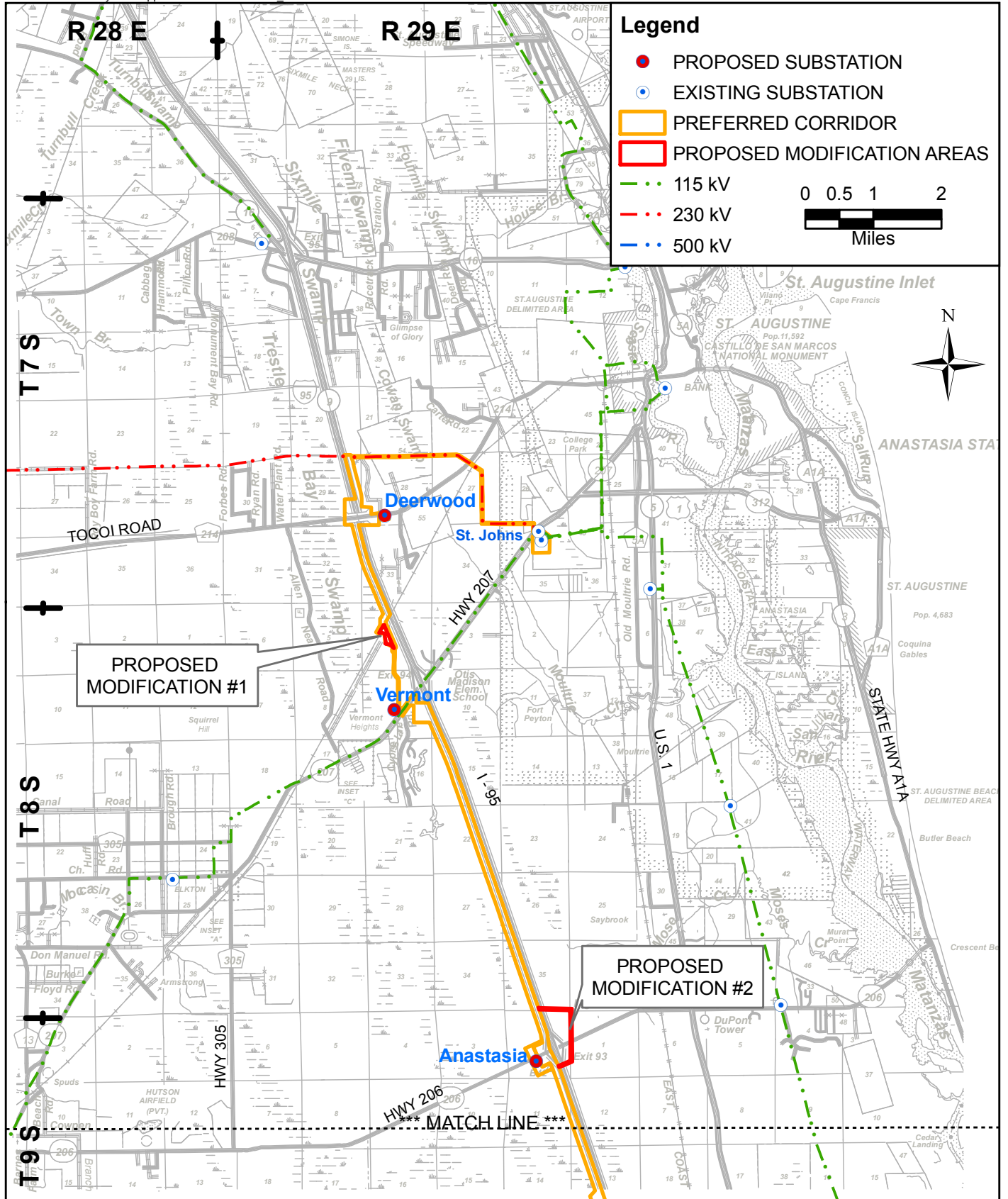


FIGURE 1.2-1 (1 OF 2) (REVISED)
MODIFIED CORRIDOR LOCATIONS AND
EXISTING TRANSMISSION LINES GREATER THAN 115-kV
LOCATED WITHIN 5 MILES OF THE CORRIDOR

Source: FPL, 2005; DOT St. Johns, 2001; ECT 2009.





At the I-95/Tocoi Road intersection, the preferred corridor is expanded in all four quadrants following property lines to allow FPL flexibility in traversing the short distance to Deerwood substation and crossing I-95 to proceed south from Deerwood.

To enter and exit the Deerwood substation, the preferred corridor follows Tocoi Road, encompassing 100 ft or less in width on both the north and south sides of the road. It is FPL's intention here for this 0.4-mile stretch to again use a double-circuit configuration to accommodate the new circuit as it enters and exits the Deerwood substation. In other words, both the entering and exiting circuits will be built on one set of transmission structures along either the south or north side of the road. An FPL distribution line currently exists on the south side of Tocoi Road.

Deerwood Substation to Vermont Substation

The double-circuit line configuration will end as the transmission line leaves Tocoi Road at the I-95 intersection. Here the corridor has an expanded variable width to give FPL maximum flexibility in crossing the interstate.

The preferred corridor then follows the western right-of-way edge of I-95 south to the FEC Railroad, where the corridor turns to the southwest for a short distance. This section of the corridor is 500 ft wide.

At the north end of the St. Augustine Industrial Park, the corridor [crosses the FEC railroad and then](#) follows ~~property lines~~[Concourse Drive](#) to the [main](#) access road (Deerpark Boulevard) into the industrial park. The corridor is [of variable width](#)~~200 ft wide~~ in this section, [but generally less than 800 ft wide](#). From the north end of the access road, the preferred corridor follows the east edge of the road south to the Vermont substation site. The preferred corridor width is 100 ft wide here and includes an existing FPL distribution line.

Vermont Substation to Anastasia Substation

The preferred corridor exits the Vermont substation heading generally toward I-95 again. In this area, the preferred corridor will be of variable width and will include both sides of SR 207. An existing 115-kV FPL transmission line already occupies the north side of



SR 207, and a distribution line is located on the south side. An existing FPL distribution line traverses north-south in this area and is also included in the corridor.

A wider corridor is necessary in this area to allow flexibility in accommodating a number of land use and engineering considerations. The crossing of SR 207, the existing transmission line, the distribution lines, existing residential development south of SR 207, existing commercial development north of SR 207, and a large borrow pond west of I-95 all present siting challenges.

When the preferred corridor again reaches I-95 south of SR 207, the corridor follows the interstate's western boundary southward. The corridor is 500 ft wide all the way to SR 206.

At SR 206 and I-95, the corridor is again widened variably to include the properties on the northwest and southwest quadrants of the interchange. This is to provide FPL flexibility in finalizing the [Anastasia](#) substation plans and providing ingress and egress. [This area proposed as modification #2 has a useable area approximately 200 ft wide that departs from the preferred corridor approximately 3,000 ft north of SR 206 and crosses I-95 in a due-east direction. Following property lines of willing landowners, the corridor proceeds east 2,500 ft before turning due south, also following property lines. The eastern boundary of modification area #2 crosses SR 206 and continues south for approximately 1,500 ft before turning southwest and crossing I-95 again to rejoin the preferred corridor. The entire length of this modification is entirely along property lines of willing property owners.](#)

Anastasia Substation to Pellicer Substation

The preferred corridor exits Anastasia and again follows the western boundary of I-95 southward. The preferred corridor is 500 ft wide along this stretch with the exception of where a rest area is located on the west side of I-95. The corridor is of variable width around the rest area, but generally 1,000 ft wide to give FPL flexibility in traversing either the front or rear of the rest area.

Where I-95 intersects the FEC Railroad north of CR 204, the preferred corridor turns and follows the railroad southward. The corridor is located along the east side of the railroad and is 500 ft wide. North of CR 204, the corridor is expanded along the road to allow ingress to the substation site located south of CR 204 and east of the railroad.

Pellicer Substation to Pringle Substation

The Pellicer site is already owned by FPL, so the preferred corridor includes that entire property along the east side of the FEC Railroad south to Pellicer Creek.

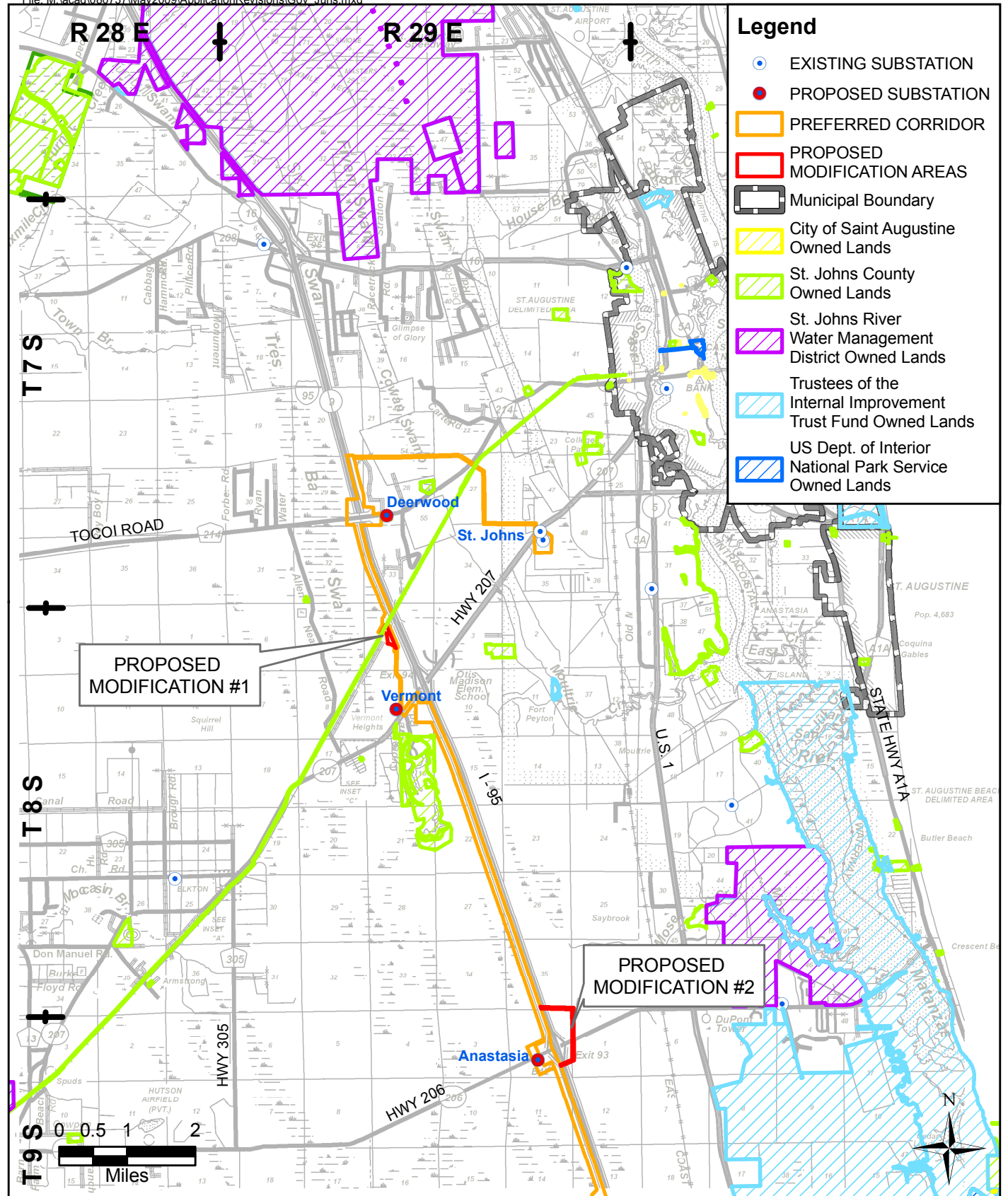


FIGURE 2.2-1. (1 OF 2) (REVISED)
GOVERNMENTAL JURISDICTIONS

Source: FPL, 2005; DOT St. Johns, 2001; ECT 2009.





2.2.4 ARCHAEOLOGICAL AND HISTORIC SITES

The Florida Department of State, Division of Historical Resources (DHR), was contacted to determine whether any known archaeological or historic sites occurred along the preferred corridor. They were sent a list of all sections, townships, and ranges crossed by the preferred corridor. A request was made for them to determine if the corridor contained any sites listed or eligible for listing in the National Register of Historic Places or any sites of historic or archaeological significance found in their master site file.

DHR found several historic/archaeological sites/structures within 1 mile of the preferred corridor; however, only two are~~one is~~ within the preferred corridor:

- St. Johns County, Section 28, Township 7 South, Range 29 East—Historic scatter (old home site) within the preferred corridor south of Toco Road.
- St. Johns County, Section 4, Township 8 South, Range 29 East—Cultural resource site (the FEC railroad) within the preferred corridor near where the modification area rejoins the corridor.

The remainder of the sites are primarily associated with Old Kings Road, which runs longitudinally through the study area.

DHR qualifies its search by the fact that many areas along the preferred corridor may not have yet been searched for such sites.

DHR will review the preferred corridor and make an assessment as to potential impacts on these known or other potential sites. They may also request a cultural resources assessment be performed along certain areas of the proposed right-of-way once selected and acquired. The DHR requests that distribution of information/maps on locations of known sites be limited due to potential vandalism. Therefore, this application does not depict the precise location of those resources discussed.

Appendix D contains a copy of DHR's responses to the requested master site file search.

2.3 BIO-PHYSICAL ENVIRONMENT OF THE CORRIDOR AREA

2.3.1 LAND USE/VEGETATION

The existing land use and vegetation cover types were identified for the preferred corridor and 0.5 mile adjacent to either side of the preferred corridor. These land use/cover

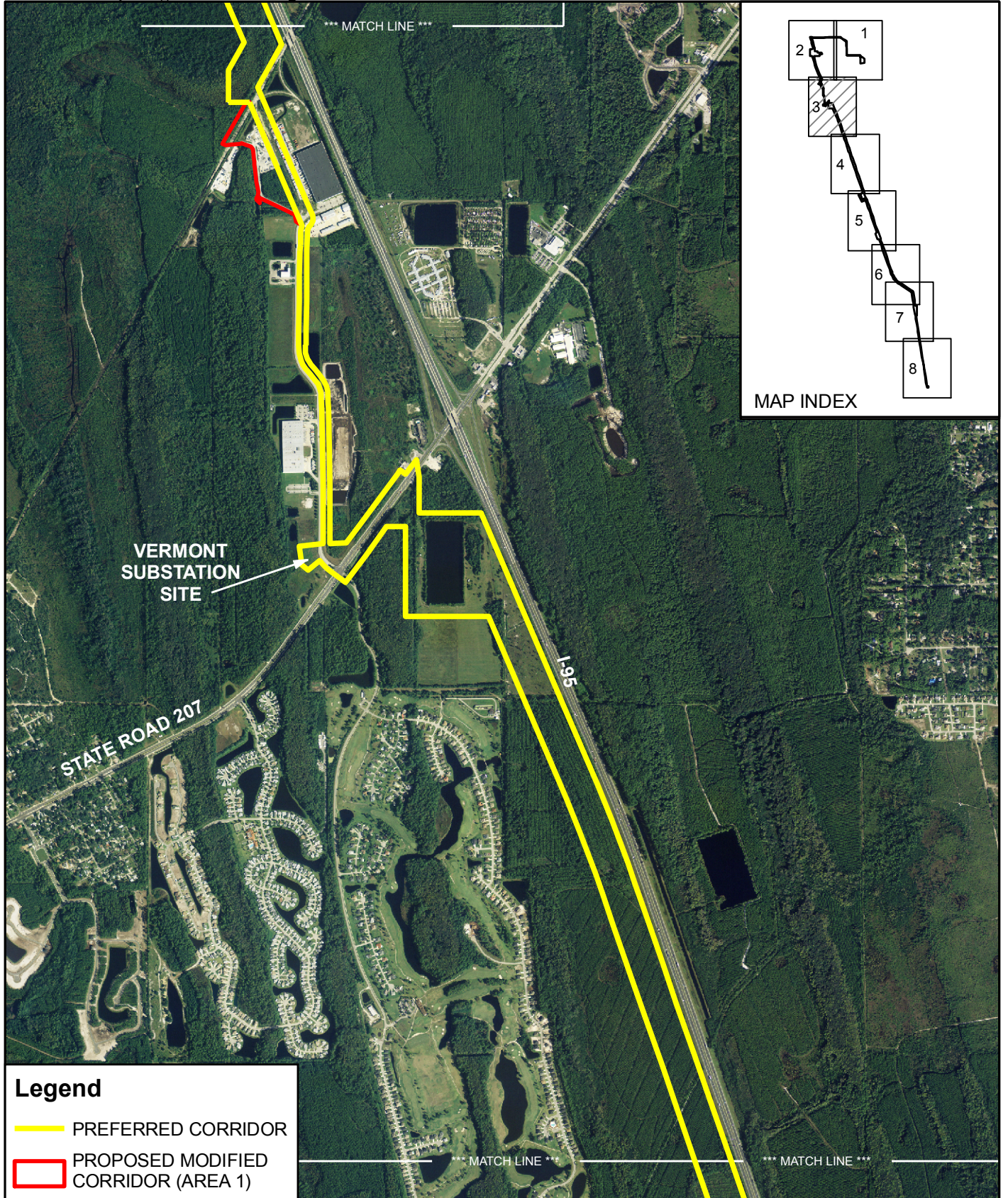
classes were characterized according to the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, 1999) Categories II and III and were identified using recent aerial photography, FLUCFCS land use/cover mapping acquired from the SJRWMD current geographic information system (GIS) database (2005), NWI maps, and U.S. Geological Survey (USGS) quadrangle maps. The various land use/vegetation types along the preferred corridor are shown in Attachments 2-1 (aerial photographs) and 2-4 (land use/vegetation) at the end of this chapter, and descriptions of the major land use and vegetation cover classes along the corridor are provided in the following subsections. Although the data provided by SJRWMD was generated in 2000, the vegetation/land use covers depicted are representative of the current resources.

2.3.1 1 Land Use

Land use classes along the route mostly consist of residential, commercial, agricultural, open and disturbed lands, transportation, and utilities. According to the FLUCFCS, these categories include (110) low-density residential, (120) medium-density residential, (129) medium-density under construction, (140) commercial and services, [\(155\) light industrial](#), (192) inactive land with street patterns but no structures, (211) improved pastures, (212) unimproved pastures, (740) disturbed land, (741) rural land in transition without positive indicators of an intended use, (814) roads and highways, (820) communications, (831) electrical power facilities, and (832) electrical power transmission lines.

The improved and unimproved pasture land uses are typically used for cattle grazing and have a dominant cover of pasture grasses such as bahia grass (*Paspalum notatum*), Bermuda grass (*Cynodon dactylon*), and carpet grass (*Axonopus furcatus*), among others. Depending on the degree of improvement, old field species such as dog fennel (*Eupatorium capillifolium*), goldenrods (*Solidago* spp.), dollarweed (*Hydrocotyle umbellata*), and blackberry (*Rubus* spp.), as well as occasional shrubs of saw palmetto (*Serenoa repens*) and wax myrtle (*Myrica cerifera*), often inhabit these communities.

Residential, [light industrial](#), and commercial developments make up a relatively small portion of the corridor, as do inactive lands with street patterns but no structures, disturbed lands, rural land in transition without positive indicators of an intended use, communication facilities,



ATTACHMENT 2-1.

AERIAL PHOTOGRAPH : MAP 3 OF 8 (REVISED)

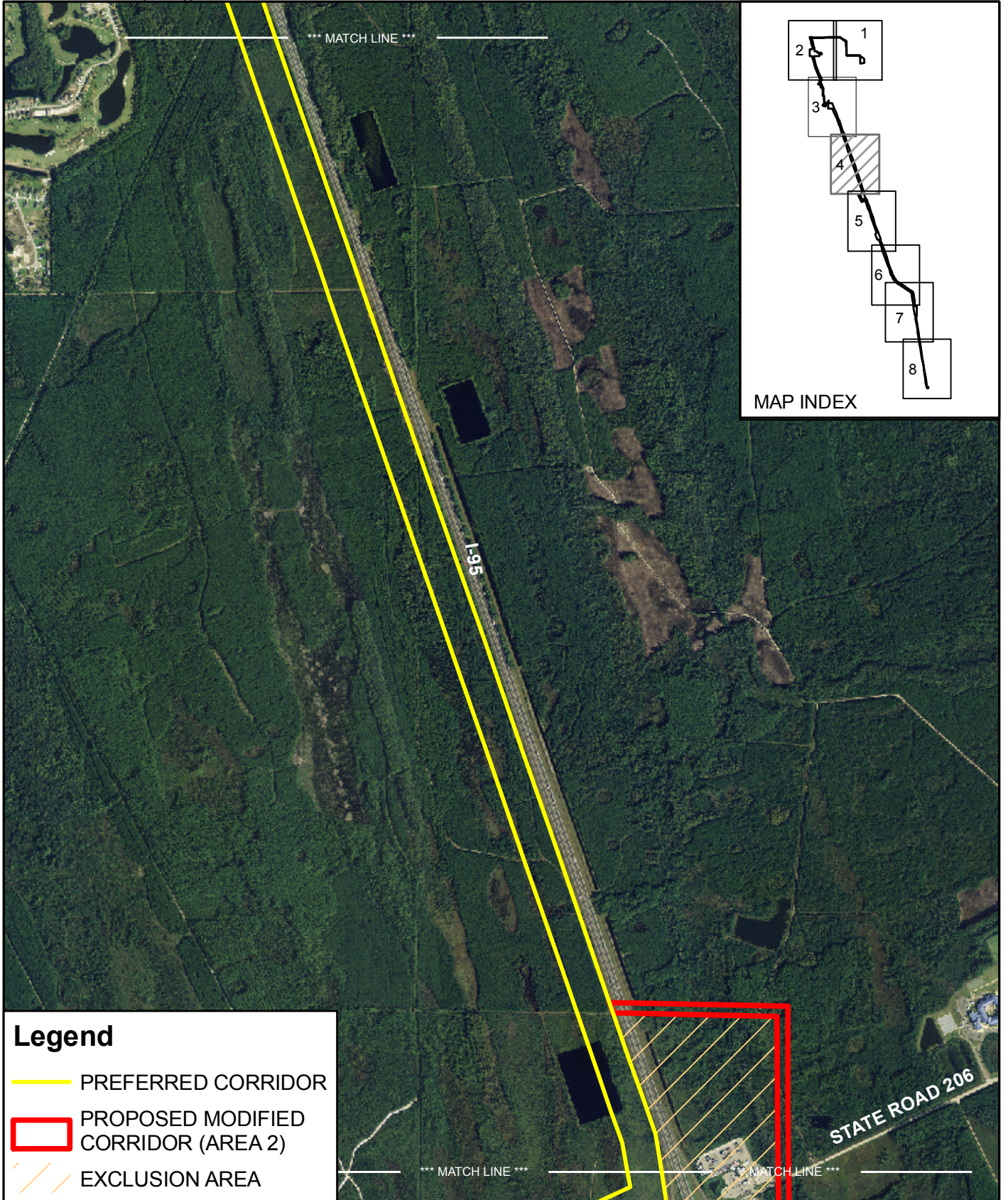
Source: NRCS, 2007; ECT, 2009.



0 500 1,000 2,000
Feet



FPL®



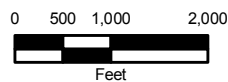
Legend

- PREFERRED CORRIDOR
- PROPOSED MODIFIED CORRIDOR (AREA 2)
- EXCLUSION AREA

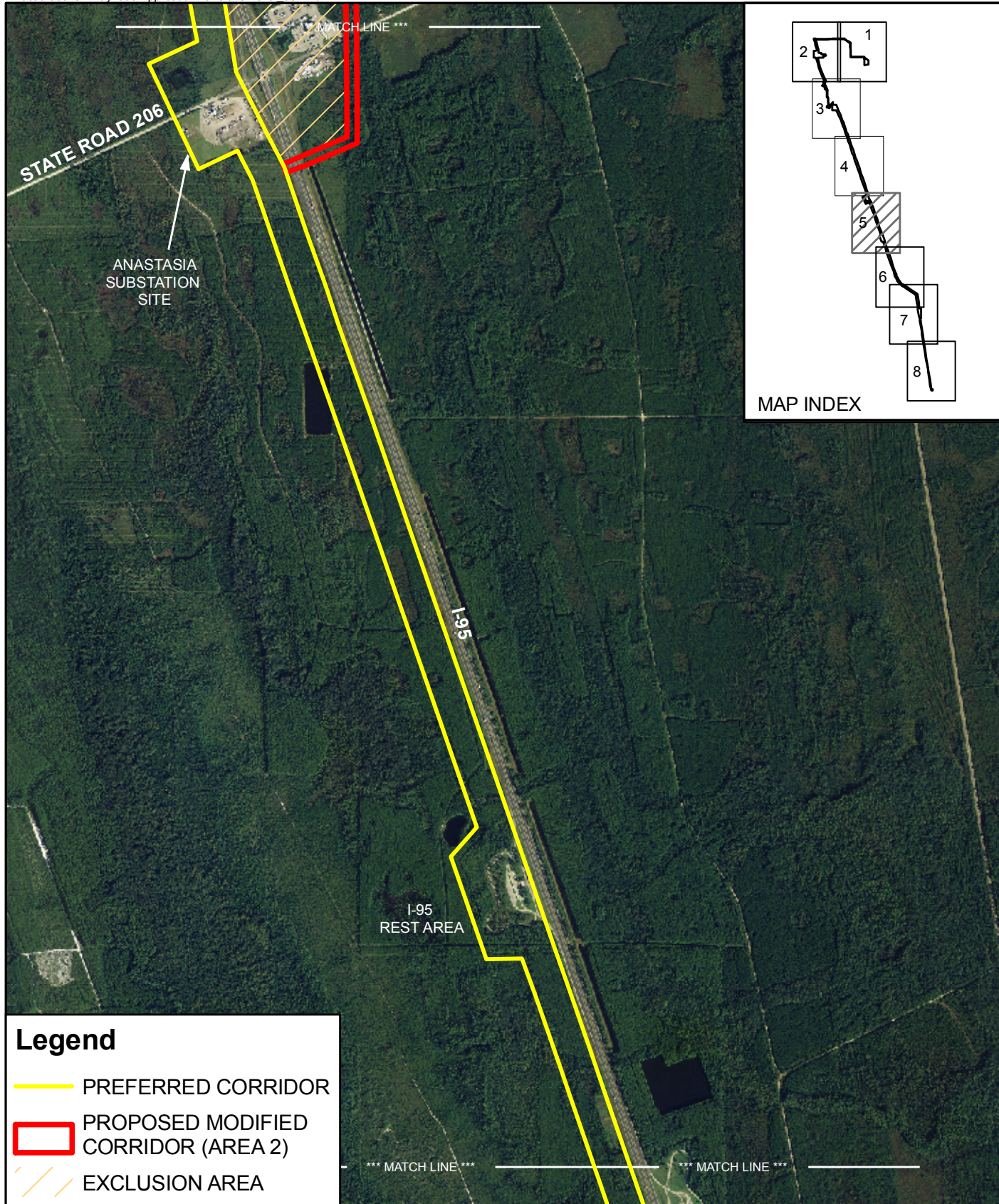
ATTACHMENT 2-1.

AERIAL PHOTOGRAPH : MAP 4 OF 8 (REVISED)

Source: NRCS, 2007; ECT, 2009.



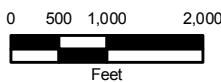
FPL



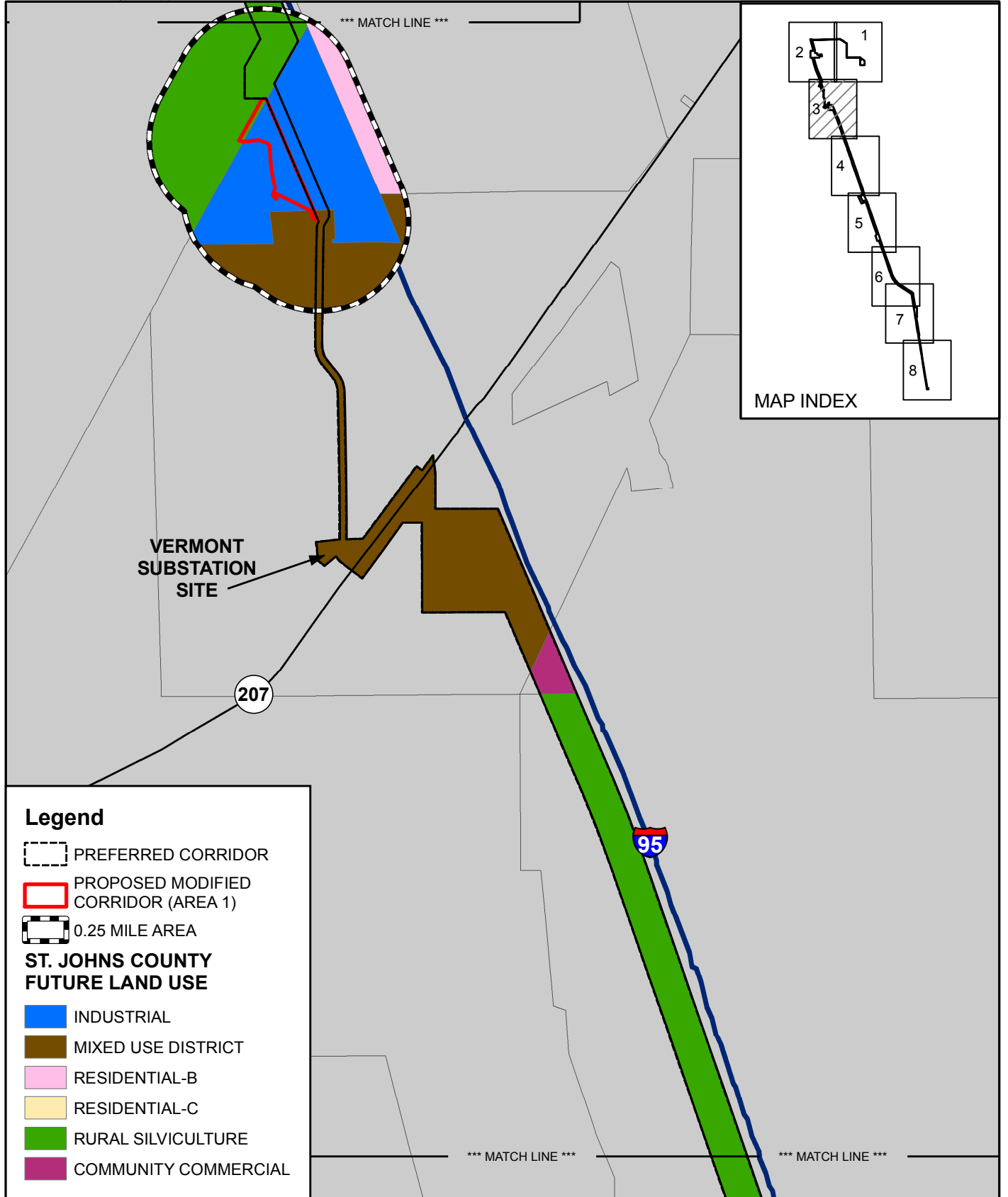
ATTACHMENT 2-1.

AERIAL PHOTOGRAPH : MAP 5 OF 8 (REVISED)

Source: NRCS, 2007; ECT, 2009.



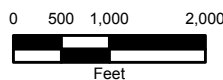
FPL



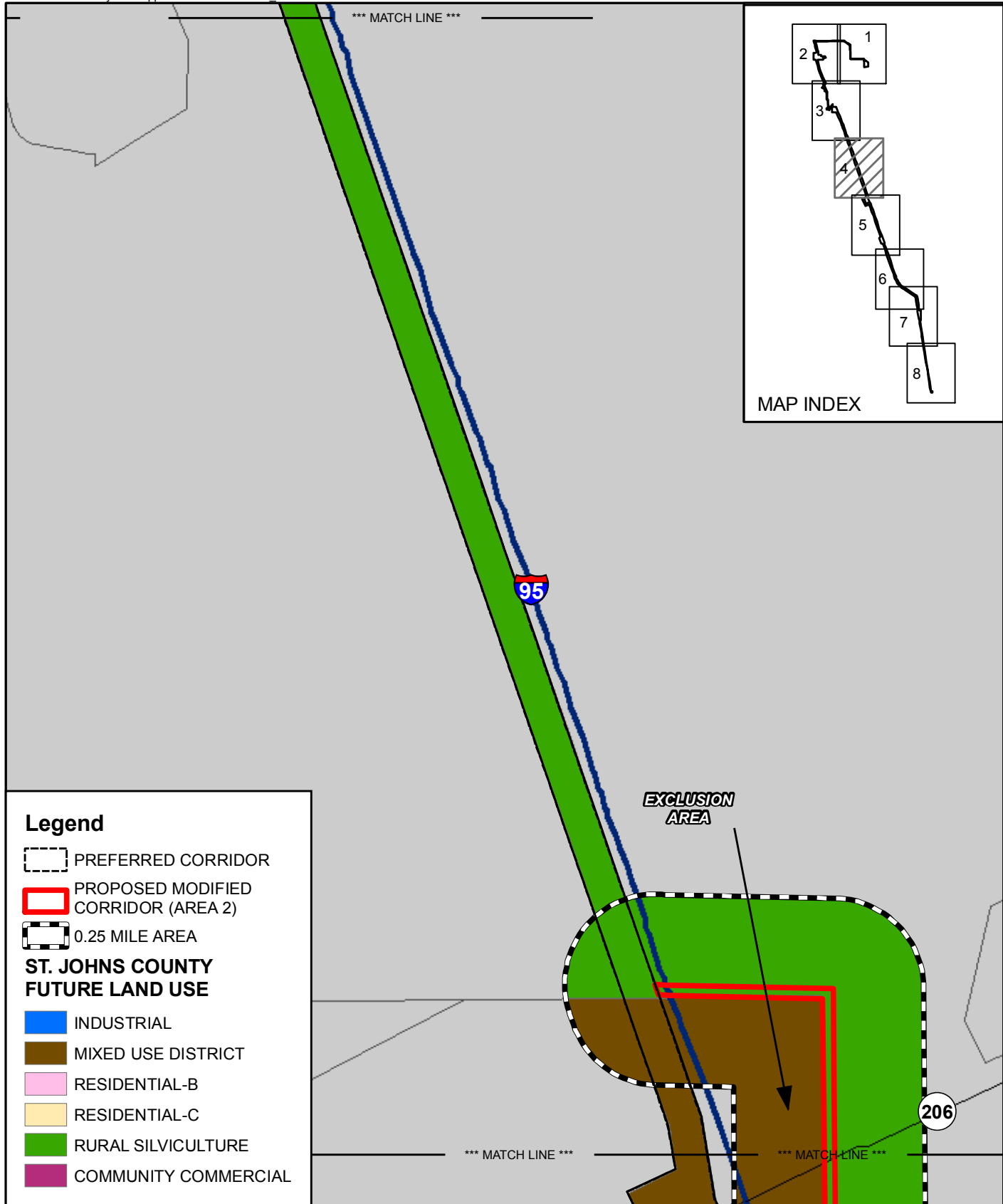
ATTACHMENT 2-2.

FUTURE LAND USE : MAP 3 OF 8 (REVISED)

Source: ST. JOHNS COUNTY, 2008; ECT, 2009.



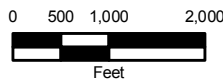
FPL



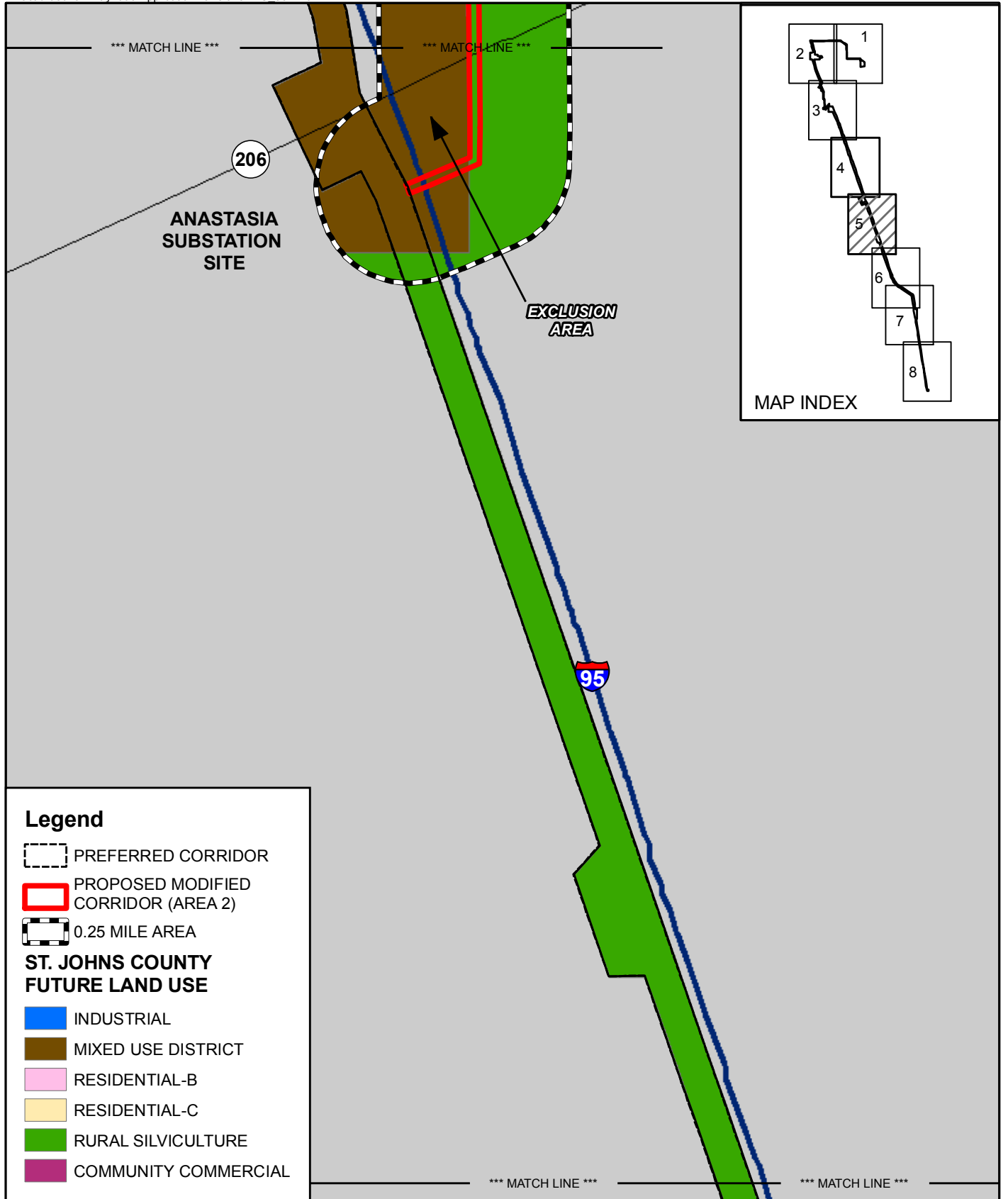
ATTACHMENT 2-2.

FUTURE LAND USE : MAP 4 OF 8 (REVISED)

Source: ST. JOHNS COUNTY, 2008; ECT, 2009.



FPL®

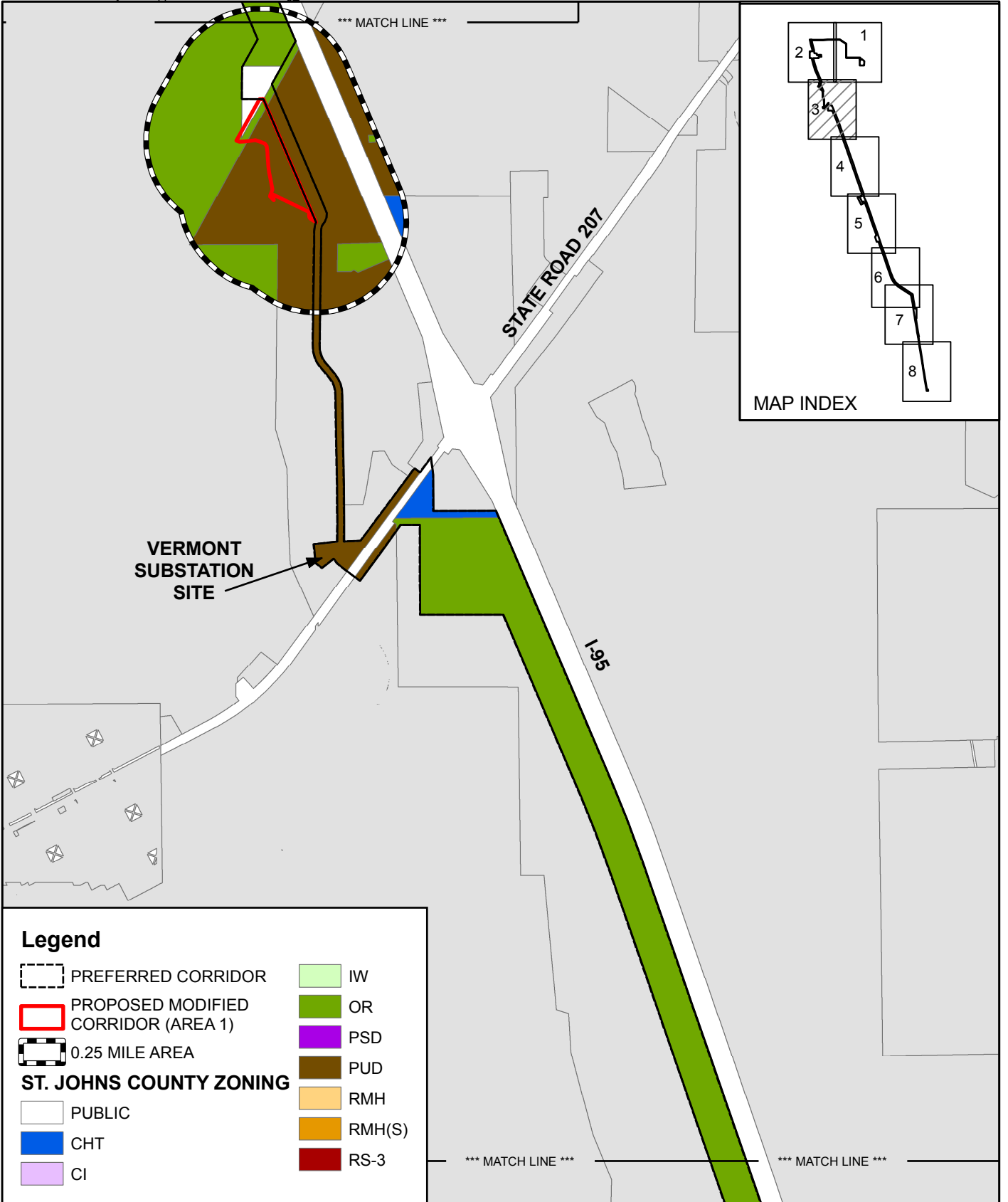


ATTACHMENT 2-2.

FUTURE LAND USE : MAP 5 OF 8 (REVISED)

Source: ST. JOHNS COUNTY, 2008; ECT, 2009.

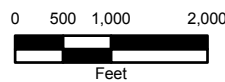


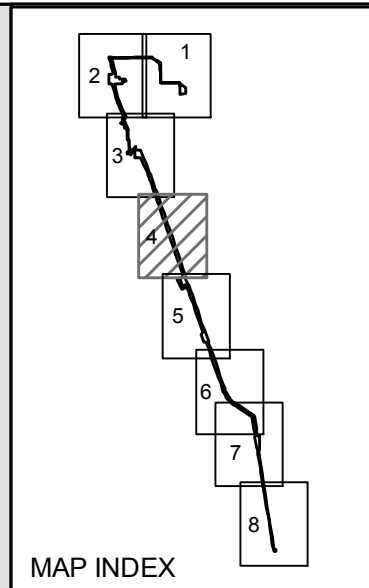
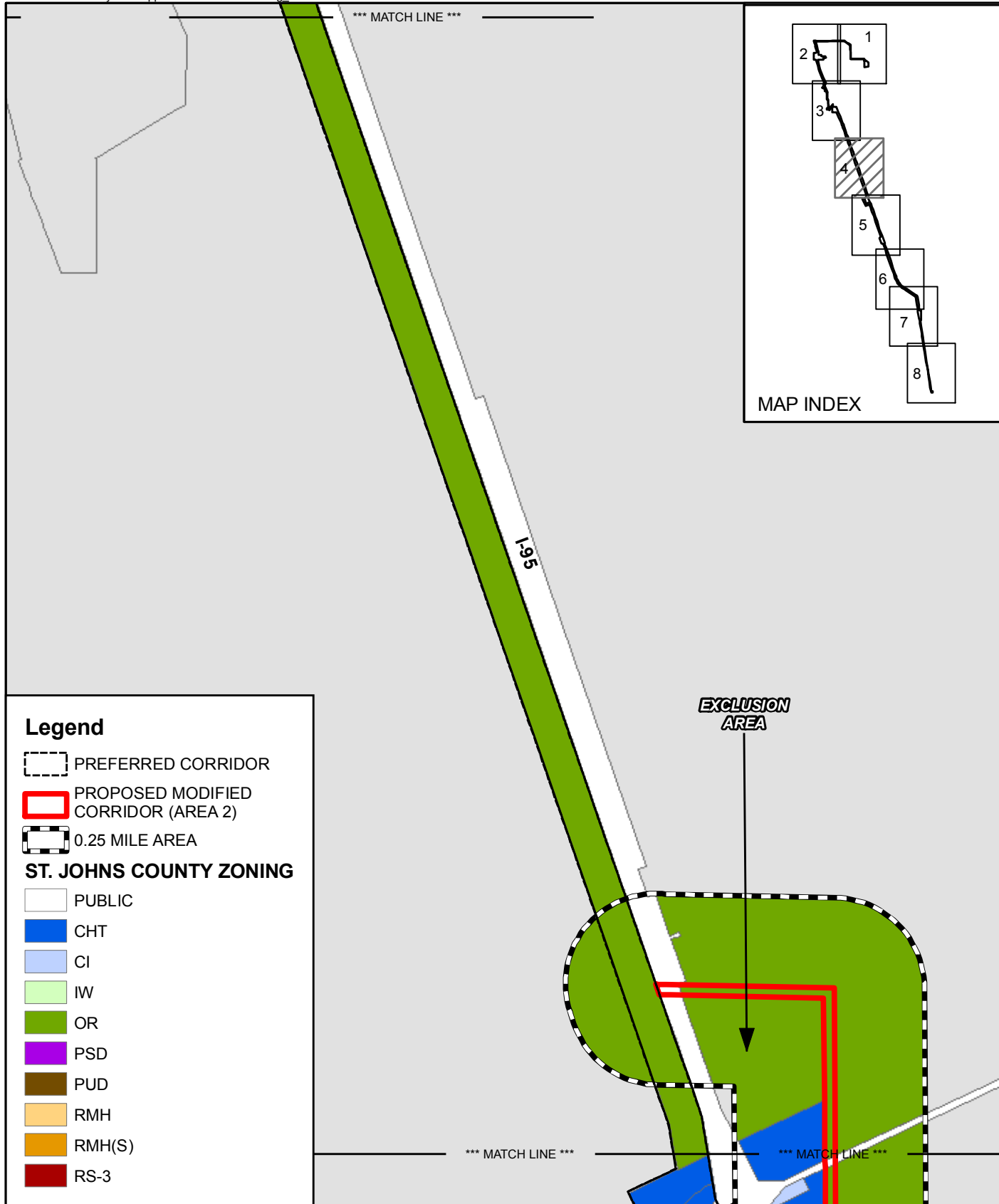


ATTACHMENT 2-3.

ZONING: MAP 3 OF 8 (REVISED)

Source: FPL, 2009; ST. JOHNS COUNTY, 2009; ECT, 2009.

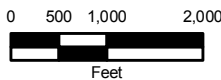


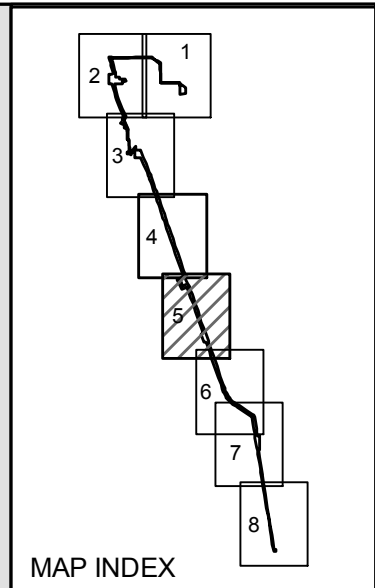
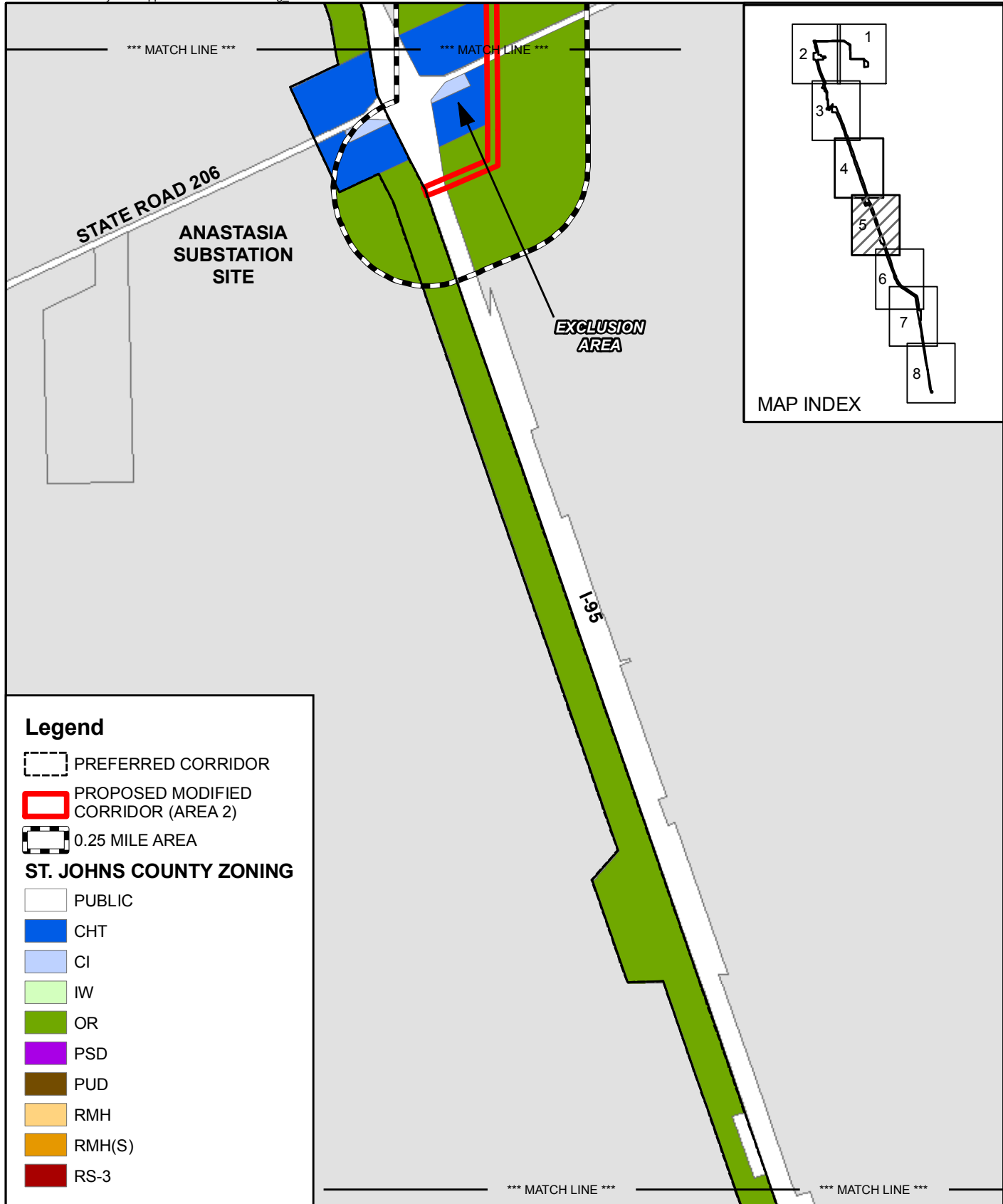


ATTACHMENT 2-3.

ZONING : MAP 4 OF 8 (REVISED)

Source: FPL, 2009; ST. JOHNS COUNTY, 2009; ECT, 2009.





Legend

PREFERRED CORRIDOR

PROPOSED MODIFIED CORRIDOR (AREA 2)

0.25 MILE AREA

ST. JOHNS COUNTY ZONING

PUBLIC

CHT

CI

IW

OR

PSD

PUD

RMH

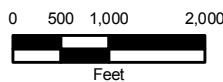
RMH(S)

RS-3

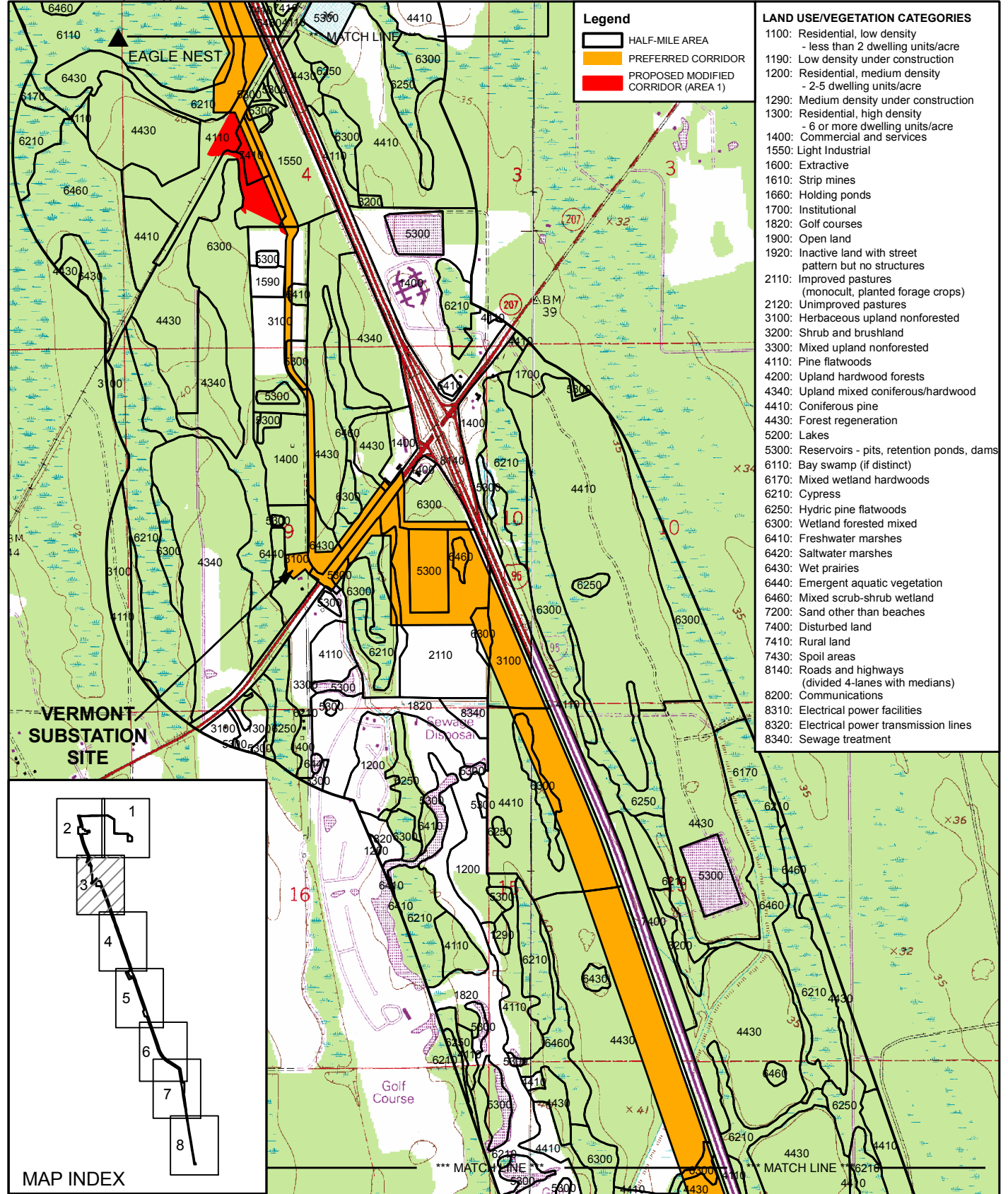
ATTACHMENT 2-3.

ZONING : MAP 5 OF 8 (REVISED)

Source: FPL, 2009; ST. JOHNS COUNTY, 2009; ECT, 2009.

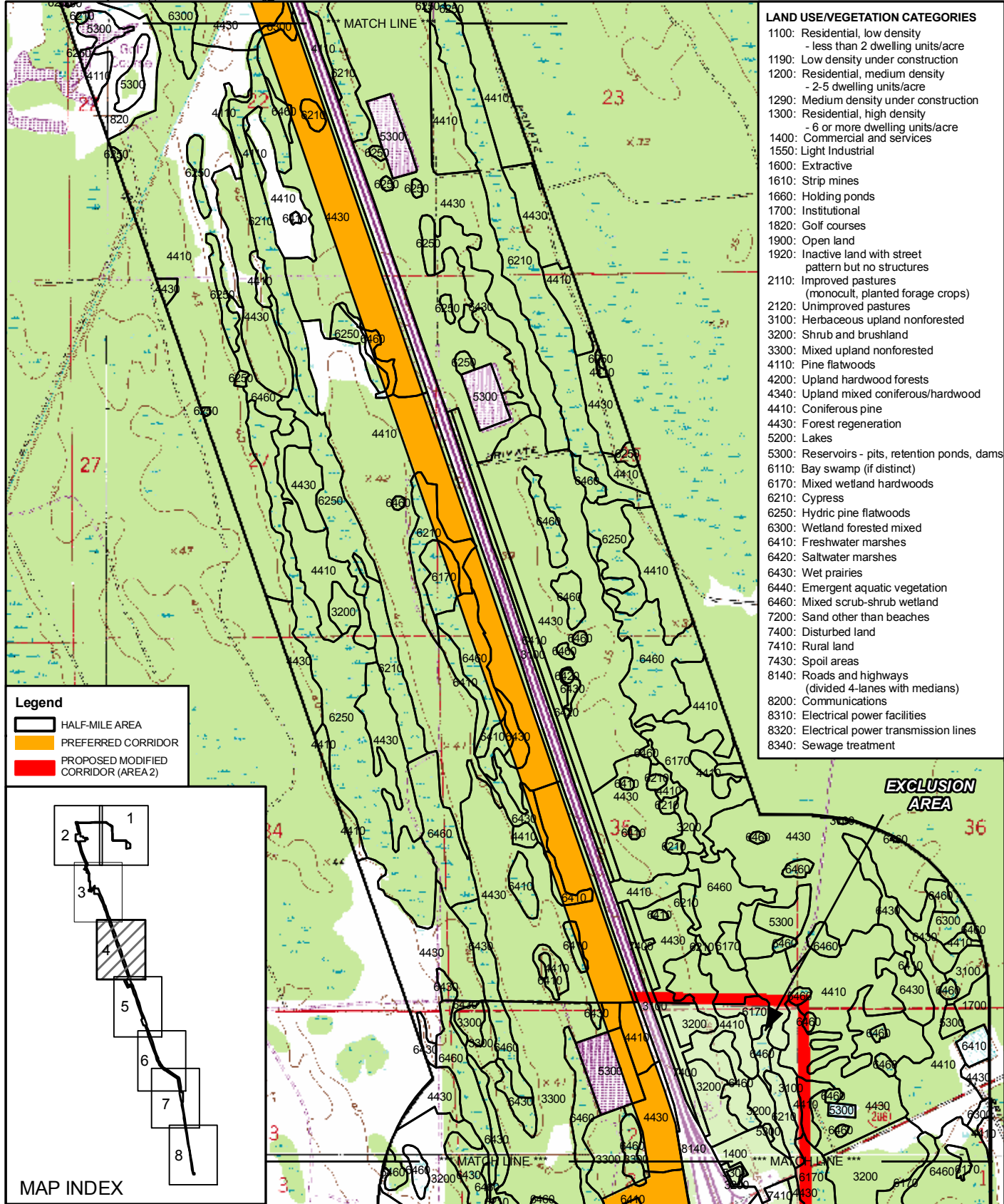


FPL®



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Feet

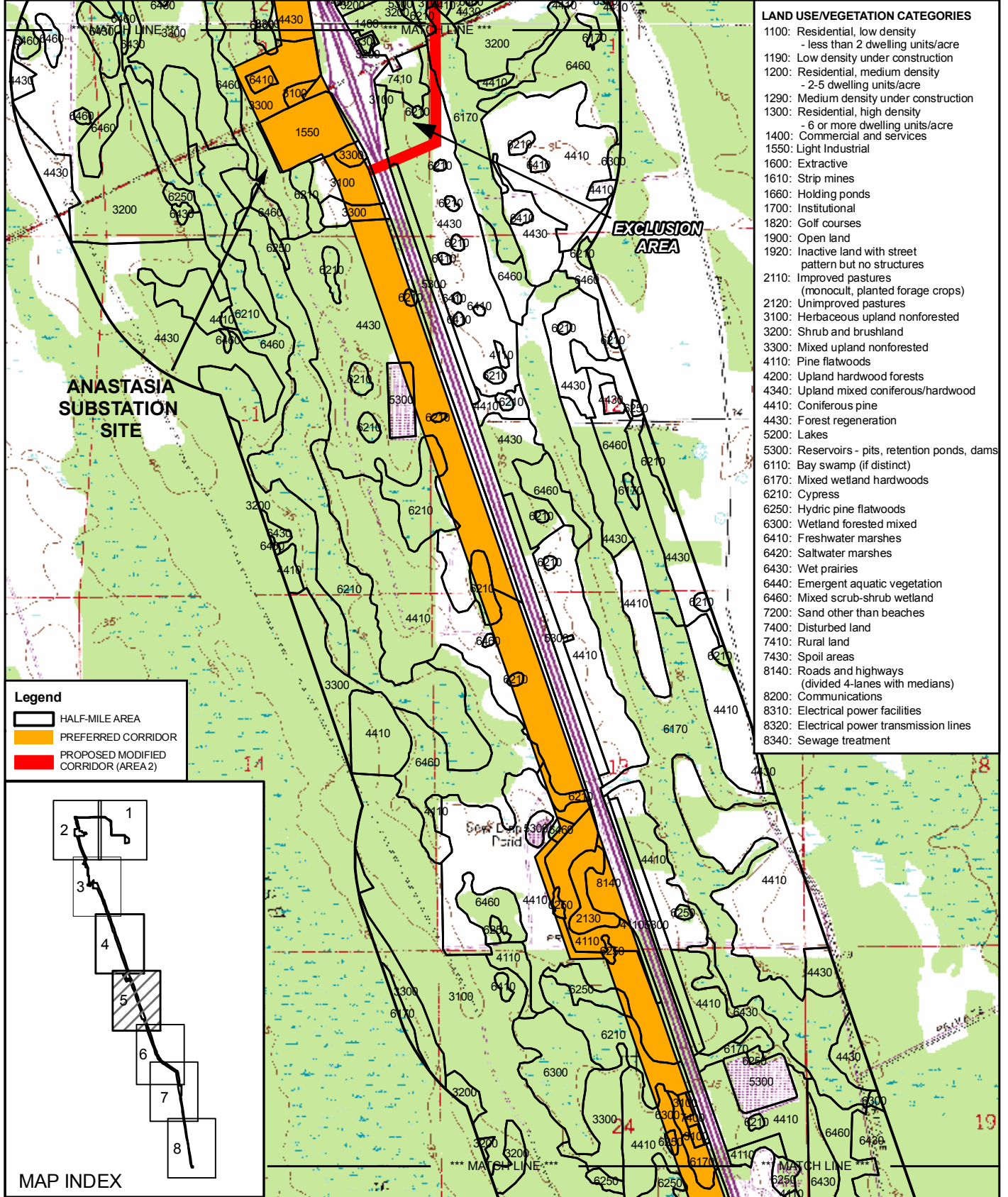




0 500 1,000 2,000
Feet



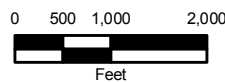
FPL



ATTACHMENT 2-4.

LAND USE/VEGETATION AND LISTED SPECIES : MAP 5 OF 8 (REVISED)

Source: SJWMD, 2004; ECT, 2009.



FPL



Although the southern portion of the preferred corridor falls within a DRI, this project area is currently undeveloped. FPL has coordinated its preferred corridor placement with both the city of Palm Coast staff and the developer.

Modification area #2 has been designed to avoid potential conflicts with two proposed mixed-use development DRIs west of I-95 both north and south of SR 206.

Impacts to human populations attributable to construction of the SJPP Project will be minimal due to collocation with existing linear facilities and the short duration of construction in any one location.

3.6 IMPACT ON ARCHAEOLOGICAL AND HISTORIC SITES

As discussed in Section 2.2.4, according to DHR's Master Site File, only ~~one~~two known archaeological/historic features are~~is~~ known to be found in the preferred corridor. Every effort will be made to avoid ~~this~~these sites located south of Toco Road and along the FEC railroad north of St. Augustine Industrial Park. This can be accomplished with alignment of the actual right-of-way and pole and pad placement.

If requested by DHR, an archaeological site assessment survey will be conducted of archaeologically sensitive areas (as determined by DHR and the survey archaeologist retained by FPL) within the eventual right-of-way, and the report of the survey will be submitted to DHR for review. If any sites within the right-of-way are determined to be significant, DHR will be consulted regarding appropriate procedures for either preservation or excavation of the significant site(s).

If unforeseen archaeological finds are discovered during construction, DHR will be notified. Following a determination of the importance of such finds, FPL will work with DHR to assess mitigation measures necessary to minimize adverse impacts.



Date	Contact Name	Agency	Subject
06/02/05	Lindsay Haga	St. Johns County	Questions about application sections on tree removal, buffers, and anything new in development
05/18/09	Jason Cleghorn	St. Johns County	DRI information
05/18/09	Lindsay Hafford	DHR	Master Site File review
06/01/09	Lindsay Hafford	DHR	Master Site File review



APPENDIX C

FUTURE LAND USE MAPS
[\(Revised\)](#)

ST. JOHNS COUNTY 2015 FUTURE LAND USE MAP

DUVAL COUNTY

FLAGLER COUNTY

LEGEND

- | Residential Density Zone | Density Units/Acre | Mainland Coastal |
|--------------------------|--------------------|------------------|
| DENSITY A | 1.0-1.0 | 0.4-1.0 |
| DENSITY B | 2.0-2.0 | 2.0-2.0 |
| DENSITY C | 2.0-6.0 | 2.0-4.0 |
| DENSITY D | 4.0-13.0 | 4.0-8.0 |
- CM COMMERCIAL
 - CC COMMUNITY COMMERCIAL
 - NC NEIGHBORHOOD COMMERCIAL
 - RC RURAL COMMERCIAL
 - IC INTENSIVE COMMERCIAL
 - Md MIXED USE DISTRICT
 - I INDUSTRIAL
 - AD AIRPORT DISTRICT
 - P PUBLIC
 - PARKS AND OPEN SPACE
 - DEVELOPMENT OF REGIONAL IMPACT (ADOPTED PRIOR TO 1990 COMPREHENSIVE PLAN)
 - CITIES AND TOWNS
 - R/S RURAL SILVICULTURE
 - RURAL SILVICULTURE OWNED BY ST. JOHNS RIVER WATER MANAGEMENT DISTRICT
 - A-I AGRICULTURAL-INTENSIVE
 - CV CONSERVATION*
 - NT NEW TOWN
 - TCMUB TOWN CENTER MIXED USE DISTRICT
 - WATER BODIES
 - WETLANDS (NATIONAL WETLANDS INVENTORY)
- SECTION LINES
- DEVELOPMENT AREA BOUNDARY
- COASTAL CORRIDOR BOUNDARY
- INTERSTATE FREEWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS
- PROPOSED ROADS
- RAILWAY LINES
- MUNICIPAL BOUNDARIES

LAND USE NOTES

Conservation
* Areas designated Conservation are approximate in nature and the exact boundaries shall be determined by environmental survey and established pursuant to applicable regulatory requirements.

Development of Regional Impact
Approved Developments of Regional Impact shown on this map, may be developed consistent with their Development Orders and in accordance with applicable law.

2015 COMPREHENSIVE PLAN
ST. JOHNS COUNTY
FUTURE LAND USE MAP

St. Johns County Planning Department
4040 Lewis Speedway
St. Augustine, FL 32095
(904) 209-0575

DISCLAIMER:
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. The St. Johns County GIS Program disclaims all responsibility for the accuracy or completeness of the data shown herein.

AMENDMENT DATES

Map 1A Map Adopted: 05/10/00
Map Amended: 09/19/00 Ord. No. 2000-53
Map Amended: 12/05/00 Ord. No. 2000-98
Map Amended: 02/23/01 Ord. No. 2001-18
Map Amended: 03/27/01 Ord. No. 2001-27
Map Amended: 04/24/01 Ord. No. 2001-30
Map Amended: 04/24/01 Ord. No. 2001-31
Map Amended: 06/26/01 Ord. No. 2001-43
Map Amended: 09/18/01 Ord. No. 2001-54
Map Amended: 12/04/01 Ord. No. 2001-71
Map Amended: 03/10/02 Ord. No. 2002-19
Map Amended: 05/28/03 Ord. No. 2002-31**
Map Amended: 06/04/02 Ord. No. 2002-32
Map Amended: 12/10/02 Ord. No. 2002-71
Map Amended: 01/17/03 Ord. No. 2003-01
Map Amended: 03/25/03 Ord. No. 2003-24
Map Amended: 03/25/03 Ord. No. 2003-25
Map Amended: 03/25/03 Ord. No. 2003-26
Map Amended: 03/25/03 Ord. No. 2003-27
Map Amended: 03/25/03 Ord. No. 2003-28
Map Amended: 03/25/03 Ord. No. 2003-29
Map Amended: 04/01/03 Ord. No. 2003-30
Map Amended: 04/01/03 Ord. No. 2003-32
Map Amended: 04/01/03 Ord. No. 2003-33
Map Amended: 08/26/03 Ord. No. 2003-69
Map Amended: 08/26/03 Ord. No. 2003-70
Map Amended: 08/26/03 Ord. No. 2003-71
Map Amended: 10/14/03 Ord. No. 2003-85
Map Amended: 10/14/03 Ord. No. 2003-86
Map Amended: 10/14/03 Ord. No. 2003-87
Map Amended: 10/14/03 Ord. No. 2003-88
Map Amended: 01/13/04 Ord. No. 2004-04
Map Amended: 01/13/04 Ord. No. 2004-05
Map Amended: 02/24/04 Ord. No. 2004-14
Map Amended: 04/27/04 Ord. No. 2004-28
Map Amended: 04/27/04 Ord. No. 2004-29
Map Amended: 04/27/04 Ord. No. 2004-30
Map Amended: 06/15/04 Ord. No. 2004-43
Map Amended: 07/13/04 Ord. No. 2004-52
Map Amended: 11/03/04 Ord. No. 2004-89
Map Amended: 11/03/04 Ord. No. 2004-91
Map Amended: 11/03/04 Ord. No. 2004-96
Map Amended: 11/03/04 Ord. No. 2004-97
Map Amended: 11/03/04 Ord. No. 2004-98
Map Amended: 11/03/04 Ord. No. 2004-99
Map Amended: 11/03/04 Ord. No. 2004-100
Map Amended: 11/03/04 Ord. No. 2004-101
Map Amended: 11/03/04 Ord. No. 2004-102
Map Amended: 11/03/04 Ord. No. 2004-103
Map Amended: 11/03/04 Ord. No. 2004-104
Map Amended: 11/03/04 Ord. No. 2004-105
Map Amended: 11/03/04 Ord. No. 2004-106
Map Amended: 11/03/04 Ord. No. 2004-107
Map Amended: 02/08/05 Ord. No. 2005-08
Map Amended: 03/09/05 Ord. No. 2005-24
Map Amended: 03/09/05 Ord. No. 2005-25**
Map Amended: 03/09/05 Ord. No. 2005-26
Map Amended: 03/23/05 Ord. No. 2005-30
Map Amended: 05/04/05 Ord. No. 2005-43
Map Amended: 05/04/05 Ord. No. 2005-44
Map Amended: 05/04/05 Ord. No. 2005-45
Map Amended: 08/09/05 Ord. No. 2005-68
Map Amended: 08/23/05 Ord. No. 2005-77
Map Amended: 10/04/05 Ord. No. 2005-92
Map Amended: 10/04/05 Ord. No. 2005-96
Map Amended: 03/09/06 Ord. No. 2006-29
Map Amended: 03/20/06 Ord. No. 2006-30
Map Amended: 06/02/06 Ord. No. 2006-47***
Map Amended: 05/02/06 Ord. No. 2006-52***
Map Amended: 05/02/06 Ord. No. 2006-57
Map Amended: 05/30/06 Ord. No. 2006-63
Map Amended: 05/30/06 Ord. No. 2006-64
Map Amended: 05/30/06 Ord. No. 2006-67
Map Amended: 06/13/06 Ord. No. 2006-69
Map Amended: 07/11/06 Ord. No. 2006-80
Map Amended: 08/08/06 Ord. No. 2006-90
Map Amended: 10/17/06 Ord. No. 2006-123
Map Amended: 10/31/06 Ord. No. 2006-126
Map Amended: 11/15/06 Ord. No. 2006-144
Map Amended: 11/15/06 Ord. No. 2006-145*
Map Amended: 11/15/06 Ord. No. 2006-146**
Map Amended: 02/06/07 Ord. No. 2007-07
Map Amended: 04/03/07 Ord. No. 2007-22
Map Amended: 06/26/07 Ord. No. 2007-52
Map Amended: 07/24/07 Ord. No. 2007-59
Map Amended: 08/21/07 Ord. No. 2007-66
Map Amended: 09/18/07 Ord. No. 2007-71
Map Amended: 10/28/08 Ord. No. 2008-53

** See special conditions in Ordinance
*** See special conditions in FULI
* Repealed by ordinance No. 2008-53



APPENDIX D

DIVISION OF HISTORICAL RESOURCES LETTERS **[\(Revised\)](#)**



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

May 21, 2009

Ms. Jude Dawson
Environmental Consulting & Technology, Inc.
3701 NW 98th Street
Gainesville, Florida 32606



Dear Ms. Dawson:

In response to your inquiry of May 18, 2009, the Florida Master Site File lists one previously recorded historic resource group in the following parcel of St. Johns County:

Township 8 South, Range 29 East, Section 4

When interpreting the results of our search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Because vandalism and looting are common at Florida sites, we ask that you limit the distribution of location information on archaeological sites.**
- **While many of our records document historically significant resources, the documentation of a resource at the Florida Master Site File does not necessarily mean the resource is historically significant.**
- **Federal, State and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Kind Regards,

Lindsay Hafford
Historical Data Analyst
Florida Master Site File
lbhafford@dos.state.fl.us

CULTURAL RESOURCES REPORT

SITEID	FORMNO	T-R-S	CR	SITENAME	NRLIST SURVEY	LOCATION	OTHER
SJ05036	200801	05S/28E/2	RG	FLORIDA EAST COAST RAILROAD	Eligib 15214	City: COUNTY-WIDE	RG Type: DLND, # Cntrib Resources: 1

1 site(s) evaluated; 1 form(s) evaluated. (1 RG)

Print date: 5/21/2009 9:10:22 AM



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

May 21, 2009

Ms. Jude Dawson
Environmental Consulting & Technology, Inc.
3701 NW 98th Street
Gainesville, Florida 32606



Dear Ms. Dawson:

In response to your inquiry of May 18, 2009, the Florida Master Site File lists one previously recorded historic resource group in the following parcel of St. Johns County:

Township 9 South, Range 29 East, Section 2

When interpreting the results of our search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Because vandalism and looting are common at Florida sites, we ask that you limit the distribution of location information on archaeological sites.**
- **While many of our records document historically significant resources, the documentation of a resource at the Florida Master Site File does not necessarily mean the resource is historically significant.**
- **Federal, State and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Kind Regards,

Lindsay Hafford
Historical Data Analyst
Florida Master Site File
lbhafford@dos.state.fl.us

CULTURAL RESOURCES REPORT

SITEID	FORMNO	T-R-S	CR	SITENAME	NRLIST SURVEY	LOCATION	OTHER
SJ03482	200712		RG OLD KINGS ROAD		Eligib 16099 City: UNSPECIFIED		RG Type: LINE, # Cntrib Resources:

1 site(s) evaluated; 1 form(s) evaluated. (1 RG)
Print date: 5/21/2009 9:08:17 AM



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

May 21, 2009

Ms. Jude Dawson
Environmental Consulting & Technology, Inc.
3701 NW 98th Street
Gainesville, Florida 32606



Dear Ms. Dawson:

In response to your inquiry of May 18, 2009 the Florida Master Site File lists no previously recorded cultural resources in the following parcels of St. Johns County:

Township 9 South, Range 29 East, Section 1

When interpreting the results of this search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Federal, State and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Kind Regards,

Lindsay Hafford
Historical Data Analyst
Florida Master Site File
lbhafford@dos.state.fl.us



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

June 2, 2009

Ms. Jude Dawson
Environmental Consulting and Technology, Inc.
3701 NW 98th Street
Gainesville, Florida 32606



Dear Ms. Dawson:

In response to your inquiry of June 1, 2009, the Florida Master Site File lists one previously recorded historic resource group in the following parcels of St. Johns County:

Township 8 South, Range 29 East, Sections 35 and 36

When interpreting the results of our search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Because vandalism and looting are common at Florida sites, we ask that you limit the distribution of location information on archaeological sites.**
- **While many of our records document historically significant resources, the documentation of a resource at the Florida Master Site File does not necessarily mean the resource is historically significant.**
- **Federal, State and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Kind Regards,

Lindsay Hafford
Historical Data Analyst
Florida Master Site File
lbhafford@dos.state.fl.us

CULTURAL RESOURCES REPORT

SITEID	FORMNO	T-R-S	CR	SITENAME	NRLIST	SURVEY	LOCATION	OTHER
SJ03482	200712		RG OLD KINGS ROAD		Eligib	16099	City: UNSPECIFIED	RG Type: LINE, # Cntrib Resources:

1 site(s) evaluated; 1 form(s) evaluated. (1 RG)
Print date: 6/2/2009 11:23:47 AM



This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

June 2, 2009



Ms. Jude Dawson
Environmental Consulting and Technology, Inc.
3701 NW 98th Street
Gainesville, Florida 32606

Dear Ms. Dawson:

In response to your inquiry of June 1, 2009 the Florida Master Site File lists no previously recorded cultural resources in the following parcel of St. Johns County:

Township 9 South, Range 29 East, Section 12

When interpreting the results of this search, please consider the following information:

- **This search area may contain *unrecorded* archaeological sites, historical structures or other resources even if previously surveyed for cultural resources.**
- **Federal, State and local laws require formal environmental review for most projects. This search DOES NOT constitute such a review. If your project falls under these laws, you should contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333.**

Please do not hesitate to contact us if you have any questions regarding the results of this search.

Kind Regards,

Lindsay Hafford
Historical Data Analyst
Florida Master Site File
lbhafford@dos.state.fl.us