4 November 2011

Kevin & Kara Krause
16915 40th Place North
Plymouth, MN. 55446

Office of Energy Security

Attention: Scott Ek

Dear Scott,

This letter is to provide opposition to the current Xcel proposed Holly Dale Power Line Project to convert the 69kV power lines that run along the south edge of the Holly Creek neighborhood into 115 kV power lines, and to provide support for upgrading the existing Hwy 55 & Hwy 494 power line option presented at the 10-26-2011 public meeting.

As a result, we would like to submit the following for consideration and for the record:

We agree with the proposed option that was presented at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues;

- There are already power lines that could be used and increased in pole dimensions and voltage capabilities and would have minimum impact on housing / developments
- The decreased home values of 10%-40% based on the findings of licensed real estate agents presenting at public meeting.
- This would cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
- The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
- This would not pit one neighborhood against another as it appears was being done by the options under consideration by Xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
- The increased noise level from the voltage of the power line upgrade. It is well known that it will be present. This is especially true for those homeowners that were notified of this proposal since it would be very close to these houses. In addition, it was create increased noise for the other neighbors that are not aware of this issue/topic/concern since they were not informed of this proposed change.
- The concern with possible personal safety of our children/families and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with fully functioning power lines of this nature.

- People would not have paid money/purchased current homes had they known that this was an option when the line was a non-functioning line.
- The proposed poles/lines where presented as a picture that simply shows it in an ideal setting alongside an open road and field instead of backing up to homes and in a home development. This proposed option would have a large impact on the quality of life in the Holly Dale/Holly Creek neighborhoods.

Please let us know if there is anything else that we should be doing in further support of this submittal as we are not familiar with this appeal process. We appreciate your help and assistance for this request.

Thank you once again for your help forwarding our concerns regarding the proposed Xcel project and our support for the Hwy 55 & Hwy 494 option that was presented at the 10-26-11 public meeting.

Sincerely,

Kevin Krause
Kara A. Krause
Kevin & Kara Krause

Peter LaSota
16940 40th Ave N
Plymouth, MN. 55446

Dear Scott,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, that you stated that we can make a difference and could have the proposed plan changed, gave us all hope.

So, I wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the recored;

1) I agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
    a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
    b) Would have minimum impact on housing / developments
    c) The decreased home values of 10%-40% based on the findings of licensed realestate agents presenting at public meeting
    d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
    e) The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
    f) Not pit one neighbor(hood) against another as it appears was being done by the options under consideration by xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
    g) Noise level from the voltage of the power line upgrade. It is well known that it will be present. Especially for how close my home is with it in my back yard As well as for neighbors that are not aware of this issue/topic/concern due to not being informed.
    h) Concerned with possible personal safety of my children/family and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with a fully functioning power lines of this nature
    i) I would not have paid money/purchased current home had I known that this was an option when the line was a non functioning line.
    j) I'd also, like to know where I can go to see the proposed poles/lines to get a better understanding of what it will look like vs a picture that simply shows it in an ideal setting alongside an open road and field vs backing up to homes and in a home development.

Let me know if there is anything that I/we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Peter LaSota

From:	Lassman, John
To:	Ek, Scott (COMM)
Subject:	Subject: Public Comment for Hollydale Transmission Line, Docket # TL-11-152
Date:	Friday, November 04, 2011 8:50:56 AM

Dear Mr. Ek:

I am writing today to provide public comment on the Hollydale Transmission Line, Docket # TL-11-152.

I live in Conor Meadows, on the proposed Alternate Route B that runs along the railroad tracks.

This is not the logical route, as homeowners are already exposed to so many difficulties with the economy, home values falling,
this would be the nail in the coffin.

This also isn't only about people and property values, but the wetlands impacted as the line presently crosses over a mile of wetlands.

If the 55/494 route proves to be unfeasible, I believe the line should **not** be shifted to the railroad tracks. Most of the homes on the existing line were built long after the transmission line was installed in 1971, so the impacts on property values and aesthetics were already present when they purchased their home. Our homes near the railroad tracks already suffer from the burden of their proximity to the railroad tracks, we should not add to it a new burden which was never envisioned when these homes were built five, ten, or even fifteen years ago.

I understand this is a tough decision, and there is never a solution that makes everyone happy, but the vast majority of Plymouth - those on the line and those far removed from the line - want to see the Hollydale Transmission Line relocated to highways 55 and 494. I hope you will give the highway 55/494 route the significant attention it deserves and that you will recommend this route in order to improve the quality of life for Plymouth residents and its wildlife.

Thank you for your time.

John D. Lassman
FM Program Director
102.9 LITE FM | 104.1 JACK FM | 1041 HD 2 Pure Jazz
625 Second Avenue South, Suite 200 | Minneapolis MN 55402
john.lassman@cbsradio.com
612-399-0351
104.1 JACK FM 102.9 LITE FM

From: Steve Lerum
To: Ek, Scott (COMM)
Cc: slerum@q.com; rllerum@gmail.com
Subject: Bridlewood and Churchill Farms Comments and Proposed Alternatives
Date: Tuesday, November 08, 2011 9:54:33 PM
Attachments: 005.bmp

November 8, 2011

Mr. Scott Ek
Minnesota Department of Commerce
85 7th Place East
St. Paul, MN 55101-2198

Dear Scott:

We live in the Churchill Farm community, located west of 101 South and south of Medina Road.

We have just been made aware that the pending Hollydale Project (west of the Hollydale Substation) will significantly impact our neighborhood. We are writing to let you know we do NOT approve of the Xcel and Great River Energy rebuild west of the Hollydale Substation, as currently proposed.

The existing power transmission line cuts across our property. It is already an unsightly eyesore along our community property and across our property and wetland. The proposed rebuild converts this line to a 115 kV and introduces many more concerns. It will introduce significant adverse impacts including health and safety, noise, aesthetics, and the inevitable devaluation of our property.

We are joining with the entire Bridlewood Farm and Churchill Farm neighborhoods to recommend several alternate routes. The current proposal impacts approximately 134 homes. There are alternatives which impact far fewer homes. One of the alternatives impacts as few as 33 homes. That is significant!

We understand these alternatives (F1, F2, F3, and G) are being submitted to you, if they haven't already. All of these alternatives would use the existing "Proposed Route" from the Hollydale Substation to Highway 55 (1-2 blocks). From the intersection of Hwy 55 and 101 South, the line would route to Brockton Lane and ultimately to Medina Road on the way to the existing GRE Medina Substation. These alternatives alleviate the need to negatively impact over 100 homes and up to 300 residents.

We trust that you will present our case with all due seriousness and compassion. We consider the direct damaging impact to our property as well as the significant and sometimes devastating impact to over 100 properties and 300 residents of our community very serious. Thank you for your consideration in this important issue.

Sincerely,

Stephen and Roxanne Lerum
3470 Zircon Lane North
Plymouth, MN 55447
763-559-7066

November 8, 2011

Mr. Scott Ek
Minnesota Department of Commerce
85 7th Place East
St. Paul, MN 55101-2198

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Sincerely,

Stephen and Roxanne Lerum
3470 Zircon Lane North
Plymouth, MN 55447
763-559-7066

From: hatl0036@umn.edu
To: Ek, Scott (COMM); Kirsch, Raymond (COMM)
Subject: Proposed Hollydale 115 kV Project
Date: Tuesday, November 01, 2011 8:13:45 AM

Scott and Raymond,

My name is Sarah Leviton and I live at 16243 50th Ave N. Plymouth, MN 55446. My husband and I live in the Fields of Nanterre development where you are considering an alternative route along the tracks behind our home.
I attended the meeting last Wednesday, October 26, but wanted to make sure my thoughts on the subject are on record.

My husband and I purchased our home two years ago, and when we were searching for homes we specifically ruled out those that were near large power lines. We had another home we were strongly considering, but we specifically ruled it out because it is near a large power line. We both worry about the health risks of living too close to power lines. I know there is conflicting data on whether or not there truly is a health risk, but true or not, that is the perception of the home buyers out there. In addition to the perceived health risks, power lines just don't look very nice!

When I learned of the possibility of having those power lines behind our home I did some research and found countless studies stating that having power lines near a home reduces the value anywhere between 10-40%! Like everyone else we are already dealing with our home being worth less than the amount we owe on it. This is going to make it even worse!

I am strongly opposed to the addition of power lines along the tracks behind the Fields of Nanterre development (a believe you are calling it "Alternative Route B").

I have looked at the other routes you are suggesting and those are awful as well! I honestly can't believe you are considering putting a 115 kV powerline right in a number of resident's back yards. I would hope as you are making this decision that you would ask yourself, how would you feel if you were these homeowners?

Even though it will likely be a higher cost, I suggest that you run this
115 kV line along Highway 55 and 494. These big lines do not belong around people's homes.

Thank you for your time and consideration on this matter.

Sincerely,

Sarah Leviton

From: Leviton, Nick
To: Ek, Scott (COMM); Kirsch, Raymond (COMM)
Subject: Proposed Hollydale 115 kV Project
Date: Wednesday, November 02, 2011 4:18:02 PM

Scott and Raymond, I am writing to voice my opposition to the proposed alternative route B and the project in general as it is laid out. We bought our home at the corner of Vicksburg and Schmidt Lake Road and at the time one of our specific criteria was that it not be too close to power lines. Penalizing homeowners such as myself by imposing this line in our backyards is definitely not a good solution. I would be in support of adding the lines along Hwy 55 as would seem to make the most long term sense. Thanks.

Nick Leviton
Commercial Real Estate Advisor
Direct 952 897 7843 | Mobile 952 237 5694
Main 952 897 7700 | Fax 952 897 7704
Nick.Leviton@colliers.com

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Minnetonka, MN 55343 | United States
www.colliers.com

November 7, 2011

Mr. Scott Ek
State Permit Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101-2198
Re: PUC Docket No. E002/TL 11-52

Re: Hollydale Project

Dear Mr. Ek:

The attached comments represent the collective concerns of numerous interested persons who live in the Bridlewood Farms and Churchill Farms neighborhoods in Plymouth, Minnesota related to the Hollydale 115kV Transmission Line Project. The attached will serve as our comments on the scope of the environmental assessment of that project, as well as our request for consideration of, and proposals for, the alternative routes that we have detailed in the comments.

You cannot deny that far fewer families will be affected by use of any of the alternate routes than by the current proposed route.

We strongly urge consideration of our alternate proposed routes as part of the environmental assessment for the reasons set forth in the attached comments.

Sincerely,

Rachael and Dan Mackenzie-Olson
18720 37th Avenue N.
Plymouth, MN
Bridlewood Farms Neighborhood

1) The Neighborhoods of Bridlewood Farms and Churchill Farms Have Not Previously Had a Voice in the Route-Selection Process.

It is fair to say that there is no greater property interest than that which one has in one's home. That interest includes the right to be secure against infringement on the health and safety of the home's occupants, the right of quiet enjoyment, and the right against having the value of that property destroyed or damaged for public use without just compensation.

It would appear that while the route-permitting process was designed to include, and give a voice to, those persons whose property interests would most be impacted by the project, it failed to achieve that goal with respect to the residents of the Bridlewood Farms and Churchill Farms neighborhoods, who had no representation on the Advisory Task Force ["ATF"]. The role of the ATF was to identify impacts and issues that should be considered in the environmental assessment for evaluation of proposed routes for the transmission lines. To carry out that charge, representatives of those who have an interest in the location of the route were selected to serve on the ATF. No one representing the interests of the Bridlewood Farms or Churchill Farms neighborhoods served on the ATF and, as far as we can determine, no specific request was ever made to anyone in these neighborhoods.

As such, although the process was set up to have the appearance of fairness, it proceeded without actual fairness to these neighborhoods. The end result is that decisions about routes and their alternatives were made by those whose interests may very well be in conflict with, and adverse to, those in the Bridlewood Farms and Churchill Farms neighborhoods. In short, we were deprived of a voice and the opportunity to have a meaningful impact on a project that jeopardizes our property rights. As such, we urge serious and thoughtful consideration of our comments and proposals for alternative routes given that we were not part of the prior route-selection process.

2) The Proposed Route Will Have Serious and Irreparable Adverse Impacts on the Residents of the Bridlewood Farms and Churchill Farms Neighborhoods.

The following are our collected comments that address the effects of "the construction and operation of the high-voltage transmission line on human settlement, including, but not limited to, public health and safety, displacement, noise, aesthetics, socioeconomic impacts, cultural values, recreation, and public services." *See*, Minn. R. 7850.1900 Subp. 3 B.

A. Number of Homes Impacted

- The proposed route brings the line within 200 feet of at least 80 homes in the Bridlewood Farms and Churchill Farms neighborhoods (and nearby vicinity), as well as an additional 40 homes bordering the north side of Medina Road.

- Many of the homes are substantially closer to the proposed transmission lines than 200 feet. For example:

  3600 Zircon Ln. N. – 66'
  3605 Zircon Ln. N. – 59'
  3465 Zircon Ln. N. – 44'
  3475 Zircon Ln. N. – 42'
  3475 Zircon Ln. N. – 45'
  3720 Urbandale Ln. – 61'
  18705 37th Ave. N. – 125'
  18715 37th Ave. N. – 105'
  18725 37th Ave. N. – 75'
  18735 37th Ave. N. – 70'
  18805 37th Ave. N. – 84'
  18815 37th Ave. N. – 84'
  18825 37th Ave. N. – 67'

- As such, the proposed power-line route will have a significant adverse impact on the quality of life for a substantial number of residents, providing justification for consideration of our proposed alternative routes that impact fewer homes**.**

B. Impact on the Quiet Enjoyment of Homes Bordering the Proposed Line

- Fire hazard near high-voltage lines is a well-known and substantiated danger. Because of that danger and the proximity of the homes near the line, the proposed route will limit the ability of residents bordering the line to operate gas or charcoal grills or use fire pits. This same danger will require bordering residents to take extra precautions when filling lawn mowers and other gas-powered tools.

- Noise from the proposed power line could adversely impact the relative peace and quiet that the residents are used to enjoying and impact the sleep of those who border the line.

- The proposed lines will be attached to metal poles, rather than the wood poles that are now used. Unlike the wood poles that are easily camouflaged by the existing foliage (especially in the neighboring wetland), the metal poles will be easily visible. Moreover, the metal poles are expected to be at least ten-feet taller than the existing wood ones, making them more visible and unsightly to the neighboring homeowners, even those not directly bordering the transmission line.

- Currently, many residents along the proposed route border a wetland that provides an aesthetically pleasing environment and a home to egrets, herons, and other migratory birds. We are concerned that the installation of the proposed power

line and its expected clear zone will destroy that wetland and the enjoyment and tranquility that it brings to the neighborhood.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

C. Health and Safety Concerns

- The health and safety concerns from high-voltage power lines have been well articulated by others, and we do not intend on repeating them in detail here. Nevertheless, we are mindful of the fact that Xcel and other power companies like it have never conclusively established that chronic exposure to high-voltage power lines does *not* have adverse health impacts. Studies done by the World Health Organization and other similar organizations advise that the evidence of adverse health effects from chronic exposure to high-voltage lines is sufficiently strong to remain a concern and to warrant further research.

- Because obtaining conclusive causality between high-voltage power lines and an increase in cancer, such as child leukemia, is difficult at best, and because there are a significant number of credible studies that suggest there may be a correlation between high-voltage power lines and serious adverse health effects, we urge prudence given the number of homes in close proximity to the power line on the proposed route. At the very least, mitigating EMF-reducing measures should be considered.

- In addition to the large number of homes in close proximity to the high-voltage power lines, we ask that notice be taken that the proposed route travels over, and directly next to, walking/bicycle paths that the entire neighborhood – including pregnant women and children – use for pleasure and for walking to school.

- We have also learned that the Federal Housing Authority considers high-voltage lines to be a "hazard," as indicated by their own cite requirements quoted below:

"2-0 INTRODUCTION

This Chapter addresses the site requirements for FHA-insured mortgages. Before the valuation process can begin, subject properties must meet specific site requirements. The appraisal process is the lender's tool for determining if a property meets the minimum requirements and eligibility standards for a FHA-insured mortgage.

2-2 SPECIAL NEIGHBORHOOD HAZARDS AND NUISANCES

Physical conditions in some neighborhoods are hazardous to the personal health and safety of residents and may endanger physical improvements. These conditions include unusual topography, subsidence, flood zones, unstable soils, traffic hazards and various types of grossly offensive nuisances.

* * *

J. OVERHEAD HIGH-VOLTAGE TRANSMISSION LINES

No dwelling or related property improvement may be located within the engineering (designed) fall distance of any pole, tower or support structure of a high-voltage transmission line, * * * . For field analysis, the appraiser may use tower height as the fall distance.

For the purpose of this Handbook, a High-Voltage Electric Transmission Line is a power line that carries high voltage between a generating plant and a substation. **These lines are usually 60 Kilovolts (kV) or greater and are considered hazardous.** Lines with capacity of 12-60 kV and above are considered high voltage for the purpose of this Handbook. High voltage lines do not include local distribution and service lines."

- If an agency of the United States government considers high-voltage power lines to be a hazard, then so shouldn't those who are making the decision that these same kinds of lines be placed within 200 feet of at least 120 homes?

- As stated in the FHA site-requirement guidelines, a significant number of homes along this proposed route are within the fall lines of these proposed 90-foot metal poles, resulting in a significant potential risk to the occupants.

- Mosquito control in the wetlands adjacent to many of the effected properties is currently being done by helicopter. We are concerned that the installation of the proposed lines could adversely impact the ability to carry out effective mosquito-control measures, putting residents at a great risk of exposure to mosquito-borne illnesses.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

D. Property Values

- Because of the above-cited negative impacts that will inevitably result from the proposed power line, the homeowners adjacent to it will most certainly experience a substantial reduction in their property values, creating a domino effect on numerous other homeowners.

- The inability to acquire FHA-insured mortgages reduces the number of potential buyers.
- These concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

3) Bridlewood Farms/Churchill Farms Proposed Alternative Routes

Because of the risks and concerns identified above, we, the residents of Bridlewood/Churchill Farms, believe that the proposed route is unacceptable. We have outlined four alternative routes: Of the four alternate routes, three of them ("F1", "F2" & "F3") are based on the "Alternate F" that was originally proposed by the ATF. We, the residents of Bridlewood/Churchill Farms strongly recommend consideration of all four Alternate Routes because they impact significantly fewer homes in comparison to the "Proposed Route".

Hollydale Project - Area West of Cty Rd 101 and East of Holy Name Drive
(# of Homes Affected by 115kv Line, by Distance from Line)

Route/Severity	0 - 100ft	100 - 200 ft	200 - 300 ft	Total	Fewer Properties Affected	% Reduction
Proposed	55	43	36	134	0	0%
Alternate F1	32	9	22	63	71	53%
Alternate F2	20	10	24	54	80	60%
Alternate F3	18	9	22	49	85	63%
Alternate G	10	6	17	33	101	75%

The following is a description of each Alternative Route described in the table above:

Proposed Route F1 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road.
- Follow Medina Road west to Holy Name Drive.
- Follow Holy Name Drive (west side) south to connect to the "Proposed Route".

Proposed Route F2 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

Proposed Route F3 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- Follow Medina Road west to Hunter Drive.
- Go south following the Dundee and others property lines and connect to the "Proposed Route".

Proposed Route G – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west (south side) to north boundary of Park Nicollet property.
- Follow the north property line west to Brockton Lane.
    - Propose new right of way through the Park Nicollet property line.
- Follow Brockton Lane South to Medina Road.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

From:	Scott McBride
To:	Ek, Scott (COMM)
Subject:	Hollydale Project - Bridlewood & Churchill Farms Comments and Proposed Alternative
Date:	Tuesday, November 08, 2011 9:10:31 PM
Attachments:	Comments on scope of EA_20111109.docx

Dear Mr. Ek:

Eighteen years ago, my husband and I made the biggest investment of our lives. Although we could barely afford to purchase our home at 18705 37th Ave. N., we were frugal and somehow made ends meet. Now more comfortable, we have been looking to the time 6.5 years from now when our home will be paid for and our children are through with college. News that Xcel is proposing to install a high-voltage power line in our backyard threatens all that we have worked for and jeopardizes not only our health, but also the value of our property.

We are attaching the comments that the Bridlewood Farms and Churchill Farms neighborhoods will be sending you by courier tomorrow. We fully endorse each and every comment in the attached document. As the person who wrote those comments on behalf of the neighbors (Kate McBride), I spent a great deal of time considering the negative impact these lines will have on my life, as well as the lives of my family and neighbors. When you receive it, you will see that it has been endorsed by at least 200 of my neighbors.

We implore you to give serious consideration of the alternative-route proposals that the neighborhoods have presented in the attached comments. These alternative routes would impact far fewer houses, as shown in the materials. The Bridlewood / Churchill Farm development looks to be the single most densely populated housing in the area, yet it appears that it was selected to have the lines run right next to the homes. The proposals of our association would have very little impact on the homes of other developments and would use the natural buffering effect of the roads and highways and industrial or open land to maximum effect. The currently proposed line seems to unnecessarily harm the maximum number of people and homes when one would certainly expect that the benefit/cost assessment should have been looking to achieve exactly the opposite result.

While it certainly could be argued that this neighborhood *should have been* involved in the fight earlier, we were led to believe from the materials that Xcel provided that the decision as to the route was already made. At no time was an effort made to explain that we had a real opportunity to impact route decisions. Moreover, Xcel never explained the possible risks of having high-voltage power lines in our backyards.

For all of these reasons, we urge thoughtful and thorough consideration of the alternative route proposals as this project enters the Environmental Assessment stage.

Kate and Scott McBride
18705 37th Ave. N.
Plymouth, MN 55446

1) The Neighborhoods of Bridlewood Farms and Churchill Farms Have Not Previously Had a Voice in the Route-Selection Process.

It is fair to say that there is no greater property interest than that which one has in one's home. That interest includes the right to be secure against infringement on the health and safety of the home's occupants, the right of quiet enjoyment, and the right against having the value of that property destroyed or damaged for public use without just compensation.

It would appear that while the route-permitting process was designed to include, and give a voice to, those persons whose property interests would most be impacted by the project, it failed to achieve that goal with respect to the residents of the Bridlewood Farms and Churchill Farms neighborhoods, who had no representation on the Advisory Task Force ["ATF"]. The role of the ATF was to identify impacts and issues that should be considered in the environmental assessment for evaluation of proposed routes for the transmission lines. To carry out that charge, representatives of those who have an interest in the location of the route were selected to serve on the ATF. No one representing the interests of the Bridlewood Farms or Churchill Farms neighborhoods served on the ATF and, as far as we can determine, no specific request was ever made to anyone in these neighborhoods.

As such, although the process was set up to have the appearance of fairness, it proceeded without actual fairness to these neighborhoods. The end result is that decisions about routes and their alternatives were made by those whose interests may very well be in conflict with, and adverse to, those in the Bridlewood Farms and Churchill Farms neighborhoods. In short, we were deprived of a voice and the opportunity to have a meaningful impact on a project that jeopardizes our property rights. As such, we urge serious and thoughtful consideration of our comments and proposals for alternative routes given that we were not part of the prior route-selection process.

2) The Proposed Route Will Have Serious and Irreparable Adverse Impacts on the Residents of the Bridlewood Farms and Churchill Farms Neighborhoods.

The following are our collected comments that address the effects of "the construction and operation of the high-voltage transmission line on human settlement, including, but not limited to, public health and safety, displacement, noise, aesthetics, socioeconomic impacts, cultural values, recreation, and public services." *See*, Minn. R. 7850.1900 Subp. 3 B.

A. Number of Homes Impacted

- The proposed route brings the line within 200 feet of at least 80 homes in the Bridlewood Farms and Churchill Farms neighborhoods (and nearby vicinity), as well as an additional 40 homes bordering the north side of Medina Road.

- Many of the homes are substantially closer to the proposed transmission lines than 200 feet. For example:

  3600 Zircon Ln. N. – 66'
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  3475 Zircon Ln. N. – 45'
  3720 Urbandale Ln. – 61'
  18705 37th Ave. N. – 125'
  18715 37th Ave. N. – 105'
  18725 37th Ave. N. – 75'
  18735 37th Ave. N. – 70'
  18805 37th Ave. N. – 84'
  18815 37th Ave. N. – 84'
  18825 37th Ave. N. – 67'

- As such, the proposed power-line route will have a significant adverse impact on the quality of life for a substantial number of residents, providing justification for consideration of our proposed alternative routes that impact fewer homes**.**

B. Impact on the Quiet Enjoyment of Homes Bordering the Proposed Line

- Fire hazard near high-voltage lines is a well-known and substantiated danger. Because of that danger and the proximity of the homes near the line, the proposed route will limit the ability of residents bordering the line to operate gas or charcoal grills or use fire pits. This same danger will require bordering residents to take extra precautions when filling lawn mowers and other gas-powered tools.

- Noise from the proposed power line could adversely impact the relative peace and quiet that the residents are used to enjoying and impact the sleep of those who border the line.

- The proposed lines will be attached to metal poles, rather than the wood poles that are now used. Unlike the wood poles that are easily camouflaged by the existing foliage (especially in the neighboring wetland), the metal poles will be easily visible. Moreover, the metal poles are expected to be at least ten-feet taller than the existing wood ones, making them more visible and unsightly to the neighboring homeowners, even those not directly bordering the transmission line.

- Currently, many residents along the proposed route border a wetland that provides an aesthetically pleasing environment and a home to egrets, herons, and other migratory birds. We are concerned that the installation of the proposed power

line and its expected clear zone will destroy that wetland and the enjoyment and tranquility that it brings to the neighborhood.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

C. Health and Safety Concerns

- The health and safety concerns from high-voltage power lines have been well articulated by others, and we do not intend on repeating them in detail here. Nevertheless, we are mindful of the fact that Xcel and other power companies like it have never conclusively established that chronic exposure to high-voltage power lines does *not* have adverse health impacts. Studies done by the World Health Organization and other similar organizations advise that the evidence of adverse health effects from chronic exposure to high-voltage lines is sufficiently strong to remain a concern and to warrant further research.

- Because obtaining conclusive causality between high-voltage power lines and an increase in cancer, such as child leukemia, is difficult at best, and because there are a significant number of credible studies that suggest there may be a correlation between high-voltage power lines and serious adverse health effects, we urge prudence given the number of homes in close proximity to the power line on the proposed route. At the very least, mitigating EMF-reducing measures should be considered.

- In addition to the large number of homes in close proximity to the high-voltage power lines, we ask that notice be taken that the proposed route travels over, and directly next to, walking/bicycle paths that the entire neighborhood – including pregnant women and children – use for pleasure and for walking to school.

- We have also learned that the Federal Housing Authority considers high-voltage lines to be a "hazard," as indicated by their own cite requirements quoted below:

  "2-0 INTRODUCTION

  This Chapter addresses the site requirements for FHA-insured mortgages. Before the valuation process can begin, subject properties must meet specific site requirements. The appraisal process is the lender's tool for determining if a property meets the minimum requirements and eligibility standards for a FHA-insured mortgage.

2-2 SPECIAL NEIGHBORHOOD HAZARDS AND NUISANCES

Physical conditions in some neighborhoods are hazardous to the personal health and safety of residents and may endanger physical improvements. These conditions include unusual topography, subsidence, flood zones, unstable soils, traffic hazards and various types of grossly offensive nuisances.

* * *

J. OVERHEAD HIGH-VOLTAGE TRANSMISSION LINES

No dwelling or related property improvement may be located within the engineering (designed) fall distance of any pole, tower or support structure of a high-voltage transmission line, * * * . For field analysis, the appraiser may use tower height as the fall distance.

For the purpose of this Handbook, a High-Voltage Electric Transmission Line is a power line that carries high voltage between a generating plant and a substation. **These lines are usually 60 Kilovolts (kV) or greater and are considered hazardous.** Lines with capacity of 12-60 kV and above are considered high voltage for the purpose of this Handbook. High voltage lines do not include local distribution and service lines."

- If an agency of the United States government considers high-voltage power lines to be a hazard, then so shouldn't those who are making the decision that these same kinds of lines be placed within 200 feet of at least 120 homes?

- As stated in the FHA site-requirement guidelines, a significant number of homes along this proposed route are within the fall lines of these proposed 90-foot metal poles, resulting in a significant potential risk to the occupants.

- Mosquito control in the wetlands adjacent to many of the effected properties is currently being done by helicopter. We are concerned that the installation of the proposed lines could adversely impact the ability to carry out effective mosquito-control measures, putting residents at a great risk of exposure to mosquito-borne illnesses.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

D. Property Values

- Because of the above-cited negative impacts that will inevitably result from the proposed power line, the homeowners adjacent to it will most certainly experience a substantial reduction in their property values, creating a domino effect on numerous other homeowners.

- The inability to acquire FHA-insured mortgages reduces the number of potential buyers.
- These concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

3) Bridlewood Farms/Churchill Farms Proposed Alternative Routes

Because of the risks and concerns identified above, we, the residents of Bridlewood/Churchill Farms, believe that the proposed route is unacceptable. We have outlined four alternative routes: Of the four alternate routes, three of them ("F1", "F2" & "F3") are based on the "Alternate F" that was originally proposed by the ATF. We, the residents of Bridlewood/Churchill Farms strongly recommend consideration of all four Alternate Routes because they impact significantly fewer homes in comparison to the "Proposed Route".

Hollydale Project - Area West of Cty Rd 101 and East of Holy Name Drive
(# of Homes Affected by 115kv Line, by Distance from Line)

Route/Severity	0 - 100ft	100 - 200 ft	200 - 300 ft	Total	Fewer Properties Affected	% Reduction
Proposed	55	43	36	134	0	0%
Alternate F1	32	9	22	63	71	53%
Alternate F2	20	10	24	54	80	60%
Alternate F3	18	9	22	49	85	63%
Alternate G	10	6	17	33	101	75%

The following is a description of each Alternative Route described in the table above:

Proposed Route F1 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road.
- Follow Medina Road west to Holy Name Drive.
- Follow Holy Name Drive (west side) south to connect to the "Proposed Route".

Proposed Route F2 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

Proposed Route F3 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- Follow Medina Road west to Hunter Drive.
- Go south following the Dundee and others property lines and connect to the "Proposed Route".

Proposed Route G – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west (south side) to north boundary of Park Nicollet property.
- Follow the north property line west to Brockton Lane.
    - Propose new right of way through the Park Nicollet property line.
- Follow Brockton Lane South to Medina Road.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

From:	Tiffeny Murch
To:	Ek, Scott (COMM)
Subject:	Focus on quality of life not profits in evaluating power line project.
Date:	Friday, November 04, 2011 1:27:45 PM

Dear Mr. Sedarski & Mr. Ek

,

I just signed the following petition addressed to: Xcel Energy & Minnesota Public Utilities Commission.

As residents of Timber Creek Crossing, located at the intersection of Schmidt Lake Road & Garland Lane N in Plymouth, we are extremely concerned with the options still being considered for the power line transmission project.

We ask that Xcel Energy shift their overall strategy for this project from profit generation to maintaining and promoting the quality of life for the residents of not only TImber Creek Crossing, but also all potential residents impacted by the proposed and alternate routes. We are all well aware that there is a viable option (the 494/55 corridor) that will have minimal impact on the quality of life, health and home values of all residents impacted by these proposals. This should be the primary focus of this project!

Some key points for your consideration:

1. The existing transmission line was built in 1971, long before most of those homes on the line were built. The commission should not transfer the line from those homes that were purchased where there was already a power line to homes where there have been no prior plans for a transmission line. We as Timber Creek Crossing residents already shoulder the burden of living along railroad tracks and next to a gun club, please don't add to it by now giving us a transmission line also as proposed in Alternate Route Segment B.

2. If the goal is to reduce residential impacts, Alternate Route Segment B provides one of the least benefits of all the alternative proposals – a less than 50% reduction in residential impacts and brings the line to over 100 homes that don't already have it.

3. For the greatest reduction, the commission should consider relocating the transmission line to commercial areas, running it from the Hollydale Substation, down Highway 55 and then up 494 to the new preferred Pomerleau Lake Substation. This realignment would reduce residential impacts by over 95%.

Please make a smart decision and put the community first! There are residents of all ages, family situations and demographics who are strongly opposed to the proposed route and alternate routes. It was evident in the October 26 public hearing. Don't have our concerns and appeals fall on deaf ears. It is a matter of the quality of life that Plymouth prides itself upon.

Sincerely,

Residents of the Timber Creek Crossing community
Plymouth, MN
November 2011

Tiffeny Murch
Plymouth, Minnesota

Note: this email was sent as part of a petition started on Change.org, viewable at www.change.org/petitions/no-power-lines-for-timber-creek. To respond, email responses@change.org and include a link to this petition.

From: jayaram nallamothu
To: Ek, Scott (COMM)
Subject: Public Comment for Hollydale Transmission Line, Docket # TL-11-152
Date: Friday, November 04, 2011 10:01:41 AM

Dear Mr. Ek:

I am writing today to provide public comment on the Hollydale Transmission Line, Docket # TL-11-152.

I live in Conor Meadows, on the proposed Alternate Route B that runs along the railroad tracks. I understand this upgrade needs to happen, but I would like to see it happen in such a way that it will benefit all of Plymouth. To that end, the line should be relocated so that between the Hollydale Substation and the new Plymouth Substation the line runs through Plymouth's commercial areas along highways 55 and 494 instead of through wetlands and residential areas as it does now.

When this line was first built 40 years ago, Plymouth was mostly rural so the most direct route was used. However today we have a clear commercial corridor in Plymouth along highways 55 and 494 where 90 foot steel towers are more appropriate.

This also isn't only about people and property values - moving this line would dramatically decrease the amount of wetlands impacted as the line presently crosses over a mile of wetlands. We have an abundance of wildlife that use these wetlands and it is not often that we have an opportunity to reduce further impacts like we have now.

If the 55/494 route proves to be unfeasible, I believe the line should **not** be shifted to the railroad tracks. Most of the homes on the existing line were built long after the transmission line was installed in 1971, so the impacts on property values and aesthetics were already present when they purchased their home. Our homes near the railroad tracks already suffer from the burden of their proximity to the railroad tracks, we should not add to it a new burden which was never envisioned when these homes were built five, ten, or even fifteen years ago.

I understand this is a tough decision, and there is never a solution that makes everyone happy, but the vast majority of Plymouth - those on the line and

those far removed from the line - want to see the Hollydale Transmission Line relocated to highways 55 and 494. I hope you will give the highway 55/494 route the significant attention it deserves and that you will recommend this route in order to improve the quality of life for Plymouth residents and its wildlife.

Thank you for your time.
Yours Sincerely,
Jayaram Nallamothu
4960, OLIVE LN N
PLYMOUTH
MN-55446

11/5/11

Bouchaib and Angela Nessar
17005 41st Place North
Plymouth, MN. 55446

Dear Scott,

We'd like to let you know that it is very comforting knowing that, we, the people do have a voice and, we, the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, we value your suggestion that we can make a difference and could have the proposed plan changed. It gave us all hope.

So, we wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the record;

1) We agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
   a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
   b) Would have minimum impact on housing / developments
   c) The decreased home values of 10%-40% based on the findings of licensed real estate agents presenting at public meeting
   d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
   e) The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
   f) Not pit one neighbor(hood) against another as it appears was being done by the options under consideration by xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
   g) Noise level from the voltage of the power line upgrade. It is well known that it will be present. Especially for how close our home is with it close to our house. As well as for neighbors that are not aware of this issue/topic/concern due to not being informed.
   h) Concerned with possible personal safety of our children/family and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with a fully functioning power lines of this nature
   i) We would not have purchased our current home in June of 2009 had we known that this was an option when the line was a non functioning line.
   j) We'd also, like to know where we can go to see the proposed poles/lines to get a better understanding of what it will look like vs a picture that simply shows it in an ideal setting alongside an open road and field vs backing up to homes and in a home development.

Let me know if there is anything that we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become experts in a matter that we can not and must rely on assistance.

Thanks once again?

The Nessar Family

From: apache@web.lmic.state.mn.us
To: Ek, Scott (COMM)
Subject: Nieman Fri Nov 4 14:24:11 2011 E002/TL-11-152
Date: Friday, November 04, 2011 2:24:17 PM

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina, Hennepin County

Docket number: E002/TL-11-152

User Name: Kimberly Nieman

County: Hennepin County

City: Plymouth

Email:

Phone:

Impact: Dear Mr. Ek,

I am opposed to the proposed route of the Hollydale Project transmission line which runs north along Niagara Lane (proposed route segment A and segment B).

I would like to request that the environmental assessment include a report of the noise level (dB), over the entire audible range (20Hz-20kHz) from directly beneath the line to at least 300 feet out, for all Xcel proposed structures.

I would like to request as part of the environmental assessment an investigation into the potential impact of the proposed route (segment A and segment B) on invasive species.

I would like to request as part of the environmental assessment an investigation into the potential impact of the proposed route (segment A and segment B) on types of wildlife (flora and fauna) in the area and the additional mortality risk to birds.

I would like to request as part of the environmental assessment an investigation into the potential impact of the proposed route (segment A and segment B) on surface waters and on wetlands.

I would like to request as part of the environmental assessment an investigation into the potential

impact of the proposed route (segment A and segment B) on the woodlands of Turtle Lake Park (including fragmentation, invasive species, invasive plants, and disease (including Emerald Ash Borer)) and other wooded areas along the proposed route of segment A and segment B.

I would like to request as part of the environmental assessment an investigation into electromagnetic interference (or radio frequency interference) caused by the proposed high-voltage transmission lines.

I want to back the citizen-proposed alternate route of 55 and 494. I will gladly pay more for my electricity (which I'm guessing I will anyway, regardless of the route) to keep the line out of my backyard. I have to pay Xcel money for my electricity, am I also to pay them with a reduction in my quality of life?

Thank you for your consideration,

Kimberly Nieman

Mitigation: Most of the impact areas expressed in my comment above would be mitigated by routing the high voltage transmission lines along 55 and 494.

Submission date: Fri Nov 4 14:24:11 2011

This information has also been entered into a centralized database for
future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

Lance & Lisa Novak
17035 41st Place N
Plymouth, MN. 55446
lancenovak@comcast.net

Scott Ek
Office of Energy Security
Scott.ek@state.mn.us

Dear Scott,

We are homeowners in the Holly Creek neighborhood in Plymouth, MN. Our neighborhood association has been following the plan to run a high voltage line along the edge of our neighborhood, referred to as the Xcel Hollydale Power Line project.

We would like to submit the following for consideration and for the record;

We support the proposed alternative mentioned at the October 26, 2011 public meeting - the Hwy 55 & Hwy 494 route as the best option for Xcel Energy to consider, pursue and actually implement based on the following issues to be considered;

a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
b) Would have minimum impact on housing / developments
c) The decreased home values of 10%-40% based on the findings of licensed real estate agents who presented at the public meeting
d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. Elizabeth Lafrenz referenced several medical studies at the public meeting.
e) The level of EMF output and the above study's findings regarding medical concerns and proven increased number of cases of a variety of different medical conditions associated with power lines.
f) Noise level from the voltage of the power line upgrade. This power line route runs extremely close to several of our neighbors' homes.
g) Potential personal safety issues for my family and neighbors may arise due to downed wires during storms.
h) At the time we purchased our home, we were not made aware that power lines of this size would ever be considered. We may have considered homes in other neighborhoods had we known of this potentiality. We have concerns regarding the market value of our home should these power lines be built through our neighborhood.

We appreciate the ability to submit our concerns. We hope our concerns will be considered and that the power line will be routed along Highway 55 and Highway 494.

Sincerely,

Lance & Lisa Novak

.

November 5, 2011

Mr. Scott Ek
State Permit Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101-2198
Re: PUC Docket No. E002/TL 11-52

Dear Mr. Ek:

The attached comments represent the collective concerns of numerous interested persons who live in the Bridlewood Farms and Churchill Farms neighborhoods in Plymouth, Minnesota related to the Hollydale 115kV Transmission Line Project. The attached will serve as our comments on the scope of the environmental assessment of that project, as well as our request for consideration of, and proposals for, the alternative routes that we have detailed in the comments.

We strongly urge consideration of our proposed routes as part of the environmental assessment for the reasons set forth in the attached comments.

Sincerely,
The Pelto family

From: Anthony Pence
To: Ek, Scott (COMM)
Subject: PUC Docket No. E002/TL-11-152
Date: Wednesday, November 02, 2011 11:21:49 AM

(PUC Docket No. E002/TL-11-152)

Mr. Scott Ek,

Thank you for your time and for the information presented to our community on October 26th regarding the proposed route permit application for the Hollydale 115 kV Transmission Line Project. For your review as you prepare the environment assessment scoping document, I have outlined several reasons why I am strongly against further consideration of Alternate Route B as an option to potentially reroute the proposed project route.

Please consider removing Alternate Route B as an option for the following reasons:

- The impact on additional residents that purchased / built their homes without power lines along their property and without any proposed plans to construct such power lines,
- The cost associated with acquiring an easement and/or land rights to relocate the existing transmission lines to property where no such easement and/or land rights exist,
- The complications of securing an easement and to acquire land rights to construct power transmission lines to run along (in-line) with the existing railroad lines,
- The decrease in property value of 15-20% for owners along Alternate Route B, and
- The effects on the environment, including the likelihood of cutting down trees and placing towers in marshlands and wetlands along Alternate Route B.

Of the options offered for consideration, Alternate Route B is the least attractive in terms of new residential impact, complexity and associated project costs. Other routes, including both the proposed route and other potential alternative routes appear to be better options. And, while I understand the concerns of the property owners along the proposed route, the arguments presented during the public hearing to relocate the upgraded lines to a new route do not offset the potential impact on new residents or support transferring their concerns to other residents:

- Previous Knowledge: The existing transmission line was built in 1971, which is before most of the homes along the existing line were built. As such, every property owner along the proposed route would have been either compensated for the easement or would have purchased or built their home with complete knowledge of existing utility easement or the existing transmission line.

- Impact on Property Value: Several home owners along the proposed route cited a 15-20% reduction in property value directly related to the addition of transmission line as an argument to relocate the power lines. However, if property value is negatively impacted by the transmission lines, then the property owners along the proposed route would have received a 15-20% benefit in the form of reduced purchase price when they originally purchased their homes.

- Effects of EMF: Xcel Energy stated that the proposal submitted to rebuild the transmission lines along the existing route was designed to meet all state and World Health Organization (WHO) standards for acceptable EMF exposure. If the impact of EMF is a valid argument, and no study has proven a connection between EMF and cancer, leukemia, etc., then the state should reconsider reducing its established requirement for EMF exposure. Plus, doesn't the increased height of the proposed towers more than offset the increased EMF at the ground level?

None of us want the transmission lines along our property, rerouting the proposed line to Alternate Route B would impact additional residents and increase costs. And, while I believe that Xcel Energy and Great River Energy have a public responsibility to design and plan for power distribution that considers the impact on the surrounding community, they can't do so with a complete disregard to cost.

Thank you,

Anthony Pence
4815 Narcissus Court N
Plymouth, MN 55446

PUC Docket No. E002/TL-11-152

Scott Ek
State Permit Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, Minnesota, 55101-2198
Fax: 651-296-7588

Scott Ek

First of all, I would like to thank you for your help and expertise Wednesday night running a sometimes contentious group at the Public Information and Scoping meeting dealing with the Hollydale 115 kV Transmission Line Project. The room was so full of concerned people that many people could not get in. I was told that people stuck in the hallway could not hear anything. Unfortunately, many frustrated homeowners left and missed the information.

I live near the proposed route and found the meeting very informative and the staff on hand helpful. I have lived in Minnesota my entire life. Minnesota is a State that has a long tradition of doing things the right way. Doing the right thing adds to the high quality of life we all contribute to and enjoy. This is why I was so surprised and disturbed to find out that Xcel Energy wants to construct 115kV high voltage power lines through multiple residential neighborhoods in Plymouth. It's really hard to believe. These high voltage lines, aside from being an eye sore and out of place in scenic residential neighborhoods, would be buzzing and humming 30 to 40 feet from many of my friends' homes. Very few people looking to buy a home in Plymouth would be interested in any of these homes.

I know we all need electricity and that the reliable, uninterrupted flow to our homes and businesses ads to our quality of life. I appreciate the efforts of electrical planning and engineering group members like yourself, who continue to maintain the safety, reliability, design and growing needs of our electrical grid. However, I have never thought running high voltage lines across front yards of homes and through children's parks would be the only option. Your meeting on Wednesday night opened my eyes to an alternate option that is gaining popularity and seems to meet everyone's needs. While I understand that Xcel Energy, surprisingly, is not currently proposing this option, I am in favor of the Highway 55 and 494 route, as is my homeowners association, Quail Ridge, and the City of Plymouth.

After the meeting, when I had a chance to digest everything that was discussed, a number of questions and concerns came to mind.

1) Whenever possible, new high voltage transmission lines are always built along highways, railroad tracks, and other areas away from homes. Why, with the obvious option of highway 55 and 494 staring Xcel Energy in the face, did the planners not even propose the route as an alternative? 1b) Will the Public Utilities Commission consider the Highway 55 and 494 corridor as an option?

2) As you know, the Plymouth City Council passed a motion in favor of the highway 55 and 494 alternative, where the high voltage line would not be built through neighborhoods. Do you know the person or group of people at Xcel Energy that have the authority to change the preferred route to the highway 55 and 494 alternative? Wouldn't this change save everyone involved a lot of time, effort, and money? 2b) Why does Xcel Energy want to build this line so close to homes when the highway 55 and 494 alternative is near by and supported by almost everyone?

3) If Xcel Energy does not use the old Great River Energy 69kV line route and builds the line down highway 55 and 494, Xcel Energy would not have to tear down and dispose of the old poles and equipment. They would not have to remove mature trees along the old line right of way and would not have to do repair to the damaged landscaping of the yards effected. Also, Xcel Energy would not have to pay Great River Energy for the old route. What dollar amount would this save the whole project? 3b) How much money is Xcel Energy going to pay Great River Energy for the old line and easements? 3c) Would Great River Energy consider selling the easements to the lot holders?

4) There are currently 2 high voltage power lines running along highway 494 between highway 55 and the existing GRE Plymouth Substation. Is it possible to run another 115kV line on the poles that are already built there? 4b) Can Great River Energy allow Xcel Energy to share their existing 115kV poles? 4c) Is there room for another 115kV line with its own poles to be built along highway 494? 4d) Can the new 115kV line be buried along the highway 55 and 494 route in areas where ariel lines may not work?

5) All the Realtors I have talked to have told me that if Xcel Energy builds a new high voltage transmission line near my home, it will decrease the value of my home. I have been told that it could be anywhere from a 10 to 40 percent decrease. What actually would be the effect on my home and my neighbor's homes values? Twice in the last two months a home near the line for sale has had offers taken off the table when the buyers found out about the proposed new 115kV line. 5b) Will Xcel Energy reimburse home owners for the decrease in their homes value due to the construction of this new high voltage line? 5c) If not, are there any legal remedies homeowners have to recoup the loss they suffer due to Xcel Energy's actions?

6) I have been told that 115kV lines can be very noisy and that few people would want to live by them. Is there any information or studies on how loud the lines can be and if it will effect the peace and quiet of my home?

7) Do the magnetic and electrical fields generated by high voltage lines so close to homes negatively effect computer function and their hardrives or data recording products? 7b) Can the high voltage lines 30 feet from homes effect cell phones or radio and television reception?

8) Is there enough room with Great River Energy's old 70 foot easements for Xcel Energy to build the new higher 115kV poles and lines? 8b) Do you have any other experience with a power company proposing 115kV lines to be run so close to people's homes when there is a better alternative? 8c) How many mature trees along the proposed route will have to be removed? 8d) How far from the line of the proposed

route will mature trees need to be removed? 8e) Can constructing 115kV power lines through wet lands negatively effect the wet land during or after construction in any way, and if so how?

9) Apparently the old 69kV line running the proposed route through Plymouth neighborhoods was de-energized years ago by Great River Energy. Great River Energy must not need the line at all or they would not be willing to sell it to Xcel Energy. Is Great River Energy required by law to abandon lines that have not been used for a number of years and is this old unused 69kV line near such a deadline? 9b) Is it possible for Great River Energy to simply do the right thing and vacate the easements and property along the route to the existing adjoining homeowners? 9c) Do you know the name and number of the person or persons at Great River Energy who have the authority to make such a decision? If that old unused 69kV line was not there, Xcel Energy would never propose running a 115kV high voltage line so close to so many homes and through so many residential neighborhoods. Without the old unused 69kV line they would never propose the 115kV line, when the better option of Highway 55 and 494 is the only choice of so many citizens and elected officials of Plymouth.

10) Is there a list of e-mail addresses of the people who want to be informed about the Hollydale project, and if so, is there a way that I can get a copy?

11) At the Wednesday meeting, you said sometimes proposed routes have been changed due to public comments and concerns. From your experience, what issues or concerns have caused a change in a proposed route?

12) How will I get the answers to my questions and concerns so I can share them with my neighbors?

No one who lives along the old unused 69kV line signed up to live by a 115kV high voltage line. I hope the Public Utilities Commission will help Xcel Energy do the right thing and build the new line along the highway 55 and 494 corridor.

Thank you again for your time, expertise, and assistance.

Chris Perrine
15000 43rd Place North
Plymouth, Minnesota 55446

MINNESOTA DEPARTMENT OF COMMERCE

Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198
ph 651.296.4026 | fax 651.297.7891
www.energyfacilities.puc.state.mn.us

COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Anna Perry email: ap03350@gmail.com

Street Address: 15100 42nd Ave N

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

As a resident living along the proposed route of Excel energy's 115 kV transmission line project, I am amazed that this route was even considered due to the number of homes and individuals affected. This proposed project would not only change the height and voltage of the existing inactive lines, but it would greatly alter the lives of those affected by this route as the appeal and value of those houses drop, and health hazards increase. The route should take highways 494 and 55 and not the proposed route. Don't take advantage of Plymouth residents, change the route.

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at: http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: [signature] Date: 11/8/11

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COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Jacob L. Perry email: mzperry@msn.com

Street Address: 15100 42nd Ave N

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

I have a powerline going through my yard, and they are a big enough eye-sore as is. I could not imagine an even larger, High-voltage line in replacement of the [redacted] current one. I see no reason why they would propose doing this through my neighborhood, when there is an alternative route along the highway (where High voltage lines already exist). Replacing the lines in our neighborhood would greatly affect our homes/land/property and ultimately our lives in a very negative way.

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at:
http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: Jacob Perry Date: 11-9-11

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COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Mark Perry email: Mzperry@msn.com

Street Address: 15100 42nd Ave N.

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

As a resident of the city of Plymouth, I am opposed to the 115 kV Lines destroying our way of Living. Not only would these lines destroy the appearance of our property, They would also exspose my family to Many Health risks and Dangers. As a homeowner many of us have worked very hard to maintain the Value of our homes. I find it hard to understand that a Company Like EXCEL can come through and erase all of that hard work and Value in our homes with a project like this. Do the right thing for the residents of Plymouth and Keep the route of these "New" Lines on 494 + 55

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at: http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: [signature] Date: 11/9/11

AS A RESIDENT IN THE CITY OF Plymouth and on the proposed route I am opposed to the 115 KV Lines distroying our way of living. These New Lines would be crossing our property and exposing my family & kids to the ~~[illegible]~~ Health Dangers along with reducing the value of homes along this route. this Line was ~~[illegible]~~ abandoned when we purchased our home and now we stand the threat of Loosing the value in our home that we worked so hard to gain.
~~Keep these Lines~~ Do the right thing for the residents of Plymouth and keep these Lines on the route of 494 to 55.

MINNESOTA DEPARTMENT OF COMMERCE

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COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Mary Perry email:

Street Address: 15100 42nd Av N

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

As a homeowner & taxpayer who takes pride in my community, I am appauled that Excel Energy would even propose putting these high voltage lines up in our yards and neighborheods. If the proposed route is approved, we are essentially being stripped of our rights as landowners. It's amazing that we are having to put our time & energy towards fighting a proposal that is truly wrong and an injustice. Excel will make money regardless of the route they use.

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at:
http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: Mary Perry Date: 11-9-11

From: MARK PERRY
To: Ek, Scott (COMM)
Subject: Hollydale Project
Date: Wednesday, November 09, 2011 12:30:24 PM

Dear Scott,

I have attached several pictures showing some of the existing route that Excel Energy is proposing to upgrade. Here you can see the existing pole structures and visualize how extremely close and dangerous the situation would be if these structures were changed to high voltage power lines. Please submit these pictures so they will be included in the project assessment process.

Also, I would like to request that you or another representative that is involved in the proposed project, come and look at our property and the existing line. This situation really requires you to be on the site and personally see how close these high voltage lines would be to our living areas and how they would negatively impact the use of our property and the others affected by this change.

Sincerely,

Mary S. Perry
15100 42nd Av N
Plymouth, MN 55446

10.16.2011

10.16.2011

10.16.2011

10.16.2011

10.16.2011

10.16.2011

From: Finalcopyj@aol.com
To: Ek, Scott (COMM)
Subject: Docket No. E002/TL-11-152
Date: Wednesday, November 02, 2011 2:49:14 PM

We are residents of Quail Ridge in Plymouth. We are strongly opposed to the proposed route for the Hollydale 115kV Project, which will run the power line through our neighborhood just a few houses away from ours.

The current proposed route will take this power line through and/or very near to multiple residential areas, parks, playgrounds, schoolyards and marsh areas. A power line of this size will have a negative impact on our home and many other homes in Plymouth neighborhoods. Property values will go down and it will be more difficult to sell any home near it. I know I would never buy a home in close proximity to a large power line like this.

There are also possible health risks. The manufacturers of pacemakers say large power lines can possibly interfere with pacemakers. People living close to these lines may not be able to have guests with pacemakers. And if any of the residents of these homes ever has to have a pacemaker implanted it could be a hazard for them to live in their own home.

These high voltage lines should be placed near highways and business areas. I understand a possible alternative is along Highway 55 and 494. Please consider this alternative route.

We ask that you approve a route that will have the least impact on neighborhoods, schools and parks. Thank you,

Lee and Janet Phillippe
15210 44th Avenue North
Plymouth, MN 55446

Keith & Mary Pietsch
16905 40th Place, N
Plymouth, MN. 55446

Dear Mr. Ek,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, that you stated that we can make a difference and could have the proposed plan changed, gave us all hope.

So, I wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the recored;

1) I agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
    a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
    b) Would have minimum impact on housing / developments
    c) The decreased home values of 10%-40% based on the findings of licensed realestate agents presenting at public meeting
    d) Would not cause concerns or increased medical issues with occupants—especially smaller children and adults. See all references of medical studies made by Elizabeth Lafrenz at public meeting.
    e) The level of EMF output and the above studies findings regarding medical concerns and proved increased cases of a variety of different medical conditions associated with power lines.
    f) Not pit one neighbor(hood) against another as it appears was being done by the options under consideration by xcel and taking what appears to be big money making efforts with very little human health and property devaluation under consideration
    g) Noise level from the voltage of the power line upgrade. It is well known that it will be present. Especially for how close my home is with it in my back yard As well as for neighbors that are not aware of this issue/topic/concern due to not being informed.
    h) Concerned with possible personal safety of my children/family and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with a fully functioning power lines of this nature
    i) I would not have paid money/purchased current home had I known that this was an option when the line was a non functioning line.
    j) I'd also, like to know where I can go to see the proposed poles/lines to get a better understanding of what it will look like vs a picture that simply shows it in an ideal setting alongside an open road and field vs backing up to homes and in a home development.

Let me know if there is anything that I/we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Keith & Mary Pietsch

From: Ken Polovitz
To: Ek, Scott (COMM)
Subject: PUC Docket No. E002/TL-11-152
Date: Thursday, November 03, 2011 7:29:30 AM

Scott, Good Morning! Just a few comments about the above topic:

1. It seems to me that the transmission line already in place (with the upgrade) would be less disruptive then intruding on a neighborhood that was planned without it. In other words, it's there, so keep it there. The damage, so to speak, has already been done. It may cost more to keep it there, but I'm willing to have my rates increased to keep the original tract.

2. I paid a considerable amount money for our "wetland view" lot. It's the number one reason we chose this location to buy our townhouse: 5145 Yuma Lane N. Plymouth, MN 55446.

3. Speaking of wetlands, a transmission line of this scope may have a detrimental effect to the hundreds of geese and ducks that use this area.

Scott, I've worked in government in the past and know that "Not in my backyard" issues are some of the toughest. However, this one seems quite simple: It's there now, why not leave it there. Thanks for your time and effort. Take care.

From:	Barbara Reis
To:	Ek, Scott (COMM)
Subject:	Holly Creek vs. Xcel Energy
Date:	Saturday, November 05, 2011 8:06:26 PM
Attachments:	Xcel Letter Holly Creek Pond Neighbors.doc

Dear Scott,

Attached please find a letter stating that we appreciate your action to prevent Xcel Energy proposal to upgrade to the Holly Creek electrical lines.

We are vehemently opposed to it and thank you for your continued efforts to prevent this.

Sincerely,

Barbara and Jack Reis

16825 40th Place N.
Plymouth, MN 55446
763.744.1067

Jack and Barbara Reis
16825 40th Place N.
Plymouth, MN. 55446

Dear Scott,

First of all, we'd like to say that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest--an interest that would make them the most money with the least amount of cost, time and effort to complete.

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So, we wish to thank you for that!!

With that being said, we'd like to submit the following for consideration and for the record;

1) we agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
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   h) Concerned with possible personal safety of my children/family and others known/unknown that may arise via down wires due to storms, fires, electrical hazards and other increased hazards that are unknown to me at this time with a fully functioning power lines of this nature
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   j) I'd also, like to know where I can go to see the proposed poles/lines to get a better understanding of what it will look like vs a picture that simply shows it in an ideal setting alongside an open road and field vs backing up to homes and in a home development.

Let us know if there is anything that we /should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we cannot and must rely on assistance.

Thanks once again.

Jack and Barbara Reis

Eric & Jo Rhodes
16820 41st Ave N
Plymouth, MN. 55446

Dear Scott,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

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Let me know if there is anything that I/we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Eric Rhodes

From: apache@web.lmic.state.mn.us
To: Ek, Scott (COMM)
Subject: Rimmereid Mon Oct 31 21:18:17 2011 E002/TL-11-152
Date: Monday, October 31, 2011 9:19:00 PM

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina, Hennepin County

Docket number: E002/TL-11-152

User Name: Paul Rimmereid

County: Hennepin County

City: Plymouth

Email: rim1985@aol.com

Phone: 763-553-0724

Impact: I oppose the proposed route for the Hollydale 115 kV Transmission Line Project. Lines (and the necessary structures) carrying the proposed load should not run directly through the middle of residential areas for the same reason major highways do not run through the middle of residential areas. The Plymouth City Council voted to oppose the proposed route.

Mitigation: A better and more viable route is along nearby Highway 55 and Interstate 494.

Submission date: Mon Oct 31 21:18:17 2011

This information has also been entered into a centralized database for
future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

From: pplusrosen@comcast.net
To: Ek, Scott (COMM)
Subject: THE HOLLYDALE 115KV PROJECT
Date: Monday, November 07, 2011 9:58:34 AM
Attachments: Statement Concerning The Proposed Hollydale 115 KV Line.docx

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Scott, thank you for requesting input regarding the Hollydale 115KV project.

A statement regarding this proposed power line is attached for your records and I wish to have it shared with both Xcel and the PUC. If you have any problems accessing the attached file, please let me know at 763-557-6584. Also, please put me on the official mailing and e-mail list for any communications concerning the Hollydale project. My home address is:

Stuart Rosen
3770 Archer Lane N.
Plymouth, MN 55446

Thank you.

Stuart D. Rosen
President, Board of Directors
Westbranch 4th Twinhomes Association

WESTBRANCH 4TH TWINHOMES ASSOCIATION

PLYMOUTH, MINNESOTA

November 4, 2011

Regarding The Proposed Hollydale 115KV Project:

Thank you for requesting community input regarding the Xcel Energy proposed Hollydale 115 KV power line and substation. The opportunity to express my views on behalf of our Association is greatly appreciated.

I am President of the Board of Directors for the Westbranch 4th Twinhomes Association. Our twenty-two households are bounded by Dunkirk and Vicksburg on the West and East and Rockford Road and 38th Ave N on the South and North. The proposed route for the 115 KV line runs along the wetlands on the Northern boundary of our property while the Alternate route C on Rockford Road runs right along the Southern boundary of our Association's property. As a result, we find ourselves wedged between and very close to two proposed routes for the 115 KV power line and its associated towers.

Using either the proposed preferred route through the wetlands or Alternate route C is a matter of great concern to our Board and Association members. We anticipate several significant problems for our Association arising from either the proposed preferred route or Alternate route C.

1. The preferred route lies within a relatively short distance from multiple properties in our Association. Alternately, putting the line along Rockford Road (i.e., Alternate C) will also put most of our homeowners within a short distance of a high voltage line, approximately 30 to 100 feet depending on the residence. In either case, the line and its associated supporting steel towers will be highly visible from and closely approach many of our townhomes. We have been assured by multiple real-estate agents that these close-proximity towers and high voltage lines will significantly reduce property values and make property sales much more difficult. Since the majority of our Association members are senior citizens, the resulting loss in property values will adversely impact them financially during a period in their lives when they can least afford such a loss.

2. The electro-magnetic (i.e., EMF) field generated by these lines remains a concern in the scientific literature and is certainly of concern to our Association members. There are significant correlations between high voltage power lines in close proximity to humans or animals and various adverse health effects. Many of our homeowners are at an age where pacemakers and other health related devices are in use and might be negatively impacted by the electro-magnetic fields generated by these power lines. While the data on EMF maybe correlational rather than "causal," this is the same argument made for decades by tobacco companies that the correlation between cancer rates and smoking were simply based on statistical correlations rather than identifying the underlying causal mechanism for the smoking-cancer link. I hope that the potential ill effects of running high power lines so close to occupied residences will be taken seriously in your deliberations and decisions.

WESTBRANCH 4TH TWINHOMES ASSOCIATION

PLYMOUTH, MINNESOTA

November 4, 2011

In closing, as Board President I am requesting on behalf of our Association that you give serious consideration to a route for the 115 KV line that was not proposed by Xcel Energy; that is, running the line down Highway 55. This route avoids the neighborhoods in Plymouth, including our Association, it makes use of an area zoned for commercial use, and would follow a route that already contains power lines.

Thank you again for requesting my input. Please feel free to contact me at 763-557-6584 with any questions or comments.

Cordially,

Stuart D. Rosen, PHD
President, Board of Directors
Westbranch 4th Twinhomes Association

Jason and Paige Sawyer
16945 40th Ave N
Plymouth, MN. 55446

Dear Scott,

First of all, I'd like to let you know that it is very comforting knowing that we the people do have a voice and we the people can change the direction of what was presented as the only option. Xcel has made us feel as if they were simply going through the motions with no intention of listening or changing what they felt was in their best interest. An interest that would make them the most money with the least amount of cost, time and effort to complete.

Also, that you stated that we can make a difference and could have the proposed plan changed, gave us all hope.

So, I wish to thank you for that.!!

With that being said, I'd like to submit the following for consideration and for the recored;

1) I agree with the proposed option mentioned at the 10-26-11 public meeting--the Hwy 55 & Hwy 494 as the only option for Xcel to consider, pursue and actually implement based on the following issues to be considered;
    a) There are already power lines that could be used and increased in pole dimensions and voltage capabilities
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Let me know if there is anything that I/we may/should be doing with what we submit as well. Since we don't have a clue on what to do or how to do it, we are at the mercy of the process. This has required us to try to become an expert in a matter that we can not and must rely on assistance.

Thanks once again.

Jason and Paige Sawyer

From:	ANNE SEARLE
To:	Ek, Scott (COMM)
Subject:	Hollydale Project - Bridlewood & Churchill Farms Comments and Proposed Alternatives
Date:	Tuesday, November 08, 2011 2:43:28 PM
Attachments:	Bridlewood_Churchill Farms_Alternate Routes (2).pdf Comments on scope of EA_20111109.docx Hollydale Project Contact Information.docx

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Dear Mr. Ek,

Please find attatched documents for your consideration. My family along with multiple other young families live in the Bridlewood neighborhood and were very conserned to hear of the latest proposed plan. I appreciate that you will receive numerous emails so will keep this short as the attached documents say it all.

We thank you for taking the time to review these and hope that the proposed alternate routes will meet with approval.

Yours sincerely,
Anne Searle

1) The Neighborhoods of Bridlewood Farms and Churchill Farms Have Not Previously Had a Voice in the Route-Selection Process.

It is fair to say that there is no greater property interest than that which one has in one's home. That interest includes the right to be secure against infringement on the health and safety of the home's occupants, the right of quiet enjoyment, and the right against having the value of that property destroyed or damaged for public use without just compensation.

It would appear that while the route-permitting process was designed to include, and give a voice to, those persons whose property interests would most be impacted by the project, it failed to achieve that goal with respect to the residents of the Bridlewood Farms and Churchill Farms neighborhoods, who had no representation on the Advisory Task Force ["ATF"]. The role of the ATF was to identify impacts and issues that should be considered in the environmental assessment for evaluation of proposed routes for the transmission lines. To carry out that charge, representatives of those who have an interest in the location of the route were selected to serve on the ATF. No one representing the interests of the Bridlewood Farms or Churchill Farms neighborhoods served on the ATF and, as far as we can determine, no specific request was ever made to anyone in these neighborhoods.

As such, although the process was set up to have the appearance of fairness, it proceeded without actual fairness to these neighborhoods. The end result is that decisions about routes and their alternatives were made by those whose interests may very well be in conflict with, and adverse to, those in the Bridlewood Farms and Churchill Farms neighborhoods. In short, we were deprived of a voice and the opportunity to have a meaningful impact on a project that jeopardizes our property rights. As such, we urge serious and thoughtful consideration of our comments and proposals for alternative routes given that we were not part of the prior route-selection process.

2) The Proposed Route Will Have Serious and Irreparable Adverse Impacts on the Residents of the Bridlewood Farms and Churchill Farms Neighborhoods.

The following are our collected comments that address the effects of "the construction and operation of the high-voltage transmission line on human settlement, including, but not limited to, public health and safety, displacement, noise, aesthetics, socioeconomic impacts, cultural values, recreation, and public services." *See*, Minn. R. 7850.1900 Subp. 3 B.

A. Number of Homes Impacted

- The proposed route brings the line within 200 feet of at least 80 homes in the Bridlewood Farms and Churchill Farms neighborhoods (and nearby vicinity), as well as an additional 40 homes bordering the north side of Medina Road.

- Many of the homes are substantially closer to the proposed transmission lines than 200 feet. For example:

  3600 Zircon Ln. N. – 66'
  3605 Zircon Ln. N. – 59'
  3465 Zircon Ln. N. – 44'
  3475 Zircon Ln. N. – 42'
  3475 Zircon Ln. N. – 45'
  3720 Urbandale Ln. – 61'
  18705 37th Ave. N. – 125'
  18715 37th Ave. N. – 105'
  18725 37th Ave. N. – 75'
  18735 37th Ave. N. – 70'
  18805 37th Ave. N. – 84'
  18815 37th Ave. N. – 84'
  18825 37th Ave. N. – 67'

- As such, the proposed power-line route will have a significant adverse impact on the quality of life for a substantial number of residents, providing justification for consideration of our proposed alternative routes that impact fewer homes**.**

B. Impact on the Quiet Enjoyment of Homes Bordering the Proposed Line

- Fire hazard near high-voltage lines is a well-known and substantiated danger. Because of that danger and the proximity of the homes near the line, the proposed route will limit the ability of residents bordering the line to operate gas or charcoal grills or use fire pits. This same danger will require bordering residents to take extra precautions when filling lawn mowers and other gas-powered tools.

- Noise from the proposed power line could adversely impact the relative peace and quiet that the residents are used to enjoying and impact the sleep of those who border the line.

- The proposed lines will be attached to metal poles, rather than the wood poles that are now used. Unlike the wood poles that are easily camouflaged by the existing foliage (especially in the neighboring wetland), the metal poles will be easily visible. Moreover, the metal poles are expected to be at least ten-feet taller than the existing wood ones, making them more visible and unsightly to the neighboring homeowners, even those not directly bordering the transmission line.

- Currently, many residents along the proposed route border a wetland that provides an aesthetically pleasing environment and a home to egrets, herons, and other migratory birds. We are concerned that the installation of the proposed power

line and its expected clear zone will destroy that wetland and the enjoyment and tranquility that it brings to the neighborhood.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

C. Health and Safety Concerns

- The health and safety concerns from high-voltage power lines have been well articulated by others, and we do not intend on repeating them in detail here. Nevertheless, we are mindful of the fact that Xcel and other power companies like it have never conclusively established that chronic exposure to high-voltage power lines does *not* have adverse health impacts. Studies done by the World Health Organization and other similar organizations advise that the evidence of adverse health effects from chronic exposure to high-voltage lines is sufficiently strong to remain a concern and to warrant further research.

- Because obtaining conclusive causality between high-voltage power lines and an increase in cancer, such as child leukemia, is difficult at best, and because there are a significant number of credible studies that suggest there may be a correlation between high-voltage power lines and serious adverse health effects, we urge prudence given the number of homes in close proximity to the power line on the proposed route. At the very least, mitigating EMF-reducing measures should be considered.

- In addition to the large number of homes in close proximity to the high-voltage power lines, we ask that notice be taken that the proposed route travels over, and directly next to, walking/bicycle paths that the entire neighborhood – including pregnant women and children – use for pleasure and for walking to school.

- We have also learned that the Federal Housing Authority considers high-voltage lines to be a "hazard," as indicated by their own cite requirements quoted below:

  "2-0 INTRODUCTION

  This Chapter addresses the site requirements for FHA-insured mortgages. Before the valuation process can begin, subject properties must meet specific site requirements. The appraisal process is the lender's tool for determining if a property meets the minimum requirements and eligibility standards for a FHA-insured mortgage.

2-2 SPECIAL NEIGHBORHOOD HAZARDS AND NUISANCES

Physical conditions in some neighborhoods are hazardous to the personal health and safety of residents and may endanger physical improvements. These conditions include unusual topography, subsidence, flood zones, unstable soils, traffic hazards and various types of grossly offensive nuisances.

* * *

J. OVERHEAD HIGH-VOLTAGE TRANSMISSION LINES

No dwelling or related property improvement may be located within the engineering (designed) fall distance of any pole, tower or support structure of a high-voltage transmission line, * * * . For field analysis, the appraiser may use tower height as the fall distance.

For the purpose of this Handbook, a High-Voltage Electric Transmission Line is a power line that carries high voltage between a generating plant and a substation. **These lines are usually 60 Kilovolts (kV) or greater and are considered hazardous.** Lines with capacity of 12-60 kV and above are considered high voltage for the purpose of this Handbook. High voltage lines do not include local distribution and service lines."

- If an agency of the United States government considers high-voltage power lines to be a hazard, then so shouldn't those who are making the decision that these same kinds of lines be placed within 200 feet of at least 120 homes?

- As stated in the FHA site-requirement guidelines, a significant number of homes along this proposed route are within the fall lines of these proposed 90-foot metal poles, resulting in a significant potential risk to the occupants.

- Mosquito control in the wetlands adjacent to many of the effected properties is currently being done by helicopter. We are concerned that the installation of the proposed lines could adversely impact the ability to carry out effective mosquito-control measures, putting residents at a great risk of exposure to mosquito-borne illnesses.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

D. Property Values

- Because of the above-cited negative impacts that will inevitably result from the proposed power line, the homeowners adjacent to it will most certainly experience a substantial reduction in their property values, creating a domino effect on numerous other homeowners.

- The inability to acquire FHA-insured mortgages reduces the number of potential buyers.
- These concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

3) Bridlewood Farms/Churchill Farms Proposed Alternative Routes

Because of the risks and concerns identified above, we, the residents of Bridlewood/Churchill Farms, believe that the proposed route is unacceptable. We have outlined four alternative routes: Of the four alternate routes, three of them ("F1", "F2" & "F3") are based on the "Alternate F" that was originally proposed by the ATF. We, the residents of Bridlewood/Churchill Farms strongly recommend consideration of all four Alternate Routes because they impact significantly fewer homes in comparison to the "Proposed Route".

Hollydale Project - Area West of Cty Rd 101 and East of Holy Name Drive
(# of Homes Affected by 115kv Line, by Distance from Line)

Route/Severity	0 - 100ft	100 - 200 ft	200 - 300 ft	Total	Fewer Properties Affected	% Reduction
Proposed	55	43	36	134	0	0%
Alternate F1	32	9	22	63	71	53%
Alternate F2	20	10	24	54	80	60%
Alternate F3	18	9	22	49	85	63%
Alternate G	10	6	17	33	101	75%

The following is a description of each Alternative Route described in the table above:

Proposed Route F1 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road.
- Follow Medina Road west to Holy Name Drive.
- Follow Holy Name Drive (west side) south to connect to the "Proposed Route".

Proposed Route F2 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

Proposed Route F3 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- Follow Medina Road west to Hunter Drive.
- Go south following the Dundee and others property lines and connect to the "Proposed Route".

Proposed Route G – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west (south side) to north boundary of Park Nicollet property.
- Follow the north property line west to Brockton Lane.
    - Propose new right of way through the Park Nicollet property line.
- Follow Brockton Lane South to Medina Road.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

Hollydale Project Contact Information and On-Line Resources

Our Contact at the State Level for this project is:

SCOTT EK

Minnesota Department of Commerce | Energy Facility Permitting

85 7th Place East | St. Paul, Minnesota 55101-2198

phone: 651.296.8813 | fax: 651.297.7891

e-mail: scott.ek@state.mn.us | www.energyfacilities.puc.state.mn.us

Hollydale Advisory Task Force – Information Page:

http://energyfacilities.puc.state.mn.us/resource.html?Id=32256

Sites that have been set up by other residents affected by the Hollydale Project:

Hollydale project mn (Facebook link)

Hollydaleproject.blogspot.com

From: apache@web.lmic.state.mn.us
To: Ek, Scott (COMM)
Subject: Smith Thu Nov 3 19:20:53 2011 E002/TL-11-152
Date: Thursday, November 03, 2011 7:20:58 PM

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina, Hennepin County

Docket number: E002/TL-11-152

User Name: Sandra Smith

County: Hennepin County

City: Maple Grove

Email: smithx2@comcast.net

Phone:

Impact: As a parent of 2 children who attend Providence Academy and as a member of the Providence Academy Parents Association, I want to begin by expressing deep concern over the proposed Hollydale 115kV Transmission Line Project. Providence Academy is located on Schmidt Lake Road in Plymouth's first ward. Providence is a K-12 College Prep School with over 900 students. My interest in the Hollydale project stems from the fact that the current transmission line proposed to be upgraded runs directly through the east side of our campus. In fact, there are currently 5 poles located on campus. It is my understanding that the current structures would be replaced with taller, wider poles. Even more concerning, are the unknown health and safety impacts stemming from a high voltage power line directly above our playgrounds and sport fields at Providence. It is imperative that the following issues and impacts be considered in the environmental assessment: health and safety, the proximity to homes, schools and playgrounds, right of way and the impact on the environment.

Mitigation: First and foremost, I support the following alternate route for the Hollydale project. The transmission line should begin at proposed substation A, travel south along 494 and then west along Highway 55, connecting with the existing Xcel Hollydale substation and then moving west along the proposed route. In my opinion this alternate route, although more work for Xcel and Great River Energy, would have the fewest environmental impacts.

However, if the rebuild is granted along the route preferred by Xcel and Great River Energy, I encourage the transmission line that runs north and south on Providence's campus between Schmidt Lake Road and the railroad tracks, to be moved to the east of the conservation easement located on campus. The line would then span uninhabited property owned by the City of Plymouth. This is not my preferred route; however, this would lessen the direct impact on the hundreds of families who are part of the Providence community.

Thank you.

Submission date: Thu Nov 3 19:20:53 2011

MINNESOTA DEPARTMENT OF COMMERCE

Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198
ph 651.296.4026 | fax 651.297.7891
www.energyfacilities.puc.state.mn.us

COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Matt Smith email: MSmith@IT-MN.COM

Street Address: 4835 Minnesota Ln. N

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

Regarding the 69kv to 115 kv rebuild; this part of the project requires that the certificate of need be used as part of the process. This I assert is applicable due to the following reasons: 1) The two substations being modified will be above Threashold of 100kv. 2) the length of the lines far exceeds 8 miles depending on how it is mesured and the current laws pertaining to this are not clear enough with respect to how length is measured. 3) Due to the current ambiguity in Minnesota state laws pertaining to the certificate of need and the improper punctuation I contend these laws need to be clarified prior to any further development relating to Electrical lines.

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at: http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: Date: 11-9-11

MINNESOTA DEPARTMENT OF COMMERCE

Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198
ph 651.296.4026 | fax 651.297.7891
www.energyfacilities.puc.state.mn.us

COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Matt Smith email: msmith@IT-MN.com

Street Address: 4835 Minnesota Lane N

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. **Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.**

In my effort to attend the power line meeting at Green Mill in Plymouth in October of 2011 I was unable to gain access. At this meeting there was insufficiant seating, the room was filled beyond the limits imposed by local fire marshal additianoly there was no parking at Green Mill or other nearby parking lots. I ~~have~~ not been able to view the meeting or listen to the interation that took place. I do realize that a transcript was taken but I contend this is insufficiant access and therefore I ask that another meeting be held to provide proper access to the process

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at: http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: Date: 11-9-11

Debra and Brian Stage
17010 41st Place North
Plymouth, Minnesota 55446

November 5, 2011

Scott Ek
Office of Energy Security
State of Minnesota
Scott.ek@state.mn.us

Re: Proposed Power Line

Dear Scott,

We own a home in the Holly Creek development west of Dunkirk Lane and north of Hwy 55. We want to express our concerns with the Xcel's proposed route of a high-power line which would run along the southern border of our development and we understand that you are receptive to our input.

For the record, our position on this issue is the following:

We would urgently request that the proposed option mentioned at the public meeting on October 26, 2011, which would run the proposed line along Hwy 55, be allowed as the only option for Xcel to implement.

1. There are already power lines that could be used and increased in pole dimensions and voltage capabilities
2. This plan would have minimal impact on housing developments. We stand to see the value of our homes decrease by up to 40% based on the findings of licensed real estate agents who presented at that public meeting.
3. The alternative route would not cause the concerns we have regarding the medical consequences of constant exposure to heightened levels of EMF that come with proximity to high-power lines. Based on the studies mentioned at the meeting, the level of EMF output generated by the lines, running that close to homes, would present a risk for increased incidents of a variety of medical conditions that are now known to be associated with power lines. While decisions on the placement of power lines in earlier times are now known to have led to health impacts on those living nearby, those impacts were unintentional given the available scientific data at the time. With better data to guide them, Xcel would intentionally impact the health of people living near the lines by placing them as they have proposed. They should be concerned about class-action litigation brought by people who would be subjected to these known risks.
4. We are concerned with the personal safety of our families knowing there would be increased risk from downed lines as the result of storms, fires, or other hazards.

With an available option that lessens these risks and concerns considerably, it is hard to understand Xcel's motivation to choose a riskier plan. Their plan is unacceptable to us.

Thank you for your consideration of our concerns. If there is anything else we can do to advocate our position, please let us know.

Sincerely,

Debra Stage

Brian Stage

MINNESOTA DEPARTMENT OF COMMERCE

Energy Facility Permitting
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198
ph 651.296.4026 | fax 651.297.7891
www.energyfacilities.puc.state.mn.us

COMMENT FORM

Public Information and Scoping Meeting

Proposed Hollydale 115 kV Transmission Line Project

Docket No. E002/TL-11-152

Name: Mark Perry email: Mzperry@msn.com

Street Address: 15100 42nd Ave N.

City: Plymouth State: MN ZIP: 55446

Share your comments on the proposed Hollydale 115 kV Transmission Line Project. Comments must be received no later than 4:30 p.m., Wednesday, November 9, 2011.

As a resident of the city of Plymouth, I am opposed to the 115 kV Lines destroying our way of Living. Not only would these lines destroy the appearance of our property, They would also exspose my family to many Health risks and Dangers. As a homeowner many of us have worked very hard to maintain the Value of our homes. I find it hard to understand that a Company Like EXCEL can come through and erase all of that hard work and Value in our homes with a project like this. Do the right thing for the residents of Plymouth and Keep the route of these "New" Lines on 494 & 55

Please turn this form in tonight or mail to the address provided on the back. You may use additional sheets, as necessary. Comments can also be e-mailed to Scott Ek at: **scott.ek@state.mn.us** with **Docket No. E002/TL-11-152** in the email subject line or submitted online at:
http://energyfacilities.puc.state.mn.us/publicComments.html?projectId=32121

Signature: Date: 11/9/11

From:	bekahswan@comcast.net
To:	Ek, Scott (COMM); Kirsch, Raymond (COMM)
Cc:	Sarah Hatley; Nick Leviton
Subject:	Proposed Hollydale 115 kV Project
Date:	Thursday, November 03, 2011 8:31:21 PM

Greetings,

As residents of Plymouth we wanted to write to you about our concerns around the proposed Hollydale 115kV project.

Our daughter and her husband (Sarah and Nick Leviton) are a young married couple who recently purchased their first home in Plymouth.
They live in the Fields of Nanterre development currently under consideration as an alternative route for the power lines (Alternative Route B).

We are opposed to this proposal as we are concerned with the negative impact it will have on their property value.
Research we've seen indicates home values are reduced by as much as 40% when these type of power lines are added nearby.

We ask you to utilize a route that would not impact homeower property values (e.g. Highway 55 and 494).
Please make the right decision for our family and friends in Plymouth.

We need your leadership.

Sincerely,

Harry Steen and Rebekah Swan
5304 Ximines Lane North
Plymouth, MN 55442

From:	Judy Johnson
To:	Ek, Scott (COMM); kathrynsterner@comcast.net
Cc:	Tim Bildsoe; Kelli Slavik
Subject:	RE: Xcel Energy Proposed Hollydale Project
Date:	Tuesday, November 08, 2011 12:21:20 PM

Scott - here is the text of the letter - thanks for making sure it is included in the public comment.

November 8, 2011

Ms. Kelli Slavik, Mayor
City of Plymouth
3400 Plymouth Boulevard
Plymouth, MN 55447

RE: Xcel Energy Proposed Hollydale Project

Dear Mayor Slavik,

My name is Kathryn Sterner and I am a 15-year resident of Plymouth with the last 10 years at 16600 39th Avenue North, in the Westbranch neighborhood. I am writing this to convey my **deep concern** about the course of events related to the proposed Hollydale high voltage transmission line project. The proposed route not only goes right through Westbranch neighborhood but directly in my backyard.

I attended the citizen meeting on October 26th and it was clear that the recommendation and position on this matter (by every resident that attended) is to ensure that there are **NO** overhead 115k V lines installed through residential neighborhoods.

I respectfully urge you and the Plymouth City Council to advocate for the Public Utilities Commission to select **Alternative Route E** which runs along Highway 55 and north on Interstate 494 as the route for this obtrusive and controversial transmission line.

The risks of proceeding with Xcel's proposed route include but are not limited to:

- **Unprecedented** infringement on residential property for the City of Plymouth
- **Significant property tax revenue loss** for City of Plymouth due to cumulative **$8 million** loss in home value for 400 directly impacted homes (based on estimated minimum 10% home value decrease). **My home would be directly impacted!**
- **Environmental, Aesthetic, and Cultural Value degradation** to directly impacted areas and immediate surrounding areas, all in very close proximity to Plymouth City Center

- **Health Risks** to Plymouth citizens caused by prolonged and close exposure to EMF

To ensure that these far-reaching and significant risks are averted, the City Council must not only continue but **intensify** its advocacy for the non-residential Alternative E route for this project. I urge you to follow the example of your colleagues from the City of Minneapolis who have rallied behind the efforts of the Midtown Greenway Coalition and appear close to victory in compelling Xcel to bury 115kV lines as part of the Hiawatha Project (see relevant links below).

Please exercise **all** means possible to avert this de-beautification and devaluation of neighborhoods located in the heart of our premier metropolitan suburb.

Thank you.

Sincerely,

Kathryn A. Sterner
16600 39th Avenue North
Plymouth, MN 55446

cc: Ms. Judy Johnson, Council Member Ward 1
Mr. Tim Bildsoe, Council Member at large
Mr. Scott Ek, State Permit Manager, Minnesota Department of Commerce

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From: Ek, Scott (COMM) [Scott.Ek@state.mn.us]
Sent: Tuesday, November 08, 2011 12:07 PM
To: Judy Johnson; kathrynsterner@comcast.net; kslavic@plymouthmn.gov
Cc: Tim Bildsoe
Subject: RE: Xcel Energy Proposed Hollydale Project

Good Afternoon:

I did not receive the attachment to this email. Would someone please resend?

Thanks much,

SCOTT EK
Minnesota Department of Commerce | Energy Facility Permitting
85 7th Place East | St. Paul, Minnesota 55101-2198
phone: 651.296.8813 | fax: 651.297.7891
e-mail: scott.ek@state.mn.us | www.energyfacilities.puc.state.mn.us

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From: Judy Johnson [mailto:jjohnson@plymouthmn.gov]
Sent: Tuesday, November 08, 2011 11:57 AM
To: kathrynsterner@comcast.net; kslavic@plymouthmn.gov

Cc: Tim Bildsoe; Ek, Scott (COMM)
Subject: RE: Xcel Energy Proposed Hollydale Project

Kathryn,

Thank you for your letter. I am glad to see that you copied Scott Ek on this email. This is where comments need to go in the public process. The city has no official role as we are preempted by law from any review or approvals for the permit/route. We cannot compel Xcel Energy or the Public Utilities Commission (the entity who will have the final say in permitting) to do or not do anything. We do appreciate your concerns, shared by many, and encourage everyone to let the Dept. of Commerce know your concerns about the proposal. The city does support seeking the 494/55 corridor as an alternate route and we have communicated that to the Dept. of Commerce through the public process.

Thank you for engaging and making your voice heard. We know this is a very important issue for our residents.

Judy Johnson
Ward 1 Council Member

From: kathrynsterner@comcast.net [kathrynsterner@comcast.net]
Sent: Tuesday, November 08, 2011 11:20 AM
To: kslavic@plymouthmn.gov
Cc: Judy Johnson; Tim Bildsoe; scott.ek@state.mn.us
Subject: Xcel Energy Proposed Hollydale Project

Dear Mayor Slavik,

Attached is a letter detailing concerns and remedies pertaining to the 115kV transmission line project proposed by Xcel Energy that, if approved, will directly impact 400 homes near the Plymouth City Center and indirectly impact the image of our fine city.

Thank you in advance for your thoughtful attention to this important matter.

Sincerely,
Kathryn A. Sterner
16600 39th Avenue North
Plymouth, MN 55446

From:	TERRY D THOMPSON
To:	Ek, Scott (COMM)
Subject:	Docket No. E002/TL-11-152
Date:	Monday, October 31, 2011 9:27:06 PM

Scott
Our address is 14909 - 45th Ave N (Tyrell Townhomes) and we were unaware of the Hollydale Power Line Project until receiving a notice in our door today.

We have looked at the map of the proposed route and the alternate route for segment A connecting to the preferred substation A. The proposed route turns north off Rochford Road and runs behind the Tyrell Townhomes, through Turtle Lake Park and nature area before turning east at Schmidt Lake Road and then south along 494 to the substation. It appears that route comes close to nearly 100 homes and disrupts the natural beauty of the Turtle Lake area.

The alternate route continuing east along Rochford Road to 494 and then north to the substation would be near 36 residences and appears to be a much shorter and direct route to the substation. Why is this route not the preferred route?

We request the alternate route be used. It travels along a county road and a freeway. Most of that distance is commercial use.

The preferred route goes directly through residential neighborhoods affecting a large number of homes and also through park and nature areas. The City of Plymouth has done a wonderful job of setting aside tracts of land for parks and natural settings - please do not erect power lines through those areas when alternatives are available. We also request that the power line be constructed along the route affecting the least number of residences.

Thank you for considering our request and submitting it through the proper channels.

Karen and Terry Thompson
14909 - 45th Avenue N
Plymouth MN 55446
763 550-7889

From: apache@web.lmic.state.mn.us
To: Ek, Scott (COMM)
Subject: Thompson Tue Nov 1 11:08:17 2011 E002/TL-11-152
Date: Tuesday, November 01, 2011 11:08:22 AM

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Hollydale 115 kV Transmission Line Project in the Cities of Plymouth and Medina, Hennepin County

Docket number: E002/TL-11-152

User Name: Karen Thompson

County: Hennepin County

City: Plymouth

Email: ttandkt@msn.com

Phone: 763 550-7889

Impact: The proposed route for segment A passes by nearly 100 residences and through Turtle Lake Park and nature area. The impacts are obvious - affecting many homes and a detriment to the park and open areas the city of Plymouth has worked so hard to set aside for the benefit of its citizens.

The route turns off Rochford Road, runs north across Schmidt Lake Road, east to 494 and then south again along 494 to the preferred substation A. This seems an unnecessarily circuitous route to the substation.

This proposed route is disruptive to many neighborhoods and would severly alter the peacefulness of the park areas.

Mitigation: The alternate route continues east on Rochford Road and then north along 494 to the substation. This route comes near 36 homes, a much lesser number than the proposed route.

The majority of this route is commercial and would not pass through multiple neighborhoods and through park and open nature areas.

This is a more direct route to the substation and does not entail many turns.

The alternate route would have a much lesser impact on the area and its homeowners and parks.

Please change the plans from the proposed route to the alternate route.

Submission date: Tue Nov 1 11:08:17 2011

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

From:	Jeffrey Thompson
To:	Ek, Scott (COMM)
Cc:	kslavik@plymouthmn.gov; bstein@plymouthmn.gov; jjohnson@plymouthmn.gov; tbildsoe@plymouthmn.gov; gblack@plymouthmn.gov; jwosje@plymouthmn.gov; jwillis@plymouthmn.gov
Subject:	Comments_on_scope_of_EA_201111091
Date:	Monday, November 07, 2011 10:56:32 AM
Attachments:	Comments_on_scope_of_EA_201111091.docx

Dear Mr. Eck and the Mayor and City Council of Plymouth,

I write concerning the high voltage transmission lines that are proposed to run alongside the homes in the Bridlewood / Churchhill Farm neighborhoods.

I attach the Bridlewood / Churchhill Farm homeowners' association comments on the proposed high voltage powerline. I fully agree with those comments and am extremely troubled by the proposed location of the new transmission lines.

We live at 3600 Alvarado Lane North, Plymouth, MN 55446. While our property is not listed on the attachment as being within 100 feet of the line, I am fairly sure that our house is about 75 - 90 feet from the existing small wooden pole that is proposed to be replaced by the massive higher voltage pole. We are immediately on the other side of a narrow strip of trees from the existing pole and line, where it traverses the berm between the two neighborhoods. According to the FHA guidelines discussed in the attachment, that means that our property will be placed in a "hazardous" area if the currently proposed higher voltage line and pole go in. Yet, we were never advised of these risks, let alone invited to be a member of the task force.

I had no idea that because of the new, much higher voltage lines that are proposed, we would be unable to use our barbeque or fill our lawnmower due to the fire / explosion risk. The health risk is also very troubling. We are advised that the noise of the new lines will make it very difficult to sleep, as well. And I wonder whether the huge old oak in the backyard and the strip of trees would be killed or removed.

The various alternative routes that our association proposes, which run along roads or highways, a set of industrial green houses and across open farmland seem far more suitable than running the new higher voltage lines right along virtually unbuffered backyards and houses and along a walking path. It would very much appear that certain financial interests were considered far above those of the health, safety and welfare of the people living in the homes.

Our proposed alternatives would impact far fewer houses, as shown in the materials. The Bridlewood / Churchhill Farm development looks to be the single most densely populated housing in the area, yet it appears that it was selected to have the lines run right next to the homes. This would seem to be the immediate result of this highly populated area having absolutely no representation on the advisory task force. The proposals of our association would have very little impact on the homes of other developments and would use the natural buffering effect of the roads and highways and industrial or open land to maximum effect.

The currently proposed line seems to unnecessarily harm the maximum number of people and homes when one would certainly expect that the risk/reward assessment should have been looking to achieve exactly the opposite result.

I include the Plymouth Mayor and City Council both because I know many of you, having served with you on the Planning Commission and/or the Charter Commission, and because I would fully expect the City to protect its citizens. The current proposal would do the greatest harm to the greatest number of people. It should be changed. If the City made this a priority, it could and would impact the way that the lines are going in.

I urge that the line be moved so that it does not run alongside the neighborhood in this unbuffered manner and that it instead run along the roads and highways and industrial, open and farm land, where it will not threaten as much harm.

Jeffrey M. Thompson, Esq.
3600 Alvarado Lane N.
Plymouth, MN 55446
763-478-8845 (h)
612-371-1306 (o)
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1) The Neighborhoods of Bridlewood Farms and Churchill Farms Have Not Previously Had a Voice in the Route-Selection Process.

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It is fair to say that there is no greater property interest than that which one has in one's home. That interest includes the right to be secure against infringement on the health and safety of the home's occupants, the right of quiet enjoyment, and the right against having the value of that property destroyed or damaged for public use without just compensation.

It would appear that while the route-permitting process was designed to include, and give a voice to, those persons whose property interests would most be impacted by the project, it failed to achieve that goal with respect to the residents of the Bridlewood Farms and Churchill Farms neighborhoods, who had no representation on the Advisory Task Force ["ATF"]. The role of the ATF was to identify impacts and issues that should be considered in the environmental assessment for evaluation of proposed routes for the transmission lines. To carry out that charge, representatives of those who have an interest in the location of the route were selected to serve on the ATF. No one representing the interests of the Bridlewood Farms or Churchill Farms neighborhoods served on the ATF and, as far as we can determine, no specific request was ever made to anyone in these neighborhoods.

As such, although the process was set up to have the appearance of fairness, it proceeded without actual fairness to these neighborhoods. The end result is that decisions about routes and their alternatives were made by those whose interests may very well be in conflict with, and adverse to, those in the Bridlewood Farms and Churchill Farms neighborhoods. In short, we were deprived of a voice and the opportunity to have a meaningful impact on a project that jeopardizes our property rights. As such, we urge serious and thoughtful consideration of our comments and proposals for alternative routes given that we were not part of the prior route-selection process.

2) The Proposed Route Will Have Serious and Irreparable Adverse Impacts on the Residents of the Bridlewood Farms and Churchill Farms Neighborhoods.

The following are our collected comments that address the effects of "the construction and operation of the high-voltage transmission line on human settlement, including, but not limited to, public health and safety, displacement, noise, aesthetics, socioeconomic impacts, cultural values, recreation, and public services." *See*, Minn. R. 7850.1900 Subp. 3 B.

A. Number of Homes Impacted

- The proposed route brings the line within 200 feet of at least 80 homes in the Bridlewood Farms and Churchill Farms neighborhoods (and nearby vicinity), as well as an additional 40 homes bordering the north side of Medina Road**.**

- Many of the homes are substantially closer to the proposed transmission lines than 200 feet. For example:

  3600 Zircon Ln. N. – 66'
  3605 Zircon Ln. N. – 59'
  3465 Zircon Ln. N. – 44'
  3475 Zircon Ln. N. – 42'
  3475 Zircon Ln. N. – 45'
  3720 Urbandale Ln. – 61'
  18705 37th Ave. N. – 125'
  18715 37th Ave. N. – 105'
  18725 37th Ave. N. – 75'
  18735 37th Ave. N. – 70'
  18805 37th Ave. N. – 84'
  18815 37th Ave. N. – 84'
  18825 37th Ave. N. – 67'

- As such, the proposed power-line route will have a significant adverse impact on the quality of life for a substantial number of residents, providing justification for consideration of our proposed alternative routes that impact fewer homes**.**

B. Impact on the Quiet Enjoyment of Homes Bordering the Proposed Line

- Fire hazard near high-voltage lines is a well-known and substantiated danger. Because of that danger and the proximity of the homes near the line, the proposed route will limit the ability of residents bordering the line to operate gas or charcoal grills or use fire pits. This same danger will require bordering residents to take extra precautions when filling lawn mowers and other gas-powered tools.

- Noise from the proposed power line could adversely impact the relative peace and quiet that the residents are used to enjoying and impact the sleep of those who border the line.

- The proposed lines will be attached to metal poles, rather than the wood poles that are now used. Unlike the wood poles that are easily camouflaged by the existing foliage (especially in the neighboring wetland), the metal poles will be easily visible. Moreover, the metal poles are expected to be at least ten-feet taller than the existing wood ones, making them more visible and unsightly to the neighboring homeowners, even those not directly bordering the transmission line.

- Currently, many residents along the proposed route border a wetland that provides an aesthetically pleasing environment and a home to egrets, herons, and other migratory birds. We are concerned that the installation of the proposed power

line and its expected clear zone will destroy that wetland and the enjoyment and tranquility that it brings to the neighborhood.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

C. Health and Safety Concerns

- The health and safety concerns from high-voltage power lines have been well articulated by others, and we do not intend on repeating them in detail here. Nevertheless, we are mindful of the fact that Xcel and other power companies like it have never conclusively established that chronic exposure to high-voltage power lines does *not* have adverse health impacts. Studies done by the World Health Organization and other similar organizations advise that the evidence of adverse health effects from chronic exposure to high-voltage lines is sufficiently strong to remain a concern and to warrant further research.

- Because obtaining conclusive causality between high-voltage power lines and an increase in cancer, such as child leukemia, is difficult at best, and because there are a significant number of credible studies that suggest there may be a correlation between high-voltage power lines and serious adverse health effects, we urge prudence given the number of homes in close proximity to the power line on the proposed route. At the very least, mitigating EMF-reducing measures should be considered.

- In addition to the large number of homes in close proximity to the high-voltage power lines, we ask that notice be taken that the proposed route travels over, and directly next to, walking/bicycle paths that the entire neighborhood – including pregnant women and children – use for pleasure and for walking to school.

- We have also learned that the Federal Housing Authority considers high-voltage lines to be a "hazard," as indicated by their own cite requirements quoted below:

  "2-0 INTRODUCTION

  This Chapter addresses the site requirements for FHA-insured mortgages. Before the valuation process can begin, subject properties must meet specific site requirements. The appraisal process is the lender's tool for determining if a property meets the minimum requirements and eligibility standards for a FHA-insured mortgage.

2-2 SPECIAL NEIGHBORHOOD HAZARDS AND NUISANCES

Physical conditions in some neighborhoods are hazardous to the personal health and safety of residents and may endanger physical improvements. These conditions include unusual topography, subsidence, flood zones, unstable soils, traffic hazards and various types of grossly offensive nuisances.

* * *

J. OVERHEAD HIGH-VOLTAGE TRANSMISSION LINES

No dwelling or related property improvement may be located within the engineering (designed) fall distance of any pole, tower or support structure of a high-voltage transmission line, * * * . For field analysis, the appraiser may use tower height as the fall distance.

For the purpose of this Handbook, a High-Voltage Electric Transmission Line is a power line that carries high voltage between a generating plant and a substation. **These lines are usually 60 Kilovolts (kV) or greater and are considered hazardous.** Lines with capacity of 12-60 kV and above are considered high voltage for the purpose of this Handbook. High voltage lines do not include local distribution and service lines."

- If an agency of the United States government considers high-voltage power lines to be a hazard, then so shouldn't those who are making the decision that these same kinds of lines be placed within 200 feet of at least 120 homes?

- As stated in the FHA site-requirement guidelines, a significant number of homes along this proposed route are within the fall lines of these proposed 90-foot metal poles, resulting in a significant potential risk to the occupants.

- Mosquito control in the wetlands adjacent to many of the effected properties is currently being done by helicopter. We are concerned that the installation of the proposed lines could adversely impact the ability to carry out effective mosquito-control measures, putting residents at a great risk of exposure to mosquito-borne illnesses.

- The concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

D. Property Values

- Because of the above-cited negative impacts that will inevitably result from the proposed power line, the homeowners adjacent to it will most certainly experience a substantial reduction in their property values, creating a domino effect on numerous other homeowners.

- The inability to acquire FHA-insured mortgages reduces the number of potential buyers.
- These concerns in this section are magnified in this neighborhood given the number of homes in close proximity to the proposed power-line route.

3) Bridlewood Farms/Churchill Farms Proposed Alternative Routes

Because of the risks and concerns identified above, we, the residents of Bridlewood/Churchill Farms, believe that the proposed route is unacceptable. We have outlined four alternative routes: Of the four alternate routes, three of them ("F1", "F2" & "F3") are based on the "Alternate F" that was originally proposed by the ATF. We, the residents of Bridlewood/Churchill Farms strongly recommend consideration of all four Alternate Routes because they impact significantly fewer homes in comparison to the "Proposed Route".

Hollydale Project - Area West of Cty Rd 101 and East of Holy Name Drive
(# of Homes Affected by 115kv Line, by Distance from Line)

Route/Severity	0 - 100ft	100 - 200 ft	200 - 300 ft	Total	Fewer Properties Affected	% Reduction
Proposed	55	43	36	134	0	0%
Alternate F1	32	9	22	63	71	53%
Alternate F2	20	10	24	54	80	60%
Alternate F3	18	9	22	49	85	63%
Alternate G	10	6	17	33	101	75%

The following is a description of each Alternative Route described in the table above:

Proposed Route F1 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road.
- Follow Medina Road west to Holy Name Drive.
- Follow Holy Name Drive (west side) south to connect to the "Proposed Route".

Proposed Route F2 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

Proposed Route F3 – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west to rail line to Medina border.
- Follow the Medina-Plymouth border south to Brockton Lane.
- Follow Brockton Lane South to Medina Road intersection.
- Follow Medina Road west to Hunter Drive.
- Go south following the Dundee and others property lines and connect to the "Proposed Route".

Proposed Route G – Start at Hollydale Substation

- Using the existing "Proposed Route" from the Hollydale Substation go east back to Hwy 55.
- Follow Hwy 55 west (south side) to north boundary of Park Nicollet property.
- Follow the north property line west to Brockton Lane.
    - Propose new right of way through the Park Nicollet property line.
- Follow Brockton Lane South to Medina Road.
- At the corner of Brockton Lane and Medina Road turn west on Medina Road, for 500 feet; at that point, go directly south to connect to the "Proposed Route".

From:	Jeffrey Thompson
To:	Joseph.G.Sedarski@xcelenergy.com; Ek, Scott (COMM)
Cc:	Margaret Thompson
Subject:	FW: Hollydale Project alternate route map and summary table
Date:	Wednesday, November 09, 2011 10:39:49 AM
Attachments:	Bridalwood_Routes_with_All_Report_Data_LowRes.pdf Bridalwood_Structure_Summary.xls

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Dear Messrs. Ek and Sedarski,

We live at 3600 Alvarado Lane N. in Plymouth. Our house is one of the yellow dots on the Bridalwood Routes map, attached hereto. (By the way, I think it should be "Bridlewood" not "Bridalwood.") I assume that the shading and yellow dots mean that the necessary easement for the proposed powerline runs through our house. I wrote to Mr. Ek yesterday and received information that Mr. Sedarski sent to Bruno Silikowski.

I could not understand the Bridalwood Structure Summary or, more to the point, match its property references and the distance to our house. Please advise as to how close the proposed powerline is to our property line and to our house. My neighbor measured it to be about 90 feet to our house, which seems about right by my eye-balling it. Also, please advise as to how close to our house and property line the new pole is to be -- is it the same location as the existing pole, more or less, which is the reference point I have been using?

I looked back at our home file. The Lot Survey, Plat, Appraisals and Title Insurance reflect at most a Transmission Line easement of only 5 feet (6 feet in one Survey) on our southerly lot line, ending in the grove of trees. I understand, however, that the necessary easement for the larger lines is 150 feet or 200 feet (I have heard these different numbers from different sources), which means that the existing easement is not nearly large enough, with the required easement seeming to run into the middle of our house. We did not receive anything to sign relating to any Transmission Line easement back when we bought the house.

Accordingly, I assume that this means that the existing easement does not cover the needed easement for the new proposed line. Please confirm that that is the case.

If that assumption is correct, what is the process for determining the payment we would receive for the easement or for our home (imminent domain and/or under the "Buy the Farm" law??)? I know that this is a little premature, but we need to start planning for contingencies in case the line does go through as planned, which I am told is likely. We would like some understanding of what the state and/or X-Cel proposed to do in this situation and/or what the usual process is.

I have heard that anything from 10% to 40% of the home value is what is paid for the easement, while "full market value" is paid for the home, if we elect that option. How is

the market value determined? Is it the assessed value? Or do X-Cel and we hire appraisers to determine the value without the easement and powerline?

Has XCel made any preliminary determinations as to the easement payment or fair market value? When and how will it go about that?

Thank you for any and all information that you can provide on this process. It is a little scary for us, as homeowners, reading the material that we received from the neighbor group and then considering the impact on our lives. We have lived here since the house was built in 1995. Three of our five kids have only ever lived in this house. They don't want to move and leave their friends. Nor do my wife and I want to move: we love it here and our neighbors.

But, the idea that we won't be able to barbeque or mow the lawn anymore and/or that we won't be able to sleep is a bit alarming. And the idea that the FHA would not extend a loan to anyone wanting to buy the house due to the "harzardous condition" of the powerline and pole is more than alarming. What is X-Cel's and the state's views of these things? Do you have any material that we could read on these issues in order to draw our own conclusions?

Anyway, thank you for any information that you can provide.

Jeff Thompson
612-371-1306 (o)
763-478-8845 (h)

From: Bruno Silikowski [mailto:bsilikowski@automotorplex.com]
Sent: Monday, November 07, 2011 4:19 PM
To: Paul Ablack
Subject: FW: Hollydale Project alternate route map and summary table

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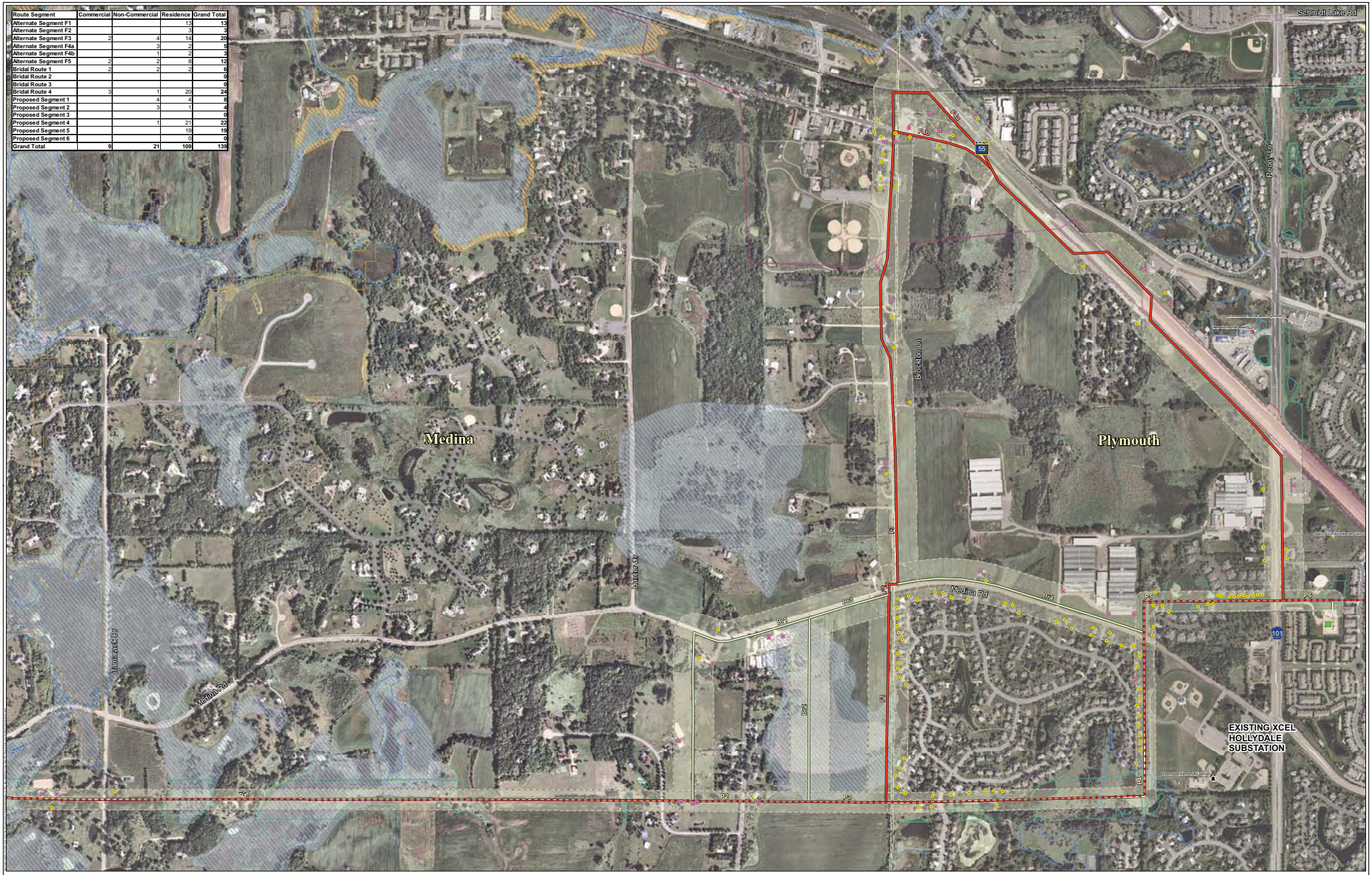
From: Sedarski, Joseph G [mailto:Joseph.G.Sedarski@xcelenergy.com]
Sent: Monday, November 07, 2011 4:05 PM
To: 'bsilikowski@automotorplex.com'
Cc: Rogers, Christopher C; Kotz II, Eugene R
Subject: Hollydale Project alternate route map and summary table

Hi Bruno – as a follow up to our meeting last week, and as promised, please find attached a map and summary information regarding route alternatives discussed. I think we captured the correct route alternate segments, but if we missed one you should be able to still use the map to revise and come up with others.

Let me know if you have any questions.

Best Regards,
Joe

Route Segment	Commercial	Non-Commercial	Residence	Grand Total
Alternate Segment F1			13	13
Alternate Segment F2			3	3
Alternate Segment F3	2	4	14	20
Alternate Segment F4a		3	2	5
Alternate Segment F4b		1	2	3
Alternate Segment F5	2	2	8	12
Bridal Route 1	2	2	2	6
Bridal Route 2				0
Bridal Route 3				0
Bridal Route 4	3	1	20	24
Proposed Segment 1		4	4	8
Proposed Segment 2		3	1	4
Proposed Segment 3				0
Proposed Segment 4		1	21	22
Proposed Segment 5			19	19
Proposed Segment 6			0	0
Grand Total	9	21	109	139



Bridalwood Route Segment
Alternate Route Segment F
Proposed Route Segment
Preferred Substation Site A
Alternate Substation Site B
Route-Width (200 / 400 feet)

GRE Substation
GRE Transmission Line
69 kV
115 kV
345 kV

Xcel Energy Substation
Xcel Energy Transmission Line
69 kV
115 kV
345 kV

Railroad
Municipal Boundary
Public Water Inventory Watercourse
Public Water Inventory Basin
Wetlands (Barr, 2010)
(Clipped to 200 Feet of Centerline)

Terrestrial Community
Terrestrial Community - Element Occurance Area
MCBS Native Plant Community
Moderate Significance
Regionally Significant Ecological Area

Regional Existing Trail
Approximate MnDOT ROW
Snowmobile Trail
Residence
Non-Residential Building
Child Care Center
School
Church

Feet
300 150 0 300

Data Source: Xcel Energy, GRE, MN DNR, MNDOT, USGS
Background: 2009 Aerial Express Imagery for the Twin Cities

Hollydale Project
PROJECT AREA MAP
Hennepin County, Minnesota

Xcel Energy

PUC Docket No. E002/TL-11-152

Type	Comments	RouteName	DateAdded	Comments_1	RouteID	BuffDistFt	FtToRoute
Residence	House - Single Family	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	90.74859214280
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	47.78717344520
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	46.02359071160
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	54.52959492080
Non-Commercial	Shed	Proposed Segment 2	11/4/2011	Bridalwood Req	P2	100.00000000000	29.94977129960
Non-Commercial	Shed	Proposed Segment 2	11/4/2011	Bridalwood Req	P2	100.00000000000	12.87710014960
Non-Commercial	Deer Stand	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	8.66269712760
Non-Commercial	Garage	Proposed Segment 2	11/4/2011	Bridalwood Req	P2	100.00000000000	5.46381251080
Residence	House - Single Family	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	43.99770482000
Residence	House - Single Family	Proposed Segment 2	11/4/2011	Bridalwood Req	P2	100.00000000000	30.43225163000
Residence	House - Single Family	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	39.52053932240
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	62.64718048240
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	69.08284341800
Non-Commercial	Barn, garage or shed?	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	49.07050681960
Non-Commercial	Barn, garage or shed?	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	48.41876795360
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	91.30259478520
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	82.83819162720
Residence	House - Single Family	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	78.97188572920
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	89.06374956920
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	96.52956345640
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	94.72821825440
Residence	House - Single Family	Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	120.30571251100
Non-Commercial	Barn, garage or shed?	Proposed Segment 1	11/4/2011	Bridalwood Req	P1	100.00000000000	48.57008029440
Residence	House - Single Family	Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	95.03205684680
Residence	House - Single Family	Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	138.40449918000
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	83.67001580080
Residence	House - Single Family	Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	178.64941516600
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	41.20078872000
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	43.49757357040
Non-Commercial		Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	139.77611995800
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	44.81348568600
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	63.31725924400
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	55.53973274840
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	74.73605882200
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	41.21627428480
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	51.07336121440
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	185.86362143300
Non-Commercial	Shed	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	96.06565268040
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	128.32726788600
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	98.23999658200
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	67.23687879200
Non-Commercial		Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	198.19810345500
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	108.72969508000
Residence		Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	62.20469359160
Residence	House - Single Family	Proposed Segment 4	11/4/2011	Bridalwood Req	P4	100.00000000000	43.59501451840
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	99.56453730680
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	110.68061377800
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	193.41073453600
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	196.15653514800
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	141.72241267200
Commercial	Commercial	Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	72.28412304800
Commercial		Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	101.35056098600
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	193.80771617600
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	85.44691874480
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	112.24445897200
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	104.20108601200
Residence		Bridal Route 1	11/4/2011	Bridalwood Req	Br1	200.00000000000	113.47648000900
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	185.52005186800
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	114.14977399400
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	97.23815927960
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	86.72083610840
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	161.01614688500
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	128.02027968700
Residence		Alternate Segment F1	11/4/2011	Bridalwood Req	F1	200.00000000000	86.32654475720
Commercial	Commercial	Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	101.20046255600
Commercial		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	68.68858487520
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	197.20627271500
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	96.26010806720
Residence		Alternate Segment F2	11/4/2011	Bridalwood Req	F2	200.00000000000	76.15023209560
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	50.85403706040
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	45.58143190480
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	39.48445008240
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	141.88300979000
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	26.05249427200
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	25.15029608040
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	148.96138928100
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	196.21460601600
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	188.03419236900
Residence		Alternate Segment F2	11/4/2011	Bridalwood Req	F2	200.00000000000	92.14311318480

Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	184.34055708000
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	44.41433869160
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	43.09924678600
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	45.50242927760
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	131.53950552200
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	47.46624167640
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	47.76420756520
Residence		Alternate Segment F2	11/4/2011	Bridalwood Req	F2	200.00000000000	138.28199261400
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	51.79737698560
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	52.74183239640
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	60.88887990120
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	58.27241000120
Residence	Townhome	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	61.10502164040
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	142.43904655300
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	136.88855424900
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	122.53143436700
Residence	House - Single Family	Proposed Segment 5	11/4/2011	Bridalwood Req	P5	100.00000000000	95.40938625520
Commercial		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	145.32910570000
Residence		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	20.47473818800
Non-Commercial		Bridal Route 4	11/4/2011	Bridalwood Req	Br4	200.00000000000	106.61325800500
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	182.71732868200
Residence	House - Single Family	Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	47.32851201320
Residence	House - Single Family	Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	38.50948285960
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	189.64826722400
Commercial	Commercial	Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	184.89633137600
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	188.94629869700
Commercial	Commercial	Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	121.31043695300
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	98.18582991360
Non-Commercial	Barn	Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	102.73199147600
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	173.00892942100
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	79.60269283600
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	139.31555563900
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	113.20935401600
Non-Commercial		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	197.73475042200
Non-Commercial		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	114.26407846000
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	139.95269476700
Non-Commercial		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	136.97470910800
Non-Commercial		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	64.49521203760
Residence		Alternate Segment F6	11/4/2011	Bridalwood Req	F6	200.00000000000	135.90781274800
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	108.72313340000
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	46.92204874560
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	108.78235256200
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	104.53117132400
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	92.51335597880
Residence		Alternate Segment F4b	11/4/2011	Bridalwood Req	F4b	200.00000000000	68.20951661840
Non-Commercial		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	25.76863599520
Commercial		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	90.34101338960
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	27.89055207360
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	122.96880314800
Residence		Alternate Segment F4b	11/4/2011	Bridalwood Req	F4b	200.00000000000	87.19983874840
Residence		Alternate Segment F4a	11/4/2011	Bridalwood Req	F4a	200.00000000000	87.19983874840
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	18.37687066680
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	190.85751923100
Non-Commercial		Alternate Segment F4b	11/4/2011	Bridalwood Req	F4b	200.00000000000	103.66962274000
Non-Commercial		Alternate Segment F4a	11/4/2011	Bridalwood Req	F4a	200.00000000000	103.66962274000
Commercial		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	67.18366356720
Residence		Alternate Segment F3	11/4/2011	Bridalwood Req	F3	200.00000000000	149.16427642700
Residence		Alternate Segment F4a	11/4/2011	Bridalwood Req	F4a	200.00000000000	194.87238156400
Non-Commercial		Alternate Segment F4a	11/4/2011	Bridalwood Req	F4a	200.00000000000	196.28337242300
Non-Commercial		Alternate Segment F4a	11/4/2011	Bridalwood Req	F4a	200.00000000000	128.07064058100

Route Segment	Commercial	Non-Commercial	Residence	Grand Total
Alternate Segment F1			13	**13**
Alternate Segment F2			3	**3**
Alternate Segment F3	2	4	14	**20**
Alternate Segment F4a		3	2	**5**
Alternate Segment F4b		1	2	**3**
Alternate Segment F5	2	2	8	**12**
Bridal Route 1	2	2	2	**6**
Bridal Route 2				**0**
Bridal Route 3				**0**
Bridal Route 4	3	1	20	**24**
Proposed Segment 1		4	4	**8**
Proposed Segment 2		3	1	**4**
Proposed Segment 3				**0**
Proposed Segment 4		1	21	**22**
Proposed Segment 5			19	**19**
Proposed Segment 6			0	**0**
Grand Total	**9**	**21**	**109**	**139**