

**LONGFELLOW COMMUNITY COUNCIL  
ENVIRONMENT AND TRANSPORTATION COMMITTEE  
Hiawatha Transmission Line Project  
Draft Environmental Impact Statement  
COMMENTS  
March 9, 2010**

Members of the Longfellow Community Council Longfellow Environment and Transportation Committee have reviewed the DEIS with respect to how the proposed project will affect environmental and transportation resources in the Longfellow neighborhood and have prepared these comments. Our comments will focus on the portion of the DEIS that deals with the proposed Hiawatha substation.

Several hundred trees and shrubs were planted on the east side of Hiawatha around the Midtown Greenway and surrounding the eastern approach to the Sabo Bridge. Over half of this developed park space could be destroyed if Xcel's preferred location, the Hiawatha West substation, is developed. The destruction of this developed park space was not adequately analyzed in the DEIS, it was hardly even mentioned.

To back up our assertion that this area has been designated as greenspace for nearly a decade and its importance to the surrounding communities, we have attached the Direct Testimony of Environment and Transportation Committee member Eric Hart, which was filed as part of the PUC Contest Case Hearing process. The testimony of Eric Hart is referred to below as "Hart Direct Testimony p. \_" and the schedules which were part of that testimony, in the text below as "Hart Direct Schedule \_"

Below are our detailed comments, by section and page number.

### III. Affected Environment, Impacts, and Mitigation

#### *Recreation and Tourism (p. 13)*

No acknowledgement is made of the destruction of developed park space on the site of and surrounding the proposed Hiawatha West substation site. See Hart Direct Schedules 6 and 7 for the landscape plan of the planted park space that would be destroyed by the proposed Hiawatha West substation. The project would also have an effect on the Midtown Greenway trail, impacting users of the trail both on a temporary basis (when construction may require the re-routing or temporary closure of the trail) and permanently (when a new substation will have permanent, adverse impacts to the trail use experience as people pass by the industrial wall of the substation or look at it from vantage points on the Sabo Bridge). In addition, the creation of a highly-visible substation and industrial wall next to the Sabo Bridge would undoubtedly compromise one of the iconic entrances to Downtown Minneapolis that many visitors see while traveling on Hiawatha Avenue and the Hiawatha LRT.

#### *Flora (p. 14)*

This section needs to acknowledge the major loss of trees and shrubs in the park area where the Hiawatha substation is proposed. 258 trees and shrubs will be lost if the Hiawatha

substation is placed on its proposed substation, hardly a ‘limited’ impact. The loss of the vast majority of these trees and shrubs will be permanent since the substation takes up the greater part of the area that was planted and only a few shorter and more compact species could be planted around the outside of the substation walls as replacements. Substantial mitigation efforts need to be explored to replace all of the trees and shrubs lost in the adjacent area, preferably in the density and configuration they are in now, as well as the replacement of an equal area of publicly accessible open space that would be lost to the substation footprint.

*Table ES-1: Summary of Impacts*

*5.8 – Aesthetics (p. 23)*

No mention of the aesthetic impact of the removal of 258 trees and shrubs in the proposed substation area is made. These trees and shrubs were planted in the area to improve its aesthetics and create park space, so removal of these trees and shrubs and their replacement with a large industrial substation would have a huge impact on aesthetics. In addition, the proposed architectural wall that will surround the substation will be a significant adverse impact on aesthetic resources. The wall will be a stark contrast than the existing condition of the site, which is dominated by maintained vegetation. It is necessary also to consider the future aesthetic intent of the site, which was planned to be an open parklike setting with mature tree canopy and understory vegetation. The wall will endure only as an industrial facade. The Environment & Transportation Committee is concerned that the wall will become an easy target for graffiti vandalism, a consistent problem in the neighborhood and one that has been evidenced at Xcel’s Southtown substation (40th & Hiawatha). Finally, the aesthetic impact of the substation needs to be analyzed from different vantage points not included in the DEIS, including views from the Midtown Greenway, the Sabo Bridge, and the elevated Hiawatha LRT tracks.

*5.10 – Flora (p. 24)*

The 6th line of this part of the table should include the number of trees and shrubs lost to the proposed Hiawatha substation location – 258 – just like is done for the powerline routes. There could also be impacts on trees and shrubs planted in the area just north of the substation (the 2008 Arbor Day planting site) from power lines which should be mentioned. See Hart Direct Testimony p. 5-6 and Hart Direct Schedules 6 and 7 for details and plans for these plantings.

This line in section 5.10 also misidentifies the proposed substation site as “Hiawatha East”. Suggested replacement text for this line: “258 trees and shrubs planted on Arbor Day 2009 will be lost if the proposed Hiawatha West substation is sited in Xcel Energy’s preferred location and some trees from the 2008 planting could be lost due to the routing of power lines over this site.”

*1.5.1.1: Hiawatha West (Applicant’s Preferred Location) (p. 42)*

Description of the site does not acknowledge the 258 trees and shrubs that will have to be removed from the site before the substation would be built. The description that this is a ‘vacant lot’ is not accurate and should be corrected to acknowledge the planting that is there.

*5.1.2.2: Substation Locations (p. 88)*

Description of the site does not acknowledge the 258 trees and shrubs that will have to be removed from the site before the substation would be built. The description that this is a ‘vacant lot’ is not accurate and should be corrected to acknowledge the planting that is there.

*5.2.1.3: Federal, State, and Local Government Planning  
City Comprehensive Plans (p. 109)*

The mention of the Minneapolis Parks and Recreation Board (MPRB) Comprehensive Plan under the Minneapolis Plan discussion misrepresents the area that is identified as a future growth area and in need of more greenspace. The area of the proposed Hiawatha Substation is included in the MPRB comprehensive plan as a growth area both in the Hiawatha and Midtown Greenway corridors. See Hart Direct Testimony p. 4-5 and Hart Direct Schedule 4.

Because its importance to park and green space planning, the MPRB Comprehensive Plan should be called out in a separate section under City Comprehensive Plans, not lumped with the Minneapolis Plan.

*5.2.1.3: Federal, State, and Local Government Planning  
Seward Longfellow Greenway Area Land Use and Pre-Development Study (p. 118)*

This section failed to mention that this plan identifies the need for more the need for additional trees and green space in the industrial area near Hiawatha Avenue. The proposed Hiawatha West substation location is identified on a map in the Land Use portion of this plan as an area proposed for “Industrial Park Reforestation”. See Hart Direct Testimony p. 3-4 and Hart Direct Schedule 2.

*5.2.1.3: Federal, State, and Local Government Planning  
Other Small Area Plans (p. 122)*

The East End Revival Plan (2001) is an important plan that should be included in this section but is not. Created by the Longfellow Community Council and the Corcoran Neighborhood Organization, it was the first to recommend that the area where the Hiawatha West substation is proposed be used for community green space and open space. See Hart Direct Testimony p. 3 and Hart Direct Schedule 1.

*5.4.1.3: Land –Based Economies  
Forestry (Urban) (p. 181)*

While the definition of ‘urban forest’ is broad in the first paragraph, the definition is quickly narrowed to only include street trees. This is an inaccurate interpretation of the term ‘urban forest’ and automatically rules out the importance of large plantings of trees and shrubs in park settings like were done in the area of the proposed Hiawatha West substation. The City of Minneapolis Urban Forest Policy does not support this narrow interpretation. The definition should not be restricted to street trees only and acknowledge that large scale urban reforestation efforts are a key part of the urban forest.

*5.4.2.3: Land –Based Economies  
Forestry (Urban) (p. 194)*

In keeping with the narrow definition of ‘urban forest’ contained on p. 181, this section does not mention substation impacts at all and does not acknowledge the 258 trees and shrubs that will have to be removed from the proposed Hiawatha substation site before the substation

could be built. These trees and shrubs provide all of the benefits from trees detailed on p. 181 but their destruction is not acknowledged nor is the loss of benefits that they provide.

#### *5.5.2: Direct-Indirect Effects (p. 209)*

Bulleted list in the third paragraph should include the bullet: “Loss of park land and open space resources” to acknowledge the destruction of the park land developed where the Hiawatha West substation is proposed.

#### *5.5.2.3: Comparison of Alternatives*

##### *Aesthetics and Quality of Life (p. 229)*

A paragraph should be included in this section about the proposed Hiawatha West substation site which would remove a large developed green space, similar to the way that the proposed Mt-28N substation location would for the Midtown Substation. The impacts of the Mt-28N substation are mentioned in this section so the Hiawatha West site should be as well.

#### *5.7: Recreation and Tourism*

While the park/green space is not an officially designated park, it was developed as a passive recreation area to serve users of the Midtown Greenway and residents of the nearby area. As such, it should be acknowledged in section 5.7.1.4 “Other Recreational Opportunities” (p. 268). In addition, the creation of a highly-visible substation and industrial wall next to the Sabo Bridge would undoubtedly compromise one of the iconic entrances to Downtown Minneapolis that many visitors see while traveling on Hiawatha Avenue and the Hiawatha LRT, as well as the experience of Midtown Greenway trail users.

#### *5.7.2.2: Substation Alternatives*

##### *Hiawatha Substation (p. 276)*

In this section, it is argued that the area around the proposed Hiawatha West substation site is industrial in character anyway, so a new substation would not harm the aesthetics of the area. The green space developed to the south of the Midtown Greenway was developed precisely to improve the aesthetics of the area and destroying this green space by placing the substation there would harm the aesthetics of the area. The area is becoming less industrial and thousands of users see the site daily, including passengers in the LRT from the elevated tracks, motorists on Hiawatha Avenue, and users of the Midtown Greenway – not just users of the industrial area. The green space also helps emphasize the Sabo bridge which is another important and visually striking non-industrial part of the area.

#### *5.10 Flora*

##### *5.10.2.2: Substation Alternatives (p. 316)*

Description of the impacts to the flora on the proposed Hiawatha West substation only mention in passing the 258 trees and shrubs will be lost if this substation is built. It also does not acknowledge that many of those trees and shrubs are native species. Construction of the substation on this site has a much larger impact on the area flora than is acknowledged in the text. The Hiawatha West site is also likely to adversely impact other trees and shrubs planted north of the Midtown Greenway adjacent to the Sabo Bridge since powerlines from the substation will pass through that area requiring the removal and trimming of vegetation already

there. The native trees planted on that site will all eventually get taller than is allowed under powerlines, requiring major and disfiguring pruning.

### *5.13 Air Quality and Climate*

#### *5.13.2.2: Substation Alternatives*

##### *Hiawatha Substation (p. 336)*

The City of Minneapolis has set targets in its Sustainability Plan to reduce the number of days with moderately healthy air and all monitored air toxins. Trees help to clean the air by processing carbon dioxide and emitting oxygen. This carbon sequestration is central to combatting global climate change. Trees also decrease ozone levels in cities, a major cause of asthma. The young trees at the Hiawatha West site will be part of all of these environmental and social benefits if allowed to mature.

### *5.16 Transportation and Public Services*

#### *5.16.2.2: Substation Alternatives*

##### *Hiawatha West Substation (p. 369-70)*

Many trail users enjoy the Greenway precisely because it is a zone virtually free of motorized vehicles. The road parallel road immediately to the south – Lake Street – is far too high volume for most users to feel comfortable. The parallel road immediately to the north – 26<sup>th</sup> Street – is also high speed and high volume, and has been long-acknowledged to have a dangerous multiple-threat intersection for bicyclists and pedestrians (free right turns onto and off of 26<sup>th</sup> Street, free left turns off Hiawatha onto 26<sup>th</sup> with green arrows, poor driver compliance with a crosswalk adjacent to the Hiawatha LRT tracks). Routing trail users to the north or south during construction is entirely unacceptable. Temporary rerouting of the trails through green space north of the Greenway trails is also unacceptable. The Longfellow Environment & Transportation Committee requests that construction period re-routing scenarios for the Midtown Greenway be properly addressed in the DEIS, and that the particular nature of non-motorized trail users be taken into account.

## **Inaccuracies or Mistakes Throughout the Document**

### **Height of Walls Around Proposed Hiawatha Substations**

The text is not consistent about the height of the walls around the proposed Hiawatha substations, some places say 12 feet, others 22 feet. Here are the page numbers associated with the two different heights:

12 feet: pp. 42, 70, 256

22 feet: pp. 297, 298, 303-04

### **Name of Business**

The name of the existing business on the proposed Hiawatha East substation site is Crew2. It is incorrectly identified in several places in the text and figures as just ‘Crew’.

## **Comments on Simulated Views and Land Use Maps**

### *Figures 5.2-1, 5.4-1, and 5.7-1: Land Use and Parks base maps*

All of these land use maps have the Midtown Greenway stopping at Hiawatha Avenue. The green color that designates the Greenway corridor west of Hiawatha is not shown at all east of Hiawatha Avenue. The Greenway continues over the Sabo Bridge south through the developed green space and east along the existing rail corridor and off the edge of the maps. The Green color (Park/Playground/Recreation Area designation) should be placed on the route of the Greenway east of Hiawatha and the area at the east end of the Sabo Bridge (as described in Hart Direct Schedules 6 and 7).

### *Figures 5.8-7 and 5.8-8 Simulated View of Aboveground Hiawatha West Substation*

This rendering is too far away from the substation site to be of any use, the substation cannot be found in the rendering unless one knows the area very well. It does not address the closeness and scale of the substation which thousands LRT passengers and users of the Midtown Greenway would see every day. A more meaningful view would be from the LRT bridge in the vicinity of 28th Street looking east and south. Another view should be created which looks south from the intersection of the Midtown Greenway and Hiawatha LRT Bicycle Trail, or part way down the east ramp approach to the Sabo Bridge.

**STATE OF MINNESOTA**  
**OFFICE OF ADMINISTRATIVE HEARINGS**  
**FOR THE PUBLIC UTILITIES COMMISSION**

IN THE MATTER OF THE  
APPLICATION FOR A HIGH VOLTAGE  
TRANSMISSION LINE ROUTE PERMIT  
FOR THE HIAWATHA TRANSMISSION  
PROJECT

PUC DOCKET NO. E-002/TL-09-38  
OAH DOCKET NO. 15-2500-20599-2

**TESTIMONY OF  
ERIC D. HART**

**On Behalf of  
INTERVENOR  
Longfellow Community Council**

**Exhibit \_\_\_\_\_**

1 **I. INTRODUCTION AND QUALIFICATIONS**

2 Q. Please state your name and address.

3 A. My name is Eric D. Hart and my home address is 3119 44th Avenue South; Minneapolis,  
4 Minnesota 55406

5 Q. What is your relationship to the Longfellow Community Council and by whom are you  
6 employed?

7 A. I am a volunteer with the Environment and Transportation Committee of the Longfellow  
8 Community Council and am employed by the University of Minnesota.

9 Q. Please summarize your education and training.

10 A. I have a Bachelor of Arts in Urban Studies from the University of Nebraska and a Master  
11 of Urban Studies from Portland State University. The focus of both my degrees was in the  
12 development of urban areas, specifically residential parts of cities. This involves training in  
13 historic research methods and documentation and urban planning tools and methods.

14 Q. Please summarize your experience pertinent to evaluating the impacts of the proposed  
15 Hiawatha substation.

16 A. I have been an active volunteer with Longfellow Community Council Environment and  
17 Transportation Committee for the past 17 years, for much of that time as Chair or Co-chair of the  
18 Committee. During that time I have worked on numerous community initiated environment and  
19 alternative transportation projects through the Neighborhood Revitalization Program and other  
20 initiatives. I have been heavily involved in the development of the Midtown Greenway in the  
21 Longfellow/Seward section, first with the design and construction of the bicycling and walking  
22 and trails and then with the planning and implementation of green space improvements along and

1 adjacent to the Greenway. Other projects addressed improvements to neighborhood parks, street  
2 trees, community gardens, and the natural areas along the Mississippi River Gorge. In addition, I  
3 have been involved with land use planning efforts along the Midtown Greenway and was on the  
4 Steering Committee of the Seward Longfellow Greenway Area Land Use and Pre-Development  
5 Study which was completed in 2004. Through the Longfellow Community Council, I was the  
6 instigator of the landscaping plan that was done for the Longfellow/Seward portion of the  
7 Midtown Greenway. Completed in 2006, this plan focused on the use of plants native to the area  
8 and provided a framework for landscape restoration work along the Greenway from Hiawatha  
9 Avenue to West River Parkway.

10 For the past 15 years, I have been the Longfellow representative on the Board of the  
11 Midtown Greenway Coalition, a non-profit grassroots organization which focuses on the  
12 development and improvement of the Greenway across the City. I have been the Chair or Co-  
13 chair of the Coalition's Land Use and Transportation Committee during my entire tenure with  
14 the Coalition. The Land Use and Transportation Committee focuses on zoning and land  
15 development issues adjacent and near the Greenway and has evaluated numerous development  
16 proposals as well as introducing and advocating for new zoning tools to protect the Greenway  
17 from undue impacts from new buildings, etc.

18 **II. SUMMARY AND INITIAL RECOMMENDATION**

19 Q. Can you summarize the opinions that you are offering regarding the location of Hiawatha  
20 substation?

21 A. The Longfellow Community Council has chosen to focus only on the location of the  
22 Hiawatha substation, the only part of the larger Hiawatha Project which is in boundaries of the  
23 Longfellow Community Council. My opinions regarding the Hiawatha substation are as follows:

1           1) Xcel Energy’s preferred site for the Hiawatha substation, identified as Hiawatha West  
2 in Xcel’s application, is unacceptable and the least preferred alternative due to its adverse impact  
3 on and irreversible loss of green space;

4           2) Thus far the least problematic alternative substation location, should it prove feasible,  
5 is the site known as G-4 in the Draft Environmental Impact Statement, which is located from  
6 Lake Street south to approximately 32nd Street, on the East side of Hiawatha between Hiawatha  
7 Avenue and the railroad tracks.

8 Q.    Can you identify and summarize the neighborhood planning documents and plans which  
9 you base your opinion on regarding the location of Hiawatha substation?

10 A.    The need for additional green space and ‘brownfields to greenfields’ conversion in the area  
11 where the proposed Hiawatha West substation is located was first identified in 2001 with the  
12 publication of the East End Revival plan which was created by the Longfellow Community  
13 Council and the Corcoran Neighborhood Organization. Schedule 1 contains the portion of the  
14 plan, Initiative 7, which calls for the planting of trees, the establishment of community gardens,  
15 and other green space improvements in this area. The goal of this initiative is: “Replacing land  
16 that has been neglected and/or surplus rail and roadway lands with spaces that add value to the  
17 community and establish restorative landscapes for spoiled grounds.” The plan also envisions  
18 the development of housing in the area, increasing the need for additional green space to serve  
19 those new residents.

20        The Seward Longfellow Greenway Area Land Use and Pre-Development Study was  
21 completed in 2004 (approved by the City Council in 2007) and identifies the need for additional  
22 trees and green space in the industrial area near Hiawatha Avenue. The proposed Hiawatha West  
23 substation location is identified on a map in the Land Use portion of this plan as an area

1 proposed for “Industrial Park Reforestation”. The plan states that “Evidence of ‘green’ is  
2 significantly lacking in areas west of 27th Avenue, where newer development is notably out of  
3 character with areas to the east. While parts of industrial sites are not suitable for planting,  
4 *peripheral portions should be intensely forested.*” (emphasis added) Being on the edge of the  
5 industrial area, this space is being recommended for intense reforestation. Schedule 2 contains  
6 the relevant pages from this study.

7 The Longfellow Community Neighborhood Revitalization Plan - Phase II, approved in  
8 2006 by the Longfellow Community Council, identifies the proposed substation area as a  
9 priority ‘brownfields to greenfields’ conversion site. Objective B - “Promote the conversion of  
10 neighborhood brownfields to greenfields” - under Goal 12 of the Environment & Transportation  
11 section of the plan has a strategy that states: “Promote the conversion of neighborhood  
12 brownfields north of the Greenway to greenfields, focusing on the site north of the Target Mall  
13 and the north end of the No Lo/MCDA site and continue work to clean up and secure the No Lo  
14 and Hiawatha sites as permanent green space.” The proposed substation site and surrounding  
15 area is identified in this document as “the site north of the Target Mall”. Inclusion in the Phase  
16 II Revitalization Plan provides funding for advocacy and other work to secure this area as  
17 permanent green space. See Schedule 3 for the pertinent plan excerpt.

18 Q. Can you identify and summarize the park and green space planning documents which you  
19 base your opinion on regarding the location of Hiawatha substation?

20 The Minneapolis Park and Recreation Board (MPRB) Comprehensive Plan, passed in  
21 2007, identifies the area around the proposed location of the Hiawatha substation as a  
22 redevelopment area in need of future park land . The Plan describes the needs of this area:  
23 “Growth areas of the city are typically former non-residential areas that are not well served by

1 park amenities. Park development will focus on serving and helping to spark additional growth  
2 in these re-development areas.” The MPRB further identifies as one of its strategies: “Help  
3 shape the built form of the city by developing and/or implementing park plans to acquire  
4 parkland and build amenities in current or projected growth areas of the city: Bassett Creek  
5 Valley, Hiawatha LRT Corridor, Downtown, Southeast Minneapolis Industrial, Midtown  
6 Greenway Corridor, Upper River, Northeast Industrial, North Loop, and Central Riverfront.”  
7 The proposed substation site falls both in the Hiawatha LRT and the Midtown Greenway  
8 corridors. See Schedule 4 for relevant sections of the MPRB Comprehensive Plan.

9 The “Conceptual Landscape Plan - Midtown Greenway Phase III” was commissioned by  
10 the Longfellow Community Council in 2006 and covers the area between Hiawatha Avenue and  
11 West River Parkway. It includes six detailed planting plans for areas along this entire stretch and  
12 provides a framework and suggestions for how the proposed substation site and surrounding  
13 areas can be planted in a way that is consistent with the master landscape plan. See Schedule 5  
14 for the relevant sections of this plan.

15 Q. What specific landscape plans have been created and plantings undertaken at the proposed  
16 Hiawatha West substation site and surrounding area?

17 A. With the completion of the Sabo Midtown Greenway Bridge over Hiawatha Avenue in  
18 2007, the entire area on the east side of Hiawatha Avenue from 26th Street south to the railroad  
19 tracks was identified as green space and a gateway area to the bridge and the Longfellow/Seward  
20 section of the Midtown Greenway. The Midtown Community Works Partnership (MCWP) - a  
21 coalition of government entities, the Midtown Greenway Coalition, and private businesses with a  
22 presence along the Midtown Greenway; was instrumental in the planning, funding, and  
23 implementation of the transformation of this area into a community green space. The MCWP

1 sponsors an Arbor Day planting every year along the Midtown Greenway and focused much of  
2 its effort and resources in 2008 and 2009 in this area. Detailed landscape plans were done for  
3 each of the plantings and the non-profit Tree Trust was hired to coordinate the planting logistics  
4 and event. See Schedule 6 for the 2008 plans and Schedule 7 for the 2009 plans. The  
5 Longfellow Community Council and the Midtown Greenway Coalition were key players in the  
6 planning of the event and the recruiting of volunteers. In April 2008 the area closest to the Sabo  
7 Bridge was planted with 234 trees and shrubs by over 200 volunteers. In April 2009 the area  
8 where Hiawatha substation is proposed was planted. Approximately 150 volunteers participated  
9 in this planting where 258 trees and shrubs were planted.

10 The 2008 and 2009 plantings were designed by the same landscape architect and were  
11 designed to work together. They were also based on the principles and concepts described in the  
12 “Conceptual Landscape Plan - Midtown Greenway Phase III” (see above) so tie in with the other  
13 plantings done in the section of the Midtown Greenway. When mature, the plantings will  
14 highlight the area at about 28th Street where the Midtown Greenway curves east after coming  
15 down the Sabo Bridge ramp. The circular pattern of the plantings in this area are reminiscent of  
16 the railroad round house which was near this site for nearly 100 years (labeled “Proposed  
17 Roundabout” on the drawings). Destruction of the 2009 plantings by the proposed substation  
18 will ruin the intended effect of the plantings and the amount of plantings possible around the  
19 proposed substation will not compensate for this loss. In addition, the 2008 plantings will be  
20 impacted and possibly displaced by power poles carrying power lines away from the substation.  
21 The southern part of the 2008 planting will be disrupted by these lines and the types and height  
22 of the trees in the power line right-of-way will be limited to shorter trees than are now planted in  
23 this area. See Schedule 8 (Xcel Energy’s reply to LCC Information Request 4)

1 Q. Can you identify and summarize the community resolutions which you base your opinions  
2 on regarding the location of Hiawatha substation?

3 A. The Longfellow Community Council Board passed a resolution on March 19, 2009 which  
4 opposed the siting of the Hiawatha substation on the Hiawatha West site. See Schedule 9.

5 On November 24, 2009, the Longfellow Community Council Environment and  
6 Transportation Committee approved a motion regarding substation location alternatives: “The  
7 Environment and Transportation Committee approves a motion which identifies the substation  
8 alternative near 32nd Street and Hiawatha Avenue [the G-4 site] as the least problematic location  
9 for the substation and Xcel’s preferred site near 28th Street and Hiawatha [Hiawatha West] the  
10 most problematic.”

11 On January 26, 2010 the Longfellow Community Council Environment and  
12 Transportation Committee passed another resolution affirming their preference for the G-4 site:  
13 “The LCC E and T committee approves the resolution that the Committee finds the least  
14 problematic Hiawatha Substation site to be the G-4 site.”

15 On February 8, 2010 the Longfellow Community Council received Xcel Energy’s  
16 response to their Information Request 1 (IR 1) which deals with the status of the ‘expansion  
17 space’ which is identified in Xcel’s application as the Zimmer Davis site. The Zimmer Davis  
18 site is directly east of the Hiawatha West site and is currently occupied by an industrial building.  
19 In Xcel’s response to IR 1, they state that the Zimmer Davis site should now be considered the  
20 “primary” Hiawatha substation site. The Longfellow Community Council has not yet evaluated  
21 this site and whether there is any footprint or mitigation on the Zimmer Davis site that would  
22 make it acceptable. See Schedule 10 for Information Request 1.

23 Q. What are your recommendations in these proceedings?

1 A. My recommendation is that the Judge reject the Hiawatha West site as the location for the  
2 Hiawatha substation. The G-4 site should be recommended as the location for the substation  
3 subject to further feasibility evaluation. The Zimmer Davis site, newly identified by Xcel  
4 Energy as the 'primary' site, will be evaluated further by the Longfellow Community Council to  
5 determine whether there is any footprint or mitigation on this site that would make it acceptable.

6 Q. Does that complete your testimony?

7 A. Yes

LCC Copy.

Entire plan available for viewing at the Longfellow Community Council, 2727 26th AVE South, 612-722-4529 (not available online).



***East End Revival  
Cedar, Hi-Lake and 27th Redevelopment***

***27 September 2001***

*Prepared for:*

Longfellow Community Council  
Corcoran Neighborhood Organization

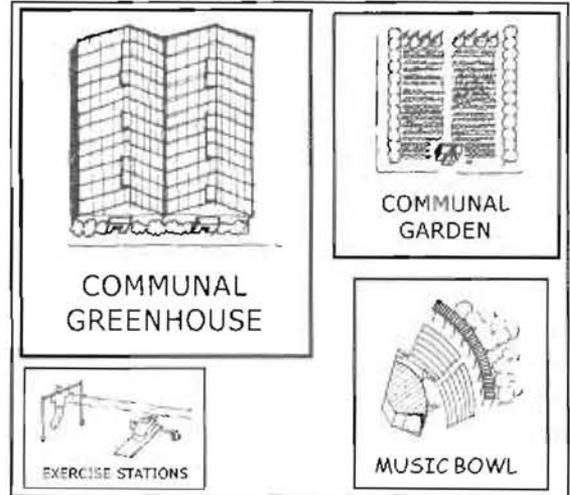
*Prepared by:*

Hoisington Koegler Group Inc.  
IBI Group  
Bonz/REA



# Initiative #7 Community Gardens & Greenhouses

*Replacing land that has been neglected and/or surplus rail and roadway lands with spaces that add value to the community and establish restorative landscapes for spoiled grounds*



## Support Data

### ✓ The Mid-Town Greenway Project



Phase 2 of the Mid-Town Greenway will pass on the north edge of the study area, creating a dedicated commuting and recreational trail and green spaces along a rail road corridor, connecting the western and eastern sections of Minneapolis and beyond.

(MidTown Greenway Coalition Org.)

### ✓ Community Support



### ✓ Surplus Right-of-Way



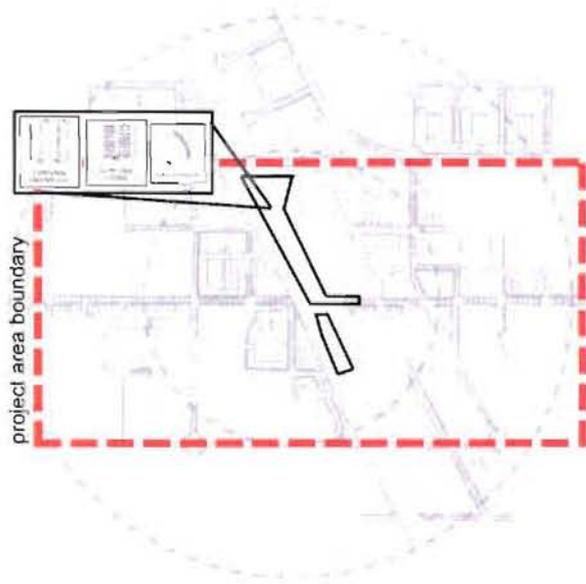
"Surplus" ROW along Hiawatha Ave





## Relation to/Conformance with Station Area Master Plan

✓ The Master Plan strongly advocates strong pedestrian and bicycle connections to encourage alternative modes of transportation.



## Feasibility

✓ **GOOD:** The final planning of this section of the Mid-Town Greenway is underway and includes a park at this location.



## Key Concepts and Directives

✓ Landscape materials employed to “heal” spoiled land and mitigate potential noise and air pollution from Hiawatha Avenue and Lake Street.

✓ Green Link from Mid-Town Greenway to district

✓ The gardens are a welcoming gateway viewed from LRT line.

✓ Community raised gardens with “clean” soil

✓ Greenhouse structure to extend season and growing opportunities

✓ Trees planted on north end provide welcome shade and wind protection for Mid-Town Greenway users.



## Elements of the Revival Initiative



Expansive music bowl provides place for community outdoor events



Community Greenhouses as a place for local foods to be grown



Restorative Landscapes and works of Art would replace the vacant wasteland.

## Initiative # 7: Community Gardens & Greenhouses

September 27, 2001

**EAST END REVIVAL**  
Cedar, Hi-Lake & 27<sup>th</sup> Redevelopment



**Concept Plan**



Artful Landforms and Landscapes



Arbor at Lake Street Entry would invite people into the gardens.



Local Food Production in raised beds

Public Market is a city-wide attraction, and it is hoped that it becomes a regional draw as well. It will be a unique food-oriented retail venue, located with immediate proximity to light rail transit, in a structure that reflects the neighborhood's orientation to sustainability. It is a broad and compelling vision, one that must be guided locally to ensure its potential is realized.

### ***Affected Parties***

The Public Market site is not vacant land; the Minneapolis Public Schools and Edison/PPL School currently occupy the site. The school district has determined that this is one of the schools it will be closing, but has not indicated that there are plans for disposition of the property.

One of the factors to consider in the development of the Public Market initiative is that it will potentially draw people from across a wide part of the Twin Cities, not all of whom will choose to use transit. The parking demand might be high at certain times, but because the Public Market is a new thing it is difficult to determine when the peak parking demand will occur. As a result, parking for the Public Market may affect a part of the neighborhood beyond the immediate proximity of the market. Expansion of parking opportunities at the YWCA may help to offset peak Public Market parking demand; it would be logical to develop a parking structure at the "Y" considering the Public Market, and even consider it a part of the program for the development of the Public Market.

### ***Initiative #7***

### ***Community Gardens and Greenhouses***

#### ***Potential Public Costs***

The costs of creating the Community Gardens and Greenhouses as described in this initiative might be significant. But it is a community-building project coupled with the ideals of sustainability, restoration and reclamation, and it is a project that can be undertaken in manageable stages and, in many cases, with volunteer labor. While the costs may be high, the opportunities for partnering are significant.

Community Gardens and Greenhouses sites have the potential of contamination. If the potential exists, it would be wise to conduct an initial investigation to determine the likelihood and possible extent (a Phase I environmental survey). The results of this investigation will determine the need for further action. This survey may already exist, in which case the need and extent of further investigations and a general framework for remedial actions may be noted as a part of the report.

Significant initial costs could include site acquisition. While portions of the land slated for this initiative might be considered "surplus" right-of-way, it is still controlled by the Minnesota Department of Transportation. Other portions are held in private hands. Before any implementation can begin, the process of establishing control of the site must be defined. Expenditures for professional services for acquiring sites or establishing the right to access sites via easements must be recognized as a part of the cost of the project.



***Green space reclaimed for neighborhood use***

A local group should lead the process, but eventually professional design services will be required. The level of services will be important to consider: what is needed is a plan that will allow for further review, cost estimating and refinement – and a plan that will continue to inspire people about the potential of this initiative. Costs for the development of a “schematic” design for the Community Gardens and Greenhouses initiative might be about \$2,000.

The costs of implementation will vary with the final design, but pursuit of the initiative as outlined in the concept could be \$875,000 or more.

### **Implementation**

**A project advisory committee.** A project advisory committee (such as LCC’s Community Garden and Greenspace Subcommittee and its counterparts in other neighborhoods) should be organized to refine the concept, generate a more detailed development program and further define the costs of implementation. The initiative should be seen as comprehensive for the East End Revival project area; that is, this initiative should be a joint project rather than LCC and CNO pursuing the creation of community gardens on lands in their respective neighborhoods. The real power of this initiative lies in the expansiveness of the concept as it reaches into lands on both sides of Hiawatha to bind the entire area together.

**Design.** A final design concept will need to be crafted, essentially allowing for the development of the design to a schematic level. The process of reaching this point might be facilitated by conducting a neighborhood design charrette, building upon the commitment that many East End residents and businesses have demonstrated. In this case, they are working to define a unique public space while healing the earth. Eventually, the design may have to be refined a team of landscape architects and artists, but the basis for such a design should be found in the work that the neighborhoods have brought to this space.

**Site control.** The right to make improvements to the site can occur only when some level of control is attained. Acquiring the sites would be the best path, as it would allow for the most control of the design of the Community Gardens and Greenhouses initiative. If this path were to be pursued, the actual ownership of the land would also need to be defined.

It is possible that many of the anticipated improvements could occur if easements are obtained for the land. Easements could be defined for access, remediation, a specified level of improvements and maintenance of the development. Some level of control may be lost (when compared to outright acquisition), but the cost of acquisition might be avoided.

The land could also be leased on a long-term basis. Again, some control might be sacrificed, but the costs of acquisition would be avoided.

**Jurisdiction over the site.** A number of agencies might have jurisdiction over aspects of this initiative. A careful review of approvals should be completed as a schematic design is generated. Agencies and departments with review authority include MnDOT (due to adjacent rights-of-way), Minneapolis Public Works (relating to local rights-of-way and infrastructure needs), Hennepin County (for coordi-

nation with the Midtown Greenway), and the Minneapolis Park and Recreation Board (if it becomes a park or if maintenance is performed by the Park Board).

**Remediation.** Critical issues to be addressed during actual implementation will focus first on the remediation of identified contamination. This should be a considered first as a part of the design process; opportunities for phytoremediation might result in landscape patterns or works of public art that can be a part of the constructed space. Once actual construction begins, the neighborhood should be actively engaged in reclaiming this ground to the greatest extent possible.

### ***Partnerships and Programs***

This is one of the more encompassing projects in terms of potential partnerships. A reasonable first step might be to look for opportunities to coordinate this initiative with the Midtown Greenway Coalition. They have been dealing with the development of public space adjacent to the Community Gardens and Greenhouses sites, are familiar with the issues and the neighborhoods, and could prove to be a valuable resource and ally for this project.

The Minneapolis Park and Recreation Board also has experience in the development of large open space networks, some of which include areas of “spoiled” ground. They are knowledgeable about maintenance practices and costs, and may ultimately be a resource for operations. While the Park Board has little in the way of capital funds, they may be a useful link to unique park and recreation dollars or as a technical resource.

The Green Institute, with its home at the edge of the site for this initiative, might see opportunities for sharing in the creation of the Community Gardens and Greenhouses initiative. Their Greenspace Partners program might be particularly well suited to this project.

The Minnesota Department of Transportation and the Hiawatha Project Office control rights-of-way in the area of the initiative and are constructing new transportation infrastructure. Their work will likely include some degree of restoration, which may be leveraged in the development of the initiative. Most likely, they also have extensive base mapping and background data for the area which will be useful in developing a more final design.

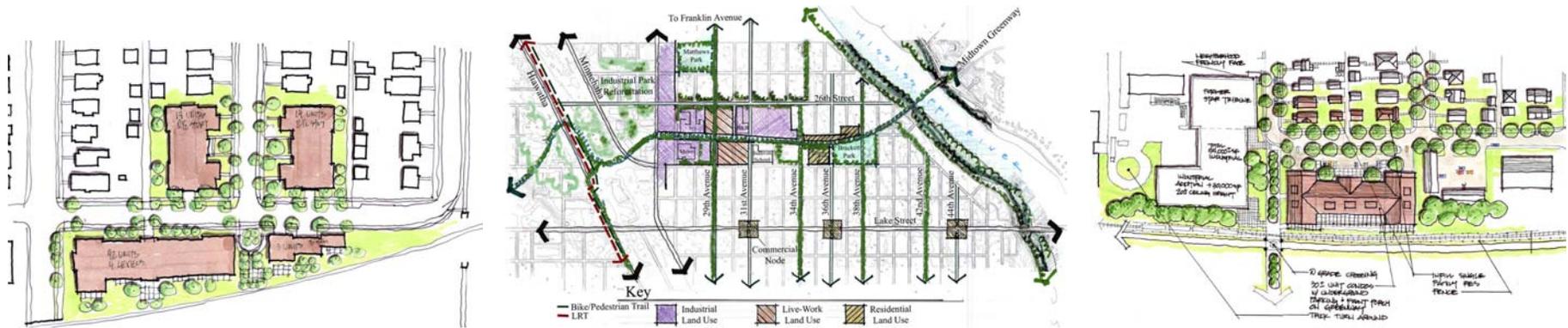
The Minnesota Pollution Control Agency might be able to offer insights about remediation methods, particularly phytoremediation (using plants to restore spoiled ground, particularly for petroleum clean-up). There may be financial resources that could be applied to the project as well.

### ***Affected Parties***

Landowners on the land where community gardens are planned would be the most directly affected parties. The land is controlled largely by the Minnesota Department of Transportation, and to a lesser degree by private parties (who may also be affected, depending on the extent of the community gardens).

# SEWARD LONGFELLOW GREENWAY AREA LAND USE AND PRE-DEVELOPMENT STUDY

## Part II. Land Use Plan



Entire Part II of plan can be found at:

[http://www.ci.minneapolis.mn.us/cped/docs/Seward\\_Longfellow\\_Section\\_II\\_Land\\_Use%20Plan.pdf](http://www.ci.minneapolis.mn.us/cped/docs/Seward_Longfellow_Section_II_Land_Use%20Plan.pdf)

## Green Space

One of the more universally supported components of this plan is the enhancement of the area’s “urban forest” and the creation of green space along the Greenway accessible from other parts of the neighborhood. Evidence of “green” is significantly lacking in areas west of 27<sup>th</sup> Avenue, where newer development is notably out of character with areas to the east. While parts of industrial sites are not suitable for planting, peripheral portions should be intensely forested. The type of planting is also significant, with modern landscaping too often making liberal use of ash and other inexpensive trees that grow to limited size and do not remain attractive as they age.

### *Greenway Connection to LRT*

There are areas along the Greenway itself where new green space might occur. The *East End Revival Plan* calls for the use of landlocked areas west of Target as an enhanced pedestrian and bicycle corridor connecting to the Lake Street LRT station. The concept employs phytoremediation (biological remediation of environmental problems using plants) to aid in reclaiming contaminated soils and creates a unique amenity and public space on a landlocked site.

### *Integration with Parks*

Other opportunities exist as well. Brackett Park should be more tightly integrated with the Greenway by widening the corridor at varied elevations as a transition to the Park, which is at much lower grade. And, the well-formed proposal of a neighborhood group to create North Longfellow “NoLo” Greenspace on the polluted Deep Rock site (at the southwest corner of 29<sup>th</sup> Avenue and the Greenway)

and portions of the Metro Produce parcels was highly favored at community meetings. In each of these ideas rests the notion that landscaping and green space make transit and pedestrian/bicycle corridors more appealing and neighborhood-friendly.

As other areas redevelop over time, it might be important to learn from the explorations of the proposed NoLo Greenspace. The initial concepts included incorporation of the soil remediation mechanisms to the needs of the space. Interesting methods of stormwater management were also demonstrated. The concept for the NoLo Greenspace sought to form a private/public partnership to create an engaging, publicly accessible, privately owned space at the same time that difficult issues of pollutant remediation are addressed. What results is a compelling vision for green space – one that might well be applied to locations other than the Metro Produce site.

As redevelopment occurs, a neighborhood signature might evolve through the application of some of the principles of the NoLo Greenspace:

- Publicly accessible, but privately developed spaces are created to the benefit of the neighborhood.
- Environmental considerations are balanced with the functional requirements of the space, all with an “artful” result.
- Green space is used to temper the impacts of development that might be more intrusive on single-family residential neighbors.

### *Links to Lake Street, Matthews Park and Franklin Avenue*

Other aspects of the Plan are directed to linking the Greenway to parts of the Seward and Longfellow neighborhoods that are more distant. As a recreation and transportation amenity, creating enhanced pedestrian and bicycle links along north/south streets is warranted. As a catalyst for investment, the Greenway might support new activity on immediately



*Brackett Park presents opportunities to provide a tighter connection between neighborhood greenspace and the corridor.*



*Sketch of the NoLo greenspace concept design produced by Anne Okerman, University of Minnesota, Master of Landscape Architecture Student.*

# GREENWAY

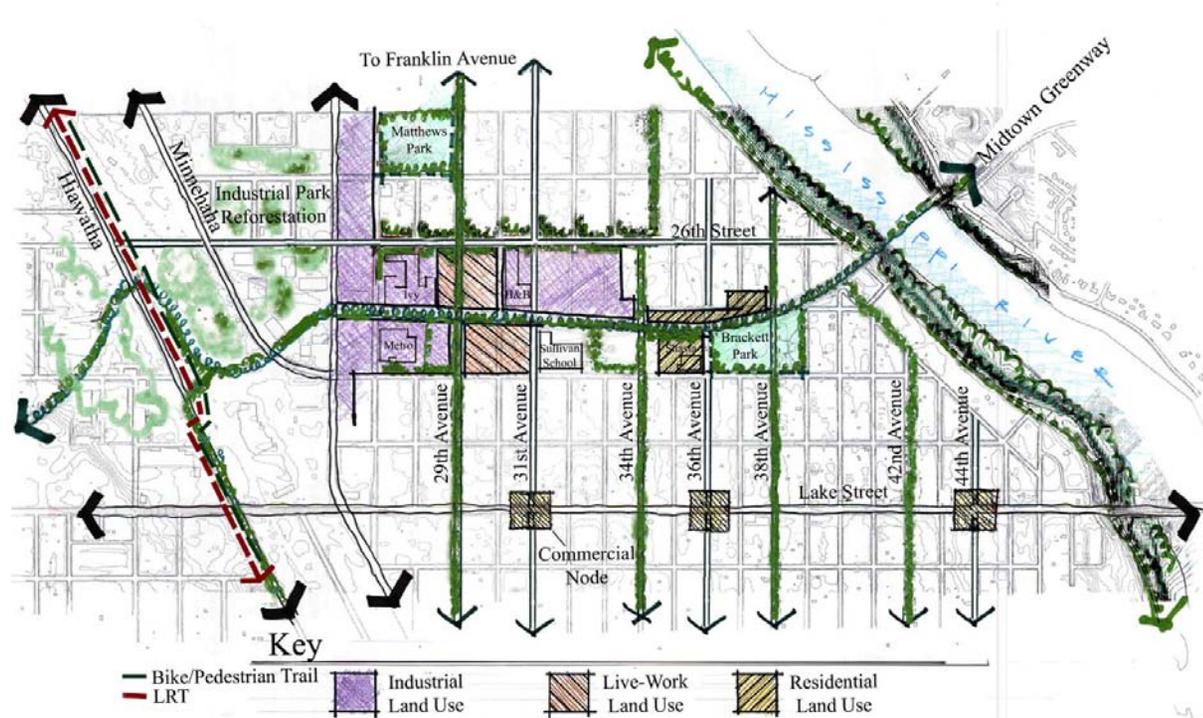
adjacent sites, but it poses the greater potential of adding value to the entire neighborhood as it creates new connections to other parts of the city.

Ultimately, the current land uses in the study area are a logical starting point for an evolution that offers the opportunity to capitalize on Hennepin County's investment in the Midtown Greenway. But it also looks to the context of the Greenway in the neighborhood. Lake Street is viewed as particularly important. It is a major transportation corridor that will provide access to new developments along the Greenway. And, Lake Street offers a location for retail businesses and services needed by nearby

residents. Pedestrian and bicycle access between the Greenway and Lake Street were viewed as a priority.

This Plan also reinforces the priority of the East Lake Corridor Study to concentrate commercial uses on Lake Street at 31<sup>st</sup> Avenue, 36<sup>th</sup> Avenue and 44<sup>th</sup> Avenue, with housing above. An increased density of residential uses along the Greenway, and an increased density of residential uses on Lake Street between these nodes, will help to strengthen the market for neighborhood-oriented retail and services on Lake Street.

Similarly, stronger north-south pedestrian-oriented links should be created along 29<sup>th</sup> Avenue, 34<sup>th</sup> Avenue, 38<sup>th</sup> Avenue and 42<sup>nd</sup> Avenue to provide connections to Lake Street, Matthews Park and Franklin Avenue. These links should strive for a better balance between vehicles, bicyclists and pedestrians and should include wider sidewalks, pedestrian-scale lighting and more intensive landscaping. The intersection of these pedestrian-oriented links with Lake Street should redevelop with more intensive housing uses over time.



Looking south from Matthews Park down 29th Avenue.

Proposed Land Use Diagram for the greenway area.

**Longfellow Community  
Neighborhood Revitalization Plan**

**Phase II**

Longfellow Community Council  
2727 26<sup>th</sup> Avenue South  
Minneapolis, MN 55406  
(612) 722-4529  
info@longfellow.org

*Approved by Longfellow Community Council Board of Directors, August 17, 2006*

*Community Review and Vote on Approval Scheduled for September 13, 2006*

## Environment & Transportation

*\$41,000*

### **Goal 12: Develop and enhance Longfellow's urban green spaces by promoting responsible stewardship by private and public landowners.**

**Objective A:** Enhance and unify the vegetation along the north and south sides of the Midtown Greenway.

**Strategy 1:** Work in partnership with local businesses, nonprofit partners and government agencies to undertake improvement projects, such as:

- a. Collaborate with Hennepin County and the City of Minneapolis through Arbor Day and other planting events, to implement the recommendations of the Midtown Greenway Landscape Plan, especially plantings around ramps and public art locations.
- b. Work with the Minneapolis Parks and Recreation Board (MPRB) to manage vegetation and establish native plants along the part of the Greenway that borders on Brackett Park.
- c. Organize volunteers and seek grant funds to continue planting projects along the Greenway, focusing on areas around ramps and public art locations. Work to raise larger amounts of money to naturalize the large areas between intensive plantings.

**NRP Resources: \$8,000**  
(2007 = \$8,000)

**Contract Manager:** Minneapolis Park and Recreation Board (MPRB)/CPED

**City Goals Addressed by this Strategy:**

- Maintain the physical infrastructure to ensure a healthy, vital and safe city.
- Deliver consistently high quality City services at a good value to our taxpayers.
- Preserve and enhance our environmental, economic and social realms to promote a sustainable Minneapolis.
- Promote public, community and private partnerships to address disparities and to support strong, healthy families and communities.

**Objective B:** Promote the conversion of neighborhood brownfields to greenfields.

**Strategy 1:** Promote the conversion of neighborhood brownfields north of the Greenway to greenfields, focusing on the site north of the Target Mall and the north end of the No Lo/MCDA site and continue work to clean up and secure the No Lo and Hiawatha sites as permanent green space.

**NRP Resources: \$5,500**  
(2006 = \$5,500)

**Contract Manager:** NRP

**City Goals Addressed by this Strategy:**

- Maintain the physical infrastructure to ensure a healthy, vital and safe city.
- Preserve and enhance our environmental, economic and social realms to promote a sustainable Minneapolis.

**Objective C:** Promote land and water stewardship to protect and improve water quality of the Mississippi River.

**Strategy 1:** Conduct organizing activities, educational programs, government and nonprofit partnerships, and matching grant programs that:

- a. Coordinate identification and removal of buckthorn on private lots.
- b. Encourage planting of native species in private yards through educational and matching grant programs.
- c. Encourage onsite treatment and use of rainwater on private lots through educational and grant programs.
- d. Develop partnerships that will allow for the continuation of eradication of exotics.
- e. Work with the City to establish an ongoing program to support the use of processes that keep rain water out of the storm sewer system.

**NRP Resources: \$5,500**

(2006 = \$5,500)

**Contract Manager:** CPED

**City Goals Addressed by this Strategy:**

- Preserve and enhance our environmental, economic and social realms to promote a sustainable Minneapolis.
- Promote public, community and private partnerships to address disparities and to support strong, healthy families and communities.
- Strengthen City government management and enhance community engagement.

**Objective D:** Support community gardens as neighborhood resources.

**Strategy 1:** Maintain, develop and promote community gardens by:

- a. Funding improvements and ongoing operations (if needed) at the three existing neighborhood community gardens (Dowling, 32nd Street, and Minnehaha)
- b. Monitoring efforts by other groups to develop mechanisms that permanently preserve land for community gardens.
- c. Monitoring new developments in the neighborhood in order to identify opportunities to create new community garden spaces.

**NRP Resources: \$8,000**

(2006 = \$4,000; 2007=\$2,000; 2008=\$2,000)

**Contract Manager:** NRP**City Goals Addressed by this Strategy:**

- Preserve and enhance our environmental, economic and social realms to promote a sustainable Minneapolis.
- Strengthen City government management and enhance community engagement.

**Objective E:** Integrate green / sustainability issues more fully into housing development plans for the neighborhood.

**Strategy 1:** Work with LCC Housing Committee to ensure green/sustainability issues are considered in housing development, using the sustainability indicators that the City is developing as an educational and planning tool.

**NRP Resources:** \$0

### **GOAL 13: Encourage development of sustainable transportation corridors and facilities.**

**Objective A:** Promote sustainable and green infrastructure on East Lake Street.

**Strategy 1:** Undertake organizing and educational efforts during and following the Lake Street Reconstruction and Streetscape Project to:

- a. Advocate for greenspace enhancements during construction and before construction begins.
- b. Advocate for, and talk with businesses about, designs which improve stormwater management, such as green boulevards, rain gardens and pervious pavers. Activities may include producing educational materials (pamphlets, newsletters).
- c. Develop an Adopt-A-Block program on Lake Street to take care of boulevard plantings for businesses (like Adopt-A-Highway).

**NRP Resources: \$3,500**

(2006 = \$3,500)

**Contract Manager:** NRP**City Goals Addressed by this Strategy:**

- Preserve and enhance our environmental, economic and social realms to promote a sustainable Minneapolis.
- Promote public, community and private partnerships to address disparities and to support strong, healthy families and communities.

Available online at:

<http://www.minneapolisparcs.org/documents/about/compplan/ComprehensivePlan.pdf>

# Comprehensive Plan

## Minneapolis Park & Recreation Board



**2007 – 2020**

Approved October 17, 2007



## Hart Direct Schedule 4

**FINDINGS** The following findings helped shape the goals and strategies for Vision Theme 3:

### Community Outreach and Research\*

According to residents, parks define the city and are very important to the quality of life in Minneapolis. Residents want more investment in the care and upkeep of park and recreational facilities and enhanced communication, as well as a greater connection between community needs and the services provided by the park system. They emphasize a desire for greater development and maintenance of all types of trails. Residents encourage the development of partnerships with public and private entities that further the goals of the Park Board. When considering the private sector, they recommend partnerships with local businesses and those that do not commercialize the park system.

### State of the Park System

The Minneapolis park system, over 6,400 acres in size, is comprised of both regional (75% of the park system – see Map III, page 28) and neighborhood and community parks (25% of the park system). It equates to approximately 16% of the land and water in Minneapolis, and includes land in Edina, Hopkins, Golden Valley, St. Louis Park, Robbinsdale, St. Anthony, and Fridley. Significant changes to the park

system since 1920 include land acquisition along the Mississippi River to develop the central riverfront, to implement sections of the Above the Falls master plan, and to provide the first permanent headquarters for the Park Board; reconfiguration of Minnehaha Park; Leonard H. Neiman Sports Complex and Fred Wells Tennis Center; land acquisition for part of the Cedar Lake Trail; and the land purchase and lease for Edward C. Solomon Park.

### Growth of the Minneapolis Park System

Future growth of the park system is anticipated in two areas – filling existing service gaps and serving new growth areas of the city. To reduce existing service gaps, the system will focus on providing parkland within walking distance for each resident and better distribution of significant amenities, especially in north and northeast Minneapolis. Growth areas of the city are typically former non-residential areas that are not well served by park amenities. Park development will focus on serving and helping to spark additional growth in these re-development areas.

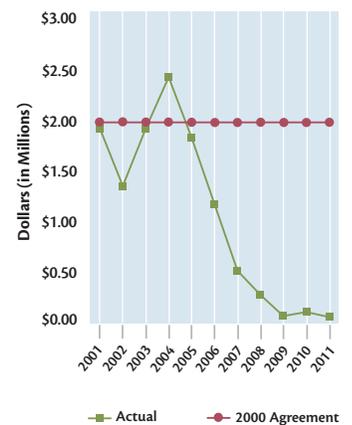
### Funding Fluctuations

Traditional capital improvement funding sources have diminished

for the Minneapolis park system in recent years. In 1999, the Minneapolis Park and Recreation Board developed an “Infrastructure Replacement Model” that replicated a model used by the City of Minneapolis. At that time, the assets of the neighborhood park system totaled \$147 million, resulting in an annual capital funding need of \$6 million, based on an average useful life of 20 years. A 2000 agreement between the City of Minneapolis and the Park Board was designed to increase funding for the neighborhood park system. This would have provided \$8 million from net-debt bonds and property taxes in 2004, with property tax-based funding anticipated to increase with inflation after that point.

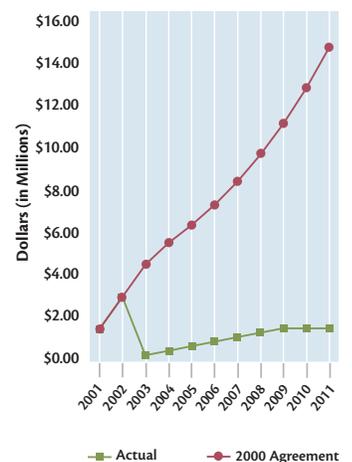
In 2003, the City reduced the annual funding by \$4.2 million to meet other funding priorities and to cope with budget deficits it faced. Since that time, the funding commitments of the 2000 agreement have not been met. Based on current projections, neighborhood park system capital funding from 2003 to 2011 will be significantly less than the 2000 agreement (*Charts I and II*). Unpredictable funding levels make it difficult to project capital improvements for the system. Cultivating a diverse range of consistent funding sources will help assure a sustainable and well maintained park system.

**Chart I:**  
Actual and 2000 Agreement for Proposed Net-Debt Bonding for Neighborhood Parks



Source: Minneapolis Park & Recreation Board Finance Department

**Chart II:**  
Actual and 2000 Agreement for Property Taxes for Neighborhood Parks



Source: Minneapolis Park & Recreation Board Finance Department

\* This is a summary of the key community outreach and research results as they relate to this vision theme. Please see the Comprehensive Planning Process in Review section for more details about the outreach and research process.

## *Dynamic parks* that shape city character and meet diverse community needs

### GOAL

#### Parks shape an evolving city.



### STRATEGIES

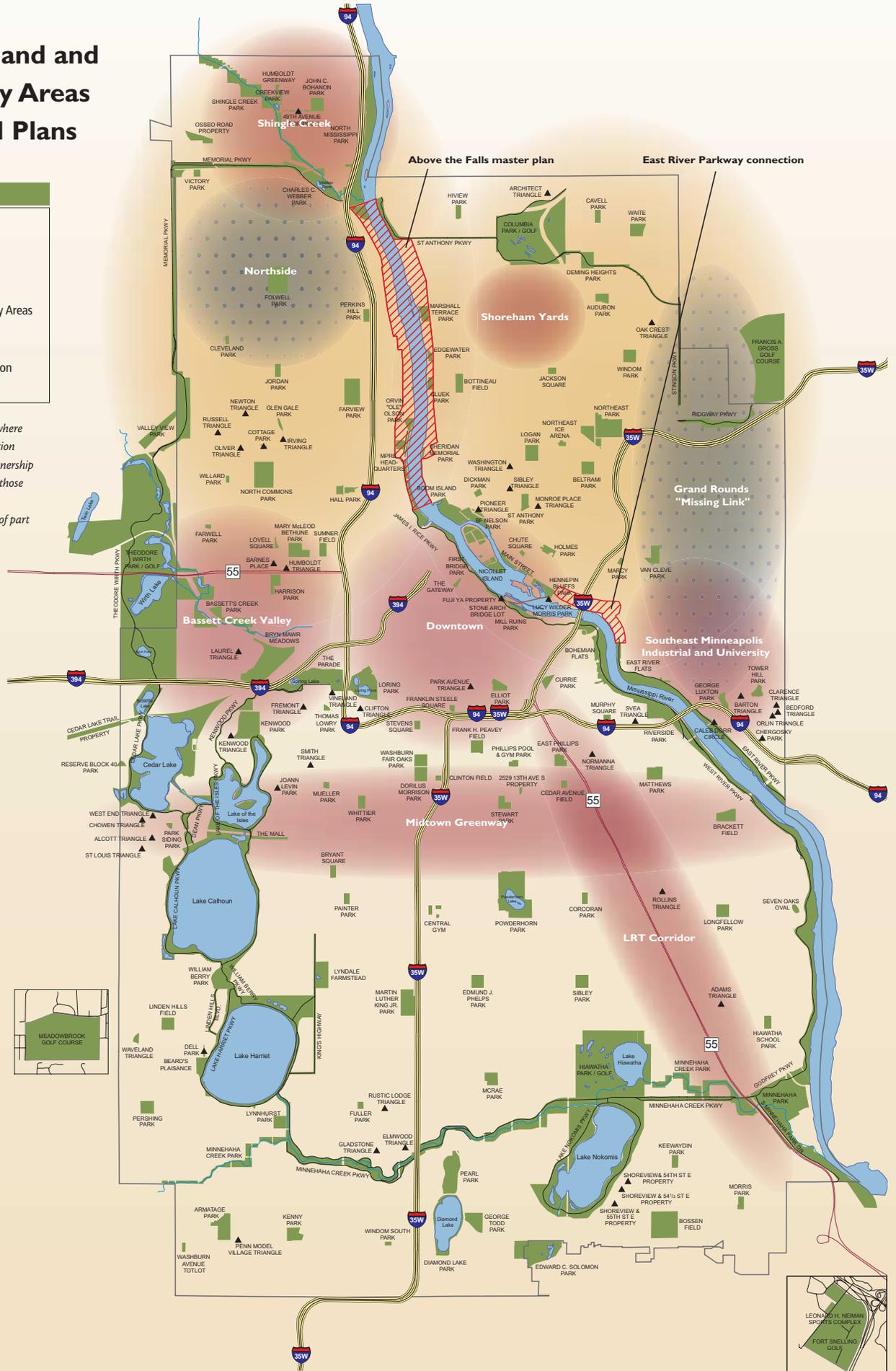
- Continue to expand physical access to the Mississippi River in a manner that is aesthetically compatible with the riverfront and sensitive to ecological function, giving priority to implementing the Above the Falls Master Plan.
- Provide a well-maintained, safe, and continuous trail system (see *Map III, page 28*), giving priority to completing the “missing link” of the Grand Rounds Parkway (see *Map IV, page 29*), and providing trail connections in north and northeast Minneapolis.
- Balance the distribution of premier park and recreation features across the city, giving priority to adding features to north and northeast Minneapolis (see *Map IV, page 29*).
- Help shape the built form of the city by developing and/or implementing park plans to acquire parkland and build amenities in current or projected growth areas of the city: Bassett Creek Valley, Hiawatha LRT Corridor, Downtown, Southeast Minneapolis Industrial, Midtown Greenway Corridor, Upper River, Northeast Industrial, North Loop, and Central Riverfront (see *Map IV, page 29*). Periodically examine trends in household and population growth or shifts to identify additional study areas.
- Ensure park access for all residents by providing parks within an easy walk from their homes (no more than six blocks) and achieving a ratio of .01 acres of parkland per household (see *Map IV, page 29* for service gap study areas).
- Work with the City of Minneapolis and other entities to identify and support multi-mode transportation corridors between parks, with preference given to routes that encourage non-motorized linkages between parks.

Map IV:  
**Future Parkland and Facility Study Areas and Adopted Plans**

**LEGEND**

-  Parkland less than 1 Acre
-  Existing Parkland
-  Adopted Plans
-  Project Growth Area Study Areas
-  Service Gap Study Areas
-  Premier Park and Recreation Feature Study Areas

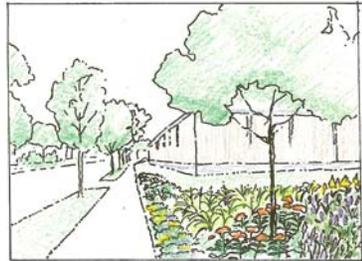
*Park properties shown are those where the Minneapolis Park and Recreation Board has site control through ownership or lease. Water bodies shown are those where the Minneapolis Park and Recreation Board has site control of part or all of the land surrounding it.*



# ***Conceptual Landscape Plan Midtown Greenway Phase III***

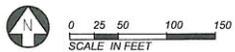
**January 2006**

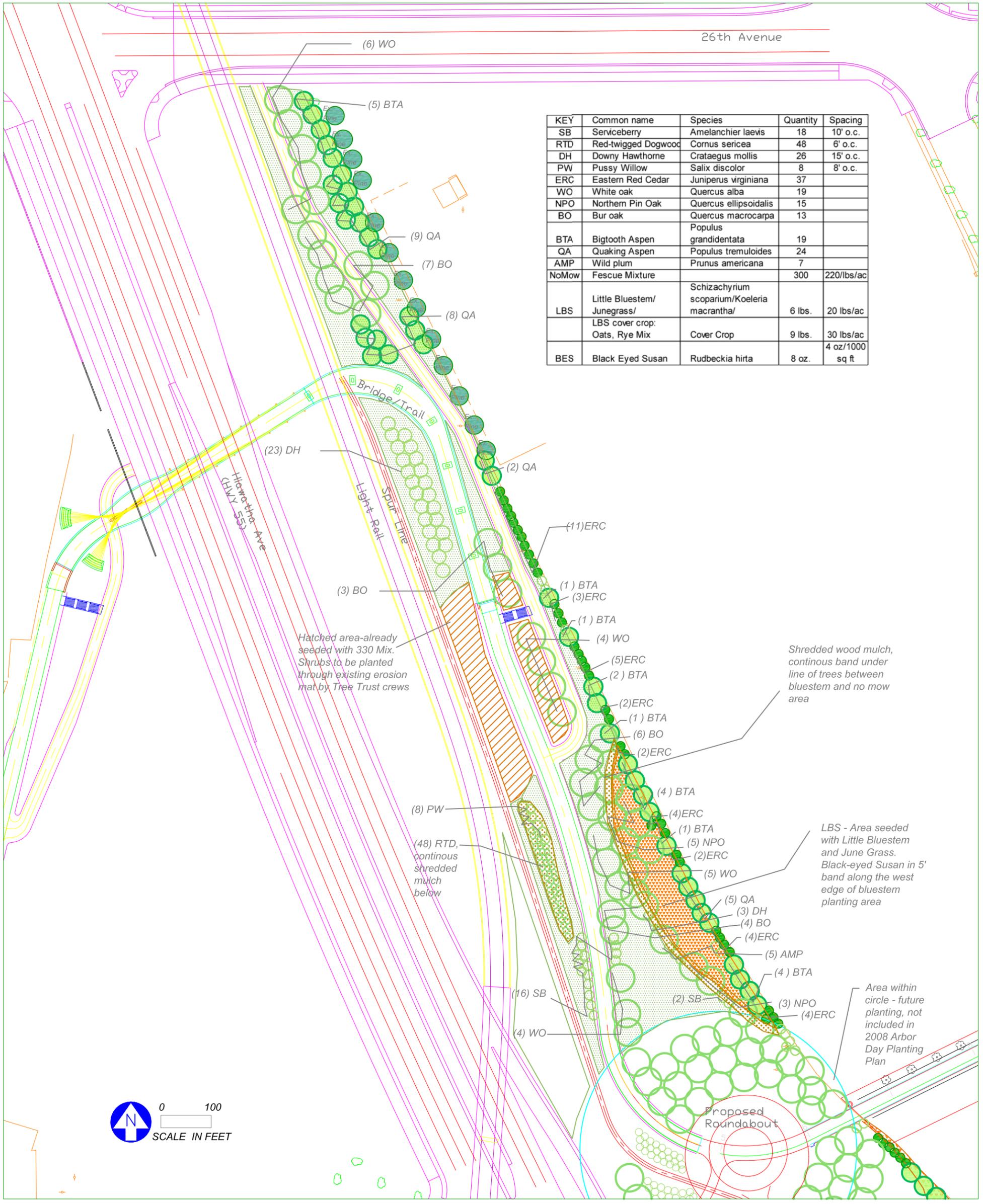
*Prepared For:*  
**Longfellow Community Council  
Minneapolis, Minnesota**



*Prepared By:*  
**Simonet Design • Bonsignore Landscape Architecture • Applied Ecological Services**

# The Corridor Landscape Concept: Hiawatha Avenue to 26th Avenue





## Midtown Greenway - East Hiawatha Arbor Day 2008 Planting

### Midtown Greenway - East Hiawatha (Hwy 55)

Between 26th and 28th St.

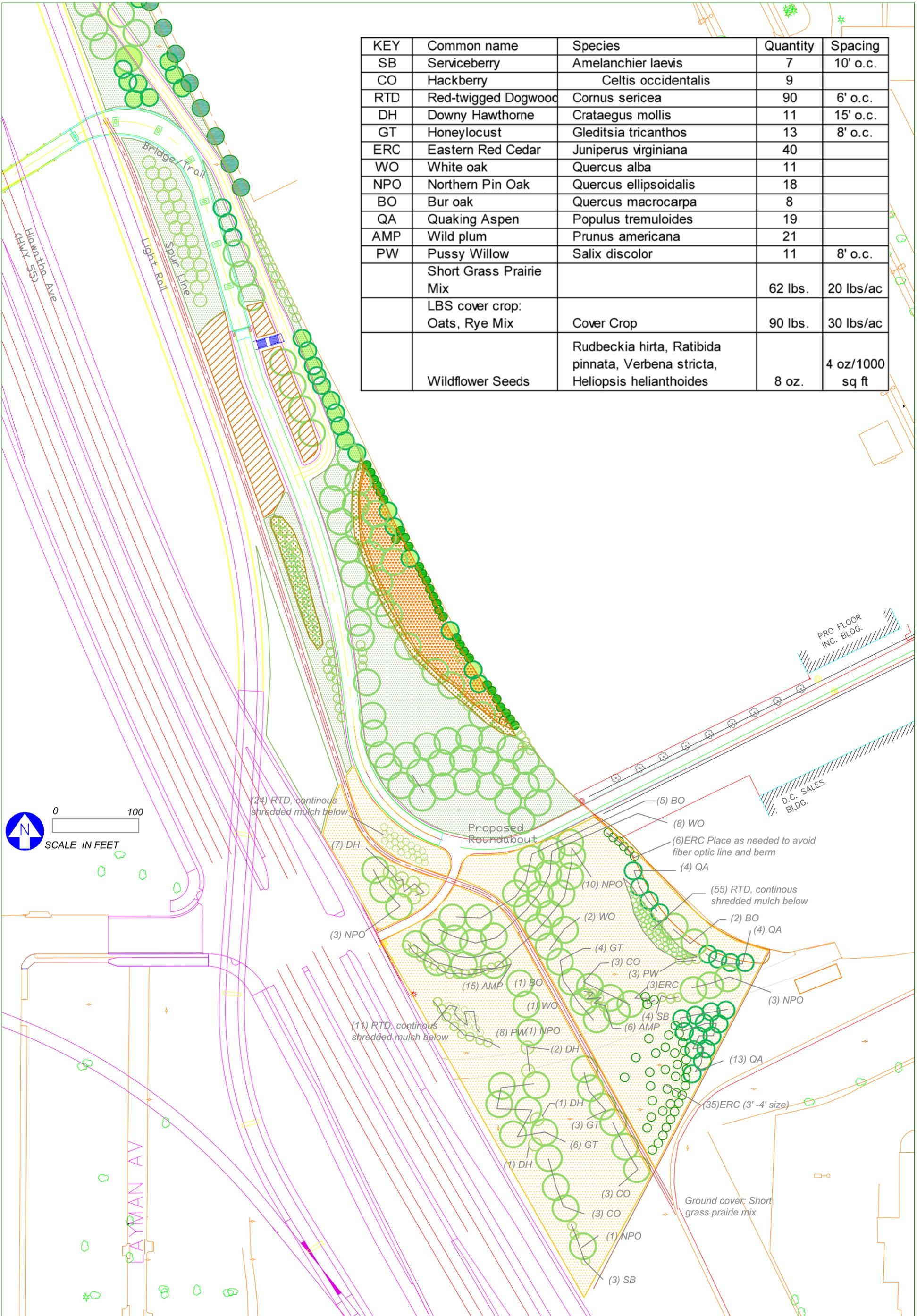
Planting project of Hennepin County Regional Rail Authority  
Landscape Contractor: Tree Trust  
Property owned by Minnesota Department of Transportation

### Landscape Design

Gina Bonsignore Landscape  
Architecture LLC  
391 Mount Curve Blvd.  
St. Paul, MN 55105  
651-690-0549  
gina.bonsignore@comcast.net

I hereby certify that this plan and  
specification as prepared by me or under  
my direct supervision and that I am a duly  
Licensed Landscape Architect under the  
laws of the State of Minnesota.  
Name: Regina E. Bonsignore  
Signature:  
Date: 12/15/07 License# 42170

KEY	Common name	Species	Quantity	Spacing
SB	Serviceberry	Amelanchier laevis	7	10' o.c.
CO	Hackberry	Celtis occidentalis	9	
RTD	Red-twigged Dogwood	Cornus sericea	90	6' o.c.
DH	Downy Hawthorne	Crataegus mollis	11	15' o.c.
GT	Honeylocust	Gleditsia tricanthos	13	8' o.c.
ERC	Eastern Red Cedar	Juniperus virginiana	40	
WO	White oak	Quercus alba	11	
NPO	Northern Pin Oak	Quercus ellipsoidalis	18	
BO	Bur oak	Quercus macrocarpa	8	
QA	Quaking Aspen	Populus tremuloides	19	
AMP	Wild plum	Prunus americana	21	
PW	Pussy Willow	Salix discolor	11	8' o.c.
	Short Grass Prairie Mix		62 lbs.	20 lbs/ac
	LBS cover crop: Oats, Rye Mix	Cover Crop	90 lbs.	30 lbs/ac
	Wildflower Seeds	Rudbeckia hirta, Ratibida pinnata, Verbena stricta, Helianthus scaberrimus	8 oz.	4 oz/1000 sq ft



**Midtown Greenway - East Hiawatha (Hwy 55)**

Between 26th and 28th St.

Planting project of Hennepin County Regional Rail Authority  
 Landscape Contractor: Tree Trust  
 Property owned by Minnesota Department of Transportation

Planning Map 01/26/09

Gina Bonsignore Landscape Architecture LLC  
 391 Mount Curve Blvd.  
 St. Paul, MN 55105  
 651-690-0549  
 gina.bonsignore@comcast.net

I hereby certify that this plan and specification as prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.  
 Name: Regina E. Bonsignore  
 Signature:  
 Date: 1/27/09 License# 42170



- 4) State what mitigation measures would be taken to compensate for the loss of this greenspace, including loss of existing trees and shrubs.
- 5) Provide a rendering or computer generated illustration of what the power lines and pole footings would look like in the surroundings reflected in the Attachment to this information request.

Response:

- 1) At this time Northern States Power Company, a Minnesota corporation ("Xcel Energy"), has identified potential structure placement locations, available on detailed maps in Appendix B of the Route Permit Application. It is important to note that species planted within the right-of-way for any transmission facility must be compatible species or be trimmed to meet safety specifications.
- 2) See response to subpart 1 of this information request.
- 3)
  - a) Please see Section 5 of the Route Permit Application for the average heights of the proposed structures, and type. The average space between each structure is approximately 500 feet. The final number of structures will not be determined until the final design of the facilities after the Minnesota Public Utilities Commission approves a Route.
  - b) As stated in the Route Permit Application on page 49, the requested right-of-way or easement width for the preferred Route A is 30 feet for underground construction and 50 feet for overhead construction. The requested right-of-way for the single circuit, overhead Routes B and C is 50 feet. The requested right-of-way for the alternative underground Route D is 30 feet.
  - c) The final structure placement has not been determined. The potential structure placements are depicted on the Route maps, available in Appendix B of the Route Permit Application. The closest structure to the Midtown Greenway Trail may be located at the proposed Hiawatha Substation, within approximately 10 feet of the edge of the trail. Please note the majority of the structures, as proposed [on Route A], would be located away from the trail at the top of the Greenway trench.
  - d) Please see page 97 of the Route Permit Application for information regarding the number of trees that could be impacted by each route.
  - e) Please see page 97 of the Route Permit Application for the number of trees that may be impacted. The allowable heights of vegetation under transmission facilities is determined on a case-by-case basis. Generally, for a 115 kV transmission line, trees cannot exceed 20-25 feet in height in the right-of-way. Xcel Energy notes that the routes proposed are almost entirely within existing distribution line rights-of-way which have more stringent tree height limitations.

4) At this time no mitigation measures are proposed. As stated in earlier documents in this proceeding, Xcel Energy has proposed to landscape around the substations with appropriate tree and shrub species.

5) Please see the substation and transmission photo simulations that have been provided in the Draft Environmental Impact Statement, Figures 5.8-3 – 5.8-21.

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Response By: Ben Gallay/RaeLynn Asah  
Title: Specialty Engineer/Permitting Analyst  
Department: Transmission Engineering and Design/Siting and Land Rights  
Date: February 8, 2010

LONGFELLOW COMMUNITY COUNCIL  
LONGFELLOW COMMUNITY COUNCIL BOARD

RESOLUTION REGARDING XCEL ENERGY'S HIAWATHA PROJECT AND  
THE SITING OF THE SUBSTATION AT HIAWATHA AVENUE

March 19<sup>th</sup>, 2009

Whereas, Xcel Energy has proposed the "Hiawatha Project," a project in which Xcel Energy would construct and operate high voltage power lines along the Midtown Greenway west of Hiawatha Avenue and construct two new substations--one on the east side of Hiawatha Avenue in the vicinity of 28th Street and one at Oakland Avenue and the Midtown Greenway; and

Whereas, Xcel recommends locating its Hiawatha Substation on land that has been targeted for public greenspace by the Seward and greater Longfellow communities at the nexus of the Midtown Greenway, the Hiawatha LRT Trail, and our region's only existing Light Rail Transit line, and the pursuit of additional public greenspace on the Greenway has been supported by numerous other Greenway neighborhoods citywide for over 10 years; and

Whereas, the substation at Hiawatha Avenue could be expanded now or in the future in such a way as to force the relocation of the Midtown Greenway Trails in this area, greatly inconveniencing Greenway users;

Whereas, some businesses in the Lake Street/Midtown Greenway corridor have experienced electricity quality or supply issues that have adversely affected them; and the Longfellow Community Council (LCC) supports the continued economic development in the Lake Street/Midtown Greenway corridor with higher density developed as encouraged through the City's Midtown Greenway Land Use and Development Plan; and

Whereas, the Midtown Greenway is a regional amenity and public space which serves thousands of users daily most months of the year and has served as the catalyst for development along its edges; and

Whereas, high voltage power lines are incompatible with the character of neighborhoods in Midtown, creating pollution (visual and otherwise) in the corridor, negatively impact property values and diminishing the potential for future development; and

Whereas, at least four community organizations in the impacted area have opposed the project and/or called for delaying it to allow for studying alternative methods of abating power requirements or supplying the electric power as well as load management through means such as Smart Grid; and

Whereas, the City of Minneapolis' Sustainability Initiatives related Climate Change and Renewable Energy support the pursuit alternatives to traditional methods of supplying electricity for users in our city; and

Whereas, a needs assessment for the Hiawatha Project may be done by Xcel Energy as part of its permit application to the Minnesota Public Utilities Commission but whose content has not yet been completed or made public and may be incomplete if released;

Now, Therefore, Be It Resolved:

That the LCC believes that the time is now to pursue the production of electricity more responsibly, the delivering of electricity more intelligently, and the consuming of electricity more efficiently; and

Be It Further Resolved that LCC opposes the placement of the Hiawatha Avenue substation just south of the Midtown Greenway on the east side of Hiawatha at 28th Street.

Be It Further Resolved that LCC recommends that Xcel Energy delay its routing permit application to the Minnesota Public Utilities Commission for the Hiawatha Project and provide greater detail regarding the current and future electricity needs that the project is planned to address, as well as a thorough analysis of aggressive alternative methods to abate and/or supply the electricity that is needed.

Be It Further Resolved that if such an analysis is undertaken and fails to yield a successful alternative approach to the need for high voltage power lines in Midtown; that the preferred route for the new high voltage transmission lines is underground below 28th Street East.



- c) the proceedings in which the original site and the expanded site were approved, including the Commission proceeding docket number;
  - d) the size of the site and the building footprint for both the original and the expanded substation;
  - e) whether there were functional barriers such as a road or active railway between the original and expanded substation facilities and, if so, how the expansion was integrated
- 5) Please provide a best estimate of the timeline for acquisition and utilization of expansion space adjacent to the Hiawatha West Substation. If there is no current time estimate, please state the conditions under which an acquisition and development process would begin;
- 6) If the expansion space property is not subject to an acquisition and development schedule, detail applicants plans for mitigating uncertainty around future use of the property and preventing it from remaining vacant and blighted due to the threat of potential condemnation for utility purposes;
- 7) Describe a proposed new route for the Midtown Greenway cycling and walking trails if the Hiawatha East substation location and Zimmer-Davis expansion site are utilized and a segment of the trails is eliminated.

Response:

- 1) Northern States Power Company, a Minnesota corporation ("Xcel Energy"), is not currently seeking approval for future expansion space for the Hiawatha Substation. However, the identified expansion site ("Zimmer - Davis site"), is a comparable site to the preferred Hiawatha West site and could be considered as an alternative Hiawatha Substation location.
- 2) Please see response to part 1.
- 3) Under the Power Plant Siting Act, Minn. Stat. § 216E.01, *et. seq.*, when designating a route, the Minnesota Public Utilities Commission ("Commission") must consider the future needs for additional transmission lines in the same area. The Commission, and its predecessor, the Environmental Quality Board ("EQB"), has, on multiple occasions, approved substation sites that are larger than requested for the immediate needs to allow for future expansion. *See e.g. Route Permit for Construction of Two High Voltage Transmission Lines and a Substation in Southwestern Minnesota*, EQB Docket No. 03=73-TR-XCEL (June 2005) (approving 40 acre parcel for 345 kV/115 kV substation) and *In the Matter of the Route Permit Application for the South Bend to Stony Creek 115 kilovolt Transmission Line and Substation Project*, MPUC Docket ET-2, E-002/TL-08-734, Findings of Fact, Conclusions of Law, and Order Issuing a Route Permit to Great River Energy and Xcel Energy (April 21, 2009) (approving substation sites designed to accommodate future additional transmission lines).

4)

a. Substation voltage upgrades are a natural solution as load on the system continues to grow. A recent example voltage upgrade is the Elm Creek Substation, which was upgraded from a 115 kV substation to a 345 kV substation. The Elm Creek Substation is located in Maple Grove, Minnesota.

b. Elm Creek Substation was originally constructed in 1990 and was expanded to include 345 kV equipment and 345 kV transmission line terminations in 1998.

c. At the time of the Elm Creek Substation project, the EQB was responsible for issuing route permits. An exemption for a route permit was granted by the EQB for the facilities. *See* [www.energyfacilities.puc.state.mn.us/Docket.html?Id=2690](http://www.energyfacilities.puc.state.mn.us/Docket.html?Id=2690).

d. The fence dimensions of the substation prior to the expansion from a 115 kV substation to a 115 kV and 345 kV substation were 208' X 234'. The fence dimensions of the substation after the substation was expanded to include the 345 kV equipment and 345 kV transmission line terminations are 552' X 600'.

There was no electrical equipment enclosure at the Elm Creek Substation prior to the expansion from a 115 kV substation to a 115 kV and 345 kV substation. The functions of the electrical equipment enclosure were originally incorporated into the switchgear enclosure (approximate dimensions 35' X 18'). The electrical equipment enclosure dimensions after the substation was expanded to include the 345 kV equipment and 345 kV transmission line terminations are 24' X 80'.

e. There were no barriers such as roads or railroads between the original and the expanded substation facilities.

5) and 6) Transmission Planning uses a 10-year planning horizon for proposed projects. The Zimmer Davis property was identified in the Route Permit Application as a potential expansion area to the Hiawatha West site because, in 2008, Planning Engineers were projecting a potential need for a 345 kV source to the South Minneapolis area, connecting at Hiawatha, by approximately 2018. Subsequently, the planning engineers updated their analysis and the 10-year planning horizon no longer projects a need for the 345 kV line in the South Minneapolis area. However, as load continues to grow in the metro area and with the uncertainty of renewable generation impact on the metro area generation, the possibility of bringing in a larger or additional source to relieve the lower voltage 115 kV system may be necessary.

Substation, distribution, and transmission planning engineers have also reevaluated the Zimmer Davis property and concluded that it is a feasible site for the Hiawatha Substation. Xcel Energy believes that the site should be considered as a primary site in this routing proceeding.

Should the Hiawatha West site be selected, the Zimmer Davis property could continue to be used as it is today. Xcel Energy is not aware of any facts that indicate use of the Zimmer Davis property would be adversely impacted and therefore no mitigation methods are proposed.

7) As discussed, there are no plans for expansion of the Hiawatha Substation at this time. However, if the Midtown Greenway cycling and walking trails were impacted by substation construction, Xcel Energy has proposed to reroute the trail as appropriate.

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Response By: RaeLynn Asah/Ed Smith/Jason Standing  
Title: Permitting Analyst/Principal Specialty Engineer/Senior Specialty Engineer  
Department: Siting and Land Rights/Substation Engineering and Design/Transmission Planning  
Date: February 8, 2010

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