

From: [Erik Cochran](#)
To: [Ek, Scott \(COMM\)](#)
Subject: PUC Docket No. E002/TL-11-152- New Transmission line in Plymouth
Date: Friday, November 04, 2011 10:32:01 AM

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

Scott,

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 and opposed to 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:

1. 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 line
2. 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
3. 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
4. The decrease in property value of 15-20% for owners along Alternate Route B
5. 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 newly 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.
- This alone should eliminate Alternative plan B. We bought a house where there are not powerlines in our back yard. For those who bought with the existing powerlines, that is where they should stay.

None of us want the transmission lines along our property and 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.

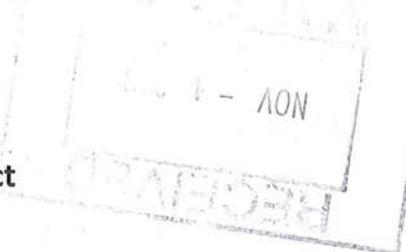
Thank you,
Erik

Erik & Katie Cochran
4810 Narcissus Court N
Plymouth, MN 55446



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: Karin Cotter email: karlar13@yahoo.com
 Street Address: 15025 43rd PL 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 strongly prefer the Hwy 55 to 494 option. I worried the photos may have tripped your Spam filter.

Enclosed, please find:

- (1) "Consider Fernbrook Lane as Alt" Email w/photos
- (2) "Wetlands Protection Not Rockford Rd" Email w/photos
- (3) "Turtle Lake Park Photos" Email w/photos
- (4) "Spacing Issue Photos" Email w/photos
- (5) Initial Email w/ copy of Easement & Health article linking Maternal MF exposure to asthma in offspring.

Thank you for all of your hard work.

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: Karin L. Cotter Date: 11/1/11

P.S. Please see reverse →

All-purpose photo #1

Karin Cotter

E002/TL-11-152

15025 43rd PL N (on left)

Facing S from Niagara Lane

Total Easement is 70'

← 23'

47' →

Subject: Consider Fernbrook Lane as Alternate: PUC Docket No. E002/TL-11-152
From: Karin Cotter (karlar13@yahoo.com)
To: scott.ek@state.mn.us;
Date: Tuesday, November 1, 2011 12:01 AM

"Fernbrook Email"

Dear Scott Ek,

This is Karin Cotter, 15025 43rd Pl N, 55446 about PUC Docket No. E002/TL-11-152.

I would strongly prefer that the proposed 115 kV transmission line run along Highway 55 to 494, staying as far away from private residences as possible.

If that turns out to be impossible, however, I believe that Fernbrook Lane should be considered as an alternative to Niagara Lane for the portion of the project that runs between Rockford Rd (Hwy 9) and Schmidt Lake Rd. The online maps provided in the application do not appear to analyze the Fernbrook Lane option. In the "detailed maps" section, there are maps provided on either side of Fernbrook, but Fernbrook does not appear to have been analyzed. Please forgive me if I missed something. Fernbrook Lane is east of the proposed route.

I am attaching three photos of Fernbrook Lane labeled "0FernbA", "0FernbB", and "0FernbE."

I am also attaching photos from along the proposed route that partially runs along Niagara Lane. The first two photos, "0MaintB" and "0MaintC," show the existing line along the proposed route, with homes, trees, and fences close to the transmission line. "IMG_1398.JPG" shows the line running between the swing-set and Turtle Lake in the park. "IMG_1462" shows mailboxes along Niagara Lane between 43rd Place North and Turtle Lake Park. The street is narrow, quiet, and there would not be an easy way to shield the homefronts from the transmission line.

The proposed route that runs partially along Niagara Lane (I'll call this the "Niagara Route") cuts through Turtle Lake Park and the wetlands north of Rockford Road. (I already sent you photographs of these areas). The corridor is narrow in several places, forcing the proposed line close to private residences (including mine), through quiet backyards, along scenic bike paths, and close to Providence Academy. The existing ROW is only 70 ft wide in some locations and there is not a lot of extra room. Constructing the line along this route would cause a lot of disruption.

SPACING: Fernbrook Lane is significantly wider than Niagara Lane. This extra street width would provide a wider ROW and the line could be kept further from homes. Fernbrook Lane has 2 lanes running each way, compared to single lanes on Niagara. There is also a public path that provides an additional buffer between homes and the street.

DIRECT CONNECTION OF STREET: Fernbrook Lane runs directly from Rockford Road to Schmidt Lake Road without gaps or interruptions. During the construction phase, machines could easily reach all portions of the route. Wetland soil would not be compacted. In the event that the transmission line needed to be fixed or maintained, Fernbrook Lane would provide quick and easy access by major street all along the route. Fernbrook Lane is more likely to be kept plowed during the winter. The Niagara Route is different. Niagara Lane does not run all the way from Rockford Road to Schmidt Lake Road. In fact, large portions of the Niagara Route cut through city parkland, over wetlands, and through residential yards. If the line needed emergency maintenance, there could be significant difficulties. The wetlands, the park, private landscaping, fences, and snow on streets and in people's yards could make repairs difficult, disruptive and expensive. Furthermore, if Xcel has long-term plans to use and improve the transmission line, it would have easier access to the line and a wider space to work if it ran it along Fernbrook.

EMF AND THE PRECAUTIONARY PRINCIPLE: While it is often maintained that research regarding the negative health impacts of EMF has been "inconclusive," I am under the impression that the precautionary

principle is usually used to minimize the possibility of harmful effects. Not all routes and neighborhoods are created equally. There is an objective difference between the width of the corridor along Fernbrook and the width of the corridor along the Niagara Route. The Fernbrook route would run the line farther away from residences, backyards, parks, schools, and playing fields. While it is true "someone may be at risk anywhere you put it", the risk will be less for residents when the line is farther away from homes. These differences can and should be measured objectively. I am under the impression that the Fernbrook route would keep the line farther from homes. This should be investigated more thoroughly.

WETLANDS: There do not appear to be wetlands along the portion of Fernbrook Lane between Rockford Road and Schmidt Lake Road. Nor do there appear to be wetlands on Fernbrook between Highway 55 and the rail lines to the north. (I still would prefer 55 to 494, but if that is impossible 55 to Fernbrook should be considered.) There are wetlands along the Niagara route. I sent these photos in a previous email.

http://files.dnr.state.mn.us/waters/watermgmt_section/pwi/HENN4OF4.pdf

AESTHETIC EFFECT--PARKS: Running the line down Fernbrook would avoid cutting through the middle of a public park. The Niagara route would put the line right through Turtle Lake Park. I already sent you photos of the park. Many people enjoy this park.

AESTHETIC EFFECT--YARDS: Fernbrook Lane is more heavily trafficked, and it already has other fixtures like stoplights. Many residences near Fernbrook are set farther back and have fences, trees, and bushes screening them from the sight of Fernbrook. There is already a transmission line running along Fernbrook. I believe the visual impact on residential yards would be less significant than the Niagara Route. The existing transmission line along the Niagara Route is not centered in the easement in certain areas, and the new line would need to be shifted. Trees would need to be cut down, fences altered, and the limited space would not give residents many options for screening the view of the transmission line from their decks, yards, and recreational areas.

NOISE: Due to heavier traffic, any noise from the construction or the corona effect would be less noticeable on Fernbrook. The speed limit on Fernbrook is 40 mph. More cars run along that road. Niagara Lane, however, is a residential street without through traffic. I live on 43rd Place North, which is a dead end circle drive. Turtle Lake Park is a natural area without cars. The noise would be out-of-character along the Niagara Route.

PROPERTY VALUES: Fernbrook already has 2 lanes running each way, stoplights, a public bike path, a transmission line, and traffic noise. There is more space. Residents already have created buffers from the street. This would lead me to believe that alterations along Fernbrook would be less likely to damage property values. The Niagara Route cuts much closer to homes, would cause significant changes to landscaping, and would have a greater negative impact because a 115 kV line would seem more out-of-character for the location.

SCHOOL: The Fernbrook Route would not bring the line as close to Providence Academy or its playing fields. The Niagara Route would run the line very close to this beautiful school and damage the ambience. It would also put any EMF closer to children.

COSTS: Running the line up Fernbrook would not significantly alter the length of the route and should not cost significantly more in terms of materials. It would be less complicated than traversing the wetlands. Less work would be needed to return the neighborhood to its character after the construction phase. The line would be easier to maintain. While there is an old transmission line along the Niagara Route, there is also a transmission line along Fernbrook Lane. Thus, there must be a pre-existing easement along Fernbrook Lane. The main issue is the cost of obtaining the easements. The difference in costs between these two easements (if any) should not trump all of the other criteria: wetlands, a public park, property values, a school, narrow workspace, and distance from residences.

For these reasons, I think Fernbrook Lane should be considered as an alternate to the Niagara Route IF it proves impossible to run the line down Highway 55 to 494.

I believe that the Fernbrook Lane route would be a "feasible and prudent alternative" that would protect the state's water, land, and other natural resources. It would be consistent with reasonable requirements of the public health, safety and welfare. Economic considerations alone should not justify the choice of the Niagara Route over the Fernbrook Route.

Thank you for your time and attention to this matter.

Sincerely,

Karin Cotter

Fernbrook Email P#1
Karin Cotler
E002/TL-11-152
File: Ø FernbA



Rockford Rd + Fernbrook Ln
Facing SE. Stoplight
and traffic.

Fernbrook Email P#2
Karin Cotter
E002/TL-11-152
File: ØFernbB

Fernbrook Lane near
44th Ave N. Facing N
toward Schmidt Lake Rd.

Fernbrook Email P#3
Karin Cotter
E002/TL-11-152
File: ØFernbE



Fernbrook Lane + Schmidt
Lake Road. Facing
South.

Fernbrook Email # 4
Karin Cotter
Doc No. E002/TL-11-152
File: Ø Maint B



Niagara Route
Facing South along the
"ROW." Taken at 15025 43rd PL N
along the W lot line.

Fernbrook Email Pt#5
Karin Cotter
Doc #: E002/TL-11-152
File: ϕ Maint C

Taken from 42nd Ave N
Facing N through yards.
Along Niagara Route

Fernbrook Email P#6
Karin Cotter
Doc No E002/TL-11-152
File: IMG_1398.JPG



Scenery disturbed by Niagara Route.

Facing W from play area
towards Turtle Lake in
Turtle Lake Park. The line
disrupts the view from the
play area toward the lake.

Fernbrook Email # P#7
Karin Cotter
E002/TL-11-152
IMG_1462.JPG



Facing N along Niagara Lane.

Fernbrook Email
or
Turtle Lake Email
Karin Cotter - E0076-11-152



Turtle Lake Park play area.
Pole is ~~is~~ behind the
swing set. Facing SW.
NIAGARA ROUTE



Niagara Lane
Facing North toward
Turtle Lake Park in
distance.

Fernbrook as Alternative
Not included in email
Photo # 8

Fernbrook Email p# 9
Extra Photo of
FERNBROOK Lane



Fernbrook Lane to 44th
Ave N, Facing S.
Traffic, 40 mph, power line.

Subject: Wetlands Protection N of Rockford Rd: PUC Docket No. E002/TL-11-152
From: Karin Cotter (karlar13@yahoo.com)
To: scott.ek@state.mn.us;
Date: Saturday, October 29, 2011 6:27 PM

"Wetlands Email"

Dear Scott Ek,

Hello, again. We live at 15025 43rd Place North, Plymouth, MN 55446. I have another comment regarding PUC Docket No. E002/TL-11-152.

The location where the existing 69 kV transmission line cuts north from Rockford Road (Hwy 9) contains wetlands. Please see the attached photos. Many environmental laws have been enacted since this old line was put in.

I believe the wetlands are labeled 603 W on this map identifying protected wetlands, though I find the map difficult to read.

http://files.dnr.state.mn.us/waters/watermgmt_section/pwi/HENN4OF4.pdf

I do not know what the wetlands north of Rockford Road are called, but the inventory list is here. Turtle Lake (of Turtle Lake Park to the north) is listed :

http://files.dnr.state.mn.us/waters/watermgmt_section/pwi/HENN_PWILIST.PDF

Removing the old poles and replacing them with larger 115 kV lines is likely to cause damage to the wetlands. Merely clearing the right of way is likely to cause damage.

Minnesota Statutes Chapter 116D.04, Subd. 6. Prohibitions.

No state action significantly affecting the quality of the environment shall be allowed, nor shall any permit for natural resources management and development be granted, where such action or permit has caused or is likely to cause pollution, impairment, or destruction of the air, water, land or other natural resources located within the state, **so long as there is a feasible and prudent alternative** consistent with the reasonable requirements of the public health, safety, and welfare and the state's paramount concern for the protection of its air, water, land and other natural resources from pollution, impairment, or destruction. **Economic considerations alone shall not justify such conduct.**

In this situation, I believe there are alternative routes being considered, such as the route along Highway 55 and up 494.

Additional information on wetlands regulation:

<http://www.bwsr.state.mn.us/wetlands/publications/MNRegulations.pdf>

Thank you,
Karin K Cotter

Wetlands Email Photo #10

Karin Cotter
E002/TL-11-152

Facing North / NW from
Rockford Road. Transmission
line is cutting N toward
42nd Ave N, then yards.

Wetlands Email photo # 11
Karin Cotter
E002/TL-11-152

Facing East along
Rockford Rd. Transmission
pole is in wetlands N of
Rockford Road.

Subject: Turtle Lake Park Photos: PUC Docket No. E002/TL-11-152
 From: Karin Cotter (karlar13@yahoo.com)
 To: scott.ek@state.mn.us;
 Date: Friday, October 28, 2011 12:18 PM

"Turtle Lake Email"

Dear Scott,

The Hollydale project would cut through Turtle Lake Park.

Turtle Lake Park is our local park. The current 69kv line cuts through it, but it is not regularly used and I have never heard it make noise since I moved here in the summer of 2008. The park has wetlands, bike trails, a play area, and many people (including myself) use the park on a regular basis. It's where we go to get away from things like big powerlines.

A loud, large powerline would impact all the users of the park. Construction could lead to the clearing of some of the brush and trees and could impact public wetlands.

I do not think a 115 kV line should be routed through Turtle Lake Park.

The attached photos show the lake and the cattails. They show the play area and the bike trails. They show that this is a quiet, beautiful residential area that would not make a good location for a high voltage line.

Thank you,

Karin Cotter

From: Karin Cotter <karlar13@yahoo.com>
 To: "scott.ek@state.mn.us" <scott.ek@state.mn.us>
 Sent: Friday, October 28, 2011 12:00 AM
 Subject: PUC Docket No. E002/TL-11-152

See previous email.

Dear Scott,

Thank you for your hard work regarding the proposed Hollydale project.

My family and I live at 15025 43rd Place North, Plymouth, MN 55446. The proposed project runs along the western portion of our property. The proposed line does not merely run through our backyard, it runs all along the side of our house, along our driveway, and right near our mailbox. The center of the present line is much closer to the home and our driveway—closer than seems appropriate for a 115 kv, high voltage line. This is a quiet residential neighborhood.

I oppose this plan and strongly support the suggestion to run the line down highway 55 to 494.

My husband and stepson have lived in the home for over 5 years. I married my husband and moved in during the summer of 2008. As I did not know my husband when he purchased the house, I did not learn about the easement until recently.

For as long as I've lived here, the families near our house have had a tradition of hanging out with coffee at the school bus stop for 10-20 minutes nearly every day. The proposed power line would run directly over this regular get-together. The nuisance of the noise created by the new line, as well as concerns about EMF are not something any of us want.

Turtle Lake Email P#12

Karin Cotter

E002 / TL-11-152

File: 2ParkA.JPG

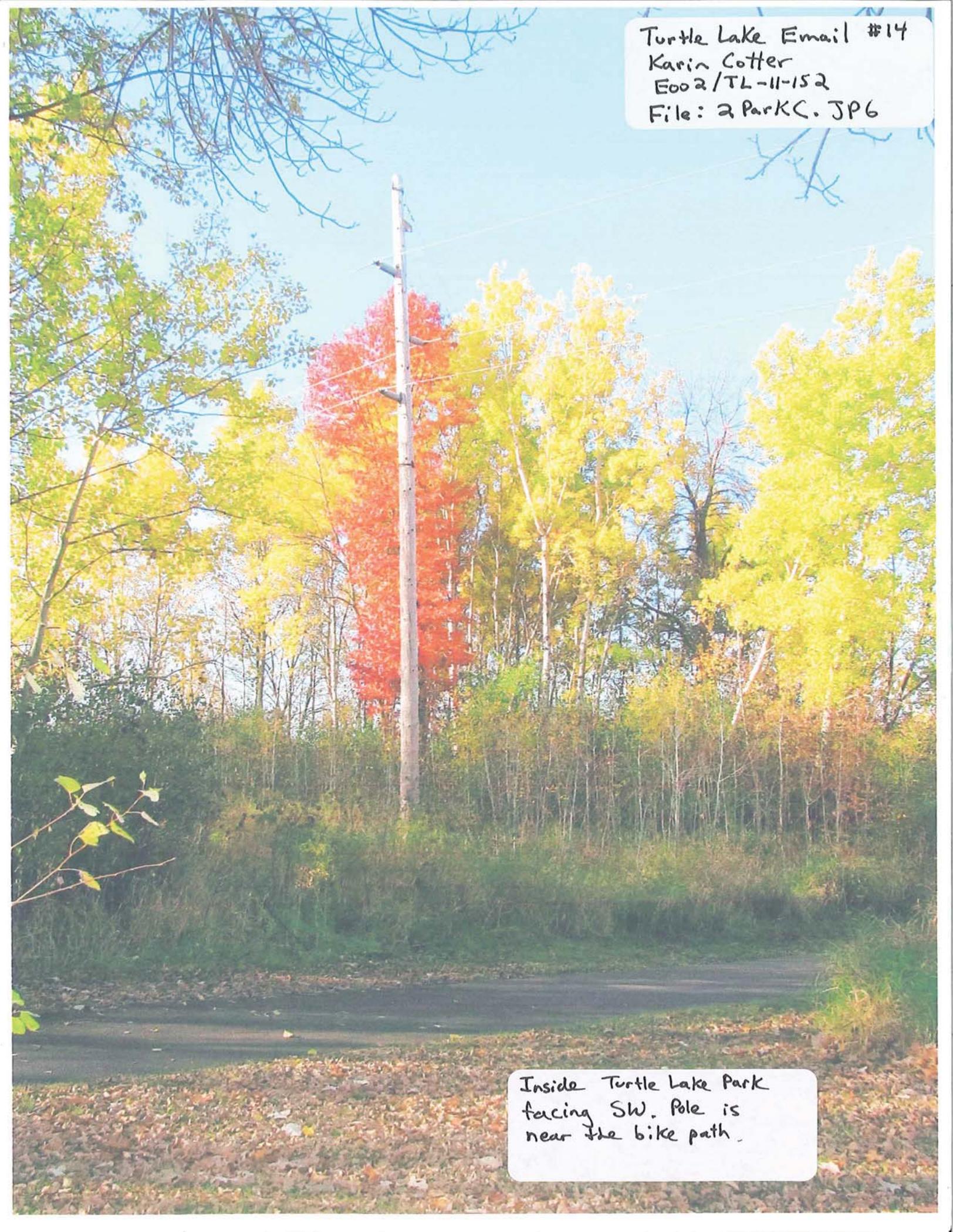
Southern entrance to
Turtle Lake Park. Facing N.
Taken from Niagara Lane.
T. line is spanning wet area.

P
TURTLE
LAKE PARK



Turtle Lake Email P#13
Karin Cotter
E002/TL-11-152
File: 2ParkB.JPG

Facing Turtle Lake
within T.L. Park, Facing
West. Taken near play
area + shelter.



Turtle Lake Email #14
Karin Cotter
E002/TL-11-152
File: 2 ParkC. JPB

Inside Turtle Lake Park
facing SW. Pole is
near the bike path.



Turtle Lake Park.
Facing NE from bike
path that runs btwn the
lake + the hill with play area.

Turtle Park Email P#15
Karin Cotter
E002/TL-11-152
File: 2ParkD.5P6

Turtle Lake Email P#16
Karin Cotter
E002/TL-11-152
File: 2ParKE.JPG



Turtle Lake Email P#17
Karin Cotter
E002/TL-11-152
File: @Park F.JPG

Turtle Lake Park ^(South side)
(facing W)
This wet area is spanned
by the transmission line.
The pipe allows water through.

Subject: Spacing issue Photos: PUC Docket No. E002/TL-11-152
 From: Karin Cotter (karlar13@yahoo.com)
 To: scott.ek@state.mn.us;
 Date: Friday, October 28, 2011 12:07 PM

"Spacing w/ Photos Email"

Dear Scott,

This is Karin Cotter again from 15025 43rd Place North about the Hollydale project. Our home is the beige-colored one in the photos.

This morning I measured the distance between the wires overhead and the side of my house. It is only about 24 feet. The easement is 70 feet wide, with 23 feet on our property. The 35 ft "maintenance" area from the line seems to stretch about 11-12 feet outside of the land specified in the easment--well past the side of our home.

If 5 feet are to be added to the easment, it would need to come from our neighbor's yard due to the proximity to our home. Plus, if the line were centered in the easement, it would need to move between 12 -15 feet west towards the neighbor's house. In the photos, that is 12 to 15 feet toward the red maple and the willow. I really like these trees and they would probably be goners and change the feel of our yards.

Our neighbors behind us have a pool and a basketball court as well as numerous trees. The property value loss for all of us would be high.

The street area pictured with our mailbox and across the street near the fire hydrant are where the kids hang out for the school bus.

Thank you,

Karin Cotter

From: Karin Cotter <karlar13@yahoo.com>
 To: "scott.ek@state.mn.us" <scott.ek@state.mn.us>
 Sent: Friday, October 28, 2011 12:00 AM
 Subject: PUC Docket No. E002/TL-11-152

Dear Scott,

Thank you for your hard work regarding the proposed Hollydale project.

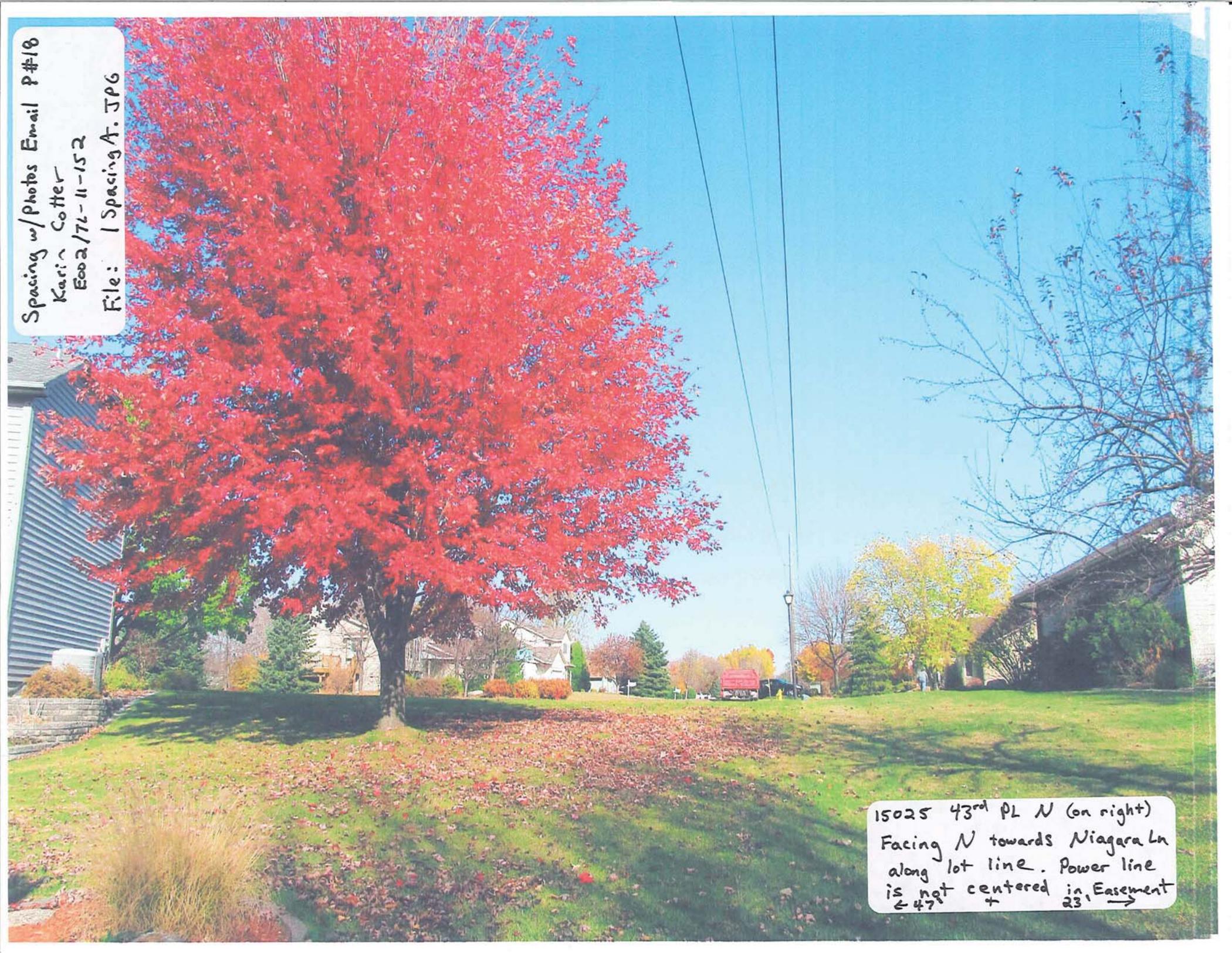
My family and I live at 15025 43rd Place North, Plymouth, MN 55446. The proposed project runs along the western portion of our property. The proposed line does not merely run through our backyard, it runs all along the side of our house, along our driveway, and right near our mailbox. The center of the present line is much closer to the home and our driveway—closer than seems appropriate for a 115 kv, high voltage line. This is a quiet residential neighborhood.

I oppose this plan and strongly support the suggestion to run the line down highway 55 to 494.

My husband and stepson have lived in the home for over 5 years. I married my husband and moved in during the summer of 2008. As I did not know my husband when he purchased the house, I did not learn about the easement until recently.

For as long as I've lived here, the families near our house have had a tradition of hanging out with coffee at the school bus stop for 10-20 minutes nearly every day. The proposed power line would run directly over this

Spacing w/photos Email P#18
Karin Cotter
E002/76-11-152
File: 1 Spacing A. JPG



15025 43rd PL N (on right)
Facing N towards Niagara Ln
along lot line. Power line
is not centered in Easement
← 47' + 23' →

Spacing w/Photos Email P#19
Karin Cotter
E002/TL-11-152
File: 1 Spacing B.JPG

Taken from 15025 43rd PL N
Facing South. The fences
and trees belong to a
variety of neighbors. Is the
row centered along lot line??

Spacing w/ Photos Email P# 20

Karin Cotter

E002/TL-11-152

File: 1 Spacing C. JPG

Looking South from 15025 43rd
PL N at neighbor's yard with
pool + basketball court. Existing
transmission line runs along
a western fence (not in photo)

Spacing w/photos Email P# 21

Karin Cotter

E002/7L-11-152

File: 1 Spacing D.JPG



15025 43rd PL N

SW corner w/ new plantings that
need care.

Spacing w/ Photos Email Pkt2a
Karin Cotter
E002/72-11-152
File: 1 Spacing E.JPG



From backyard of our home
15025 43rd PL N Facing
West toward our neighbors!
our house is ~~to the~~ the one
on the right.

Spacing w/ Photos Email P# 23

Karin Cotter

E002/TL-11-152

File: 1 Spacing F. JPG



View from 15025 43rd PL N
looking SW.

View of mailbox and
school bus area
from 15025 43rd Pl N
Facing North along Niagara.

Spacing w/photos Email # 24
Karin Cotter
E002/TL-11-152
File: 1Spacing6.JPG



Spacing - Extra
Karin Cotter
E002/76-11-152

Taken from 15025 43rd Pl N
Facing NNW toward
Niagara Lane & our
neighbors' home.

From: [Cassandra Cox](#)
To: [Ek, Scott \(COMM\)](#)
Subject: Focus on quality of life not profits in evaluating power line project.
Date: Friday, November 04, 2011 2:02:47 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

Cassandra Cox
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: [Dawn.Dexter](#)
To: [Ek, Scott \(COMM\)](#)
Subject: Public Comment for Hollydale Transmission Line, Docket # TL-11-152
Date: Friday, November 04, 2011 2:09:27 PM

Mr. Ek-

I am writing 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 minimizes the impact to Plymouth families, the environment and property values. To that end, I support relocation so that 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. The railroad is right behind my house and I would also have concerns about downed power lines in storms.

I understand this is a tough decision but in hearing from other neighborhoods, the homeowners 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 focus 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 attention to this important issue..

Sincerely,

Dawn Dexter
Conor Meadows Homeowners' Association Board of Directors

From: [DOUGHERTY, MIKE](#)
To: [Ek, Scott \(COMM\)](#)
Subject: Letter & Comments
Date: Sunday, November 06, 2011 5:35:37 PM
Attachments: [Letter to Scott Ek 20111109.docx](#)
[Bridlewood Churchill Farms Alternate Routes.pdf](#)
[Comments on scope of EA 20111109.docx](#)

Dear Mr. Ek,

My wife and I have lived in Churchill Farms since 1992 . This neighborhood has been well kept up by all of our neighbors and because of that and despite high Property Taxes, we have held our home values. With what is being proposed by Xcel, it will not only create possible Health & Safety issues – but it will also lower home values.

My wife & I wish that Xcel would consider alternate routes attached.

Thank you.

Sincerely,

Mike & Mary Dougherty

November 6, 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:

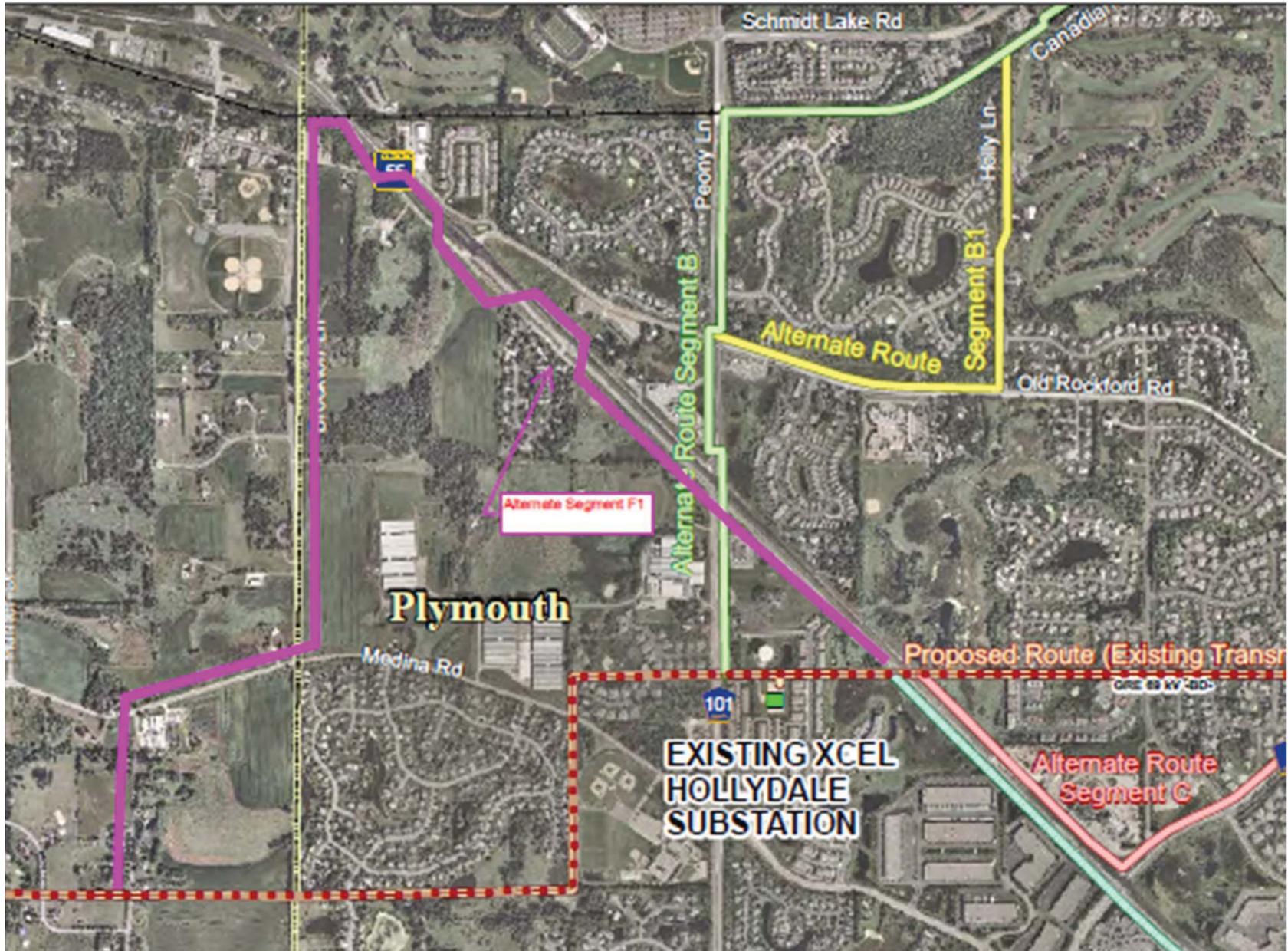
The attached comments represent the collective concerns of numerous interested persons who live in the Bridlewood Farms and Churchill Farms neighborhoods in Plymouth, Minnesota related to the Hollydale 115kV Transmission Line Project. The attached will serve as our comments on the scope of the environmental 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.

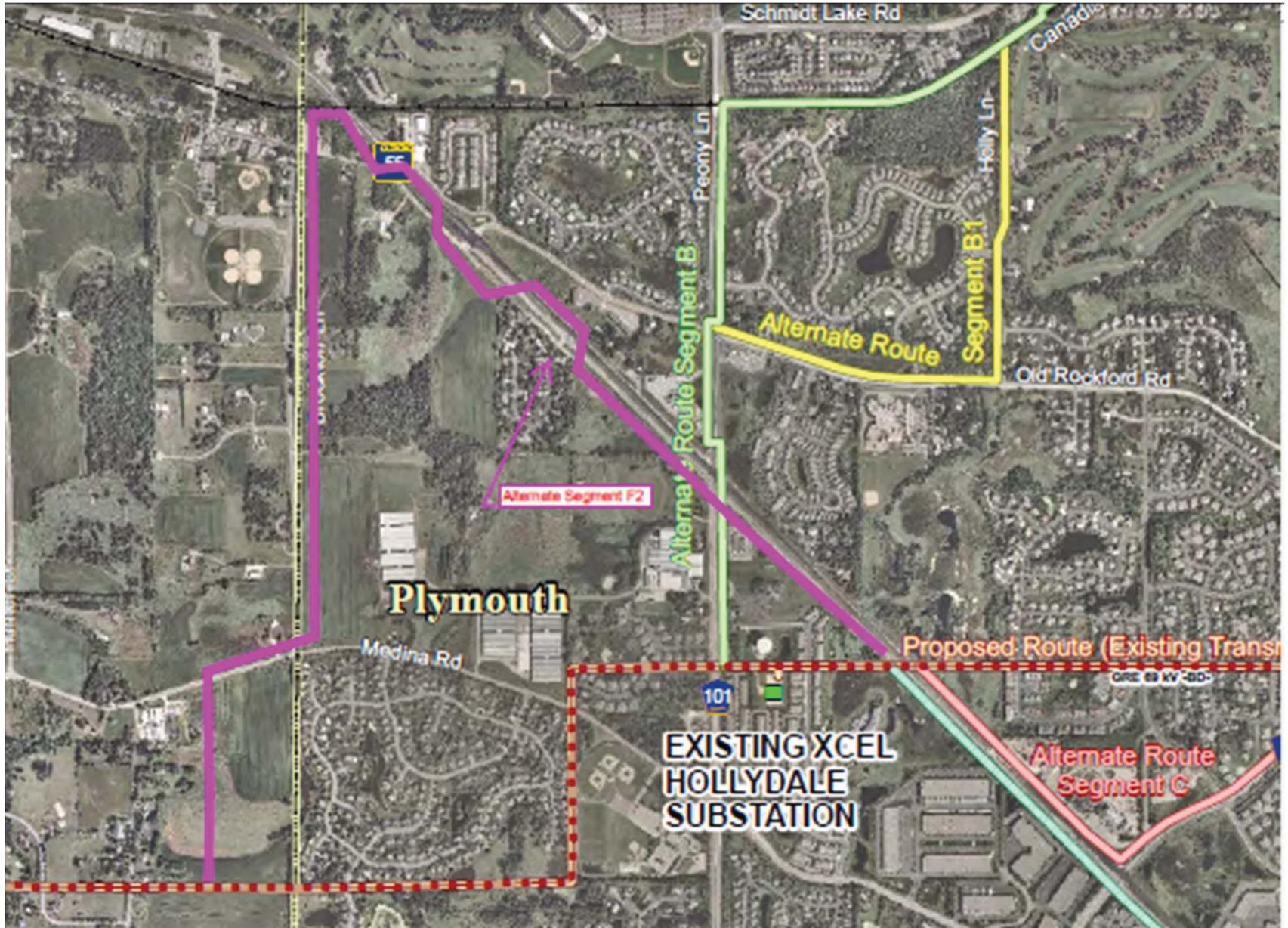
Sincerely,
Mike & Mary Dougherty
Churchill Farms

The following concerned residents of
Bridlewood Farms and Churchill Farms

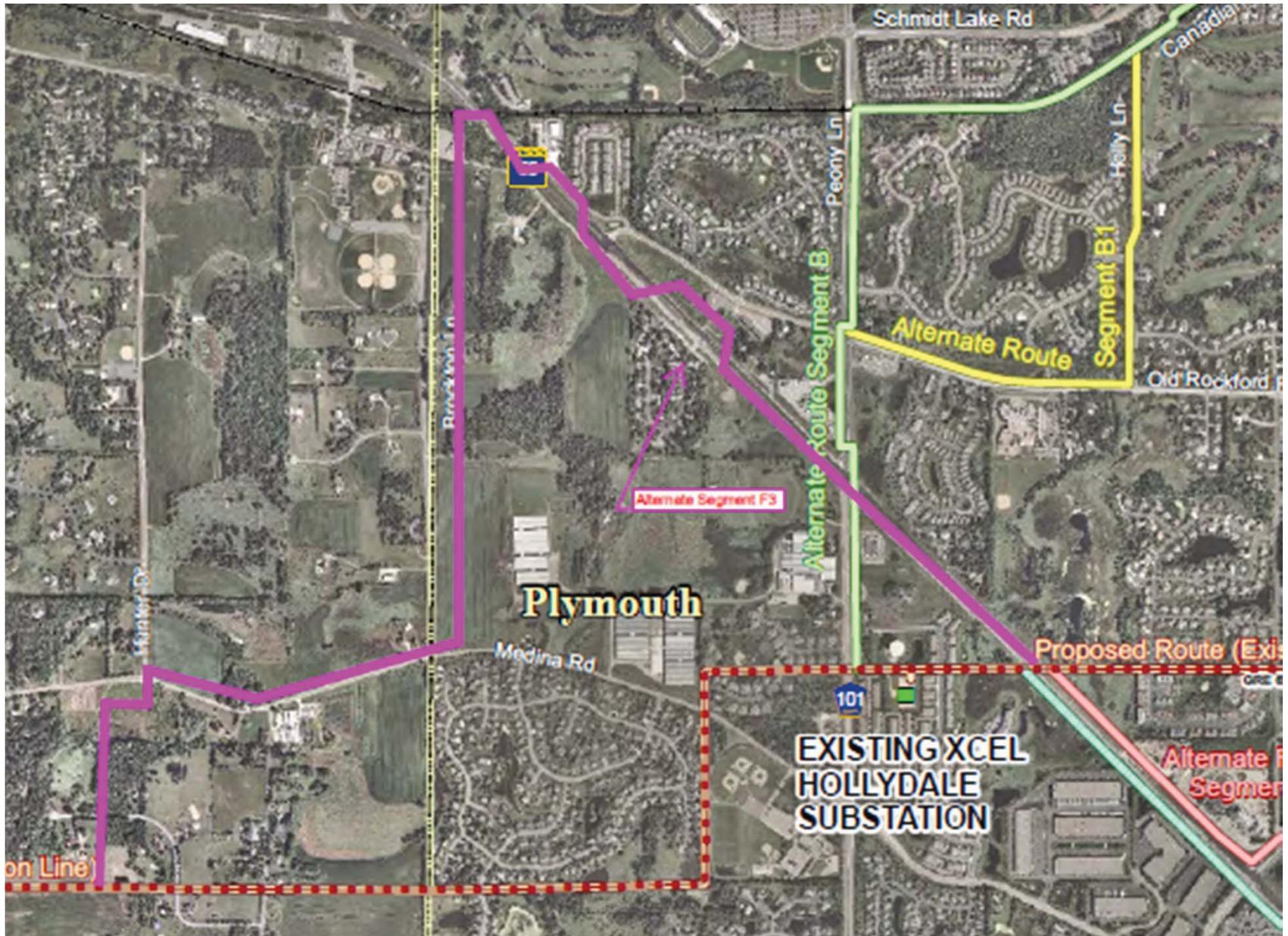
Bridlewood Farms Proposed – Alternate F1



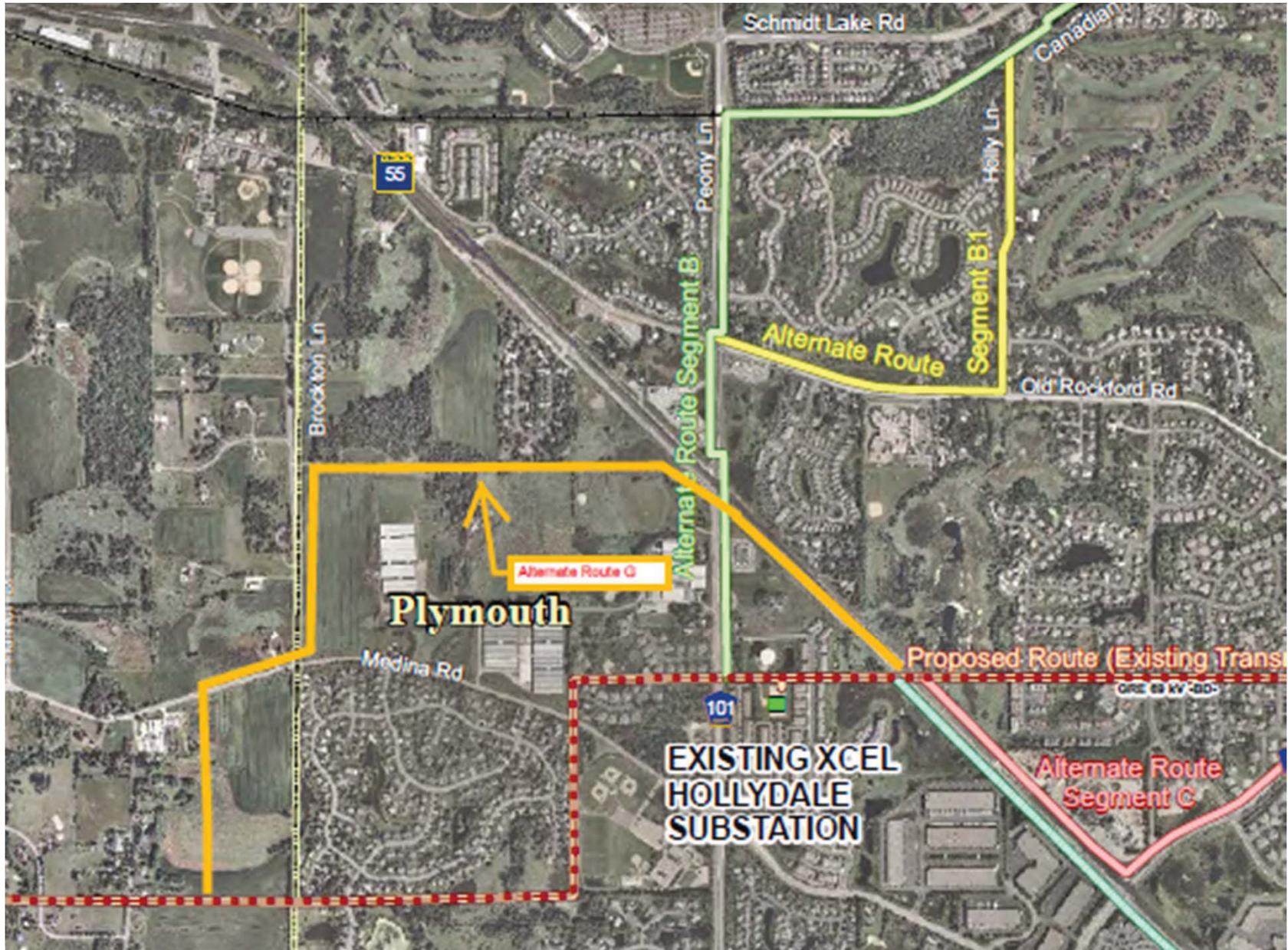
Bridlewood Farms Proposed – Alternate F2



Bridlewood Farms Proposed – Alternate F3



Bridlewood Farms Proposed – Alternate G



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 five alternatives: Alternates 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 these Alternate Routes because they impact fewer homes in comparison to the “Proposed Route”. The Alternative “F3” is an option that we would like to pursue for further consideration if our recommended routes are determined to be “not feasible”.

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”.