

## **V-7.0 COMMUNITY RESOURCES**

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### **V-7.1 Land Use**

#### **V-7.1.1 Existing Land Use**

The majority of the proposed 115 kV transmission line ROW is located within active forest management lands. Timber management and investment companies own large parcels along the corridor. Other smaller parcels of land are also forested. The last 6 miles (9.7 km) of the 115 kV transmission line ROW is parallel and adjacent to an existing electric transmission line corridor that connects the Stratton Energy facility (the Boralex ROW) to the Bigelow Substation. As the ROW nears Route 27, it crosses the existing 115 kV ROW from the south side to the north side about 0.10 of a mile west of the Route 27 road crossing and crosses Route 27. The route continues parallel with the existing 115 kV ROW, but on the north side, into the Bigelow Substation.

The ROW crosses major roads in only four locations along its length. Approximately 7.4 miles (11.9 km) from the Kibby Substation, the 115 kV transmission line ROW crosses Route 27 just southeast of Route 27 crossing of the Jim Pond Township/Alder Stream Township line. The ROW then travels along the Jim Pond Township/Alder Stream Township line, which maintains a significant distance from the Route 27 corridor. Approximately 5.6 miles (9.0 km) after the initial Route 27 crossing, the proposed transmission line corridor crosses Tim Pond Road. The crossing is adjacent to a log landing and the intersection with Sawyer Brook Road (a spur logging road) that are currently being used by active tree harvesting in the area. Tim Brook runs parallel to the Tim Pond Road at this crossing location as well, and is approximately 150 feet (45.7 m) south of the road. The route then continues for an additional 8.2 miles (13.2 km) at locations quite distant from major roads and the Route 27 developed corridor until reaching Route 16. The proposed ROW crosses Route 16 approximately 2,500 feet (762 m) south of its intersection with Route 27. The immediate vicinity of the transmission line crossing is primarily wooded, however, a MDOT sand/salt garage is adjacent to the north side of the ROW. From that crossing, the proposed ROW maintains a distance of approximately 2,500 feet (762 m) from Route 27 until the final crossing of Route 27 is required to access the existing Bigelow Substation. For much of this final 6 miles (9.7 km), the proposed ROW will parallel the existing Boralex ROW. Land uses in this vicinity, therefore, include forest management and utility uses associated with both the Boralex ROW and the Bigelow Substation, as well as recreational uses associated with the Appalachian Trail's crossing of Route 27 and the nearby Bigelow Preserve.

The limited residential development located between the Kibby Wind Power Project site and Eustis/Stratton occurs within close proximity to Route 27, and while the closest seasonal residence is approximately 380 feet from the west edge of the 115 kV transmission line ROW, residential development in this area is sparse and mostly comprised of seasonal camps. Within Eustis, Route 27 is more densely developed, with the intersection of Route 16 and the village area. At this location, the proposed ROW is approximately 2,500 feet (762 m) from Route 27, with the closest residence approximately 1,200 feet (366 m) away. The routing of the corridor

was specifically selected to buffer residences by distance and through the use of intervening topography.

Existing commercial and industrial land use is scattered along Routes 16 and 27 in Stratton and Eustis, including lumbering support services, gravel processing and construction supply services. Small retail centers in Stratton and Eustis villages also include stores, restaurants and lodging. Further south, the Sugarloaf Ski resort is a major commercial business, and additional stores and restaurants occur along Route 27 in its general vicinity.

The forestland traversed features a diverse array of forest cover densities and tree ages. Table V-5-1 provides a listing of current cover types along the ROW. Access roads that have been built to accommodate timber harvesting area, also a dominant feature of the landscape, include both existing and abandoned roads. Although not developed for recreational use, these commercial forestlands are accessible for passive recreation, including hunting and fishing.

#### ***V-7.1.2 Potential Effects on Existing Uses***

The proposed transmission line will not significantly impact residential, commercial and industrial land uses within the project area townships. Commercial forestry operations will be directly impacted by the loss of approximately 410 acres of woodlands associated with the 150-foot (45.7-m) wide ROW that will be permanently lost to forest management. All merchantable timber removed to accommodate transmission line construction will be processed and sold by the landowners. Improvements to the existing access road network will provide a landowner benefit. By selecting a route located as far as possible from residential populations, potential land use impacts have been minimized.

### **V-7.2 Socioeconomics**

#### ***V-7.2.1 Existing Conditions***

The proposed transmission line will extend from Kibby Township to the existing Bigelow Substation in Carrabassett Valley. The majority of the route is located within unincorporated townships. Approximately 10.3 miles (16.6 km) are located in Eustis, and about 2,000 feet (610 m) of the proposed transmission line is in Carrabassett Valley, including about 140 feet (47.2 m) associated with the intertie at Bigelow Substation in Carrabassett Valley, which are incorporated communities. The largest population center in the vicinity of the proposed transmission line is the town center of Eustis/Stratton. Information characterizing this community, as well as the services provided locally, is detailed in Volume I, Section 9.2, of the application.

#### ***V-7.2.2 Potential Community Impact***

Transmission line construction will occur as a part of the overall Kibby Wind Power Project construction effort, and associated employment and ancillary benefits are included in the discussion provided in Volume I, Section 9.2. During the approximately eight-month installation effort staging areas will be located along the Route 27 corridor. These staging areas will allow

for storage of pole and assembly of grounding components prior to delivery to each segment of the ROW for installation. Truck or helicopter pole transport will be coordinated from these staging areas. TransCanada will coordinate construction activities with state and local police and transportation officials to ensure that public use of surrounding roads is not significantly affected.

Once the 115 kV transmission line is installed and operational, maintenance will be addressed using facility staff, as discussed in Section V-1. No significant impact on the community or community services is anticipated in association with the transmission line. The communities through which the 115 kV transmission line ROW is proposed to extend will receive tax and other financial benefits from the Kibby Wind Power Project, in addition to benefit from the overall project goals of providing clean, renewable energy, as discussed in further detail in Volume I, Section 9.2.6.

### **V-7.3 Noise**

During construction, noise levels will result from the clearing and installation process. The work is anticipated to be completed over an approximately eight month process, and work will occur sequentially in each area along the route so the time of disturbance will be limited in each location. In general, the 115 kV transmission line ROW is well-buffered from potentially noise sensitive land uses, and the type of noise experienced will not substantially differ from that associated with forest practices ongoing in the surrounding area.

Once the 115 kV transmission line is installed, sound produced by the transmission line will not be noticeable at sensitive receptors. Transformers located at the Kibby and Bigelow Substations would be expected to produce a greater level of noise generation than the 115 kV transmission line. Kibby Substation was included in the assessment of noise anticipated at the proposed Kibby Wind Power Project site. As discussed in Volume I, Section 9.3, sound levels from the Kibby Wind Power Project, including the Kibby Substation, are expected to be low. Bigelow Substation is an existing facility; any improvements to that substation will be performed by CMP. It is not anticipated that the addition of equipment at the substation to support the Kibby Wind Power Project would substantially change the noise levels currently experienced.

### **V-7.4 Recreation**

#### ***V-7.4.1 Existing Recreational Uses***

Existing recreational use in the general Kibby Wind Power Project area is discussed in detail in Volume I, Section 9.4. No designated recreational uses occur along the majority of the 115 kV transmission line ROW. As the ROW approaches Bigelow Substation, the transmission line extends across the Appalachian Trail near its Route 27 crossing and adjacent to an existing overhead transmission line corridor.

Recreation does occur, however, throughout the project area. Forest management lands, through which much of the proposed ROW extends, are traditionally used under open access policies for recreational uses such as hunting, snowmobiling and hiking. Given the number of hunting camps and other recreational areas in the vicinity (Flagstaff Lake, Bigelow Preserve, Sugarloaf Ski Area), it is anticipated that some level of recreational use does occur within the proposed ROW area.

#### **V-7.4.2 Potential Impact on Recreation**

During construction, recreational use of the proposed ROW will be discouraged for safety reasons. The construction effort will result in a change in existing conditions through the addition of a 150-foot-wide (45.7 m) cleared corridor (125 feet [38.1 m] adjacent to existing ROW) occupied by transmission structures. It is not anticipated that the presence of this ROW will significantly change the potential informal recreational use of the area.

Where more formal recreational uses occur, proximate to the final crossing of Route 27 to enter Bigelow Substation, an effort has been made to co-locate the 115 kV transmission line to the extent possible with the existing transmission corridor. Although additional structures will be placed in this area, the 115 kV transmission line will result in a 125-foot (38.1 m) widening of a currently cleared area, which will have a lesser impact than would a corridor in a new location. In addition, vegetative screening will be placed – as is the case for the existing transmission line – to screen the transmission structures from direct view from the Appalachian Trail. Therefore, this incremental impact is anticipated to result in only minimal impact to recreational values in the area.

#### **V-7.5 Historical and Archaeological Resources**

As noted in Volume I, Section 9.5, correspondence has been sent to the MHPC, as well as the Penobscot Nation, the Passamaquoddy Tribe, the Aroostook Band of Micmac Indians, and the Houlton Band of Maliseet Indians to request review to determine the need for additional study related to archaeological, historical or other tribal issues in the Kibby Wind Power Project area (Appendix 9-D). The project, including much of the currently proposed 115 kV transmission line corridor, had previously been reviewed by the MHPC and tribes in the early 1990s, when the Kenetech project was proposed across a broader geographical area in the region.

A letter from the MHPC (Appendix 9-D) concurs that no further archaeological survey work is required for the proposed wind turbine and associated access road areas. However, three locations along the proposed 115 kV transmission line were identified for which additional survey was requested.

Because weather conditions at the time of the request were not optimal for carrying out such a survey, the work has not yet been undertaken. A proposed scope of work (included in Appendix 9-D) was circulated to the MHPC outlining the specific efforts to be undertaken in response to MHPC's request. This correspondence confirmed and clarified the three locations to be

surveyed. A letter was received from MHPC dated February 16, 2007 (also included in Appendix 9-D) that confirms the scope of work is acceptable for implementation as soon as weather conditions permit.

Once the survey has been undertaken, the results will be provided to LURC. It is not anticipated that significant cultural resource issues will arise. Because the three areas of interest are located along streambeds, impact to such areas will be minimized because the transmission line design already prioritizes distance from such areas. Furthermore, the impact area required for pole placement is very small, and adjustments can be made if it were determined that a resource needing avoidance was located in a particular work area.

In addition to completing the studies requested by MHPC, TransCanada will – as discussed further in Volume I, Section 9.5.3 - implement an Unanticipated Discoveries Plan that will identify measures to be undertaken in the event cultural resources were encountered in the course of project construction work. Given the minimal subsurface intrusion associated with the 115 kV transmission ROW, this is anticipated to be unlikely.

## **V-7.6 Visual**

A detailed visual assessment (Appendix 9-E) was conducted for the Kibby Wind Power Project, including the 115 kV transmission line. The assessment concluded that the 115 kV transmission line was well sited to minimize views from sensitive off-site locations. One of the more sensitive viewing locations would be from the trails on Bigelow Range from which a portion of the transmission line corridor may be visible. As the corridor parallels Route 16/27 where it approaches Bigelow Substation, the clearing may be visible from a few points along summit trails. Portions may also be visible as the corridor continues east along the south side of the Bigelow ridges. In this section, the line would parallel an existing transmission corridor, but the wider clearing width may be slightly more noticeable. At a minimum of 2.5 miles (4.0 km) away, the transmission line poles are not likely to be visible.

In general there will be few off-site views of the transmission line or transmission line clearing. The 115 kV transmission line was determined to be well sited to minimize views from sensitive off-site locations, and is generally designed to run along the grade or to be hidden behind other hills.

At the three state road crossings (Route 27 north of Stratton, Route 16 west of Stratton and Route 16/27 south of Stratton), the 115 kV transmission line ROW will be well screened by existing dense vegetation. Selective clearing along with planted vegetation within the line corridor would further reduce the visibility of both the poles and line clearing. Poles will be set back from the road at least 100 feet (30.5 m) at state road crossings. Views of those locations are provided in Figures V-7-1 and V-7-2

The 115 kV transmission line ROW also crosses the Appalachian Trail at a location very near Route 27. In this location the line would also parallel the existing Boralex transmission corridor,

## VIEWS OF TRANSMISSION LINE CROSSING LOCATIONS

The following photographs illustrate locations where the proposed 115kV transmission line would cross state roads and the Appalachian Trail. At both the Appalachian Trail and the Route 16/27 crossings (below), the line would parallel the existing Boralex line which can be seen in both photographs, and the visual impacts would be very similar. The lower photographs illustrate the Route 16 crossing and Route 27 (north of Stratton) crossing locations. Trucks or people are shown at the crossing locations.



Photo 20a. Existing Boralex 115kv Transmission Line At AT Crossing  
Most plantings are very dense and the line is difficult to see. The proposed line would be similarly screened

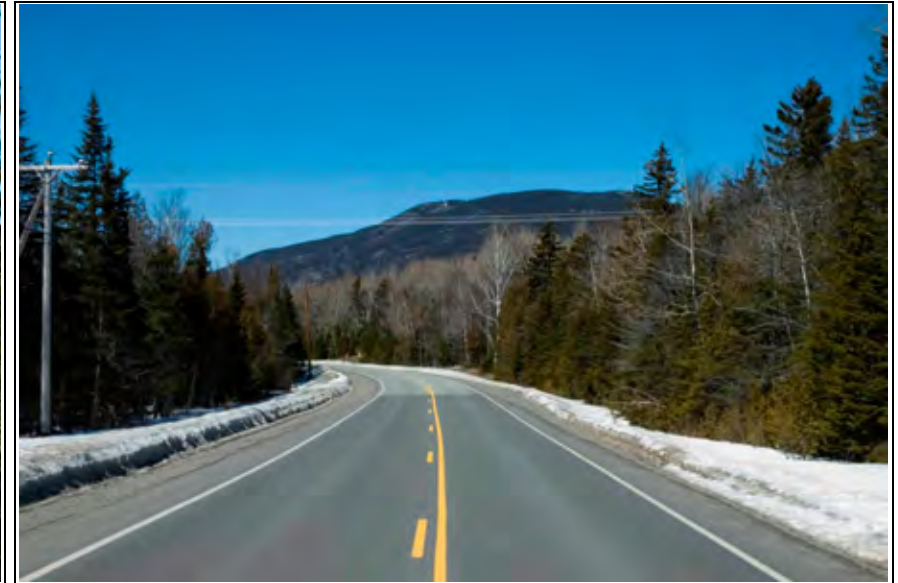


Photo 20b. Route 16/27 115kv Crossing Looking North  
Only the wires are visible at the crossing of the existing Boralex line; poles would be similarly set back from the road with the proposed line.



Photo 20c. Route 16 Transmission Crossing Looking North.



Photo 20d. Route 27 Crossing Looking North

adding another 125 feet (38.1 m) of line clearing to the existing 150-foot (45.7 m) wide corridor. Plantings along with selected clearing have successfully screened the existing line corridor and the same approach is proposed for the Kibby Wind Power Project 115 kV transmission line. The already altered context of the crossing would minimize the overall impacts at the Appalachian Trail crossing.

### **V-7.7 Roads and Transportation**

As discussed in Section V-7.1, only four major roads will be crossed by the proposed transmission line ROW. Where road crossings occur, transmission line design will ensure that roadway spans incorporate sufficient clearance to meet safety standards and avoid interference with normal roadway traffic.

Construction work areas will be established along the Route 27 corridor to allow for material and equipment storage, as well as some assembly prior to delivering poles and other equipment to the ROW for installation. Levels of traffic associated with this construction effort are not anticipated to significantly affect existing use of public roadways in the area. As warranted, TransCanada will utilize traffic control measures during peak usage to ensure that public roadway use is not adversely affected.

Access from public roads to the proposed ROW is discussed in Section V-1, and will utilize existing private roads. TransCanada will coordinate with individual landowners to ensure that construction use of these roads does not unduly interfere with landowner operations.

Once the transmission line is installed, no impact to roads and transportation will occur.

### **V-7.8 Solid Waste**

The proposed 115 kV transmission line will not generate significant amounts of solid waste during construction. Vegetative clearing required to establish the ROW will market cut timber, as appropriate, and utilize other cleared materials for use in construction BMPs, as outlined in the E&S Plan (Appendix V-A) and Vegetation Management Plan (Appendix V-B).

Solid waste associated with pole assembly and installation will be extremely limited, and be disposed of at a licensed disposal facility. No solid waste will result from operation of the 115 kV transmission line once it is installed.