



Control Number: 45601



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PUC DOCKET # 45601  
SOAH DOCKET # 473-16-2983  
STATEMENT OF POSITION

2016 MAY -4 AM 9:08  
PUBLIC UTILITY COMMISSION  
FILING CLERK

Golf Associates, Ltd.  
3 May 2016

Golf Associates, Ltd. is the development entity that spearheaded the development and construction of the Long Creek Subdivision and The Bandit Golf Club. The 300 lot residential community is significantly affected by P1 leg of Route 10. We have been developing and investing in our project since the late 1990's. We represent the best known, and most highly regarded golf course and golf community in Guadalupe County and its for many miles around (The Bandit Golf Club is consistently rated among the top 10 golf courses in Texas by Golf Week magazine).

We are most grievously affected by the proximity and geography of the proposed P1 leg in aesthetic terms and the blockage of our collective view back toward New Braunfels, which is our stock and trade as a golf course and part of our identity as a community. While it is the custom to measure the impacted properties by the 500 foot rule, when most of our community exists on a ridge above the proposed transmission line, it absolutely affects everyone that lives there, now and in the future.

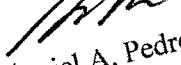
That said, it is our opinion that there is a less expensive route that affects the same number of existing residences but far fewer planned residences and not golf course. While we appreciate all of the work that has been done to identify the alternative routes and we understand the factors which have led to the LCRA naming Route 10 as the preferred route which best addresses the requirements of the PUC rules. We strongly believe that consideration should be given to the Modified Route 5.

By giving due consideration to the above factors, we believe that a route other than Route 10 would become a more attractive alternative. In particular, we urge you to examine the modified Route 5 presented in Attachment A. Route 5 was estimated to have essentially the same cost as Route 10 but would impact more dwellings. By making a minor modification to Route 5, the Modified Route 5 would affect essentially the same number of dwellings as Route 10 and is likely to have a reduced cost.

Respectfully submitted by:

Golf Associates, Ltd.

By: LM Warner Co  
Its: General Partner

By:   
Its: Daniel A. Pedrotti, Jr.  
President

**ATTACHMENT A  
PROPOSAL FOR A MODIFIED ROUTE 5**

Route 5 is very similar in cost to Route 10:

Route 5	\$47.85 million
Route 10	47.68

However, Route 5 has roughly double the number of dwellings:

Route 5	87 dwellings
Route 10	42 dwellings

Examination of Route 5 shows that many of the houses are located in the L1 segment. There is an alternative routing between segments R and O1 that would greatly reduce the number of directly affected dwellings while also reducing the distance:

	Directly Affected Dwellings	Length
Current Route 5		
C1	1	1.1 miles
E1	1	0.4
L1	64	0.9
Total	66	2.4
Modified Route 5		
D1	0	0.7
M1	23	1.5
Total	23	2.2 miles
<b>Change</b>	<b>-41</b>	<b>-0.2 miles</b>

By making a straight-forward change to Route 5, the number of directly affected dwellings is greatly reduced, making the total comparable to that of Route 10. And when new houses under construction along the P1 segment of Route 10 are included, the Modified Route 5 would have fewer directly affected dwellings.

Modified Route 5	46 dwellings
Route 10	42 dwellings
Route 10 including new houses	49 dwellings

Furthermore, the \$0.17 million cost differential between Route 5 and Route 10 is likely to be reduced or eliminated by moving to a Modified Route 5, since the modification would shorten the length by 0.2 miles.