

Control Number: 45601



Item Number: 243

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

2016 MAY -4 AM 9:08 PUBLIC UTILITY

Golf Associates, Ltd.

Golf Associates, Ltd. is the development entity that spearheaded the development and The Randit Golf Club The 200 lot construction of the Long Creek Subdivision and The Randit Golf Club The 200 lot CONTASSOCIATES, Liu. IS the development entity that speatheaued the development and the Bandit Golf Club. The 300 lot construction of the Long Creek Subdivision and The Bandit Golf Club. construction of the Long Creek Subdivision and the bandi Coll 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 1000's 1370 more statements. residential community is significantly affected by r1 leg of Koule 10. We have been developing and investing in our project since the late 1990's. We represent the best brown and most bigbly recorded colf course and colf course and most bigbly recorded colf course and colf course. developing and investing in our project since the late 1990's. We represent the best in Guadalupe County i known, and most mignly regarded golf course and golf community in Guadaiupe County and its for many miles around (The Bandit Golf Club is consistently rated among the top and its for many miles around (The Bandit Healt magazine)

We are most grievously affected by the proximity and geography of the proposed P1 leg 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 next of our identity as a community. and no rot many minos around (The Dannit Soir Ord 10 golf courses in Texas by Golf Week magazine). in aesthetic terms and the processes to course and part of our identity as a community.

Which is our stock and trade as a golf course and part of our identity as a community 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. While it is the custom to measure the impacted properties by the source of the state of the st while it is the custom to measure the impacted properties by the job look time, it most of our community exists on a ridge above the proposed transmission line, it also that lives there now and in the future must or our community exists on a riuge above me proposed transit 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 Inal said, it is our opinion that there is a less expensive route that affects the standard not golf course, number of existing residences but far fewer planned residences and not golf course. number of existing residences but far fewer planned residences and not got course.

While we appreciate all of the work that has been done to identify the alternative route.

While we appreciate all of the work that have led to the LCD A naming Doute 10 as the order which have led to the LCD A naming Doute 10 as the lower balance and while we appreciate an or the work that have led to the LCRA naming Route 10 as the and we understand the factors which have led to the LCRA naming Route 10 as the and we understand the factors which have led to the LCRA naming Route 10 as the angle of the price of and we understand the factors which nave ied to the PUC rules. We strongly preferred route which best addresses the requirements of the PUC rules.

preserved rouse winds uest addresses the requirements of the Modified Route 5. 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 By giving due consideration to the above factors, we believe that a route other than Koute 10 would become a more attractive alternative. In particular, we urge you to examine the 10 would become a more attractive alternative. Route 5 was estimated to have accential modified Poute 5 presented in Attachment A. Route 5 was estimated to have accential In particular, we urge you to examine in modified Route 5 presented in Attachment A. Route 5 was estimated to have essential the same cost as Route 10 but would import more disculsings. modified Route 3 presented in Augustinent A. Route 3 was esumated to nave essent the same cost as Route 10 but would impact more dwellings. By making a minor the same cost as Route 10 but would impact more dwellings. the same cost as route 10 but would impact more awenings. By making a minor modification to Route 5, the Modified Route 5 would affect essentially the same number of deviations of Posts 10 and in likely to have a reduced cost of dwellings as Route 10 and is likely to have a reduced cost.

Respectfully submitted by:

Golf Associates, Ltd.

LM Warner Co General Partner By: Its:

Daniel A. Pedrotti, Jr. President By:

Its:

## 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
Change	-41	-0.2 miles

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.