

**TIMELINE**

- 2009-05-15** LCRA Open Houses Landowners notified
- 2009-06-01** CVA goes live on world wide web
- 2009-09-24** Motion to Delay & Expand Study Area
- 2010-02-15** 1/4 scale model lattice tower tours region
- 2010-02-15** LCRA Open Houses second round
- 2010-04-19** LCRA / Fish & Wildlife Scoping Meetings
- 2010-07-28** Filing of CCN
- 2010-09-01** Hearing on the Merits, Austin Conv. Center
- 2010-12-17** ALJ issued PFD recommendation to PUC
- 2010-12-23** CVA filed Exceptions to PFD
- 2011-01-13** PUC routing deliberations / Final Order

**TERMS**

- PFD** Proposal for Decision
- ALJ** Administrative Law Judge
- CVA** Clear View Alliance
- LCRA** Lower Colorado River Auth
- PUC** Public Utilities Commission
- CCN** Certificate of Convenience & Necessity
- TPWD** Tx Parks & Wildlife Dept.
- PURA** Public Utility Regulatory Act
- CREZ** Competitive Renewable Energy Zones
- CTO** CREZ Transmission Optimiz

**Aesthetic Values** [www.ClearViewAlliance.org](http://www.ClearViewAlliance.org)



canyon near Gentry Creek north of Junction, proposed location by staff MK15

**Aesthetic Values**

The Staff MK15 route crosses for almost 50 miles through the very type of country where it would be more jarring to see the transmission line than along Highway 277 and I-10. At the eastern end of the route, Staff Mk15 goes through approximately 28 miles of Hill Country landscape instead of following I-10 through an increasingly commercial and developed area.

# AESTHETIC VALUES



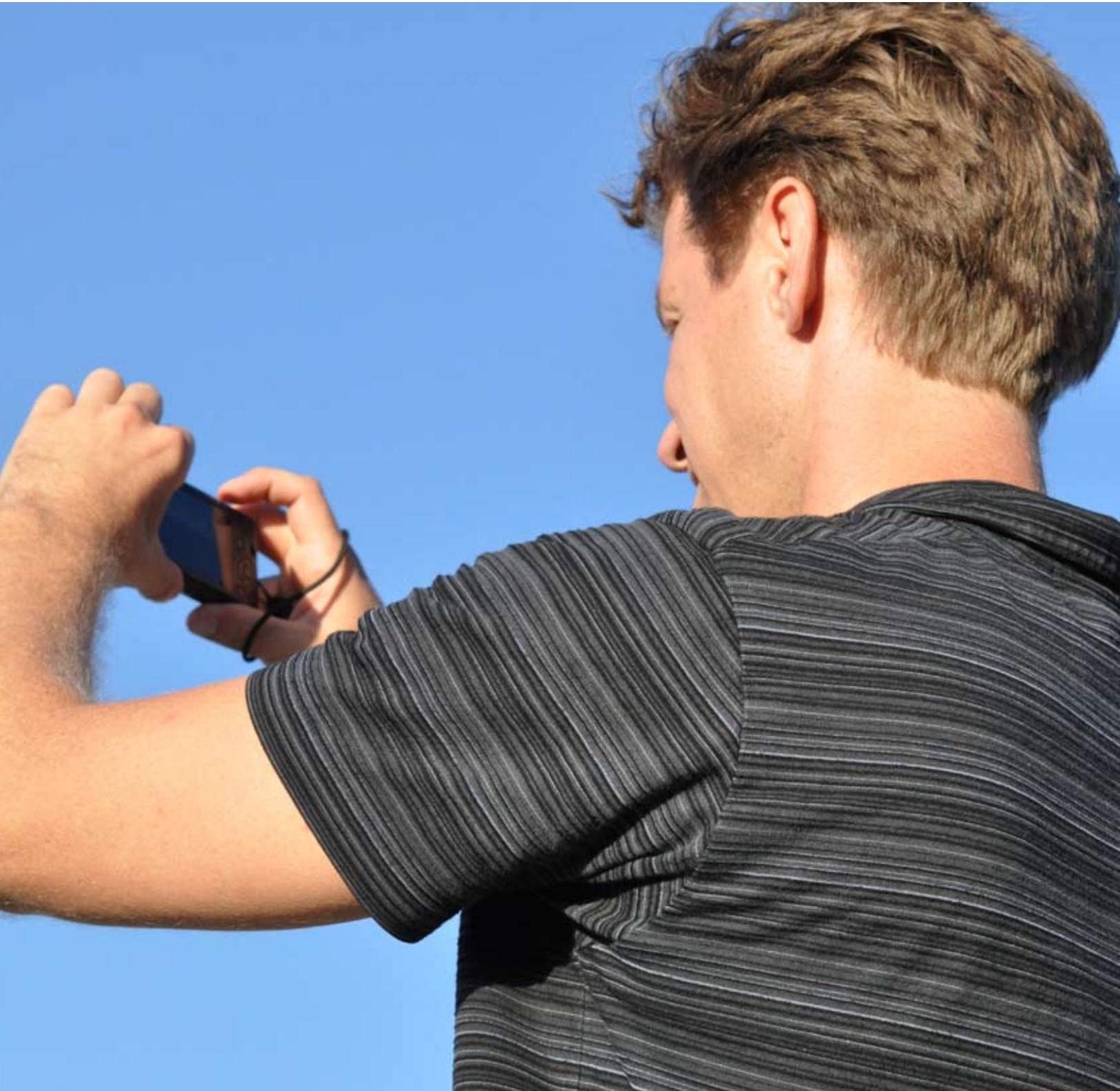
## **Aesthetic Values**

The ALJs state that, as with community values, “the aesthetic impact of the line is largely a function of who is viewing it from where.” The ALJs recommend that the line will have less aesthetic impact along a highway, concluding that “it would be far more jarring to see a 345-kV transmission line in a relatively remote and undeveloped area than to see it along I-10.” Once again, CVA agrees with the ALJs in their analysis. The analysis does not support part of the ALJs’ recommended line, however. CVA witness Wyman Meinzer has been the official state photographer for the State of Texas since 1997. Mr. Meinzer has spent the last 28 years traveling all over the state photographing the landscapes of Texas. Mr. Meinzer’s book *Texas Hill Country* is comprised of his photographs of the Hill Country and essays written by John Graves. Mr. Meinzer testified that the line should be designed and built so as to have the least impact on the countryside as possible. CVA’s proposals to route the line along Highway 277 and I-10, and to use monopoles, would do the least harm to the Texas Hill Country’s appearance.



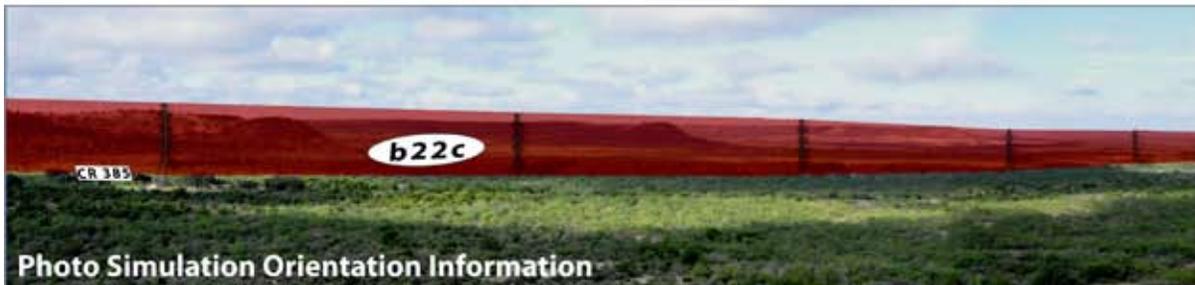
CVA witness Jonathan Ogren performed a viewshed analysis to determine the extent to which the proposed transmission line would be visible. A viewshed analysis indicates what a person would and would not be able to see from a particular vantage point. Some common uses for viewshed analysis include: determining where a good lookout could be placed, where to keep certain activities out of sight, or how a certain land use choice could affect views from the surrounding landscape.

Mr. Ogren testified that locating the transmission line on the Preferred Route or otherwise located through the interior components of the Study Area would have a detrimental effect on the vast viewsheds that are a characteristic of the Hill Country. Some of Mr. Ogren's exhibits are attached as Attachment B to these exceptions. Other exhibits are included in his direct testimony.





**LCRA MK13 preferred route simulated crossing of the Llano River valley**



The ALJs recognize that the line should be placed along I-10 for aesthetic value reasons. The Staff MK15 route crosses for almost 50 miles through the very type of country where it would be more jarring to see the transmission line than along Highway 277 and I-10. At the eastern end of the route, the Staff Mk15 route goes through approximately 28 miles of Hill Country landscape instead of following I-10 through an increasingly commercial and developed area.

CVA's proposal to utilize compatible rights-of-way is supported by the ALJs in theory, but not in practice. The Commission should approve Route MK33 with construction above ground on Link Y11 to realize the full benefit of paralleling highways for aesthetic purposes.