

Table 8.7-2:
Residences in Proximity to the Preferred Route and Zumbro Dam Route Option Centerlines

Proximity (feet)	Preferred White Bridge Road Route	Zumbro Dam Route Option
0–75 (within ROW) ¹	0	0
75–150	0	0
150–300	2	5
Density (residences/linear mile)	0.2	0.5

¹ The ROW required is 150 feet, or 75 feet on either side of the centerline.

8.7.1.3 Aesthetics

The Zumbro Dam Route Option parallels existing transmission lines for 8 percent of its length for approximately 0.8 mile west of the Zumbro Dam. The Zumbro Dam Route Option crosses mostly gently rolling agricultural lands east and west of the Zumbro River, but terrain is hillier with more forested areas near the Zumbro River compared to the Preferred Route, and tree clearing would likely be required on the east and west banks of the river.

Aesthetic values crossing forested areas, including bluffs near the Zumbro River, would be impacted by the Zumbro Dam Route Option where tree removal within the 150-foot ROW would create new or expanded openings and increase the visibility of the transmission line. The 345 kV transmission line would be visible 50 to 95 feet above tree canopies, which is estimated to be an average of 80 feet high. The Zumbro Dam Route Option would likely be visible from campgrounds and residential areas on the shoreline of the Zumbro River, as well as to water-based recreationists in both the Zumbro River downstream and on Lake Zumbro upstream. The transmission line constructed along the Route Option extends over the existing tree canopy, and the expanded ROW would require removal of trees near the Zumbro River. Due to the width of Zumbro Lake, the Zumbro Dam Route Option would be visible to boaters and anglers near the Zumbro Dam, and for over 0.5 mile from the surface and shoreline of Lake Zumbro.

Because both the Route Option and the Preferred White Bridge Road Route would require some tree clearing in an area characterized by residential and recreational land use, and no existing transmission line crosses the river at these locations, impacts to aesthetics would be similar for both routes.

8.7.1.4 Recreation and Tourism

Most of the land surrounding both of the routes is private and does not provide for public recreation or tourism opportunities. Recreational resources in proximity to the routes are shown in Figure 8.2-3. Both routes cross and/or parallel snowmobile trails identified on Figure 8.2-3. The Zumbro Dam Route Option