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From:
Sent: Thursday, March 19, 2015 8:14 PM
To: comment@boardmantohemingway.com
Subject: B2H Project Comments, establishing Standing

3-19-2015

To: B2H Project

Comments from: , Landowners

Following the guidelines posted on the B2H website, I am listing opposition to the Timber Canyon Alternative.

OAR 345-022-0030: Land Use

The area of Medical Springs has been protected by land use laws to preserve the rangeland and the timberland which provide habitat for natural wildlife species. The transmission line would not comply with the LCDC rules for this rural area, some of which is EFU.

OAR 345-22-0040 Protected Areas &

OAR 345-022-0080 Scenic and Aesthetic Values/Scenic Resources

Highway 203 has been designated an “Oregon Scenic Byway” recognized by Congress in the National Scenic Byways Program of the Federal Highway Administration. It has rare and pristine beauty which has been relatively undisturbed. There are several historical sites. Medical Springs has historical accounts that include Native American and Pioneers coming to the hot springs, besides Dunham Wright (a relative of Lincoln) helping establish the area, which included a railroad, the remains of which can still be found.

Cougar Rock, as noted on some maps stands out majestically as a prominent natural landmark looking down on the entire valley. Also Highway 203 goes along this route to the Wallowa-Whitman National Forest. It is no

wonder the Cycle Oregon people and the car road shows have used this beautifully pristine route. To drape a power line in front of the big Cougar Rock would be a violation of unadulterated territory.

Issues to address: Local and regional socioeconomic conditions and OAR 345-022-0100 Recreation

- Any special designation or management of the location
- The degree of demand
- Outstanding or unusual qualities
- Availability or rareness
- Irreplaceability or irretrievability of the opportunity

Forest Service land is directly involved in and adjacent to the land involved in the Timber Canyon Alternative, which offers the grandeur for which Oregon is known. To be enroute on “Oregon State Scenic Byway” Highway 203 would entail travelling through Wallowa-Whitman National Forest, the reference to which speaks for itself as an irreplaceable resource of nature.

There are domestic concerns to be addressed as well. Cattle inhabit the sage lands and timber land through which a route like this would go. People also live within yards of where the line has been proposed. The electrical effects, and physical consumption of the land would not be acceptable, besides the eye sore it would be in a place expected to be pristine.

Tourists, snowmobilers, sight seers, hunters, and photographers are drawn to this area as a relatively undisturbed area of beauty and recreation. We would be amiss to violate it by tearing it up to place man-made structures throughout, especially at the cost of around a billion dollars, which would actually do far more damage than the monetary cost, and could never be reversed.

OAR 345-022-0110 Public Services

The Timber Canton Alternative would not be a practical place to put a power line due to the complications of accessibility. It would be prohibitive to build an entirely new system of roads when some other more accessible routes have already been established, and through some areas where power lines have been built prior to this.

To summarize: It seems that the prudent choice for the B2H would be other routes for which partial corridors already exist, are more practically accessible, and where less costly construction is possible with less disruption of pristine Oregon.

Sincerely,

, -- Landowners

3-19-2015