

From: "Randy Cassidy" <[REDACTED]>
To: <psscal@utah.gov>
CC: <[REDACTED]>, <[REDACTED]>
Date: 5/10/2010 2:23 PM
Subject: Utility Facility Review Board of Utah - Docket No. 10-035-39
Attachments: BLM_RMP_Saddleback - ULC Letter 8_11_09.pdf

May 10, 2010

Utility Facility Review Board

Docket No. 1-035-39

Dear Board Members,

On behalf of Arimo Corporation, Skull Valley Company, LTD, Uintah Land Company, L.C., Beaver Creek Investments, L.C., Lake Point Land Company, L.C., Salt Pointe Land Company, L.C. and Salt Pointe Ventures, L.C. (collectively the "Land Owners") please accept this correspondence into the public record for the Subject hearing.

By means of a summarized background the aforementioned Land Owners have land holdings within the Tooele Valley; specifically land holdings along Link Tags 352, 360 and 366 (see Environmental Impact Statement for the Mona to Oquirrh Transmission Corridor Project ("EIS"), Map H-1).

The Land Owners have worked with representatives of Rocky Mountain Power ("RMP") for the past two plus years; negotiating and ultimately agreeing upon an acceptable Limber to Terminal 345kV alignment through lands owned by the Land Owners (see Land Owner correspondence contained within Exhibit H of the EIS). Any need for "additional" corridor width along Limber to Terminal or the placement of the Limber substation on Land Owner's lands will require additional detailed information and discussion before the Land Owners would be able to comment in favor or against. The Land Owners respectfully reserve comment if the Board Members decide to relocate the Limber to Oquirrh alignment and/or the location of the Limber substation to a location that impacts Land Owner's lands within the Tooele Valley.

Additionally, during the review of and public comment period for the Draft Environmental Impact Statement for the Mona to Oquirrh Transmission Corridor Project, the Land Owners submitted their objection with the BLM to ANY alternative route that would impact lands along Link Tag 360. The Land Owners would ask the Board Members to review (see

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attached) one of four similar letters entered as public comment on August 11, 2009 by the Land Owners regarding one of the many Alternative Routes.

Again, the Land Owners are comfortable with the current Preferred Route of the Limber to Terminal 345kV transmission corridor. The Land Owners would like to respectfully reserve their right to comment further if the Limber to Terminal corridor grows to include some of or all of the Limber to Oquirrh corridor (including the Limber substation) within the Tooele Valley.

Sincerely,

Randy Cassidy

Land Owner Representative

UINTAH LAND COMPANY, L.C.

P.O. Box 540478
925 North 100 West, Suite F
North Salt Lake, UT 84054

August 11, 2009

Michael G. Nelson
Assistant Field Manager
BUREAU OF LAND MANAGEMENT
SALT LAKE FIELD OFFICE
2370 South 2300 West
Salt Lake City, UT 84119

(via e-mail)

RE: Draft Environmental Impact Statement for the Mona to Oquirrh Transmission Corridor Project – Saddleback Development, Lake Point, Utah; Parcel Nos. 05-016-0-0015, 05-030-0-0003, 05-030-0-0005, 05-030-0-0008, 05-030-0-0011 and 05-031-0-0011

Dear Mr. Nelson,

Pursuant to the public comment period noted in the April 2009 Draft Environmental Impact Statement (“DEIS”) for the Mona to Oquirrh Transmission Corridor Project, **UINTAH LAND COMPANY, L.C.**, (a “Partial Owner”) having a 58.13% ownership of the referenced parcels, hereby **STRONGLY OBJECTS** to Proponent’s Alternative “Limber to Terminal” Route and if considered as such; the Proponent’s Alternative “Limber to Oquirrh” Route for the following reasons:

- ⊕ the Partial Owner has an interest in the Saddleback Development Agreement, dated July 5, 1998 [Tooele County Corporation Contract #98-07-05] which “vests” certain development rights upon the referenced parcels which, for the most part, will become undevelopable for the intended purpose, and;
- ⊕ the Alternative Route, as planned, will traverse through the “heart” of the Saddleback development for over two miles, creating an extremely negative visual impact throughout the development which will consist of ~2,585 residential homes and other retail and commercial uses, and;
- ⊕ the Alternative Route would proceed north through the 881 acre Green Ravine Conservation and Preservation Easement, and;
- ⊕ in addition to visual impacts along the east bench of Northern Tooele Valley, the Alternative Route creates other perceived negative impacts and creates development constraints to the referenced parcels that diminish the value of Saddleback in its entirety.

Please consider these comments prior to the issuance of the Final EIS and Record of Decision.

Contact either me at (801) 599-4397 or crobinson@theensigngroup.com or Randy Cassidy at (801) 201-8272 or rcassidy@theensigngroup.com if you should have any further questions.

Sincerely,

Christopher F. Robinson
Manager

Cc: RMP Mona to Oquirrh Transmission Corridor Project Team *(via e-mail)*