




**CITY OF GRASS VALLEY
ENGINEERING DIVISION**

125 East Main Street
Grass Valley, CA 95945
530-274-4373
Fax: 530-274-4399

MEMORANDUM

Date: January 20, 2009
To: Tom Last, Planning Director
From: Trisha Tillotson, Senior Civil Engineer 
Subject: Idaho-Maryland Mine Draft EIR - Comments

- A. After reviewing the Draft EIR – Hydrology and Water Quality section for the Idaho-Maryland Mine, the Public Works Department of the City of Grass Valley requests clarification of the following:
1. From the Newmont owned mine currently discharging into the City's wastewater treatment plant, the winter flows appear to be approximately 4 times that of the average flows from their mine. What is the magnitude of the high flows versus the average flows for the Idaho-Maryland mine? Has this been considered in the proposed design of the water treatment plants, ponds and in the dewatering/pumping plan?
 2. Wolf Creek and the South Fork of Wolf Creek both contain 100-year flood plains in City limits with base flood elevations determined. What will the new base flood elevations be with the additional flow? Why wasn't a model (such as HEC-RAS) prepared to determine if the increased flows from the pumping of the mine shafts would be significant or not since it will be adding water to areas that are designated as flood zones and have a history of flooding?
 3. Mitigation Measure 4.7-5 states that discharges from the New Brunswick site will cease upon downstream water surface elevations reaching 75% of the critical flow depths at four different culverts. Monitoring at Wolf Creek, South Wolf Creek, and other critical locations should also be considered. Monitoring should be provided by a flow measuring device and be able to be electronically transmitted to the mine and the City. As part of the final design, the developer shall be required to submit an analysis (i.e. HEC-RAS) for City review and acceptance of discharged flows to Wolf Creek and South Wolf Creek or to a point of which the additional flows have no effect on the existing system/creeks. The final design and analysis will then be used to verify the necessary critical flow depths that pumping discharges will need to be stopped at the mine discharge locations on Wolf Creek and South Wolf Creek. Depending on the final design, pumping during rain events may not be allowed.
- B. After reviewing the Draft EIR – Transportation and Traffic section for the Idaho-Maryland Mine, the Public Works Department of the City of Grass Valley requests clarification of the following:
1. Provide confirmation that the methodology used to determine levels of service for signalized intersections provides more conservative levels of services, or not, than the ICU methodology.
 2. On page 4.13-15 under Planned Roadway Improvements and page 4.13-16 under Proposed Project (Phases I, II, and III), the City does not have a funded plan in place to construct the Centennial extension by 2015. The developer will be responsible for constructing the extension as a public roadway. The Centennial extension and Centennial/Idaho-Maryland Road are proposed as part of the Idaho-Maryland Mine project.



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3. The Public Works Department recommends modifying all of the traffic mitigation measures to include discussion on the following issues:
 - a. The applicant shall be responsible for designing and constructing all improvements required for mitigation. Reimbursement may be available if the project is funded with the GVTIF and/or RTMF.
Or
 - b. The applicant may fund the improvements to be completed by the City or other government agency via an agreement. Reimbursement may be available if the project is funded with the GVTIF and/or RTMF.
Or
 - c. If an improvement is programmed to be constructed in the near future and the project is fully funded, the applicant may pay their fair share of the GVTIF and/or RTMF.
4. A two-way stop controlled intersection in the interim at Centennial/Idaho-Maryland Road will most likely not be sufficient due to sight distance issues. Most likely, a traffic signal will be necessary at the proposed new intersection. Mitigation Measures 4.13-1b and 4.13-4b for the Idaho-Maryland Road/Spring Hill Drive intersection should be clarified to state that the developer will need to demonstrate adequate sight distance for all legs of the intersection or provide other acceptable improvements. In addition, the mitigation measure should not require the improvements only prior to Phase III building permits when it is the Phase II short range timeframe that is causing the impacts and the need for the improvements.
5. On page 4.13-21, Table 4.13-10, please provide discussion as to why intersections 2 and 3 and intersections 9 and 10 were analyzed as separate intersections although their proximity causes them to function as one.
6. On page 4.13-21, Table 4.13-10, please provide discussion as to why intersections 13, 14, 15, 16, and 17 were analyzed as separate intersections although their proximity and geometry cause them to effect each other.
7. Please provide a review of the East Main Street / Idaho-Maryland Road weave analysis concerning the weave area on the highway adjacent to this intersection and the projects proposed addition of truck traffic.
8. On page 4.13-43, Mitigation Measure 4.13-11a should also include sampling and testing on any road and intersection that truck traffic will be regularly be using and/or crossing. Any improvements should be per Caltrans and/or City standards (not "Caltrans Design Manual"). The Mitigation Measure should be modified to indicate that locations, sampling, testing, results, roadway classifications, and all associated calculations shall be approved by the City Engineer.

Memo

To: Tom Last, Planning Director

From: Tony Clarabut, Fire Chief 

Date: January 20, 2009

Re: Idaho Maryland Mine – Draft EIR Comments

After review of this Draft EIR, I am offering the following comments:

1. Section 4.11.1 Setting, Regulatory Context. Under Regulatory Context, the DEIR fails to list the “Miner Act”, which is significant federal legislation adopted in 2006 and amends the Mine Safety and Health Act of 1977. It contains a number of provisions to improve safety and health in mines including requirements for mine rescue team and their response times.
2. Section 4.11.1 Setting, Fire Protection and Emergency Medical Services. The DEIR contains some incorrect information regarding the provision of fire protection services to the project area. Regarding the Ophir Hill Fire Protection District, it is an independent fire district which owns all of its apparatus and buildings, employees it own fire fighters and is governed by its own board of directors. For a period of time in the early 1990 the District entered into a contract for administrative services only with the California Department of Forestry and Fire Protection (CDF), but the contract was terminated after several years.

The DEIR also contains incorrect information on the CDF. Specifically, the document states that the CDF Units are staffed with volunteers. To meet its state funded wildland fire protection mission the CDF uses paid employees.

I do not believe that this information is substantive and the information can be corrected or added with an errata sheet.

Art and Susan Duey

15285 Banner Lava Cap Road

Nevada City, Ca 95959

530-365-9054

January 19, 2009

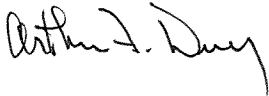
Tom Last, Planning Director
City of Grass Valley
125 E Main St.
Grass Valley, Ca 95945

Dear Mr. Last:

I would like to register my objection to the reopening of the Idaho-Maryland Mine. I am primarily concerned with the risk that such opening poses to my well water. However, the other concerns that have been noted also bear merit.

I would ask you not to go ahead with the reopening of the mine.

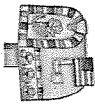
Sincerely yours,



Arthur Duey

CITY OF GRASS VALLEY
PLANNING DIVISION

JAN 22 2009

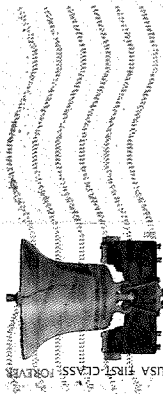


Mr. Arthur Duey
 15285 Banner Lava Cap Rd.
 Nevada City, CA 95959



Mr. Tom Jost
 City of Jones Valley
 125 Main Street
 Jones Valley, CA 95945

MARYSVILLE CA 959
 21 JAN 2009 PM 11



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USA
 FIRST CLASS
 FOREVER

JANUARY 20, 2009

DEAR MR. LAST

I SUPPORT THE IDAHO-MARYLAND PROJECT AND BELIEVE IT WILL BE A GOOD PROJECT FOR GRASS VALLEY AND NEVAD COUNTY. I MOVED TO THIS AREA AS A SMALL BOY BACK IN 1939 WHEN SOME OF THESE MINES WERE STILL WORKING. TODAY I WISH THEY WERE ALL STILL HERE AND WORKING AS IT WOULD CREATE LOTS OF JOBS FOR THIS COMMUNITY.

THANKS FOR YOUR TIME.

Jim Dunbar

JIM DUNBAR

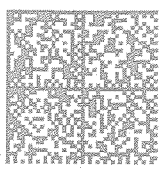
10195 KENWOOD DR.

GRASS VALLEY, CA. 95949

CITY OF GRASS VALLEY
PLANNING DIVISION

JAN 22 2009

CITY OF GRASS VALLEY, IDAHO-MARYLAND PROJECT
C/O THOMAS LAST, PLANNING DIRECTOR
125 EAST MAIN STREET
GRASS VALLEY, CA. 95945-6558

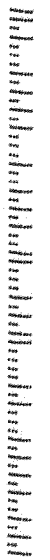


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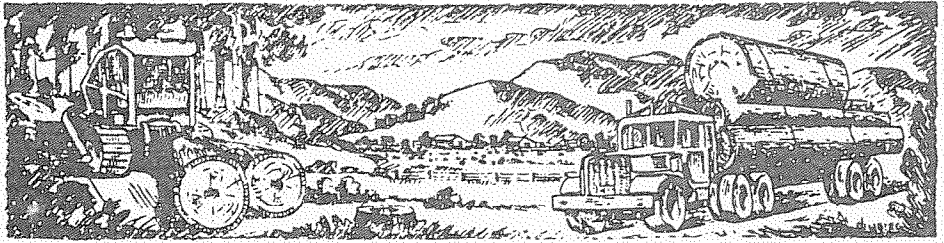
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Robinson Enterprises Inc.

Telephone (530) 265-5844
293 Lower Grass Valley Road
Suite 201 Nevada City, CA 95959



TIMBER

ROAD BUILDING

LOGGING CONTRACTS

January 20, 2009

City of Grass Valley
125 East Main Street
Grass Valley CA. 95945

ATTN: Thomas Last, Planning Director

RE: Idaho-Maryland Mine Project

I write to you today in support of the Idaho-Maryland Mine Project and its related activities. I feel this project will provide a great benefit to the community with minimal negative impact.

Concerns about existing hazardous materials remaining from prior mining activities have been expressed. I see the new Idaho Maryland Mine project as an opportunity to address this material and take action to clean it up. We have conducted similar cleanup activities in this area over the past few years. The primary problem with conducting these cleanup activities is a lack of funding. The new mine project will provide the funding to complete the cleanup. Current laws and regulations will prevent the new mine from creating new hazardous material problems.

Concerns about air quality due to increase truck traffic are also overstated. New regulations now in effect for On-highway Diesel Engines will provide the cleanest burning truck fleet in the nation. These new trucks are already finding their way into our community. Over the next 5 years all trucks will meet these new standards and this will significantly affect our air quality for the better.

I look forward to providing the new mine with goods and services. This will allow me to provide good paying local jobs.

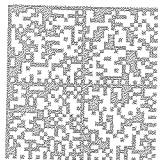
Donald Hoffler
Manager-Robinson Petroleum/Hazmat
Robinson Enterprises Inc.
Lic. # 322436 A/Haz

CITY OF GRASS VALLEY
PLANNING DIVISION

JAN 22 2009



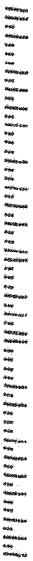
Robinson Enterprises, Inc.
 293 Lower Grass Valley Road
 Nevada City, CA 95959



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CITY OF GRASS VALLEY IDAHO MARYLAND PACTEC
 c/o THOMAS LAST PANNING DIRECTOR
 125 EAST MAIN ST
 GRASS VALLEY CA. 95945

959459675



E. G. Walker
15276 Lower Colfax Rd.
Grass Valley, CA 95945

January 20, 2009

Mr. Tom Last, Planning Director
Grass Valley Planning Department
125 E. Main St.
Grass Valley, CA 95945

RE: Idaho-Maryland Mine Project

I am involved with Robinson Enterprises Inc.

I would like to see the mine in operation. Our company has a fleet of trucks and would like to have the opportunity to bid on hauling the mine Rock and Aggregate.

At the January 6th hearing there was concern about dirty truck engines and long periods of trucks idling. Under the new "On Road Truck Rules" adopted by the Air Resources Board on December 12, 2008 the following rules were adopted:

1. Trucks can idle for only 5 minutes.
2. Engines will have to be increasingly cleaner i.e. filters will have to be installed to Reduce Particulate Matter and NOx and/or newer clean burning engines employed.

Therefore, the concerns expressed by some people of dirty diesel smoke from haul trucks going thru town and long periods of idling will be a non-issue.

In my opinion the mine's environmental review process should be accelerated so the mine can get into operation, providing jobs and tax revenue to help the city work thru its current financial crisis.

As I see it with the recent closure of the large tax producing care dealers, the only potential to help the town out of its crisis is the mine.

Sincerely,



Edward Walker

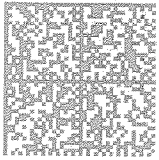
CITY OF GRASS VALLEY
PLANNING DIVISION

JAN 22 2009

15276 Leaf Colm
Grass Valley, Ca 95945

City of Grass Valley

ATTN TOM LAST
125 E Main St
Grass Valley, Ca
95945



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Re Idaho-Maryland Truck

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