

The City Council and Planning Commission need to show responsibility for our community and ensure we have a strong economic base and can provide the goods and services need for our society. This does not mean overlooking the environment and the Draft Environmental Impact Report shows that the mine can be developed in an environmentally responsible manner as well as bring economic benefits to the community. The diversification of Grass Valley's economy this the Idaho-Maryland Project in relation to a gold mine, ceramics plant, and education center (tourism) should be discussed as a Class IV beneficial impact in the fiscal analysis.

It should not be forgotten that the mines have always supported essential services in Grass Valley. In particular, the Idaho-Maryland Mine donated the land for the Sierra Nevada Memorial Hospital and Errol MacBoyle, the owner of the Idaho-Maryland Mine, donated money for construction of the hospital. The Memorial Park was donated to the City by Empire Mine and the Club House was donated by Idaho-Maryland Mine.

In addition to essential services, we have many clubs and organizations that do good work in the City and County. These too are being hit by the recession. The mine will support many of these organizations directly, just as they do as primary sponsor of the County Fair today. Their employees will participate in these organizations and also donate to them. Currently Idaho-Maryland Mine is the lead sponsor for the Nevada County Fair, attended by 80,000 people and a main tourist attraction for the City. The fair also supports the local agricultural industry and children that are part of that industry.

The mine is needed to support our essential services, clubs, and organizations, especially our police and fire fighters. It is needed to support the County Fair. I hope that the critical need to support public services, and not just government, is addressed in the EIR as one of the Class IV positive impacts or the Idaho-Maryland Project. The City needs to consider how these groups will be funded going forward if the mine does not go ahead and the fact that the recession will cut off more and more donations to these services.

Sincerely,



AKA: Rocky  
11303 SQUIRREL CREEK Rd.  
G.V., CA. 95945

To the Grass Valley Planning Department:

I am one of many Whispering Pines area workers that walk on Crown Point Circle for its exercise and recreational value. Crown Point Circle should be deemed a recreational trail, so that my lungs will be taken into full consideration in the air quality impact analysis of the Idaho-Maryland Mine project.

Name:

J PETROFSKY

Address:

PO BOX 1070, MARYSVILLE, CA 95959

Comments:

WHISPERING PINES

EMPLOYEES DO NOT STAY

INDOORS ALL DAY!

THE DRAFT AIR ASSESSMENT

(ERRONEOUSLY) THAT THEY DO.

AND WHEN WE ARE WALKING, WE

BREATHE VIGOROUSLY. THE DEER

HEALTH IMPACTS ASSESSMENTS ARE

THEREFORE INADEQUATE, PARTICULARLY

REGARDING PARTICULATE MATTER.

Thank you for your consideration.

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GRASS VALLEY

JAN 20 2009

January 19, 2009

Ralph Hitchcock  
12223 Echo Drive  
Nevada City, CA 95959  
272-4787

Community Dev. Dept.

Mr. Tom Last, Planning Director  
City of Grass Valley  
123 E. Main St.  
Grass Valley, CA 95945

Dear Mr. Last:

Re: IMM DEIR – Air Quality

I must admit that air quality is not in my field of expertise. But I have a question on whether the very local effects were considered adequately. Table 4.2-7 actually shows a lowering of CO emissions at what the consultants considered to be the four highest emission intersections. This is in spite of the fact that there would be the added project truck traffic. Maybe I could possibly accept this on an area wide basis as the analysis seems to count on future improvements in diesel fuel, trucks, and some area wide actions. However as a layman, I have a difficult time accepting this conclusion as applied to the immediate vicinity of the truck traffic. It would seem logical that CO emissions would increase to some degree on the streets, sidewalks, and adjacent buildings.

Southbound from the roundabout to the Empire/SR20 off ramp, there would be 77 loaded IMM trucks each day (even more if construction trucks were added). Each truck would be in lower gears in the roundabout, then have to accelerate on to the on ramp, from stop signs on the frontage road, and from the traffic light at Neal, then power up the S.Auburn St. on ramp and accelerate to gain speed to join the freeway flow. Pedestrians, automobile occupants, restaurants, parking lots, grocery store, hotel, and the residences along Wolf Creek would be in the immediate vicinity of the truck exhausts. Northbound from the Idaho Maryland on ramp to the top of the hill at Dorsey, there would be constant added exhaust from providing the power needed to reach the top of the hill on that steep grade. The hospital is very close.

It just seems logical to me that in the immediate area of the truck routes there would be a rise in the CO emissions which might not affect global warming or meet area wide regulations. But it would affect people in the immediate local vicinity.

1. Was this potential localized CO effect considered in the DEIR?

2. Even if the people were to have to breath additional CO in these neighborhoods because of the trucks, would this be considered acceptable just so the emission regulation is not exceeded?

Sincerely yours,



Ralph Hitchcock

JAN 15 2009

FAY

### Idaho-Maryland Mine Project

I am opposed to the Idaho-Maryland Mine Project. I feel that this is not the kind of growth that will draw other clean environmentally friendly businesses to our area. I am concerned about water in our wells. They state that wells are normally 300 ft. This was in 2006 how has that changed with the drought. Does any one know how far this fracture fault lines travel is it only the immediate area surrounding the mine or do they travel further and support the wells in out lying areas. They have in their study arbitrarily chosen to only look at a very small area in terms of dewatering impacts. How can they ignore an area above them and dismiss this area as not having any impacts. Are these outlying areas given any protection? According to Banner Mtn home owner we are out in the cold. They say that they will mitigate those residences impacted but how will you be able to prove it if you are outside the outlying area.

I have read in the Union that some of tech based industry is considering leaving if the mine is reopened because their equipment is so sensitive it will be impacted by the blasting. I question how many of the jobs that are high paying will go to local residents. Is there any arsenic in the water to be dewatered? As the dewater occurs is it possible that the water quality might change. We do not need heavy equipment traffic on are roads. Every day when I go around the new constructed round about and I see the traffic lined up on Main St. I can not imagine what the traffic will be with all of the increased traffic. Will all of this traffic impact business on Idaho Maryland and Whispering Pines has any one looked into this. I know that I would not hesitate to avoid an area because of traffic. So does this mean that Hills Flat, Sierra Timberline and all the business in the Whispering Pines area could lose business as people choose to avoid heavy traffic area? Will Main Street back up and impact business along the route from Hughes Road? Will this traffic impact downtown? I think YES!

Tourists want the charm of a mine town not the reality of a mine. I disagree that it will have a positive environmental, social and economic benefit. What guarantees do we have that they will protect our community and not just sell it once it is approved? Will this company prove an asset or a deterrent to draw new businesses and homeowners to this area?

As a realtor I know it is all about location. I know that buyers would not consider it an advantage to be located next to mine. Tranquility and a sense of privacy are some of the key things buyers are looking for. With an increase in noise and light pollution these qualities will be even more elusive. I live 5 miles away from highway 20 yet I can hear a heavy truck as

it makes it way along Highway 20. Have there been any studies regarding how far this noise is likely to travel. How loud will all the truck traffic be as it makes it way on its route? As I drive on the freeway and look over in the direction of the tile plant I try to imagine our new sky line with 6 smoke stacks. Will this vision be a deterrent to people coming to our area? Will it impact buyers in that our community will lose some of its charm? I know I miss the Gold Star Barn and accept that you can close on door on progress. But life is about choices. I do not want to look at smoke stakes and have to worry about increase in exhaust, mine exhaust, asbestos, silica and etc. I don't want this community to wake up and realize when it is too late. In an area already dealing with poor air quality why would you want to add a business that only increases the poor air quality? **Please do not vote or encourage this development.**

Diane Gould  
Frank Gould  
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