

From: SEVENTHORSE@aol.com
To: [FS-objections-southwestern-regional-office](#)
Subject: RE: Rosemont Copper Project FEIS Objection
Date: Friday, February 14, 2014 1:50:35 PM

February 13, 2014

TO: Reviewing Officer
USFS Southwest Region
333 Broadway SE
Albuquerque, NM 87102

Fax# 520-842-3173 corrected to 505-842-3173

From: Marilyn McCoy
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Sierra Vista, AZ 85636

I am unable to scan this document and several attempts to sending via fax have failed therefore a signature is not included but can be verified if needed. This email is being sent via a friend at his email address per my request.

I hereby submit a formal objection to the proposed Rosemont Copper project in the Coronado National Forest, Nogales Ranger District. The responsible official is Jim Upchurch. This objection concerns DEIS Comment Letter #19508.

RE: Rosemont Copper Project FEIS Objection Comment Letter #19508 DEIS

When I consider the loss of the Rosemont valley and the affects that mine traffic will have on HWY 83, I realize that the mine will probably kill this ride.

FS Additional Response in the FEIS appendix G:

The FEIS provides an updated analysis of visual resources from scenic areas or critical viewpoints including designated scenic roadways. The description of impacts to scenic quality and the viewed analysis has been reviewed and updated. Please refer to the Scenic Quality section in Chapter 3 of the FEIS for further details.

This response in no way addresses the statement above. The Old Pueblo and LC Endurance rides use Barrel Canyon and the AZT, a fact that I stated in Comment Letter #19508. We route Barrel Canyon north to south and loop around it twice. This is an actual loss, not a visual one. The negative affect to these rides because of HWY 83 becoming a mine haul road is not a visual one. It is one of safety. Competitors would haul horses on that road among ore trucks exactly once, and thereafter would opt to attend an event elsewhere.

However, you did pull a (somewhat) visual comment from the same letter:

I have spent the last twelve years developing the Old Pueblo and Las Cienegas (LC)

Endurance Rides into two of the most popular Endurance events in the Southwest. The Old Pueblo is a three-day, 155-mile race and the LC is a one-day, 100-mile race. These events draw roughly one hundred competitors from across the US and Canada and from as far away as Australia and are both based out of the LCNCA Airfield Event Site. As I look out from base camp to Weigles Butte, it is obvious what the blasting, lighting and dust from the proposed mine will mean for user groups on the Las Cienegas and surrounding areas.

FS Additional Response in the FEIS appendix G:

Thank you for your comment. The mine is located in private and National Forest System land north and west of Las Cienegas NCA, on the opposite side of State Route 83. The location of the Rosemont Copper Project in relation to Las Cienegas NCA, as well as potential impacts to resources within the NCA are disclosed in the FEIS.

Thank you for clearing that up for me. Now tell me how the above paragraph from my comment letter is confusing. I look out from the LCNCA Airfield Event Site and direct your attention to Weigles Butte, where the deepest cut of the proposed pit is proposed to begin, and you suggest that I do not know where I am, and that I do not know where I am looking.

As for the question that I pose in Comment Letter #19508:

Has the FS made plans to develop alternative recreation areas to make up for the loss, not only of the Rosemont, but also of the wider recreation assets that the mine will negatively impact?

FEIS response p. 873:

Establishing the Santa Rita Mountains Community Endowment Trust...yet to be established and funded...not possible to determine what projects may result and how they might mitigate impacts to recreation and wilderness.

In other words; no. This is, at best, a Draft response, not a response found in a Final Environmental Impact Statement.

The FEIS treatment of The Arizona National Scenic Trail is likewise something that would have been better presented in the Draft, but was not. The proposals offered in the **FEIS ROD p. A-20 Figure A25** sacrifice “scenic and primitive experience” to the interest of convenience and cost. Shortest distance between two points, however, is not a Trail construction guideline. The FS should finally offer alternatives that move the Trail away from the mine and off Rosemont private parcels. These should be offered in another draft or supplemental EIS. If there is some reluctance to run the Trail across BLM, this reasoning should be explained as well.

Objection: My comments to the Rosemont Copper Project DEIS were substantive. The responses found in the FEIS to those comments were not.

Marilyn McCoy

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