



# Draft EIR Comment Form

## Proposed Las Pilitas Quarry Project

Date: 6-5-13

Name\*: DALE + Janice CARR *6 pages included*

Affiliation (if any)\*: None

Address\*: 22575 I Street

City, State, Zip Code\*: Santa Margarita, CA 93453

Telephone Number\*: 805-709-8598

Email\*: jl carr@charter.net

Comment: \_\_\_\_\_

### Our Background

We have lived in Santa Margarita since 1986. We live on I Street near the corner of Yerba Buena Street. I Street is the only alternative route connecting Hwy 58 and Hwy 101.

After several readings of the Draft EIR for the proposed Las Pilitas Quarry project, we have the following concerns and questions.

### Draft EIR 4.03 Air Quality and Dust Control

The EIR indicates in Impact AQ-1a ROG + NO<sub>x</sub> and Impact AQ-1b Emissions of PM<sub>10</sub> Fugitive Dust that these emissions will have a significant impact and deemed not mitigable, yet the draft lists "mitigation measures." This appears inconsistent. Further, the "mitigation measures" listed sound less than adequate given the seriousness of these emissions on humans and wildlife.

\*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

**Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by June 5, 2013. Comments may also be faxed to (805) 788-2413 or emailed to mwilson@co.slo.ca.us.**

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Could you please explain how an impact deemed not mitigable can have mitigation measures?

In addition, Impact AQ-2a Emissions of DPM, although deemed significant but mitigable, has a huge potential to put the community at risk of cancer. The Draft indicates that "...DPM accounts for about 70% of cancer risk in urban areas." Given Santa Margarita is a rural area and a very small community where the trucks will be moving directly through the residential areas and the downtown, how can there be any reasonable way to mitigate this potential impact?

How has the potential for increased exposure to Valley Fever been addressed?

\_\_\_\_\_  
\_\_\_\_\_  
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### Draft EIR 4.08 Noise

The EIR indicates in Impact Noise-1 Truck Traffic Noise and Impact-5 Cumulative Traffic Noise that there will be a significant impact and deemed not mitigable, yet the draft lists "mitigation measures." This appears inconsistent. Further, the "mitigation measures" listed sound less than adequate ("The applicant/quarry operator shall *advise* (italics added) all truck drivers exiting the facility regarding the noise sensitive residential uses along the truck route through Santa Margarita, and shall prohibit the use of compression brakes except under emergency conditions"). These trucks will pass through residential neighborhoods and pass right next to an elementary school and a community park where the route must stop for railway traffic and for a stop sign. *Advising* all truck drivers will hardly allow them to reduce the noise emitting from large, heavy trucks. They will be moving over a narrow stretch of Hwy 58 when next to the school and park and they will be idling, possibly for long periods of time waiting for trains and at the stop sign.

Could you please explain how it will be possible to reduce the noise from these trucks (estimated to be over 200 per day) and how an impact deemed not mitigable can be mitigated by these inadequate measures?



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### Draft EIR 4.11 Transportation and Circulation

Impact Traffic-4 Cumulative Effect to 2030 Traffic Volumes indicates in the Residual Impact that "...cumulative traffic impacts would remain significant and unavoidable."

There is much in the studies and analyses performed for this section of the Draft EIR that ignores the human and small community elements involved with moving hundreds of large, heavy trucks through a residential community with many children. There are no sidewalks in the community which would make walking more dangerous when this type of truck traffic is allowed.

Further, we did not see any discussion of the likelihood of an increase in traffic on I Street (and possibly H Street) when cars and trucks want to avoid waiting on Estrada for trains and the stop sign (or light if one is put in in the future) due to the increased truck traffic. In the past, before a stop sign was placed at Yerba Buena Street and I Street, traffic was



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extremely hazardous on this route. With the incentive to avoid congestion at Estrada and El Camino Real intersection, more vehicles will use I Street. How does the county plan to address this potential consequence?

We also did not see any discussion regarding the increased deterioration of Hwy 58, Estrada and downtown portion of El Camino Real that will result from the high level of truck usage. How will this consequence be addressed?

### Overall Quality of the Santa Margarita Community

We could go on with our comments, but we realize that many other submitted comments need to be read. So, in summary, we wish to express our deep concern that the proposed Las Pilitas Quarry project will have an adverse effect on the entire community. While it will provide the property owners and business owners a livelihood, it will be at the expense of the rest of this community of 1250 residents in so many ways. We haven't even expressed our concerns about the water use from the project, the noise from blasting and the effects of traffic on current businesses and future businesses in the downtown area who have outdoor patios.



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Santa Margarita is one of the smallest towns in San Luis Obispo County and basically a residential community. Given Hwy 58, as well as the other roads that the trucks will use in the community, are only two lane roads that are not good candidates for expansion, this proposed project seems to be inappropriate. Who will the residents turn to, what agency(ies) will promptly and effectively address the problems that will arise once the project is fully operational. What agency(ies) will be responsible for monitoring all the "mitigating measures" that are required and supposed to be followed?

Finally, although many of the impacts are deemed less than or not significant, the overall cumulative effect of all of these impacts will be harmful to our community.

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