



## Oster/Las Pilitas Quarry DEIR Comments

Mark Elliott to: mwilson

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Impact: Increased truck traffic.

-Average listed as 275 trips/day with a maximum of 800 trips/day during a large project. Were all environmental impacts evaluated for this maximum number of trips? Why or why not?

-Increased truck trips may cause other traffic to detour around the trucks through interior streets in Santa Margarita thus causing greater traffic in neighborhoods. Was this evaluated in the DEIR? Why or why not?

-Increased truck trips will be a hazard for bicyclists from the edge of town to the entry of the project, since there are no paved shoulder for the bicyclists on the state highway in this section. This is especially true just east of town on both sides of the hill between the cemetery and town and the winding grade leading to the high point above the Salinas River. A good mitigation would be to pay into a fund to create a shoulder or simply pay to have it all done. Was an analysis performed of this hazard?

-Was the health risk evaluated for key areas where trucks will be accelerating and decelerating near homes in Santa Margarita and the railroad crossing next to Santa Margarita Park?

Impact: Air Quality

-It wasn't clear to me how often crushing and screening would be taking place and how that might effect daily maximum emissions. Is this explained in the DEIR? If not perhaps it is not an accurate estimation of maximum daily emissions.

- It was not clear to me what processes would be electrified to reduce emissions from diesel equipment. Can you point out where this is explained in the DEIR? This is an important mitigation that could be used for crushing and screening operations.

Project Description:

I have heard rumors that a rail loading spur could be part of the project, but it is not in the DEIR as far as I know. Can you clarify if that is included in this project?

Sincerely,  
Mark Elliott  
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