Jeff,

I will not be able to attend the scoping meeting on this project as I will be out of town.

Comments on scoping of the EIR-

The applicants initial studies on traffic and noise are not adequate.

The traffic study must go beyond the intersection of Highway 58 and El Camino Real. The traffic analysis should include traffic all the way to 101 (north and south). The Santa Margarita Ranch EIR did a good job of assessing the traffic impacts through town and on the on ramps and off ramps of 101. There should also be an investigation of the traffic down H and I streets. As traffic will go down these streets if it is backed up because of a train or other issue at the 58 and El Camino Real intersection.

There are also major concerns at the s curves on 58 just out of town. The accident rate on these s curves exceeds state wide averages. The vertical curve on 58 near h and I streets is an additional problem that reduces the safety of kids in the cross walk going to school.

The preliminary study did not look at the noise from the trucks going through Santa Margarita. This is an issue that was also covered in the Santa Margarita Ranch EIR.

I do not accept the assumption that in many cases the Oster Quarry will just be taking trips away from Hansen therefore there will not be as much new traffic. This notion does not consider that many of Hansen's trucks go north to access the freeway where all of Oster's trucks will most probably go through Santa Margarita to 101.

I am also concerned about the public safety of this quarry. If the Santa Margarita Fire Department will be one of the first responders then they should receive some tax increment to cover their costs. If this does not happen then the quarry's fire response services will be subsidized by the residents of Santa Margarita. Yes, Cal Fire has the primary responsibility for this site but because Santa Margarita Fire is close they will roll on calls too.

I trust my concerns will become part of the discussion surrounding the scoping of this very important EIR.

All the best,
David Blakely