

**Comments on Sunderlin/Red Rock Quarry Associates, LLC. Application for
Business Permit (S.B.L. No. 8,000 – 1 – 8)**

Submitted By: Louanne Cossa

March 9, 2022, Public Hearing

Planning Board of the Town of Forestport,

I am President of the Adirondack White Lake Association (AWLA). I have been spending time in the community and around White Lake for the past 64 years. I also own two properties on the lake, both individually and with several family members. The Adirondack White Lake Association is comprised of hundreds of area residents who care deeply about White Lake. Our members support activities and actions that preserve the natural amenities of the lake, as well as the public trust.

Stone Quarry Road is located on the opposite side of Route 28 from the White Lake. Portions of Stone Quarry Road are less than 1,000 feet from the lake. As such, the AWLA is concerned about the effects this project will have on White Lake and the residents that utilize the lake.

As President of the AWLA and a homeowner, I would like to raise the following concerns regarding Mr. Sunderlin's business permit application:

1. Cost of Construction and Maintenance of the Access Road

A. New Road Construction

- i. Stone Quarry Road is the only access road to the mining site. To accommodate the project and its traffic, Stone Quarry Road will require much more than improvements and routine maintenance. This project proposal essentially requires the replacement of the existing single-lane road and construction of a brand-new two-lane road.
- ii. The cost to replace the .37-mile section of Stone Quarry Road with a two-lane highway would be upwards of \$500,000. This would be a massive undertaking, including clearing, grading, realignment, and bringing in fill, as the road will need to be constructed in accordance with state guidelines. Additionally, the new road will require replacement of the culverts over the White Lake Outlet to accommodate the heavy truck loads.

B. Maintenance Costs During Life of the Project

- i. The maintenance of this newly constructed road will be considerably more extensive than the maintenance of the current Stone Quarry Road. This will result in an increased burden to the town and taxpayers in time, coordination, maintenance, and repair costs from heavy and frequent truck traffic tearing up local roads. There will also be annual snow removal costs that fall on the town since snow removal cannot be delegated to the Quarry operator.
 - ii. This road will be used by the applicant for the time it takes to finish this project and while the new road will only benefit the applicant for this limited time, it will remain a burden on the town for years to come. Maintenance of this new road will not only be necessary during the Life of Mining Permit for this project, but the upkeep of this newly constructed two-lane road will require time and money from the taxpayers long after the end of the project.
- C. Forestport Should Require Performance Bonds for Both Construction and Maintenance of the New Road
 - i. As is common for projects such as this, the possibility exists that it may fall through or end earlier than expected. Should this happen, the town will be left with the costs of finishing the planned construction of the new Stone Quarry Road, as well as the additional costs of maintenance for the new road. A Performance Bond will protect the town from having to take up these costs.
 - ii. However, even with the posting of a Performance Bond, the town will likely only be secured from paying the costs for the new road/maintenance for the next 25 years at most. Once the project reaches the end of this proposed 25-year duration, the town will be left with the costs of maintaining this expensive new road for the foreseeable future. Approval of this project is short-sighted on the part of the town, as the damage from this project will continue to burden the taxpayers long after the project ends.
- D. Stone Quarry Road is a Dead-End Road that will Require a Turnaround
 - i. There will be more than just a widening from the current one-lane road to a two-lane road. The public occasionally uses this road and with the increased traffic from the tractor trailers, there will need to be a turnaround built and ways to ensure that the public's access is not restricted by the construction vehicles.
 - ii. The workers who are assigned to this project also require space for parking their vehicles. A parking area will need to be created to ensure they are not leaving their cars on the public road all day long. Overall, the construction and maintenance of this new road and all its features will be extensive and costly.

- E. Stone Quarry Road is a Public Road Within Life of Mine Activities
 - i. Since Stone Quarry Road is used by the public, you cannot permit the obstruction of the road. The road officially ends within the project area and maintaining a mining operation around a public road, especially considering the explosives involved, is incredibly dangerous.

2. Environmental Impacts of New Road Construction

- A. The town of Forestport is required to conduct SEQR review of a project, including construction of a new access road requiring a NYS DOT commercial driveway permit before any determination is made.
- B. Specifically, I would like to raise concerns regarding the impacts to:
 - i. Adjacent federally designated wetlands – There are wetlands surrounding the access road and the project site that require our protection. Additionally, since they are federally designated wetlands the project may require approval by the Army Corps of Engineers and not just DEC or APA.
 - ii. Health of the White Lake Outlet
 - iii. Drainage Issues – There has been no storm water management plan created for this project.
 - iv. Pollutant runoff into the Outlet and water supply – The nearby waterway is considered a Class C stream by NYS DEC, meaning it supports fisheries and therefore also has a Standard of (T) for which special requirements apply to sustain the waters that support valuable and sensitive fisheries resources. Extra care must be taken to ensure the waterways are not contaminated by projects such as this.

3. Increased Traffic Safety Hazard

- A. Large trucks entering and leaving the site could be every 16-20 minutes, if the applicant utilizes the full extent of the permit (20 round trips = 40 trucks/day), creating dangerous traffic conditions at White Lake and beyond. These 40 truck trips/day will be passing through Forestport.
- B. We are concerned about the “intersection” where Stone Quarry Road meets Route 28. Large and heavy trucks will be entering and leaving the site, turning onto a fast-moving state highway around a blind corner. This isn’t a matter of “if” a fatal accident will occur, but when and how often.
- C. Beach A & B are located 1/2 mile south of Stone Quarry Road. Dozens of people, mostly children and families, visit the beach area daily, crossing Route 28 by foot from the adjacent neighborhood. As large trucks carrying heavy loads (granite trucks can be upwards of 50,000 lbs.) approach the crosswalk around a blind curve and a limited sight distance, they will have difficulty stopping quickly - it takes a truck carrying a load of that weight roughly 350 feet to stop when traveling at 45mph; they will see the pedestrians, young children and

families, as they are upon them. This is very dangerous as there is only a blinking crosswalk to alert drivers.

- D. Boat launch is approximately ½ mile from Stone Quarry Road with no blinking light and limited visibility. The same concerns apply.

4. Increased Noise Along Route 28

- A. Even if one accepts the applicant's Route 28 ambient noise estimate (58 decibels), the sound from a diesel-powered truck (80-100 decibels) would add at least 22 decibels of noise, 40 times a day (20 round trips).
- B. The decibel scale is logarithmic; 80 decibels is 100 times louder than 60 decibels. This level of 80 decibels is akin to standing in the middle of an intersection in a bustling downtown core or standing next to a garbage disposal. The increased noise will affect the peace, serenity, and quality of life in our community.

5. Impact on local businesses

- A. White Lake Inn deck dining will be impacted by constant increased noise levels.
- B. The many property owners who use short-term rentals to help offset their yearly costs will be impacted due to increased noise and congestion, not to mention health risks, causing renters to seek other lake areas for their peaceful vacation.

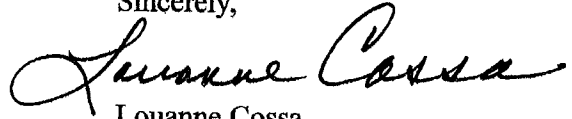
6. Increased Dust and Air Pollution

- A. Diesel trucks pollute the air! Exposure to diesel exhaust can lead to serious health conditions like asthma and respiratory illnesses and can worsen existing heart and lung disease, especially in children and the elderly. Emissions from Diesel trucks contribute to the production of ground-level ozone which damages plants, trees, and other vegetation.

In summary, this project will cause damage to the environment, the health of the town, and will result in an unnecessary financial burden on the taxpayers and local business owners for the foreseeable future. The effects of this project have not been adequately considered and the proposal requires SEQR Review, as well as the town's consideration of the posting of Performance Bonds for the construction and maintenance of the new Stone Quarry Road. The town should not grant site plan approval for this project.

I am appreciative of the opportunity to provide public input and I look forward to continuing to participate in such opportunities in the near future. Please do not hesitate to contact me with any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Louanne Cossa". The signature is fluid and cursive, with the first name "Louanne" and the last name "Cossa" clearly distinguishable.

Louanne Cossa,
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