Date: February 13, 2026

To our Franklin Planning Board Members,
Below, we present our reasons for recommending the denial of this application.

Thank you for your service to our Town of Franklin.
Respectfully, Debbie and Kevin Carr, Franklin

Quarry Approval Consideration Factors, from Article 2.8

a) The proposed use will not create hazards to vehicular or pedestrian traffic on the roads serving the proposed use as determined by the size and condition of such roads, lighting, drainage, intensity of use by both pedestrians and vehicles, posted weight limits, and the visibility afforded to pedestrians and the operators of motor vehicles.

We feel this quarry will create hazards to vehicular and pedestrian traffic. The South Bay road is not equipped to support the type of traffic listed in the TC Gravel Application: From the application, "Some days when large amounts of material are needed and the site is within a short distance from the quarry, there could be 2-6 trucks per hour (p. 37) Trucks will turn and go south through Sullivan or east to Route 200. Destinations will be job dependent. Truck sizes will range in size from single axle one-ton dump trucks, wheelers, tri- axles to dump trailer equipped tractor trailers".

Some days is vague, how many days? It could be everyday once the operation is established. Sullivan has a road restriction of 23,000 lbs., so the traffic will be going through Franklin. Referencing wheelers, how many wheels? 10, 18? How will payment be collected if there is more road damage than the bond amount? The South Bay Road is already a tough go for two lane traffic.

b) The proposed use will not cause water pollution, sedimentation, or erosion, contaminate any water supply or reduce the capacity of the land to hold water so that a dangerous, aesthetically unpleasant, or unhealthy condition may result.

It could cause water pollution, sedimentation and erosion. It could contaminate Taunton Bay which is a highly productive, nationally significant estuary recognized by the U.S. Department of the Interior as one of 14 Maine locations holding special status as a "Focus Area of Statewide Ecological Significance". It features unique, high-tidal, and nutrient-rich waters supporting crucial habitats for shellfish, aquaculture, seabirds, and marine life.

c) The proposed use will not create unhealthful conditions because of smoke, dust, or other airborne contaminants.

This activity is expected to produce smoke, dust, and particulates as a result of truck traffic on the gravel road and from the crushing, screening and drilling processes as well as loading crushed stone.

d) The proposed use will be compatible with the uses that are adjacent to and neighboring the proposed location, as measured in terms of its physical size, intensity of use, visual impact, and proximity to other structures, and the scale and bulk of any new structures for the proposed use shall be compatible with structures existing or permitted to be constructed on neighboring properties.

The proposed use is incompatible with nearby homes and adjacent properties that may be developed for residences.

e) The proposed use will not create nuisances to neighboring properties because of odors, fumes, glare, hours of operation, noise, vibration, or fire hazard or restrict access of light and air to neighboring properties.

The proposed use will create substantial nuisances: hours of operation, noise, vibration and potential fire hazard. In 2020 a significant 6 acre woods fire broke out on the South Bay Road. That fire took a multi-town 8 hour response to knock down and nearly a week of constant tending to fully extinguish. It allegedly started at the TC Gravel site from operations to move existing granite. This industrial operation will negatively impact the quality of life in the surrounding residential area.

f) The proposed location for the use has no peculiar physical characteristics due to its size, shape, topography, or soils which will create or aggravate adverse environmental impacts on surrounding properties.

It is a production rock quarry that will have significant adverse impacts on the surrounding properties.

g) The proposed use has no unusual characteristics atypical of the generic use which proposed use will depreciate the economic value of surrounding properties.

Studies indicate that production rock quarries significantly decrease nearby residential property values, with impacts most severe within one mile. Research, including findings from economist Diane Hite, shows property value losses ranging from 15-25% for homes within 0.5 miles to 5-10% for those up to 3 miles away. These declines are driven by noise, dust, and heavy truck traffic.

Diane Hite; Professor Emeritus, (past)Department of Agricultural Economics and Rural Sociology / College of Agriculture Auburn University
Expertise: Environmental Economics and Nonmarket Valuation; Urban and Regional Economics; Public Economics; Applied Econometrics; Applied Policy and Welfare Analysis; Applied Demand Analysis.

h) The proposed use will not result in damage to spawning grounds, fish, aquatic life, bird, and other wildlife habitat; will conserve shoreland vegetation, if located adjacent to a Shoreland zone; will conserve visual points of access to waters as viewed from public facilities; will conserve actual points of access to waters; will conserve natural beauty; and will avoid problems associated with floodplain development and use.

There should be adequate studies done to ensure there is no negative impact on the Center for Cooperative Aquaculture Research existing businesses. This will negatively impact bird and wildlife habitat with many bird species already in decline. It certainly will NOT conserve natural beauty. Clammers and wormers park on South Bay road in season and large vehicle traffic would impact their access to the Bay.

i) The volume of sound, measured by a sound-level meter and frequency weighting network (manufactured according to the standards prescribed by the American National Standards Institute), inherently and recurrently generated shall not exceed a maximum of sixty (60) decibels A weighted at any dwelling unit excepting emergency sirens and horns and similar warning devices.

There should be a noise study that measures the actual equipment in use as well as for lift gates banging and back-up beeping.

Vibration inherently and recurrently generated shall not exceed a peak particle velocity of 0.01 inch per second at lot boundaries.

This should be measured before proceeding with this application.