



TOWN OF KILLINGLY, CT
PLANNING AND ZONING COMMISSION

MONDAY – DECEMBER 20, 2021
Regular Meeting – HYBRID MEETING
7:00 PM

TOWN MEETING ROOM – 2ND FLOOR
Killingly Town Hall
172 Main Street
Killingly, CT

RECEIVED
TOWN CLERK, KILLINGLY, CT
2021 DEC 17 AM 8:36
Elysebeth M. Wilson

THE PUBLIC IS ALLOWED TO ATTEND THE MEETING IN PERSON
OR THE PUBLIC MAY VIEW THIS MEETING AS DESCRIBED BELOW

AGENDA

THE PUBLIC CAN VIEW THIS MEETING ON FACEBOOK LIVE.
GO TO www.killinglyct.gov AND CLICK ON FACEBOOK LIVE AT THE BOTTOM OF THE PAGE.

- I. CALL TO ORDER/ROLL CALL
- II. SEATING OF ALTERNATES
- III. AGENDA ADDENDUM
- IV. **CITIZENS' COMMENTS ON ITEMS NOT SUBJECT TO PUBLIC HEARING** (Individual presentations not to exceed 3 minutes; limited to an aggregate of 21 minutes unless otherwise indicated by a majority vote of the Commission)
NOTE: Public comments can be emailed to publiccomment@killinglyct.gov or mailed to the Town of Killingly, 172 Main Street, Killingly, CT 06239 on or before the meeting. All public comment must be received prior to 2:00 PM the day of the meeting. Public comment received will be posted on the Town's website www.killingct.gov.
NOTE: To participate in the CITIZENS' COMMENTS– the public may join the meeting via telephone while viewing the meeting on Facebook live.
To join by phone please dial 1-415-655-0001; and use the access code 2630-679-4673 when prompted.
- V. COMMISSION/STAFF RESPONSES TO CITIZENS' COMMENTS
- VI. **PUBLIC HEARINGS – (review / discussion / action)**
NOTE: To participate in THE PUBLIC HEARINGS – the public may join the meeting via telephone while viewing the meeting on Facebook live.
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(CONTINUED ON NEXT PAGE)

1) **Special Permit Ap #21-1273**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches.

2) **Zone MAP Change Ap #21-1276**; Weld, LLC (CGCT Killingly LLC/Landowner); 543 Wauregan Road; GIS MAP 262, LOT 20; And 19 Lucienne Avenue; Killingly; GIS MAP 262, LOT 22; both General Commercial District; application seeks to change the zone of the subject real estate (properties) from General Commercial Zone to Light Industrial Zone.

Hearings' segment closes.

Meeting Business will continue.

VII. UNFINISHED BUSINESS – (review / discussion / action)

1) **Special Permit Ap #21-1273**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches.

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3) **Special Permit Application #05-868**; Request for Release of Bond; Ernest Joly & Son, Inc.; for 605 Providence Pike, Killingly, GIS MAP 224; Lot 14; ~170 acres; Rural Development Zone; all phases of work completed.

4) **Site Plan Application #21-1275**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height.

VIII. NEW BUSINESS – (review/discussion/action)

1) **Subdivision Ap #17-1185**; Frank Swabby (formerly Belmont Homes); Airport Road; request of bond release as construction of road improvements meets town standards. **Review/discussion/action.**

2) **Special Permit Ap #21-1277**; American Storage Centers, LLC (Landowner same); 551 Westcott Road; GIS MAP 214; LOT 5; ~3.8 acres; General Commercial Zone; construction of 6 new buildings & conversion of existing building to establish a self-service storage facility (420.2.2.[q]). **Receive and schedule for a public hearing on Tuesday, January 18, 2022.**

3) **Zone MAP Change Ap #21-1278**; Douglas Construction (Jim Vance/Landowner) & Laurel A. Horne (Applicant & Landowner); 605 Providence Pike; GIS MAP 224, LOT 14; ~177 acres, RD **AND** 613 Providence Pike; GIS MAP 224, LOT 13, ~4.6 acres, RD; request to change zoning from Rural Development to General Commercial. **Receive and schedule for a public hearing on Tuesday, January 18, 2022.**

(*) Applications submitted prior to 5:00 PM on MONDAY, DECEMBER 13, 2021, will be on the agenda as New Business, with a "date of receipt" of MONDAY, DECEMBER 20, 2021, and may be scheduled for action during the next regularly scheduled meeting of **TUESDAY, JANUARY 18, 2022**.

(*) Applications submitted by 12:00 noon on FRIDAY, DECEMBER 17, 2021, will be received by the Commission ("date of receipt") on MONDAY, DECEMBER 20, 2021. However, these applications may not be scheduled for action on TUESDAY, JANUARY 18, 2022, as they were submitted after the Commission's deadline. This is in accordance with Commission policy to administer Public Act 03-177, effective October 1, 2003.

IX. ADOPTION OF MINUTES – (review/discussion/action)

1) Regular Meeting Minutes – November 15, 2021

X. OTHER / MISCELLANEOUS – (review / discussion / action)

1) **WORKSHOP – Discussion** – should the zoning regulations allow for an accessory structure to be constructed on a vacant parcel of real estate without the primary structure being in place? Discussion continued to FEB. 15, 2021.

2) **WORKSHOP – Discussion** – Five Mile River Overlay District. Discussion continued to FEB. 15, 2021.

XI. CORRESPONDENCE

- 1) List of Planning and Zoning Commission Meeting Dates for 2022

XII. DEPARTMENTAL REPORTS – (review/discussion/action)

A. Zoning Enforcement Officer's & Zoning Board of Appeal's Report(s)

B. Inland Wetlands and Watercourses Agent's Report

C. Building Office Report

XIII. ECONOMIC DEVELOPMENT DIRECTOR REPORT

XIV. TOWN COUNCIL LIAISON REPORT

XV. ADJOURNMENT

VI. PUBLIC HEARINGS – (review / discussion / action)

1) **Special Permit Ap #21-1273;** David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for portion of proposed building addition that will exceed the maximum height of 50 ft for said zone, with a proposed height of 86 ft, 8.5 inches.

APPLICANT(S): David Kode
LANDOWNER(S): Frito-Lay / Landowner
SUBJECT PROPERTY: 1886 Upper Maple Street
ASSESSOR’S INFO: GIS MAP 62; LOT 53.
ZONING DISTRICT: Industrial Zone
REQUEST: Special Permit – for proposed ASRS building that will exceed the maximum height of 50 ft for said zone – proposed height of 86ft., 8.5 inches
REGULATIONS: **Section 450.3.1 – Heigh in Industrial Zones** – Structures in an industrial zone not exempted in Section 450.3 may be allowed under Special Permit to exceed the maximum height as specified in Table A if the Commission determines that the structure is (1) necessary for the efficient operation of the proposed industry; and (2) that it does not significantly interfere with present or reasonably anticipated use of other property.

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Documents Submitted with Application

- 1) Sheet of dimensional Requirements with brief explanation
 - 2) Slide Index Presentation
 - 3) Project Knight – Overall Site Plan – received August 10, 2021
 - 4) Stormwater Management Plan
 - 5) Complete Set of Civil Engineering Plans
 - 6) Typed responses to the Town of Killingly Zoning Regulations
 - 7) Traffic Study Prepared by – F.A. Hesketh & Associates, Inc.
-

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Documents added during or since the November 15, 2021, Planning Zoning Commission Meeting

- 1) Statement in Support of the Application for Site Plan Review and Special Permit by Attorney Hammer
- 2) Biographies of the various engineers, etc., from Haskell
- 3) Revised Traffic Study (corrected typos) with letter from Scott F. Hesketh, P.E.
- 4) Revised Parking Lot Expansion Design and Overall Site Plan
- 6) Internal Traffic Circulation Plan
- 7) Plans of the new manufacturing and new ASRS buildings drawn to larger scale per commission request

Also included are two public comments that were not included at the November 125, 2021, meeting

Legal Notices

- 1) Legal Notice was posted with Town Clerk on December 2, 2021
- 2) Legal Notice was posted to the PZC webpage
- 3) Legal Notice was published in the Norwich Bulletin on Monday, Dec. 6, 2021, and Monday, Dec. 13, 2021

STAFF COMMENTS AND SUGGESTIONS

- 1) Staff reminds the commission that the only item under this special permit is the height of the proposed ASRS building.
 - 2) Commission has previously allowed heights of the buildings to go as high as 76/77 feet.
 - 3) The Commission must determine that the height of the ASRS building is
 - (a) necessary for the efficient operation of the proposed industry, and
 - (b) that it does not significantly interfere with present or reasonable anticipated use of other property,To approve the special permit for the increase height.
-

VII. UNFINISHED BUSINESS – (review / discussion / action)

4) **Site Plan Application #21-1275**; David Kode (Frito-Lay/Landowner); 1886 Upper Maple St; GIS MAP 62, LOT 53; 94 acres; Ind Zone; for the proposed building additions that will be under the allowed height.

APPLICANT(S): David Kode
LANDOWNER(S): Frito-Lay / Landowner
SUBJECT PROPERTY: 1886 Upper Maple Street
ASSESSOR'S INFO: GIS MAP 62; LOT 53.
ZONING DISTRICT: Industrial Zone
REQUEST: Site Plan Review – RE: Additions – tractor trailer parking, car parking, manufacturing building, ASRS building
REGULATIONS: Section 470 – Site Plan Review

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Documents Submitted with Application

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Continued next page

STAFF COMMENTS AND SUGGESTIONS

- 1) Site plan review shall be required for any building or use, or enlargement in size or other alteration of any building or change in use or actual use of any building including accessory structures.
 - 2) The site plan has changed from the November 15, 2021, meeting, the auto parking was re-designed. It no longer interferes with the existing gravel drive. Nor does it interfere with the natural berm and forested area between the existing gravel drive and the railroad tracks.
 - 3) The parking will be on a higher elevation; however, when staff went on a walk of the site earlier this week, it was noted that even at the higher elevation the natural buffer would appear to block the parking lot.
 - 4) The plans include site data table which shows the requirements under the zoning regulations and what is provided – it appears that the site plan meets or exceeds all requirements except the building height of the ASRS which is subject to a special permit application.
 - 5) The parking calculations are provided in detail – one must remember that our zoning requirements for parking are minimum standards – we do not require a maximum number of spaces.
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ATTY HAMMER 11/15/2021

Statement in Support of Application for Site Plan Review and Special Permit
1886 Upper Maple Street – Frito-Lay Facility Expansion

This statement is submitted by Frito-Lay in support of the application for site plan review and special permit filed in connection with a proposed expansion of the Frito-Lay manufacturing facility at 1886 Upper Maple Street.

The Existing Frito-Lay Facility

The facility has been in operation since 1980 and currently has approximately 788 employees. The site consists of 94 acres and is located to the east of Upper Maple Street. A commercial railroad line runs between the site and Upper Maple Street. Existing buildings on the site, which total over 500,000 square feet, include manufacturing, storage and warehouse spaces. Snack foods are manufactured at the facility. The existing facility incorporates a variety of sustainability measures in its operations, including recycling, zero emission forklifts, use of an on-site electrical co-generation plant, an energy efficient roofing system, water conservation and LED lighting.

The Proposed Expansion

Two zoning applications were previously submitted and approved for project enabling work. A site plan application for expansion of the south trailer parking lot (referred to as South Lot) was approved by the Planning and Zoning Commission on April 19, 2021. Some of the additional trailer spaces will replace existing trailer spaces that will be lost as a result of the building construction. A site plan application for expansion of the trash/recycling and receiving dock, placement of a small building in the electrical yard, improvements to the stormwater management system, and associated site improvements (referred to as Phase 1) was approved by the Planning and Zoning Commission on June 21, 2021.

The pending application (referred to as Phase 2) proposes construction of an additional 278,000 square feet of building area, comprised of approximately 190,000 square feet of manufacturing space and 88,000 square feet of storage/warehouse space. This includes approximately 11,000 square feet of building area associated with an extension of the manufacturing building addition 40 feet to the south, which was added to the plans since the submission of the application as a result of operational needs. Approximately 172 automobile parking spaces will be added. Two new manufacturing lines will be installed in the new manufacturing space, with room for a future third manufacturing line. Approximately 119 trailer spaces will have been added to the site on an overall basis upon the completion of the project.

Wetlands

On August 23, 2021, the Killingly Inland Wetlands and Watercourses Authorized Agent issued an approval (IWWC Application # 21-1529) for construction activities within the 200 foot upland review area associated with this Phase 2 zoning application. Subsequently, on November 4, 2021, the Killingly Inland Wetlands and Watercourses Authorized Agent determined that the extension of the footprint of the manufacturing building addition to the south outside of the 200-

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foot upland review area, constitutes a minor modification of the prior wetlands approval and requires no further application.

The Pending Zoning Application

The pending zoning application seeks site plan review in connection with proposed additions to the manufacturing and warehouse/storage buildings, site improvements and other work associated with the Phase 2 facility expansion. The property is located in the Industrial zoning district. Storage, manufacturing and processing of goods is permitted as-of-right in the Industrial district, subject to site plan review.

A special permit is also requested pursuant to § 450.3.1 of the Killingly Zoning Regulations (the "Regulations") to allow a portion of the addition to the existing warehouse/storage building (Automated Storage and Retrieval System ("ASRS")) to exceed the standard permitted height of 50 feet in the Industrial zone, with a proposed height of 86 feet, 8 ½ inches. Section 450.3.1 authorizes the Planning and Zoning Commission to allow buildings in the Industrial zone to exceed a height of 50 feet upon the granting of a special permit. Approximately 23,500 square feet of the 88,000 square foot addition to the existing ASRS building will exceed 50 feet in height. This portion of the ASRS addition will be equipped with a multi-level storage rack system, and will be connected to a portion of the existing ASRS building which is approximately 77 feet in height. Allowing the proposed height will serve to reduce the amount of new building footprint and allow more efficient and sustainable operations, without significantly interfering with the use of other property.

The manufacturing building addition will be located behind and to the east of the existing manufacturing building.

Proposed building setbacks are substantially greater than the setbacks required by the Zoning Regulations. The proposed building additions are set back from the site property lines a minimum of approximately 653 feet on the west, 400 feet on the north, 233 feet on the east, and 852 feet on the south.

Stormwater management and water quality controls are to be added in the areas of the ASRS expansion and expanded auto parking area. A new underground stormwater detention facility will be installed in the expanded parking area that detains increased runoff (in both discharge rate and volume) from the 2yr, 10yr, 25yr, and 100yr 24-hour storm events. This system includes a new hydrodynamic separator that enhances water quality prior to discharge downstream and captures oils, greases, and fuels. The hydrodynamic separator removes 80% of total suspended solids in accordance with State of Connecticut requirements.

The area near the ASRS expansion discharges to three existing interconnected stormwater ponds on the north side of the facility. A new outfall control structure will be added to maintain and reduce development discharges prior to eventual outfall to the Five Mile River. The existing ponds have been analyzed with the new outlet control structure to maintain 1.5' of freeboard while meeting the pre/post discharge requirements. Water quality control is provided throughout the three interconnected ponds and a raised outlet invert that keeps sediments/debris from

entering the downstream connection. In addition to structural Best Management Practices (underground detention, hydrodynamic separator, and ponds), all storm structures have been designed to include a 2' deep sump in order to capture sediment prior to entering the downstream systems.

Stormwater management and water quality for the manufacturing building expansion were taken into account as part of the South Lot expansion. The infiltration basin was designed to retain and infiltrate 100% of the runoff from the 2yr, 10yr, 25yr, and 100yr 24-hour storm events. The infiltration basin and water quality units were designed to accommodate the manufacturing area expansion. The design has no increase in runoff, either peak discharge or volume, to the Five-Mile River. Water quality treatment is provided by two hydrodynamic separators prior to entrance into the infiltration basin. The hydrodynamic separators remove 80% of total suspended solids which meet State of Connecticut requirements. The separators capture and retain oils, greases, and fuels prior to entrance into the infiltration basin.

Soil Erosion Control Measures will be utilized during construction in accordance with CT DEEP standards.

The existing automobile parking lot on the western portion of the site will be extended further west. The western edge of the lot will be located over 150 feet from the eastern edge of Upper Maple Street. The lot is approximately 11 feet higher than Upper Main Street, which will reduce its visibility. New plantings are proposed adjacent to the western edge of the expanded lot consisting of white spruce and red cedar trees that will be interspersed with existing trees that are to remain. These existing and proposed plantings will provide screening from Upper Maple Street. Parking lot lighting has been designed to prevent light spill beyond the property line through the use of full cut-off fixtures. Fixture heights have been minimized to the extent feasible while meeting lighting standards and requirements. There will be 0.0 foot-candles of light at the Frito-Lay western property line along the railroad company property.

As a result of the proposed expansion, it is anticipated that approximately 330 employees will be added to the facility. These employees will be spread over multiple shifts and will not all be present at the facility at the same time. A traffic impact report prepared by F. A. Hesketh & Associates, Inc. has been submitted. The report concludes that the local roadway network can readily accommodate the projected increase in traffic associated with the proposed expansion without the need for improvements.

The new production lines will comply with applicable governmental air emissions standards. Frito-Lay has submitted an application for an air permit to CT DEEP.

The facility will continue to meet applicable noise standards at the property lines. The additional manufacturing equipment that is to be installed as part of the project will be located on the east side of the property, minimizing any impacts west of Maple Street. Noise levels at the site boundaries should not be impacted.

Construction activities will be conducted in accordance with applicable Town ordinances and permitted hours. Construction trucks will access the site from Attawaugan Crossing and will not utilize Upper Maple Street.

The existing gravel drive on the west side of the property will be temporarily improved so that it can accommodate raw material deliveries to the manufacturing building for several months during project construction when the regular routing through the property will not be available. The gravel drive improvements will be removed and the drive will be seeded with grass upon the completion of construction.

The application meets all applicable standards of the Zoning Regulations. In addition, the proposed expansion of the existing plant is consistent with and furthers the goals of the Town of Killingly 2020-2030 Plan of Conservation and Development (POCD) in a number of respects, including the following:

- Section 3.2 (Economics) (p. 18)
 - Policy 2: Maximize the quality and diversification of Killingly's employers, both large and small.
 - Action 1: Assist in the retention of current employers and promote their expansions to occur within Killingly.
- Section 3.5 (Land Use) (p. 35)
 - Policy 1: Plan and implement responsible development and re-development of the community.
 - Action 1: Development should be accommodated within the appropriate zoning and existing neighborhoods and should be kept to an appropriate scale and design to minimize impacts upon existing neighborhoods.
 - Policy 2: Encourage and promote business development within the designated commercial and industrial areas.



TOWN OF KILLINGLY

PLANNING & DEVELOPMENT OFFICE

172 Main Street, P.O. Box 6000, Danielson, CT 06239

Tel: 860-779-5311 Fax: 860-779-5381

For Recording Purposes Only

Party 1: Frito Lay Inc.

Party 2: Town of Killingly / IWWC

Type Doc: Decision

Add'l Description: 1886 Upper Maple St, Map ID 001999, Alt ID 62-53

Decision Letter

September 15, 2021

Kevin Crump
111 Riverside Ave.
Jacksonville FL, 32202

**RE: APPROVAL - IWWC APPLICATION #21-1529
1886 UPPER MAPLE STREET, KILLINGLY, CT 06241
MAP ID 001999; ALT ID 62-53 - INDUSTRIAL ZONE**

Dear Mr. Crump:

On August 23, 2021, the Killingly Inland Wetlands and Watercourses Authorized Agent approved application 21-1529 of Frito Lay Inc for Phase 2 Expansion project - construction of manufacturing and warehouse expansion and associated site improvements within the 200' upland review area; Located at 1886 Upper Maple Street; Map ID 001999; Alt ID 62-53; 79.04 acres; Industrial Zone.

NOTE: This letter constitutes a report to the Town of Killingly Planning and Zoning Commission under Connecticut General Statutes 8-3(g); 8-3c (b), and 8-26(e).

Conditions of this approval are as follows:

- None

As for all approvals, the standard requirements of wetlands approvals apply to this application:

1. The site must be developed according to the approved plans.
2. The erosion and sediment controls; i.e.: silt fences and/or hay bales, need to be installed according to the approved plan and then the applicant must contact the Wetlands Agent for an inspection, the E&S must be found to be satisfactory before any zoning permit is issued or any work is to begin.
3. The erosion and sediment controls must be maintained throughout construction and remain in place until all disturbed slopes have been stabilized, seeded and the vegetation has either been mowed twice or grown to at least 6 inches in height.
4. All disturbed slopes must be stabilized within one season (spring or fall) of the completion of the project before a Certificate of Compliance (COC) will be issued.
5. A "Conservation Mix" is recommended, for the seeding of all disturbed areas that are not to be established as formal lawn areas.
 - a. This seed mix can be found in home and garden centers, it will have "Conservation Mix" on the label.
 - b. It does not contain seed that would introduce invasive plants that spread into the natural vegetation beyond the limits of disturbance.

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*COPY FROM
ATTY. HAMMER*

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

11/15/2021

6. Any change from the plan approved by the commission within 200' of the wetlands or watercourses must be resubmitted to the Killingly Inland Wetlands and Watercourses Commission for its approval.
7. Onsite wetlands/watercourses must be permanently marked. The wetlands/watercourse disks are available from the Killingly Planning and Development Office. Please follow the requirements below for posting the disks.
 - a. Disks must be posted with:
 - i. One disk must be posed at each boundary corner, facing outward from the wetlands;
 - ii. And every 75 feet in between, along the boundary of the delineated wetlands, facing outward from the wetlands. If there are no suitable trees at approximately 75' you may use a permanent post that has not been treated with arsenic.
 - iii. Using aluminum nails only, at a 4' height on each tree or post
 - b. You need to leave about $\frac{3}{4}$ inch space between the disk and the tree to allow the tree to grow.

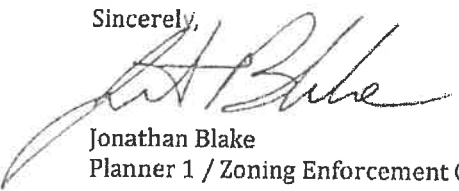
The decision legal notice was posted in the Norwich Bulletin on Tuesday, August 24, 2021. Please note that an appeal period, of 15 days, began on that date in accordance with state statutes and ended on Wednesday, September 8, 2021. **This approval does not become official until an original signed copy of this letter is filed in the Town Clerk's land records once the appeal period ends.** If you wish, upon receipt of a \$65.00 check (made payable to the Town of Killingly), this office will file the decision letter for you.

This approval will be valid for a five-year period, ending on Monday, August 24, 2026. Extension of this permit will be allowed by the IWWC in accordance with state statutes.

Issuance of the IWWC permit does not abrogate the responsibility of the applicant to obtain permits that may be necessary from other agencies at the local, state, or federal level prior to commencing your project.

If you have any questions regarding this matter, please contact me at 860-779-5311, Monday, Wednesday & Thursday 8:00 AM to 5:00 PM; Tuesday 8:00 AM to 6:00 PM and Friday, 8:00 AM to Noon. Voice mail is available after normal business hours.

Sincerely,



Jonathan Blake
Planner 1 / Zoning Enforcement Officer

cc: Ann-Marie Aubrey, Director of Planning and Development (via email)
File



TOWN OF KILLINGLY

PLANNING & DEVELOPMENT OFFICE
172 Main Street, Killingly, CT 06239
Tel: 860 779-5311 Fax: 860 779-5381

SITE PLAN MODIFICATION – IWWA #21-1529

November 4, 2021

Steven B. Cole, P.E.
Project Engineer I
The Haskell Company
2591 Dallas Pkwy #405
Frisco, TX 75034

**RE: 1886 UPPER MAPLE STREET, KILLINGLY CT – SITE PLAN MODIFICATION
(FRITO – PROJECT KNIGHT)
GIS MAP 001999; ALT ID 62-53**

Dear Mr. Cole,

I reviewed the Site Plan Modification, sent to my attention on October 14th; titled Overall Geometry Plan (2C-120, Rev X – IWWC #2, 10/14/21). That plan shows a 40' warehouse addition that was not part of the original IWWA Application 21-1529 (approved 8/23/21).

The modification occurs approximately 320' from the Five Mile River. As you are aware the Killingly Inland Wetlands & Watercourses Regulations instills a 200' Upland Review Area. That area is for review of activities and the potential impacts to wetlands and watercourses. The proposed modification is outside the scope of the upland review area. The warehouse addition is in an area that was previously shown as impervious area (pavement) and results in no net change to the overall impervious area.

For these reasons, the modification is a minor modification as it relates to the IWWA Application 21-1529 and requires no further application. The modified plan has been added to the original application. Given the nature of the project if other modifications arise feel free to send them to my attention for review.

If you have any concerns or questions regarding any information contained in this correspondence, you may contact my office Monday, Wednesday, and Thursday 8:00 AM to 5:00 PM; Tuesday 8:00 AM to 6:00 PM and Friday 8:00 AM to noon, at 860-779-5311. Voicemail is available after hours.

Sincerely,

Jonathan Blake

Planner 1 / Zoning Enforcement Officer

cc: David Capacchione, Town Engineer (via email)
Ann-Marie L. Aubrey, Director Planning and Development (via email)
The Haskell Company Team (via email)

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11/15/2021



Joshua Hough, PE

DIRECTOR, GROUP LEAD ENGINEER - CIVIL

RESPONSIBILITIES

As Civil Engineer, Josh provides coordination, design production, technical expertise, project permitting and construction administration for industrial and commercial projects. As an individual Civil Engineer, Josh provides land development design and site permitting coordination on the majority of group projects. He also provides evaluation of site characteristics for economical project development and suggests innovative solutions to meet client objectives while conforming to regulatory requirements. Josh's knowledge of development requirements and construction methods enable him to take an active role during construction and provide thorough inspections throughout the duration of the project.

YEARS EXPERIENCE

Industry: Since 2006

Haskell: Since 2007

EDUCATION

Bachelor of Science

Civil Engineering

University of Florida

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

REGISTRATIONS / LICENSES

Professional Engineer registered in the following states: AR, CT, FL, ID, IL, IN, MD, NY, PA, TX

RELEVANT PROJECT EXPERIENCE

COCA-COLA

900,000 SF Bottling / Manufacturing & Distribution Facility in Houston, TX

CONAGRA FOODS

30,000 SF of receiving dock and freezer expansion, relocation of 1 STIM freezer and installation of one new STIM freezer; relocation of process kitchens from WA & KY and relocation of 3 packaging lines from KY, all to Russellville, AR

SNYDERS-LANCE

Snack food processing facility in Charlotte, NC

FRITO-LAY

130,000 SF warehouse addition in Fayetteville, TN

FRITO-LAY

The project was to construct three separate building additions and expand the current trailer parking area at the Frito-Lay facility in Jonesboro, AR

GEORGIA PACIFIC

322,000 SF Manufacturing building with a 35,000 SF parent roll storage building in Crossett, AR

GEORGIA PACIFIC

421,000 SF Manufacturing building with a 96,000 SF parent roll storage building in Port Hudson, LA

GULFSTREAM AEROSPACE CORPORATION

Hangar 743 Renovation - Scope included renovating 2 story office space along with Hangar door expansions and adding on a 5,000 SF new Shop Area, 50,000 SF of Ramp, 2 TM Towers, and new Fire Pump Room, Savannah, GA

GULFSTREAM AEROSPACE CORPORATION

SWQ Phase I and Phase II - Scope included over 700,000 SF of hangar, shop, and office space. Additional buildings for central energy plant (CEP), cafeteria, security guard house, jet A fuel farm and waste treatment facility were part of site scope. This was a 76 acre green field development which included 1.5 MM SF of aircraft ramp.

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30,000 SF, office building in Gainesville, FL

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TOWN OF KILLINGLY

11/15/2021

TEAM RESUMES

JOSHUA HOUGH *CONTINUED*

SCHRIEBER FOODS

The project was to construct a cooler addition to the existing plant in Richland Center, WI

ROLIS-ROYCE

200,000 SF Turbine parts manufacturing facility, Prince George, VA. This is the first project on a master planned 1,000-acre manufacturing compound.

SPIRIT AEROSYSTEMS INC.

625,200 SF Composites aircraft components manufacturing facility in Kinston, NC

TROPICANA PRODUCTS, INC.

35,000 SF Blow Mold and Bottling Hall Expansion project in Bradenton, FL

John Haesler

DIRECTOR - PROJECT DEVELOPMENT



EDUCATION

- Master of Architecture
Texas A&M
- Bachelor of Environmental Design
Texas A&M

LANGUAGES

- English: Native

PROFESSIONAL AFFILIATIONS

- Member of American Institute of Architects
- National Council of Architectural Registration Boards, Certified

REGISTRATIONS/LICENSES

- Registered Professional Architect: Florida, Arkansas, Texas, Alabama and Connecticut, Indiana, Kansas, Georgia, Illinois and Hawaii
- LEED® Accredited Professional

RESPONSIBILITIES

He will be responsible for the project design and production of construction documents, ensuring consistency, appropriateness and technical soundness. He will also coordinate with all engineering disciplines to ensure that the work is produced in a timely and accurate and responsive manner and meets the Owner's requirements.

RELEVANT PROJECT EXPERIENCE

American Airlines

10,000 SF American Airlines
C.R. Smith aviation museum
in Fort Worth, TX

Budget Rent-A-Car

Complete Architecture,
Engineering, Construction and
Construction Administration for
a new facility in Jacksonville, FL

Claude Nolan Cadillac

Parking addition for an existing
structure in Jacksonville, FL

Coves Retirement Community

Design-build for a 58-unit, 78,000
SF, single-story retirement
community complex that offers
four different unit floor plans
ranging in size from 818 SF to
1,250 SF in Jacksonville, FL

DeWafelbakkers

86,000 SF processing facility
renovations in McDonough, GA

East Balt Bakery

Design-build services for a
17,000 SF muffin and bun
bakery in Kissimmee, FL

Fiberweb North America

Corporate office building
that included site planning,
architecture, engineering,
interior design, construction, and
furnishings in Simpsonville, SC

Field Packing

106,000 SF Food Processing
Plant, Owensboro, KY

FlightSafety International

Pilot Training Facility
in Miami, Florida

FlightSafety International

110,000 SF, Design-build, Aviation
training facility located at the Dallas/
Ft. Worth Airport in Dallas, TX

FlightSafety International

20,000 SF Design-Build, Training
Facility Expansion in Memphis, TN

FlightSafety International

25,000 SF FlightSafety Training
Facility Expansion in Savannah, GA

Folgers Coffee

Several Expansion projects
in New Orleans, LA

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TOWN OF KILLINGLY

RESUMES

NAME *continued*

Frito Lay

Multiple projects in various locations across the United States

George Weston Bakeries

60,000 SF baking facility in Orlando, FL

Great Lakes Cheese

240,000 SF cheese processing and distribution facility in Hiram, OH

In-N-Out

29,000 SF meat grinding facility expansion in Lathrop, CA

JU Student Housing

501-bed student housing facility on 4.5 acres in Jacksonville, FL

JU Parking Garage

Three-story pre-cast pre-stressed parking structure which contains 360 parking spaces and 40 surface spaces outside of structure in Jacksonville, FL

Lockheed Martin

27,843 SF Design-Build, Flight Training Academy in Orlando, FL

Mac Papers

135,000 SF distribution and office facility in Miami, FL

Mayo Clinic

7,300 SF, Design-Build Services Healthcare project, Jacksonville Beach, FL

Medical Equities Partners, Ltd.

15,500 SF Columbia Parkside Surgery Center, 40,000 SF Medical Office Building and Surgery Center in Jacksonville and Surgery Center in St. Augustine, FL

Montgomery Ward

Regional distribution center in Prince George's County, MD

NCR Corporation

200,000 SF worldwide service parts center addition in Peachtree City, GA

PepsiCo

Salty snack food plant in Istanbul, Turkey

Procter & Gamble

266,000 SF Addition to existing distribution facility, Alexandria, LA

Procter & Gamble

25,000 SF, Design-Build, Manufacturing Plant Expansion in South Brunswick, NJ

Procter & Gamble

Building 52 Process Addition, Brown Summit, NC

Prudential Records Center

200,000 SF Multi-story lease back project in Jacksonville, FL

Sabritas S.A. de C.V.

New process plant in Orizaba, Veracruz

Spirit Aerosystems

625,200 SF Composites aircraft components manufacturing facility in Kinston, NC

Starbucks

840,000 SF roasting and distribution plant in Minden, NV

United States Postal Service

125,000 SF general mail facility in Panama City, FL

United States Postal Service

304,000 SF mail processing center in Pembroke Pines, FL

US Navy

Cold storage warehouse in Pensacola, FL



David S. Kode, AIA

DESIGN DIRECTOR

RESPONSIBILITIES

David will be the Design Director on this project. He will manage and coordinate all Architectural and Engineering activities as well as interpret, translate and execute Client needs and criteria documentation, ensuring the design work is appropriate, responsive to the established criteria and timely. David is responsible for the entire Architectural/Engineering effort, participating with the Project Director from initial Client contact through project completion establishing A/E strategy, scope, criteria and scheduling.

EDUCATION

Bachelor of Architecture
Syracuse University School
of Architecture

Architecture Program Abroad,
Florence, Italy
Syracuse University School
of Architecture

Architectural Technology
Program
State University College at Delhi

PROFESSIONAL AFFILIATIONS

Architect Member, American
Institute of Architects (AIA)

National Council of
Architectural Registration
Board, (NCARB)

REGISTRATIONS / LICENSES

Registered Professional
Architect in the State of
Florida, Georgia, North Carolina
and US Virgin Islands

Food Safety Preventive
Controls Alliance FSPCA
Preventive Controls for
Human Food Certification

RELEVANT PROJECT EXPERIENCE

AMITE BIOENERGY
450,000 metric ton capacity
wood pellet manufacturing
facility in Gloster, MS

ANHEUSER-BUSCH
81,080 SF, Design-Build Brewhouse
and mill towers in Columbus, OH

BIG-LOTS
1,300,000 SF Distribution
Facility in Apple Valley, CA

FLIGHTSAFETY INTERNATIONAL
96,800 SF, Design-build, Training
center which featured 17 flight
simulators in Atlanta, GA

FRITO-LAY
400,000 SF processing, packaging
and distribution facility in Perry, GA

FRITO-LAY
150,000 SF, Design-Build,
ASRS and warehouse facility
expansion, Topeka, KS

FRITO-LAY
90,000 SF expansion of current
Frito-Lay warehouse in Killingly, CT

FRITO-LAY
50,000 SF automated distribution
building expansion, Denver, CO

FRITO LAY
65,000 SF Warehouse Facility and
Parking Structure in Waipahu, HI

FRITO-LAY
150,000 SF new warehouse &
packaging, 11,000 SF offices addition
and 8,000 SF pre-engineering metal
building (garage service facility
for trucks) in Jonesboro, AR

FRITO-LAY
113,400 SF Warehouse
expansion, Frankfort, IN

GULFSTREAM
Hangar 743 Renovation - Scope
included renovating 2-story office
space along with Hangar door
expansions and adding on a 5,000
SF new Shop Area, 50,000 SF of
Ramp, 2 TM Towers, and new Fire
Pump Room, Savannah, GA

KRAFT FOODS, INC
150,000 SF Foodservice distribution
facility, Columbus, OH

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TOWN OF KILLBUCK
HASKELL



Steven B. Cole, P.E.

PROJECT ENGINEER I - CIVIL

RESPONSIBILITIES

Steven is a Civil Engineer located in the Frisco, Texas office and works within the Consumer Packaged Goods group at Haskell. Steven is responsible for developing innovative, timely, and cost-effective plans and specifications for land development projects. As a lead project engineer, he is responsible for overseeing documents prepared under his supervision. Responsibilities include site grading and drainage, stormwater routing, stormwater quality design, pond design, site utility layout, lift-station design, geometric layout, pavement design, erosion & sediment control design, and permitting. Steven often travels to meet with local planning departments to discuss site permitting, stormwater management, and utility coordination.

YEARS EXPERIENCE

Industry: Since 2016

Haskell: Since 2016

EDUCATION

Bachelor of Science
in Civil Engineering
University of Arkansas

PROFESSIONAL AFFILIATIONS

ASCE - American Society
of Civil Engineers

ACI - American
Concrete Institute

REGISTRATIONS / LICENSES

Professional Engineer
State of Florida
#LS - 90661

RELEVANT PROJECT EXPERIENCE

COCA-COLA SOUTHWEST BEVERAGES, HOUSTON, TX

870,000 s.f. bottling and distribution facility in Houston, TX with 60,000 s.f. of support buildings located on a 145 acre greenfield site. Included 1.3 million s.f of concrete pavement.

FRITO-LAY ASRS ADDITION, FAYETTEVILLE, TN

65,000 s.f ASRS and low bay addition in Fayetteville, TN with new employee parking lot and associated site pavements / improvements.

QUIKTRIP QTK/D FACILITY, TULSA, OK

275,000 s.f bakery, office, distribution, and warehouse facility in Tulsa, OK. Developed on a 50 acre greenfield site with floodplain remediation and public roadway improvements.

FRITO-LAY CHEETOS EXPANSION, ABERDEEN, MD

17,000 s.f ASRS expansion and 22,000 s.f raw goods storage facility in Aberdeen, MD. Included 145,000 s.f of heavy duty pavement and several gravel wetland stormwater facilities.

QUIKTRIP QTK FACILITY EXPANSION, JEFFERSON, GA

50,000 s.f warehouse and freezer expansion in Jefferson, GA, with dock apron expansion and auto parking lot expansion.

NESTLE WATERS WAREHOUSE EXPANSION, DALLAS, TX

243,000 s.f. warehouse expansion in Dallas, TX with 2,500 feet of public sidewalk addition, 30,000 s.f concrete auto parking, and 37,000 s.f heavy duty concrete pavement.

FRITO-LAY GATEWAY, BRIDGETON, MO

42,000 s.f. warehouse and office expansion in Bridgeton, MO, with 125,000 s.f of pavement, two underground stormwater detention facilities, and 600 feet of keystone block retaining wall.

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PLANNING & ZONING DEPT.
TOWN OF KILLINGLY



Kevin Crump, PE, LEED AP BD+C

CHIEF CIVIL ENGINEER

RESPONSIBILITIES

As Chief Civil Engineer, Kevin is the primary professional resource for the civil engineering discipline at Haskell and is responsible for the growth and improvement of the practice and its staff. In addition, he provides permitting evaluation, quality assurance, strategic and technical leadership to projects, and provides land development design packages. He also provides evaluation of site characteristics for economical project development and suggests innovative solutions to meet client objectives while conforming to regulatory requirements. Kevin's extensive knowledge of development requirements, experience on a national scale and regional construction methods enable him to take an active role during construction and provide a thorough inspection upon project completion.

YEARS EXPERIENCE

Industry: Since 2000

Haskell: Since 2006

EDUCATION

Bachelor of Science
Civil Engineering
University of Kansas

Master of Science
Civil Engineering
University of Florida

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers, Member

Florida Engineering Society, Board of Directors

LEED® Accredited Professional

Florida Engineering Leadership Institute

Florida Engineering Foundations - Trustee

Florida Engineers in Construction - Chairman

REGISTRATIONS / LICENSES

Registered Professional Engineer in MO, TX, FL, GA, TN, KS, MA, NH, UT, DE, NM, PR, AZ, OK, KY, CO

RELEVANT PROJECT EXPERIENCE

BEAM SUNTORY

50,000 SF Facility with Processing for Barrel Storage and Liquid recovery in Boston, KY; Craft and Infusion small batch liquid processing additions in Clermont, KY and Bottling and Processing improvements to the Frankfort, KY and Clermont, KY facilities

CONAGRA FOODS

650,000 SF Food processing and distribution facility, Fort Worth, TX

FRITO LAY

150,000 SF New warehouse & packaging, 11,000 SF offices addition and 8,000 SF pre-engineering metal building (garage service facility for trucks) in Jonesboro, AR

GULFSTREAM AEROSPACE CORPORATION

126,000 SF New hangar and two-story office/shop facility at Barnes Airport, Westfield, MA

IN-N-OUT

29,000 SF Meat grinding facility expansion in Lathrop, CA

GULFSTREAM AEROSPACE CORPORATION

SWQ Phase I and Phase II - Scope included over 700,000 SF of hangar, shop, and office space. Additional buildings for central energy plant (CEP), cafeteria, security guard house, jet A fuel farm and waste treatment facility were part of site scope. This was a 76 acre green field development which included 1.5 MM SF of aircraft ramp.

LUFTHANSA TECHNIK

265,000 SF Narrow body passenger jet MRO facility including 4 maintenance bays and 1 paint bay plus shops and ancillary space in Aguadilla, PR

MARINE CORPS EXCHANGE

138,000 SF Tilt Up Structure in Twenty-nine Palms, CA

NESTLE FOODS

9 acre site; 53,100 SF Bakery and 20,200 SF Packaging addition to existing facility in Jonesboro, AR

NIKE

1,080,000 SF LEED® Certified Silver, U.S. footwear distribution center in Memphis, TN

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PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

TEAM RESUMES

KEVIN CRUMP *CONTINUED*

SAFT AMERICA

235,000 SF Lithium-ion battery
manufacturing facility, Jacksonville, FL

US SMOKELESS TOBACCO

260,000 SF EPC greenfield
tobacco primary production
facility in Hopkinsville, KY



Greg Smith, PE, LEED AP
SENIOR ELECTRICAL ENGINEER

RESPONSIBILITIES

Greg is responsible for electrical engineering and overseeing all electrical design. As Senior Electrical Engineer, Greg reports to the architectural and engineering (A/E) Project Principal. Greg will work with Client representatives, select and design the most appropriate/cost effective electrical systems that best meet project goals and design criteria. Greg will review the electrical systems with other disciplines to ensure a complete and coordinated design effort.

YEARS EXPERIENCE

Industry: Since 2003
Haskell: Since 2014

EDUCATION

Bachelors of Science Electrical Engineering
University of Florida

PROFESSIONAL AFFILIATIONS

LEED Accredited
Professional, Building Design and Construction

REGISTRATIONS / LICENSES

Registered Professional Engineer in: CA, CO, FL, ID, IA, MA, NC, OR, SC, TX, WA

RELEVANT PROJECT EXPERIENCE

BEAM SUNTORY

40,000 SF Liquid recovery and soakage facility in Boston, KY

FRITO-LAY

70,000 SF Process and Packaging expansion project in Jonesboro, AR

FRITO-LAY

105,000 SF Distribution facility in Jonesboro, AR

FRITO-LAY

50,000 SF Distribution facility in Rancho Cucamonga, CA

FRITO-LAY

150,000 SF distribution facility in Modesto, CA

FRITO-LAY

130,000 SF Distribution facility, 10,000 SF Administration services facility, and a Raw Material Warehouse in Aberdeen, MD

FRITO-LAY

110,000 SF Process and Packaging expansion project in Irving, TX

LJDESTRI

Infrastructure upgrades for bottling lines and packaging system in Pennsauken, NJ

NIAGARA

125,000 SF Bottling Facility Renovation in Los Lunas, NM

NIAGARA

600,000 SF Bottling Facility in Stockton, CA

SKY GLOBAL

18,000 SF 51 Mega-Watt rapid response power generation plant in Jonesboro, AR

BIG LOTS

1,300,000 SF distribution facility in Apple Valley, CA

NESTLE WATERS

New bottling line and warehouse expansion in Dallas, TX

GALLO GLASS

Infrastructure upgrades for glass production lines in Modesto, CA

SCHREIBER FOODS

22,000 SF Packaging Expasion in Logan, UT

FORT LAUDERDALE HOLLYWOOD

INTERNATIONAL AIRPORT
Modernization of terminals 2 and 3 in Fort Lauderdale, FL

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PLANNING & ZONING DEPT.
TOWN OF KILLINGLY
HASKELL

SECTION SUBSECTION

GREG SMITH CONTINUED

GREENVILLE-SPARTANBURG

INTERNATIONAL AIRPORT

330,000 SF Airport terminal renovation
and expansion in Greer, SC

ALBERT J. ELLIS AIRPORT

50,000 SF Airport terminal
in Jacksonville, NC

GAINESVILLE REGIONAL AIRPORT

250kW Roof Mounted Photovoltaic
System in Gainesville, FL

EMBRAER

Plane assembly plant as part of
hangar renovation in Jacksonville, FL

PEMCO

Hangar rehabilitation for plane
maintenance facility in Tampa, FL

SOUTH SHORE HOSPITAL

90,000 SF Ambulatory Care
Center and 7-story parking
garage in Weymouth, MA



SCOTT F. HESKETH, P. E.
Manager Transportation Engineering
F. A. Hesketh & Associates, Inc.
East Granby, CT

Background

Over 31 years of traffic, civil and transportation engineering experience including preparation of traffic impact studies for industrial, commercial and residential developments, transportation planning, roadway improvements and traffic signal design and site design.

Education

University of Detroit
Detroit, Michigan
Bachelor of Civil Engineering, 1989

University of Minnesota
Minneapolis, Minnesota
Masters of Civil Engineering, 1992

Additional Studies at University of Hartford, 1984-86

Professional Qualifications

Licensed Engineer – Connecticut No. 20448 (Active) and North Carolina No. 034010 (Inactive)

Professional Affiliations

Institute of Transportation Engineers
American Society of Civil Engineers

Professional Experience

1990 - Present

F.A. Hesketh & Associates, Inc.
East Granby, Connecticut

Manager of Transportation Engineering responsible for the collection and analysis of data related to the impact of development projects on the surrounding highway network. Responsible for the preparation and presentation of traffic impact reports to local and state agencies. Emphasis in traffic projection, traffic signal capacity and design, and the development of roadway plans and construction documents for these projects. Extensive experience with numerous capacity analysis and traffic modeling programs and preparation of applications to OSTA.

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PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

December 9, 2021

Mr. Steven B. Cole
Project Engineer 1 - Civil
The Haskell Company
2591 Dallas Pkwy #405
Frisco, TX 75034

**RE: Killingly Transformation Project
Upper Maple Street
Killingly, Connecticut
Our File # 21164**

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DEC 13 2021

PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

Dear Mr. Cole:

Our office has prepared this letter to address some of the traffic related comments that were expressed by members of the public at the recent Public Hearing held by the Planning and Zoning Commission on November 15, 2021 at the Killingly Town Hall.

We have corrected several typographical errors in the report. There were no revisions made to the data, analysis or conclusions in the report. Attached is a revised copy of the text.

At the recent public hearing one gentleman spoke about the report references to the NTE / KEC power plant. There were two energy plants proposed in Killingly in recent years. One by NTE Connecticut, known as the Killingly Energy Center (KEC) and one by Questar. It is our understanding that the proposed expansion of the Questar facility has been withdrawn. In referencing the proposed NTE/KEC plant in our report we used the acronyms NTE and KTE interchangeably. The KTE reference is a typographical error. The report has been revised to change all references to NTE.

The gentleman questioned the results of the NTE report as compared to the Frito Lay report, and whether I was aware of the earlier report or its results. The Commission should be aware that I am the author of both reports. The NTE facility has a projected full time work force of 30 employees over three shifts. Therefore, there will be no significant impact from that development and no adjustments to the Frito Lay report background traffic are required. Our report prepared for NTE focused on the construction related impacts and not development. The construction period was anticipated to last 33 months with a varying level of employment from 40 to 350 construction workers a day. The peak workforce of 350 construction workers is anticipated to last for a three-month period. This is the situation we analyzed in the NTE report. Since the construction related activity is temporary in nature and not long

Mr. Steven B. Cole
December 9, 2021
Page 2

term and permanent, those conditions are not considered part of the background conditions for the Frito Lay development.

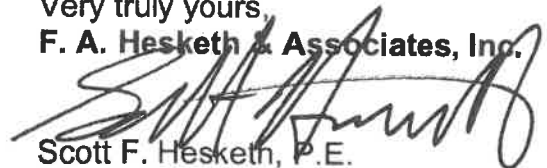
The Frito Lay construction activity is expected to last for approximately 2 ½ years. Based on similar projects at other Frito Lay facilities, we anticipate an initial construction workforce of 65 ramping up to a maximum of 420, with an average of 200 over the course of the project. The maximum workforce would occur over a short period of time, at the end of building construction and the start of the installation of equipment. The contractors hired for this project will be asked to have their employees carpool to and from the site. Assuming an average vehicle occupancy of 2.5, the number of construction related vehicles would be a maximum of 168. If all construction related traffic arrives during the same hour, this volume of traffic is similar to the projected long term peak hour volume related to the expansion. Therefore, we have not run an analysis of the impacts of construction traffic. In addition, the construction related traffic and the employee related traffic will be coordinated so as not to occur during the same hours so that the impact on local roadways can be minimized.

The gentlemen who spoke brought up the existing roadway conditions on Lake Road. We did not review the existing roadway and/or traffic conditions on Lake Road since we project fewer than 10 new automobile trips during peak hours and all Frito Lay related truck traffic will be directed not to utilize that roadway. All Frito Lay delivery trucks will be directed to utilize the site access driveway to Attawaugan Crossing Road and proceed directly to Interstate 395. The Commission should be aware that if the NTE/KEC power plant is developed, they have a requirement to make improvements to Lake Road in the area of the existing S-curve, so that two oil delivery trucks traveling in opposite directions, can pass each other.

We appreciate the opportunity to provide this information to you. If you require any additional information related to this project, please do not hesitate to contact our office.

Very truly yours,

F. A. Hesketh & Associates, Inc.



Scott F. Hesketh, P.E.

Manager of Transportation Engineering

TRAFFIC IMPACT REPORT

KILLINGLY TRANSFORMATION PROJECT

UPPER MAPLE STREET – KILLINGLY, CT

PREPARED BY:



F.A. HESKETH & ASSOCIATES, INC.
ENGINEERS & SURVEYORS

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PLANNING & ZONING DEPT.
TOWN OF KILLINGLY

PREPARED FOR:

THE HASKELL COMPANY

OCTOBER 21, 2021
Revised December 9, 2021

Introduction

This report documents the findings of a traffic impact study for a proposed expansion to the existing Frito Lay manufacturing facility located at 1886 Upper Maple Street in the Town of Killingly, Connecticut. The site proposed for expansion is located on the southeast corner of Upper Maple Street and Attawaugan Crossing Road. The property has frontage to, but no access to Interstate 395. The site location is presented in Figure 1.

The existing development operates under the Office of the State Traffic Administration (OSTA) Certificate No. 1838 and Administrative Decision (AD) No. 223. AD 223 approved a manufacturing facility of 552,454 s.f. of floor area and a total of 1,043 parking spaces, of which 363 are trailer spaces. Access to the site is provided by a full access driveway at an existing traffic signal to Attawaugan Crossing Road and by a full access driveway at an existing traffic signal to Upper Maple Street. The property is also served by a railroad spur.

The current facility consists of 504,911 s.f. of building with 461 automobile spaces and 597 trailer spaces. There is also a 16,000 s.f. industrial building that is on land recently purchased by Frito Lay located at 107 Attawaugan Crossing Road. The building is used as a vehicle repair facility. The building is existing and therefore will not generate any additional traffic, but since it is not currently included in the OSTA Certificate, it will be added to the current OSTA AD Application. Therefore, the total existing square footage is 520,911 s.f.

The current proposal is to add 298,422 s.f. of floor area and increase the parking to a total of 1,349 spaces, made up of 633 automobile and 716 trailer spaces. Upon completion the expanded facility will include a total of 803,333 s.f., plus the 16,000 s.f. industrial building, for a revised total of 819,333 s.f. The site access will remain the same.

A site plan approval and special permit is required from the Town of Killingly for the proposed expansion. Because the development currently operates under an OSTA certificate, it will be necessary to obtain a new OSTA AD approval for the proposed expanded development.

Description of Area

The site proposed for development is located on the southeast corner of the intersection of Upper Maple Street and Attawaugan Crossing Road in the Town of Killingly, CT.

Attawaugan Crossing Road is a town-maintained roadway that originates at a signalized intersection with Route 12 and Ballouville Road, a distance of approximately 0.6 miles east of the site access driveway. Attawaugan Crossing Road extends in a westerly direction providing access to Interstate 395 and then past the subject site. The roadway continues in a westerly direction through a signalized intersection with Upper Maple

Street, where it takes on the name of Lake Road and then continues westerly and then southerly a distance of approximately 2 miles to its terminus at an un-signalized intersection with Route 101, the Hartford Pike. Attawaugan Crossing Road and Lake Road typically provide a single lane in each direction but widen to provide exclusive turn lanes at major roadways. Across the site frontage the roadway provides a single eastbound lane and two westbound lanes, with one reserved for left turns into the site driveway and Upper Maple Street. Traffic signals are provided at Route 12, the I-395 NB ramps, Tracy Street and Upper Maple Street. Attawaugan Road is posted at 30 miles per hour, while Lake Road is posted at 35 miles per hour. Land use along the roadway is residential east of I-395 and mostly industrial west of I-395 to a point where the power lines cross Lake Road. Land use west of that point is residential, except for a recently approved power plant, which has not yet been constructed.

Upper Maple Street originates at the signalized intersection with Attawaugan Crossing Road and Lake Road and extends in a southerly direction past the subject site to a signalized intersection with Route 101, the Hartford Pike. Upper Maple Street continues in a southerly direction to its terminus at Route 6. The roadway takes on the name of Maple Street at North Street. Between Attawaugan Crossing Road and Route 101 the roadway provides a single travel lane in each direction. A traffic signal is provided at the Frito Lay site driveway. The roadway is posted at 30 miles per hour. Land use along the roadway is mainly residential except for the Frito Lay facility and the Killingly Intermediate School.

Background Traffic Data

The Connecticut Department of Transportation maintains a continuous count program of traffic volumes on the Connecticut State highway system and many local roadways. Included in the state's database is a traffic volume count on Attawaugan Crossing Road east of Tracy Road. That count was conducted during September 2019. The data indicates that the roadway carries an average daily traffic (ADT) of 8,800 vehicles with a morning peak hour volume of 795 vehicles (7:00 a.m.) and an afternoon peak hour volume of 666 vehicles (5:00 p.m.). The ConnDOT count is presented in Table 1.

Our office arranged for the installation of automated traffic volume counters on Attawaugan Crossing Road east of Tracy Road and on Upper Maple Street south of Attawaugan Crossing Road during the month of August 2021. The counters were in place during July and August 2021. The count on Attawaugan Crossing Road indicates an ADT of 8,806 vehicles with a morning peak hour of 603 vehicles (7:00 a.m.) and an afternoon peak hour volume of 675 vehicles (3:00 p.m.). The count on Upper Maple Street indicates an ADT of 3,963 vehicles with a morning peak hour of 295 vehicles (7:00 a.m.) and an afternoon peak hour volume of 366 vehicles (4:00 p.m.). The counts are presented as Tables 2 and 3.

In addition to the automated counts described above, manual turning movement counts were conducted during the morning (7:00 -9:00 a.m.) and afternoon (3:30 – 5:30 p.m.) commuter peak periods at the following intersections: Attawaugan Crossing Road at the I-395 NB Ramps; Attawaugan Crossing Road at the I-395 SB Ramps; Attawaugan

Crossing Road / Lake Road at Upper Maple Street / Tracy Road / Frito Lay Driveway / Old Trolley Road; Upper Maple Street at the Frito Lay Driveway and Upper Maple Street at Route 101, The Hartford Pike. The counts were conducted on Thursday July 29, 2021. Copies of these counts are provided in the appendix. Figures 2 and 3 present the Observed Traffic volumes from the above referenced counts.

A comparison between the ConnDOT counts and the recent automated counts on Attawaugan Crossing Road indicates a similar ADT, but the peak hour volumes vary significantly, with the morning peak hour volumes of 795 vs 603 and an afternoon volume of 666 vs 675. The directional splits also vary significantly with the ConnDOT counts showing a higher volume eastbound in the morning and westbound in the afternoon and the recent automated counts showing the reverse. The recent automated counts are confirmed to be more accurate when compared to the manual counts at adjacent intersections.

Additional ConnDOT counts at other nearby locations were reviewed, such as the counts on I-395 Ramps and on Lake Road. These counts were conducted at various times (2014, 2017 and 2019). The Lake Road counts confirm the directional distribution observed in the recent counts. The volumes at all locations are significantly higher than the recent manual counts. The manual count volumes range from 48% to 87% of the ConnDOT volumes, depending on location. The lower volumes can be attributed to the current Covid situation.

Due to the fact, that the observed volumes are in conflict with the ConnDOT volumes and that they are lower than the most recent pre-Covid ConnDOT counts, we have researched our files for additional data. In May 2016, our office prepared a traffic impact report for the proposed NTE Connecticut power plant on Lake Road. That report was submitted to and reviewed by Town Staff as well as by the Connecticut Siting Council. Figures 4 and 5 from that report present the 2019 Background Traffic volumes for the study area. Since these volumes have been reviewed and accepted by the Town, we have decided to utilize these volumes as the basis of our study.

A review of the recent ConnDOT count data for Attawaugan Crossing Road, Lake Road, Upper Maple Street and the I-395 Ramps indicate that traffic volumes have increased about 1% per year in recent years, pre Covid. Therefore, we have increased the 2019 background traffic volumes in the NTE figures by 1% per year, or 5% total to a design year of 2024. Since the NTE report did not include the intersection of Upper Maple Street with Route 101, the recent count data was used and was increased using the 1% per year growth rate.

A review of the counts at Upper Maple Street and Route 101 indicate that the recent manual counts are consistent with the recent ConnDOT counts conducted during August 2019, pre Covid. Therefore, the manual counts were used together with a 1% per year increase to a 2024 design year. The resultant volumes are presented in Figures 6 and 7 represent the 2024 background traffic volumes.

A review of the files of the Town of Killingly and the Office of the State Traffic Administration (OSTA) indicates that there are two recent developments proposed for the immediate vicinity. The recently approved NTE Energy plant and a proposed expansion for the Questar Fueling company, both located on or adjacent to Lake Road. The NTE Energy plant has a very minor trip generation, during normal operations. The Questar facility, according to OSTA, has withdrawn its application for approval. Therefore, no adjustments have been made and the traffic volumes in Figures 6 and 7 are representative of the 2024 background traffic volumes.

Site Generated Traffic and Traffic Assignment

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) *Trip Generation* Report. Trip generation is a standard engineering reference utilized by engineers and planners to determine the trip generation potential of a proposed development. The report provides trip generation estimates for proposed uses based on counts conducted at existing facilities throughout the country. Included in the ITE *Trip Generation* is the following land use: Land Use Code: 140 – Manufacturing. *Trip Generation* presents rates based on the square footage of the development as well as the number of employees.

Trip generation was calculated for the existing facility as well as the proposed facility. Calculations were made using the building square footage as well as the number of employees. The difference in volumes between the existing and proposed uses would be the increase related to the expansion.

The existing facility has a floor area of 520,911 s.f. Based on this floor area the existing facility has a trip generation potential of 2,475 trips on a daily basis with a morning peak hour of 354 trips and an afternoon peak hour of 436 trips. The existing facility has a total of 788 employees. Based on employees the existing facility has a trip generation potential of 2,030 on a daily basis with a morning peak hour of 252 trips and an afternoon peak hour of 244 trips. Manual turning movement counts were conducted at the two site driveways and the peak hour volumes at the site were observed to be 225 trips and 184 trips, for the morning and afternoon peak hours, respectively. The count data indicates that the facility trip generation is more accurately represented by the number of employees as opposed to the building square footage.

A second calculation was made for the number of truck trips using the ITE data. The existing facility has a truck trip potential of 16 trips during the morning and afternoon peak hours based on the building square footage and a total of 24 trips and 16 trips, respectively, based on the number of employees.

The proposed 819,333 s.f. facility has a trip generation potential, based on square footage, of 3,892 trips on a daily basis with a morning peak hour of 557 trips and an afternoon peak hour of 695 trips. The proposed facility is projected to have a total of 1,118 employees. Based on employees the proposed facility has a trip generation potential of 2,772 on a daily basis with a morning peak hour of 358 trips and an afternoon peak hour of 347 trips. The number of truck trips is projected to be 25 trips

during the morning and afternoon peak hours based on the building square footage and a total of 34 trips and 22 trips, respectively, based on the number of employees.

Comparing the ITE results based on the number of employees with the observed peak hour volumes from the recent turning movement counts indicates an increase of 133 trips during the morning peak hour and an additional 163 trips during the afternoon peak hour. The projected increase in truck traffic, based on the ITE rates, is 10 trips during the morning peak hour and 6 trips during the afternoon peak hour. The trip generation is summarized in Table 4.

A directional distribution of the new site generated traffic is presented in Figure 8. The distribution used shows 65% of the automobile site traffic oriented to and from the east along Attawaugan Crossing Road, 25% oriented to and from the south along Upper Maple Street, 5% to and from the west on Lake Road and 5% to and from the north on Tracy Road. 85% of the automobile traffic will utilize the Upper Maple Street driveway and 15% will utilize the Attawaugan Crossing driveway. All of the truck traffic is directed to utilize the Attawaugan Road Entrance and is oriented to and from I-395. Figures 9 and 10 present the site generated traffic based on the directional distribution from Figure 6. By adding the site generated traffic in Figures 9 and 10 to the 2024 Background Traffic from Figures 6 and 7 the combined traffic volumes upon completion of the development can be calculated. These volumes are presented in Figures 11 and 12.

Capacity Analysis and Traffic Impact

Capacity analyses were completed for the background and combined traffic volume conditions at the following intersections: Attawaugan Crossing Road at the I-395 NB Ramps; Attawaugan Crossing Road at the I-395 SB Ramps; Attawaugan Crossing Road and Lake Road at Upper Maple Street / Tracy Road, Frito Lay Driveway and Old Trolley Road; Upper Maple Street and the Frito Lay Driveway; and Route 101 at Upper Maple Street. The analyses were completed to determine the operational condition of the intersections before and after the introduction of the traffic related to the proposed expansion, thereby determining the impact of site traffic on those intersections. The methodology employed is found in the Highway Capacity Manual (HCM), published by the Transportation Research Board. This methodology results in an intersection rating in terms of "Level of Service" (LOS), which defines the amount of delay expected at the intersection. A definition of each LOS and the average vehicular delays associated with each LOS are provided in the appendix. The LOS results are presented in Table 5. A brief description of each intersection is presented here.

Attawaugan Crossing Road at the I-395 NB Ramps – This is an existing signalized intersection with Attawaugan Crossing Road oriented in the east/west direction. The I-395 NB Off Ramp approaches from the south. The I-395 NB On Ramp departs the intersection to the north. The Eastbound Attawaugan Crossing Road approach provides a dedicated left turn lane and a single through lane. The westbound Attawaugan Road approach provides a single lane. The northbound approach provides a single lane. The signal operates with an advanced eastbound phase, followed by the

eastbound/westbound through movements, and then the northbound approach. The signal operates with a variable cycle length depending on the demand.

The analysis indicates that the intersection operates at an overall LOS B during peak hours under the background traffic volume conditions. With the introduction of the site generated traffic the intersection will continue to operate at a LOS B during peak hours.

Attawaugan Crossing Road at the I-395 SB Ramps – This is an existing un-signalized intersection with Attawaugan Crossing Road oriented in the east/west direction. The I-395 SB Off Ramp approaches from the north. The I-395 SB On Ramp departs the intersection to the south. The eastbound and westbound Attawaugan Crossing Road approaches each provide a single lane approach. The I-395 SB approach provides a single lane approach but is wide enough to be used as two lanes. The I-395 SB Ramp approach operates under stop sign control.

The analysis of the background traffic volume conditions indicates that the Attawaugan Crossing Road approaches operate at a LOS A during peak hours. The I-395 SB Off Ramp operates at a LOS D during the morning peak hour and at a LOS F, with an average of 76 seconds of delay, during the afternoon peak hour. With the introduction of the site generated traffic the Attawaugan Crossing Road approaches will continue to operate at a LOS A during peak hours. The I-395 SB off-ramp approach will operate at a LOS E during the morning peak hour and will continue to operate at a LOS F, with 187 seconds of delay, during the afternoon peak hour.

Observations of the current operations indicates that the ramp is used as a two lane approach under existing conditions. An analysis of the intersection as a two lane approach indicates the ramp approach operates at a LOS C for both the right and left turns during the morning peak hours and at a LOS F, 135 seconds of delay, for left turns and a LOS C for right turns during the afternoon peak hour. Since the current field operations are acceptable, no improvements are proposed.

Attawaugan Crossing Road / Lake Road at Upper Maple Street / Tracy Road / Old Trolley Road and the Frito Lay Driveway – There are two four way intersections located approximately 125 feet apart with a railroad crossing located between the two intersections. Attawaugan Crossing Road occupies the easterly leg of the intersection. Lake Road occupies the westerly leg of the intersection. East of the railroad crossing, Tracy Road approaches from the north with the Frito Lay driveway approaching from the south and located opposite Tracy Road. West of the railroad crossing, Upper Maple Street approaches from the south with Old Trolley Road approaching from the north and located opposite Upper Maple Street. The signal operates with four phases. The eastbound and westbound approaches move together, followed by an internal clearance interval, to allow vehicles to clear the tracks. The easterly northbound and southbound approaches move together, followed by the westerly northbound and southbound approaches.

The analysis indicates that the two intersections operate at an overall LOS A or B during the morning and afternoon peak hours under the background traffic volume conditions.

With the introduction of the site traffic the intersections will continue to operate at the same levels of service as under the background conditions.

Train crossings are infrequent with two to three crossing a day. When a train is present all external intersection approaches are stopped, and the train is provided an opportunity to cross Attawaugan Crossing Road. On those occasions when a train crossing occurs during peak hours, the intersection may take two or three cycle lengths to return to normal operations, depending on the length of the time allotted to the train crossing.

Upper Maple Street at Frito Lay Driveway – This is an existing signalized “T” intersection with Upper Lake Road oriented in the north/south direction. The Frito Lay Driveway approaches from the east. All approaches provide a single lane approach, however, the northbound approach is wide enough to be utilized as a through lane and a right turn lane. The signal operates with a southbound advance, followed by the northbound and southbound movements operating simultaneously followed by the west bound approach. The signal allows for a railroad pre-emption and there is a second signal that controls traffic on the internal dirt driveways that run parallel to the railroad tracks. Railroad pre-emptions and traffic on the dirt driveways are infrequent events, and therefore have not been considered in the analysis.

An analysis indicates that the intersection operates at an overall LOS A during the morning and afternoon peak hours. With the introduction of the site generated traffic the intersection will continue to operate at a LOS A during peak hours.

Route 101 (Hartford Turnpike) at Upper Maple Street – This is an existing signalized intersection with Route 101 oriented in the east/west direction. Upper Maple Street is oriented in the north/south direction. The eastbound and westbound approaches each provide a dedicated left turn lane and a shared through/right turn lane. The southbound approach also provides a dedicated left turn lane and a shared through/right turn lane. The northbound approach provides a single lane. The signal operates with an eastbound/westbound advanced left turn, followed by the east and west approaches operating simultaneously. There is an advanced southbound phase followed by the northbound and southbound approaches moving together. There is an exclusive pedestrian phase as well. Pedestrian crossings were infrequent during the recent counts and therefore have not been included in the analysis.

The analysis indicates that under the background traffic volumes the intersection operates at an overall LOS C during the morning peak hour and at a LOS D during the afternoon peak hour. With the introduction of the site generated traffic, the intersection will continue to operate at the same levels of service as in the background conditions.

Driveway Location and Design

The two site driveways are existing driveways to remain. Each driveway is controlled by a traffic signal. The calculated levels of service are LOS B on each of the driveway approaches during the peak hours. Observations in the field indicate that the available

intersection sight distances at each driveway are in excess of 500 feet in each direction. The Attawaugan Crossing Road driveway has a sight distance for trucks in excess of 775 feet, looking to the left. The available sight distances meet the current ConnDOT requirement for an approach speed of 45 miles per hour. The roadways are posted at 30 miles per hour.

Crash Data Analysis

The University of Connecticut gathers and compiles traffic accident data for all state highways and some major local roadways. A list of accidents occurring in the area from January 1st, 2017 through December 31st, 2019 includes the most recent 3 years of available data, pre Covid. In the appendix are the UConn tables relating the accidents to various conditions including date, time, roadway and weather conditions, collision types, and other variables as well as a short description of each accident.

Accident records were obtained for Attawaugan Crossing Road and Lake Road from Route 12 to a point 500 feet west of Upper Maple Street and for Upper Maple Street from Attawaugan Crossing Road to a point 500 feet south of the Frito Lay driveway. The 3-year accident history indicates a total of 20 accidents involving a total of 35 vehicles over the three year period. There were seven accidents on Attawaugan Crossing Road, eight accidents on Lake Road, and 5 accidents on Upper Maple Street.

Of the seven accidents on Attawaugan Crossing, two occurred at Route 12 and five occurred at the I-395 SB Ramps. All seven of the Lake Road accidents occurred at the signalized intersection with Upper Maple Street and Tracy Road. The five Upper Maple Street accidents occurred at the intersection with Lake Road.

Of the 20 accidents, seven were rear end accidents, five were angle accidents, there was one sideswipe accident and five accidents involved fixed objects. 18 of the accidents were property damage only. There was one suspected minor injury, one possible injury and there were no fatalities reported.

State Approval

Since the development currently operates under an OSTA Certificate and an Administrative Decision it will be necessary to obtain a new approval from OSTA for the proposed expansion. Since we have not proposed any improvements to a State Highway we anticipate that an Administrative Decision will be issued.

Conclusion

The proposed expansion to the existing Frito Lay facility is projected to generate an additional 133 trips and 163 trips during the morning and afternoon peak hours respectively. Based on the background, site generated and combined traffic volumes and the analysis as outlined in this report it is my professional opinion that the local roadway network can readily accommodate the projected increase in traffic associated

with the proposed expansion without the need for improvements to local or state roadways.

The existing site access driveways are properly located with respect to available intersection sight distances and are properly designed to accommodate the anticipated site generated traffic volumes.

T:\pf\21164\Traffic Report.2021.12.09.docx

Janice Rockwood

From: Lois Latraverse <mrsaj15@gmail.com>
Sent: Monday, November 15, 2021 3:03 PM
To: Public Comment
Subject: Possible noise solutions

Good afternoon,

A 2019 solution to noise at a new facility being built by PepsiCo to appease neighbors who are concerned about noise. Definitely something for the commission to look at.

Lois Latraverse
64 Island Road

<https://silentiumgroupco.com/latest-news/pepsico-frito-lay-calls-on-silentium-group-to-keep-the-peace-with-turnkey-noise-barrier-wall-solution>



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PepsiCo – Frito-Lay Calls on Silentium Group to “Keep the Peace” with Turnkey Noise Barrier Wall Solution.

By [twelch_6wku8674](#)
Monday, January 7th, 2019

Frito-Lay parent PepsiCo Foods Canada called on the Silentium Group (SGI) when they began to expand their Cambridge manufacturing plant adding on a new 144,000 square foot warehouse facility. By expanding, Frito-Lay wanted to appease adjacent neighbors by providing an effective absorptive noise barrier wall solution. SGI was up for the task by managing all aspects of the required noise barrier wall solution including material supply, design and installation.



Based on the requirements, SGI provided its absorptive noise wall system with a total length of 450 lineal meters at 6 meters in height. Each noise wall section spanned 6 meters and was 6 meters in height with only two absorptive noise wall panels per section. The end result was a very satisfied customer with an aesthetically pleasing, well performing noise barrier wall.

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Silentium Group Inc.

340 Henry St. Suite 15 Upper – Brantford, ON N3S 7R5

Phone: 866-611-6044 | **Fax:** 866-402-0580

Email: inquiries@silentiumgroupco.com

Janice Rockwood

From: Janice Martin <martinj4hhorses@gmail.com>
Sent: Monday, November 15, 2021 4:11 PM
To: Public Comment
Subject: Re: Frito Lay Project

PS:—

Two things:

1. I "think" there is a conflict of interest on the board, as I am led to believe someone is employed by Frito Lay.
2. This whole industrial build up around the lake, which includes this new expansion of Frito Lay, is having a negative impact on our property values. Although I intend to have our children inherit the cottage at some point, it is not a given in this day and age. I fear for the lake, it's continued serenity and loveliness. This whole issue needs to be handled better and that includes noise, pollution and the use of water in the area.

Thank you,
Janice Martin

On Mon, Nov 15, 2021 at 9:38 AM Janice Martin <martinj4hhorses@gmail.com> wrote:

Dear Friends,

Let me start by saying I do not envy you as you work your way through this project. It is a no-win situation. The township needs the revenue and jobs from such projects. The people living at Alexander's Lake are trying, desperately, to hold onto the wonderful location they have had for generations.

Having said that, please let me add to your thoughts.

My family started at the lake in the 1950s. Since the early 1960s we have lived on the North Shore, directly across from Frito Lay. I have watched this bloom into a very large complex. I have also experienced some detrimental sides of this expansion.

Let me start with some facts. My mother and I raced Sunfish on the lake in the 60s and beyond. These boats have a yellow hull, which makes any dirt easily visible. The first thing I noticed after Frito Lay started was a distinct skim of grey, oily substance on the surface of my boat. This was there every weekend when we arrived to clean and race. EVERY WEEKEND!!! It has not ceased, in fact, it just gets worse.

My family uses the "cottage" all during the Spring/Summer/Fall seasons. We still sail and swim there. It will be passed down to the next generation, hopefully.

Next, the stack provides a constant reminder that there is industry on the other side of the lake. Although not a pleasant sight, it is, in and of itself, not intrusive. However, the noise,

CONSTANT noise, has increased over the years. Add to that the sudden bursts of noise and it becomes intrusive to the area.

I am not even going to address the "smell". If you like chips, etc., then it is no problem. However, there is a definite smell coming from the plant. We can take our choice of the smell of chips or the smell of rolls....pick one!

A newer, bigger plant will provide an economic boost to the area. However, it will have a great cost, if it is allowed to destroy the area. A **SOUND BARRIER**, i.e., berm or trees, needs to be included in this plan and **ENFORCED**. Removing trees removes the sound barrier. Replanting trees means that it will take nearly 20 years before that sound barrier is effective, if then!

The truck traffic needs to be **COMPLETELY** addressed. There is no way Maple Street can handle any of this. It all needs to be directed onto 395 and away from the area. Trust me, all those trucks will make **NOISE** and add to the congestion and air quality problems of the area. We have already noticed an uptick in the noise from 395, Frito Lay and the asphalt plant. [The asphalt plant that was supposed to be "temporary" until 395 was completed. The same plant that smells and generates a whole lot of noise at times.]

The bottomline on all of this is that to "progress" you will be destroying a beautiful gem that is cherished by generations.. Please remember that many families at the lake have been there for generations and wish to remain there for future generations. To allow an expansion to the plant that intrudes on the lake would be a serious detriment to the area. We do pay taxes to the township and expect our lives to be taken into account with future projects. We are already being hemmed in and having problems with the industrial park on the North Shore of the lake which has been allowed to encroach and mar the area. Between the noise, lights and trucks from that area, the lake is having problems already. Let's not add to the problems and complicate the area by poor decisions.

Again, step wisely, do **NOT** allow this to go forward if it means future problems for the lake and its residents. There needs to be a **COMPLETE** understanding of what is happening and how it will impact the area before moving forward on plans for this expansion. Promises of "oh, it won't...." don't amount to much after the project is completed. Industry tends to favor itself, not the local environment.

Thank you for your time and consideration,
Janice Martin
225 North Shore Rd.
[mailing address:
2681 W. Scenic Dr.
Danielville, PA 18038]

Janice Rockwood

From: Miller, Mary <mmiller@reidandriege.com>
Sent: Tuesday, November 16, 2021 12:34 PM
To: Public Comment
Cc: 'slater@halloransage.com'
Subject: Notice of CEPA Intervention in Site Plan Application #21-1275
Attachments: 2021-11-16 ALHA Notice of CEPA Intervention.pdf

Dear Mr. Thurlow,

Please find attached a written submission from Alexander's Lake Homeowners' Association, Inc., intended to be included in the record for Site Plan Application #21-1275. Specially, it is a notice of CEPA intervention, as is explained therein. There are a few substantive differences from my last submission, in light of the fact that this is a different proceeding and that you have already decided to retain the services of an independent engineer, but the environmental issues remain the same.

Please note that I have copied Attorney Slater. I did this because, as an attorney, typically I would interact with Town counsel, and I feel more comfortable with him involved in my correspondence. He can advise me whether that is also his preference.

Thank you,

Mary Intel Miller
Attorney

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ATTORNEYS

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E mmiller@rrlawpc.com

rrlawpc.com

November 14, 2021

Via Email PDF

Keith Thurlow, Chair
Town of Killingly
Planning & Development Office
172 Main Street
Killingly, CT 06239
publiccomment@killinglyct.gov

Re: Notice of CEPA Intervention as a Party in Special Permit Application #21-1273

Dear Mr. Thurlow:

I write as the legal representative of Alexander's Lake Homeowners' Association, Inc. ("ALHA"). ALHA consists of approximately 200 homeowners living within close proximity of the property owned by Frito-Lay, Inc. (the "Applicant"), in Killingly, Connecticut (the "Site"). Some members of ALHA live adjacent to and/or within 100 feet of the Site and may assert individual party status on those grounds, but I write specifically to inform you that the development on the Site that you are now considering will, or is reasonably likely to, cause unreasonable pollution of Connecticut's air, water and other natural resources. For these reasons, which are supported by the facts below and those anticipated to come out at the public hearing scheduled for November 15, 2021, ALHA hereby intervenes as a party pursuant to the Connecticut Environmental Protection Act, General Statutes § 22a-19, in Special Permit Application #21-1273.

I. Statutory and regulatory authority

ALHA is entitled to intervene as a party to this proceeding pursuant to General Statutes § 22a-19(a), which states: "In any administrative, licensing or other proceeding, and in any

judicial review thereof made available by law the Attorney General, any . . . legal entity may intervene as a party on the filing of a verified pleading asserting that the proceeding or action for judicial review involves conduct which has, or which is reasonably likely to have, the effect of unreasonably polluting, impairing or destroying the public trust in the air, water or other natural resources of the state.”

In reviewing an application for a special permit, the Commission is required under the Town of Killingly Zoning Regulations § 720.4(e) to consider “[t]he avoidance of potential nuisance,” which would include the aforementioned odor, noise and light issues. In addition, pursuant to § 720.4(f), the Commission should consider “[a]ll standards contained in these Regulations,” which would include the site plan objectives found in § 470.9. While the Commission must consider all nine of the site plan objectives, three are of special concern to ALHA: noise abatement (§ 470.9.4), other pollution or related problems (§ 470.9.5), and landscaping and screening (§ 470.9.6).

More specifically, pursuant to § 470.9.4, the Commission must ensure “[t]hat all machinery and devices . . . shall be shielded and insulated in a manner which shall deaden the noise and deflect sound waves away from abutted premises.” Pursuant to § 470.9.5, the Commission must ensure “[t]hat the obstruction of light or air, or the emission of light, smoke, odor, gas, dust or vibration in noxious or offensive quantities shall be minimized.” Finally, the Commission must ensure “[t]hat the general landscaping and screening of the site provides adequate tree plantings,” pursuant to § 470.9.6.

II. Manner in which Connecticut’s natural resources will be impacted

Alexander Lake is adjacent to the Site. It is a source of refuge for a range of wildlife, including breeding and migrating waterfowl and bald eagles, all of which are reasonably likely to

be adversely impacted by the proposed Site expansion due to its noise, odor, and light pollution.

In the area closest to Alexander Lake, the Applicant has proposed an expansion of its employee parking lot. This request should be denied outright, as it would not conform with the restrictions in its own 2010 Special Permit. The survey from that proceeding is appended hereto as Exhibit A; it clearly shows that a wooded buffer was intended by the Commission to be preserved and enhanced in conjunction with a licensed forester for “visual and sound buffering.” Impacting any of the trees between the 25-foot wide easement and the railroad property would be arbitrary and should be avoided at all costs. If anything, additional visual and sound buffering should be required in light of the fact that the Applicant is seeking to expand its operations by more than 88,000 square feet and has requested that the Commission permit it to exceed the height limit by more than 73 percent. Such expansion, if approved, will not only include new manufacturing space, but, in the area closest to the wooded buffer, would result in a tower in excess of 86 feet in height.

This buffer is made all the more necessary due to established noise issues that are only likely to increase. In advance of this hearing, Frito Lay provided the undersigned with a noise report submitted by Brooks Acoustics Corporation on March 8, 2021 (the “Noise Report”). The Noise Report was narrowly focused and did not consider whether the noise issues will increase with an expansion of manufacturing, but instead simply reported the results of testing conducted in three 16-minute installments on October 22, 2020. The Commission should require a more comprehensive report to be submitted that will consider future impacts.

The measurements included in the Noise Report were not taken properly. The measurements must be taken at about one foot beyond the boundary of the Emitter’s Noise Zone, which is defined to include all contiguous streets and railroad rights-of-way. Regs., Conn. State

Agencies, § 22a-69-7.4(g). The one set of measurements included in the Noise Report was taken west of 1781 Upper Maple Street, up a hill from the road and railroad tracks. The Noise Report admits that this was done to avoid the noise from the road and railroad tracks, but such avoidance is not permitted by the noise regulations, as the goal is to measure the true noise impact on the receptor.

Even more questionably, the Noise Report then claims that it is permissible to deduct 2 dBA from the noise measurements, because they were taken on the Site, not from the appropriate location on the receptor's property. This is impermissible, and the Commission should disregard this attempt to comply through creative reporting. The measurements reveal that when both of the Frito-Lay starch recovery blowers are on, the noise level is 52.7 dBA. With one on, the noise level is 51.2 dBA. The nighttime limit, by regulation, is 51 dBA. Regs., Conn. State Agencies, § 22a-69-3.5. Therefore, no expansion should be permitted without these existing noise issues first being remedied. In addition, the Commission should require a 24-hour noise study be performed at an appropriate location in order to determine the best way to abate the anticipated increases in both manufacturing and traffic noise. This report should be publicly submitted and another hearing held, after which appropriate abatement measurements should be made a requirement of the Applicant's permit.

With regard to air pollution, the Applicant has not provided the undersigned with a recent odor report. The last report known to the undersigned was prepared in 2009. That report, which was submitted in response to a DEEP Notice of Violation, found the odors produced by the Applicant's fryers greatly exceeded recognition thresholds. I anticipate that the Commission has received, and will continue to receive, complaints from the Applicant's neighbors with regard to odor, but this is more than a quality of life issue. If this pervasive odor noted by the residents

surrounded Alexander Lake is due to oil in the air, then there is reason to believe that it eventually condenses and then negatively impacts the wildlife that rely on the Lake. Therefore, a new study should be required and no expansion should be permitted until this odor issue is remedied and appropriate abatement measures are put in place for the future.

III. Relief sought by ALHA

ALHA asks the Commission to deny the Application in its entirety. In the alternative, the Application should be permitted only with an appropriate order to prevent excessive light, noise and odor pollution. Such an order should include a refusal to expand parking (or a reduction of existing parking in favor of additional buffering), as well as appropriate noise and odor studies, followed by mitigation of those issues.

Respectfully submitted,

**Alexander's Lake Homeowners'
Association, Inc.**

By: Mary M. Miller
Mary Mintel Miller, its attorney

VERIFICATION

I, Mary Mintel Miller, legal representative of Alexander's Lake Homeowners' Association, Inc., being duly sworn, depose and say that I have read the foregoing Notice of Intervention, and that the allegations contained therein are true to the best of my knowledge.

By: Mary M. Miller
Mary Mintel Miller

Subscribed and sworn to before me this 14th day of November, 2021.

[Signature]
Commissioner of the Superior Court

Exhibit A

DRAWING NUMBER
#6425

FRITO-LAY
INC.

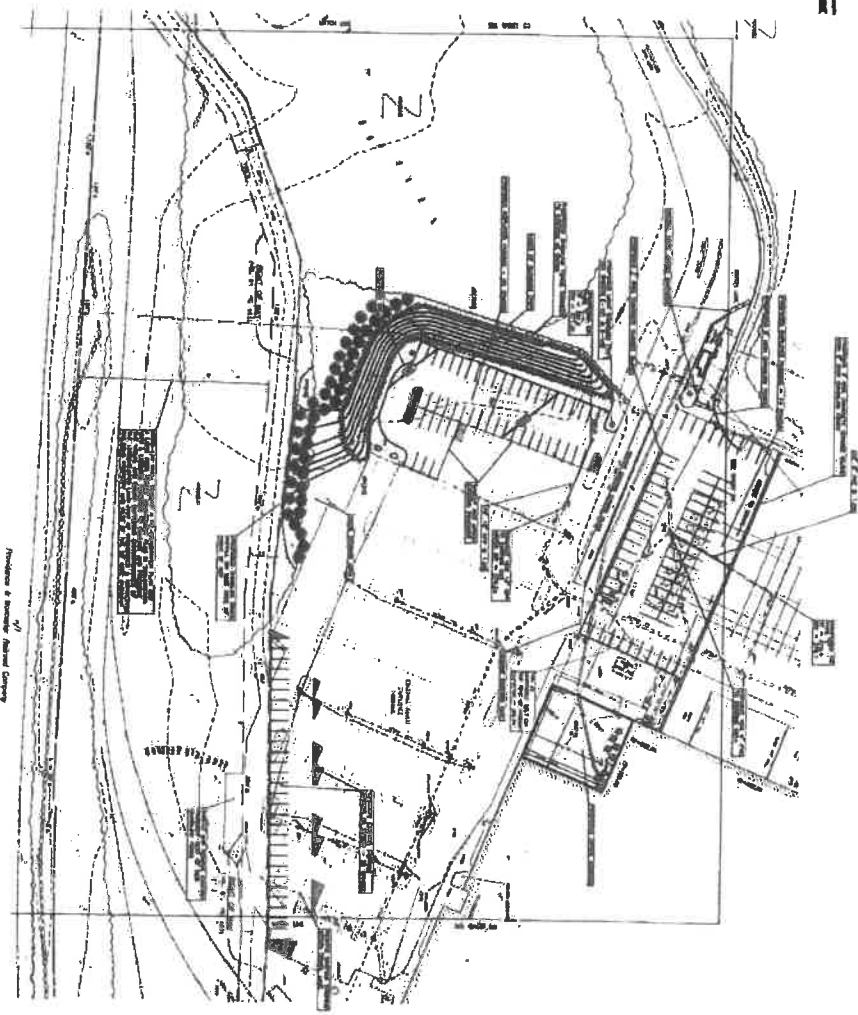
DRAWING NUMBER
#6425

SHEET NUMBER
1886 Upper
Apple Street
Sheet 6
of 9

Received For Record September 27, 2010 @ 9:16 AM Attest: Elizabeth M. Givens/Town Clerk

FRITO-LAY
INC.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY	10/1/99	JMM	JMM
2	REVISED	10/1/99	JMM	JMM
3	REVISED	10/1/99	JMM	JMM
4	REVISED	10/1/99	JMM	JMM
5	REVISED	10/1/99	JMM	JMM
6	REVISED	10/1/99	JMM	JMM
7	REVISED	10/1/99	JMM	JMM
8	REVISED	10/1/99	JMM	JMM
9	REVISED	10/1/99	JMM	JMM
10	REVISED	10/1/99	JMM	JMM
11	REVISED	10/1/99	JMM	JMM
12	REVISED	10/1/99	JMM	JMM
13	REVISED	10/1/99	JMM	JMM
14	REVISED	10/1/99	JMM	JMM
15	REVISED	10/1/99	JMM	JMM
16	REVISED	10/1/99	JMM	JMM
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19	REVISED	10/1/99	JMM	JMM
20	REVISED	10/1/99	JMM	JMM
21	REVISED	10/1/99	JMM	JMM
22	REVISED	10/1/99	JMM	JMM
23	REVISED	10/1/99	JMM	JMM
24	REVISED	10/1/99	JMM	JMM
25	REVISED	10/1/99	JMM	JMM
26	REVISED	10/1/99	JMM	JMM
27	REVISED	10/1/99	JMM	JMM
28	REVISED	10/1/99	JMM	JMM
29	REVISED	10/1/99	JMM	JMM
30	REVISED	10/1/99	JMM	JMM
31	REVISED	10/1/99	JMM	JMM
32	REVISED	10/1/99	JMM	JMM
33	REVISED	10/1/99	JMM	JMM
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47	REVISED	10/1/99	JMM	JMM
48	REVISED	10/1/99	JMM	JMM
49	REVISED	10/1/99	JMM	JMM
50	REVISED	10/1/99	JMM	JMM
51	REVISED	10/1/99	JMM	JMM
52	REVISED	10/1/99	JMM	JMM
53	REVISED	10/1/99	JMM	JMM
54	REVISED	10/1/99	JMM	JMM
55	REVISED	10/1/99	JMM	JMM
56	REVISED	10/1/99	JMM	JMM
57	REVISED	10/1/99	JMM	JMM
58	REVISED	10/1/99	JMM	JMM
59	REVISED	10/1/99	JMM	JMM
60	REVISED	10/1/99	JMM	JMM
61	REVISED	10/1/99	JMM	JMM
62	REVISED	10/1/99	JMM	JMM
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74	REVISED	10/1/99	JMM	JMM
75	REVISED	10/1/99	JMM	JMM
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78	REVISED	10/1/99	JMM	JMM
79	REVISED	10/1/99	JMM	JMM
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83	REVISED	10/1/99	JMM	JMM
84	REVISED	10/1/99	JMM	JMM
85	REVISED	10/1/99	JMM	JMM
86	REVISED	10/1/99	JMM	JMM
87	REVISED	10/1/99	JMM	JMM
88	REVISED	10/1/99	JMM	JMM
89	REVISED	10/1/99	JMM	JMM
90	REVISED	10/1/99	JMM	JMM
91	REVISED	10/1/99	JMM	JMM
92	REVISED	10/1/99	JMM	JMM
93	REVISED	10/1/99	JMM	JMM
94	REVISED	10/1/99	JMM	JMM
95	REVISED	10/1/99	JMM	JMM
96	REVISED	10/1/99	JMM	JMM
97	REVISED	10/1/99	JMM	JMM
98	REVISED	10/1/99	JMM	JMM
99	REVISED	10/1/99	JMM	JMM
100	REVISED	10/1/99	JMM	JMM



Scale: 1" = 100'

Handwritten: 9/23/2010

#6425

06 SITE DEVELOPMENT PLAN WAREHOUSE EXPANSION	HASKELL ARCHITECTS AND ENGINEERS The Haskell Companies 111 Main Street Shelton, Connecticut 06484 Phone: 203/345-1111 Fax: 203/345-1112	SCOOPS LINE EXPANSION FRITO-LAY, INC. KILLINGLY PLANT KILLINGLY, CONNECTICUT	
	PROJECT NO. 06-01 SHEET NO. 06 DATE: 10/1/99 DRAWN BY: JMM CHECKED BY: JMM APPROVED BY: JMM		