

Project Statement

The proposed project meets the Performance Standards set forth in Section 4750 for Expedited Permit of the Deerfield Zoning By-Laws as follows:

A.) Lighting

a. Shielding.

Proposed LED lights used in the development will be full cut-off lights and have zero-up-light. See attached cutsheets for fixture information.

b. Light Trespass

Photometric plan shows minimal light trespass onto the right of way of Merrigan Way as well as across the northern property line along Blacksmith/Sugarloaf Brook. This area is heavily wooded and should not be a burden on abutters. See attached photometric plan.

c. Illuminated Surfaces

The ground along the sides of the building will be illuminated along with the entrances, parking area, pavement apron and egress locations.

d. Search Lights

Outdoor searchlights will not be utilized. Proposed outdoor lights will be

e. Indoor Lighting

To be determined at this time. Indoor lighting information will be provided during the Building Permit Application.

f. Outdoor Signs

A small ground mounted outdoor sign will be in front of mezzanine. At this time, the sign isn't being proposed to be lighted. If in the future the sign is to be lit, the sign will be lit on the southern side using small LED landscaping lights.

g. Flickering and Flashing Lights

None of the proposed lights are going to be Flashing or Flickering by design. If a light begins to flicker due to failure, Maintenance will replace the light at the earliest available time.

h. Height of Fixtures

The pole mounted fixtures will be 25 feet in height. Wall mounted fixtures on the outside of the building will be mounted at two heights. Exterior building lighting will be 20 feet off the ground whereas egress lighting will be located 8 feet above the threshold elevation.

i. Hours of Operation

The proposed facility will be operated 24/7 with three shifts of employees. Therefore, outside lighting will be required through the overnight hours.

B.) *Noise*

a. Hours of Operation

The proposed facility will be operated 24/7 with three shifts of employees. Deliveries and pick-ups will happen between the hours of 7 am to 7 pm. The noise level at the property boundary is estimated to be approximately 65db or less.

C.) *Landscaping*

a. District Buffer Strip

The property is bounded by Residential zone along the west, north, and east. There is an existing vegetated buffer along the west, northern property lines. The eastern property line will have trees planted as well as a new vinyl stockade fence installed.

b. Large Parking Areas.

The proposed parking area has 89 spaces with 4 ADA spaces with two being ADA Van compliant. This totals 93 spaces.

c. Fencing; retaining walls, and berms

The proposed project requires retaining walls for an access ramp in the northwestern corner of the project. This retaining wall will shield a portion of pallet storage. A 6ft vinyl stockade fence will be installed along the eastern property line to provide screening between the residential properties and the proposed building and parking area.

d. Unsightly Uses and Areas

There will be a pallet storage area located by the northwestern corner of the building. This storage area will be screened by the access ramp and a 6ft tall vinyl stockade fence. Refuse container will be located along the western side of the building. The refuse container will be screened from the residential properties along the northern property line by the existing thick vegetation as well as the vinyl fence which surrounds the pallet storage area. Existing dense vegetation along the western property line will shield the abutting residential properties from the loading docks on the western side of the building.

e. Maintenance

NUPRO will maintain landscaped areas on a regular schedule during the year.

D.) *Stormwater Management*

See attached stormwater management report

E.) *Site Development Standards*

a. Clearing of Utility Trenching

Work within the site will be conducted in previously disturbed areas. Utility trenching within Merrigan way will be required to relocate existing municipal watermain that are within the property.

b. Site Design

The location of the building, parking, and loading dock apron are located centrally within the property resulting in natural grassed buffer. The proposed building will fit in with the existing Town Garage and the DuMont building that will be to the south of the proposed

building. The proposed project design will minimize any negative impacts to existing forested area and will increase the vegetation within the Riverfront Resource area and property.

c. Preservation of Existing Vegetation

The proposed project will minimize clearing of existing vegetation on the site. The project will be located where the property was previously disturbed and has been overrun by weeds that have grown in over the stone/gravel

d. Finish Grade

The maximum finish graded slope of the proposed project is 3:1. The edge of proposed grading will be blended into the existing grades.

e. Phasing of Development

The project is proposed as a single-phase project.

f. Revegetation

Revegetation will happen at the end of final grading and shall consist of plantings and hydroseeding of the property.

g. Topsoil

6" of topsoil is proposed for the project.

h. Irrigation

The proposed project will be irrigated. Consultation with the Water Department will be required to determine if an onsite well will be required.

F.) *Pedestrian and Vehicular Access; Traffic Management*

a. Access

Access to the parking area will be located along the northern edge of Merrigan way across from the Town Highway Garage. This access will be 22' wide and will need to expand an existing curb cut on Merrigan Way. Delivery access will happen via a 30' curb cut located at the end of the Merrigan Way extension. The property has frontage on the following streets: South Main St, Jewett Avenue, Coates Ave and Merrigan Way. The proposed project will have access over Merrigan way to Sugarloaf St. Merrigan Way is already an access way for deliveries for DuMont Company and was the access point for the Oxford Foods pickling factory deliveries.

b. Driveways

The proposed driveways have adequate site distance. There is a slight bend in Merrigan Way, however the land and right of way is flat with clear site distance to the intersection with Sugarloaf St. Sugarloaf St at the intersection with Merrigan Way is straight providing the required site distance.

c. Curb Cuts

The curb cut for the parking area is 22' wide which allows two 11' travel lanes. This will require the widening of an existing curb cut already located on the northern side of Merrigan Way. The delivery access at the end of Merrigan way is 30' in width. Currently there is no curbing located at the end of Merrigan Way and the proposed project will extend a 30' width of pavement from the end to access the loading dock apron.

d. Interior Circulation

The proposed project will have a walk that is located along the front of the building. Sidewalk will be located along the western edge of the entrance drive that will connect the existing sidewalk along Merrigan Way to the access of the building.

e. Transportation Plan Approval

Please see project plan set for the location of the proposed parking, loading apron and access points to the property. NUPRO LLC. will be increasing their employment count from 2024-2028. During the 2024 NUPRO expects to have a total of 65 employees over three working shifts. Out of the 65 employees 33 will work the first shift, 16 working the second shift and 16 working the third shift. During shift change in 2024 there will be a maximum of 49 employees on site. By 2028 NUPRO expects to expand their employment to contain 109 employees. The breakdown of shift staffing will be 54 on first shift, 28 on second shift, and 27 on third shift. During a shift change in 2028 there will be a maximum of 82 employees on site.

NUPRO is expecting to have approximately 6 tractor trailer deliveries/pickups a day during 2024 with approximately 3-5 client/vendor visits per week. NUPRO is expecting that amount to grow to 9 tractor trailer deliveries/pickups a day in 2028 with 7-10 client/vendor visits per week.

VHB conducted a feasibility study back in 2009 and displayed traffic distribution diagrams. The diagrams displayed existing (2009) Peak Hour Traffic Volumes at the intersection of Elm St, N. Main St, S. Main St, and Sugarloaf St. as well as the expected peak hour traffic volumes if the Merrigan Way site was redeveloped as a mixed-use development. VHB's study was in regard to the redevelopment of the entire Oxford Food Property prior to the lot being subdivided.

Below is a traffic generation study which identifies the expected minimum and maximum amount of expected traffic based on ITE Informational Report 8th Edition for the proposed use of the building. The traffic generation accounts for trips generated by only the proposed development. We are requesting a waiver for a full traffic impact analysis.

- Trip generation estimations are based on calculations based off the ITE Informational Report 8th Edition
- Use Manufacturing (140)
- 2024 Total Employees 65, with maximum 49 employees on shift changeover
- 2028 Total Employees 109, with maximum 109 employees on shift changeover
- Weekday Trip by Employee Count: $T = 1.75(x) + 245.96$
- Peak AM: $Ln(T) = 0.98 \times Ln(x) - 0.11$

- Peak PM: $Ln(T) = 0.82 \times Ln(x) + 0.31$

2024 Average Trip Ends per Employee	
Weekday Daily	360
Weekday Peak AM	41
Weekday Peak PM	33
2028 Average Trip Ends per Employee	
Weekday Daily	437
Weekday Peak AM	67
Weekday Peak PM	51

Due to the estimated increase in traffic off of Sugarloaf St onto Merrigan Way, SVE believes that the construction of left/right hand turns from Sugarloaf St to Merrigan Way will not be required.

- f. Reduction In parking
There is no request for reduction in parking.
- g. Level of Service Maintenance or Improvement
Currently, the project does not propose improvements off-site for traffic management.
- h. Dangerous Intersections
The intersection of Merrigan Way and Sugarloaf St does not have a history of more than 5 accidents a year.
- i. Site Distance
Adequate site distance is provided leaving the property onto Merrigan Way and there is adequate site distance at the intersection of Merrigan Way and Sugarloaf St.
- j. Pedestrian and Bicycle Safety
There will be a sidewalk connection between the municipal sidewalk along Merrigan Way and the entrance to the proposed building. There will be a bicycle rack located by the entrance to the building.

G.) *Aesthetics*

The proposed building will fit in within the abutters off Merrigan Way. The proposed building is designed architecturally to mirror the existing industrial/commercial buildings located on Merrigan Way. These buildings are the Town Highway Garage, and the DuMont/Precision Point building located on the southern side of Merrigan Way. Unsightly items (e.g. storage, refuse, HVAC) will be located away from the eye sight on Merrigan Way. These items will be located either in the northwestern corner of the proposed building or the northern side of the building away from the street. These will be hidden from the abutters by existing wooded buffer area as well as additional vegetation plantings within the riverfront resource area.

H.) *Utilities; Security; Emergency Systems*

The proposed project will relocate and connect to the existing South Deerfield Water District main which runs through the property. There will be a domestic water service that will enter the building along the eastern side (main entrance side) and a fire service that will connect to the watermain at the end of Merrigan way to a fire pump room located in the southwestern corner of the building. The building will connect to an existing sewer manhole located within the western portion of the property that discharges to the main sewer trunk line that runs under Blacksmith/Sugarloaf Brook. Proposed electrical and telecommunication services will be installed underground. The building will utilize an addressable fire alarm system by Notifire and will meet existing state and local fire codes.