

SITE PLAN REVIEW

Owner: Aubuchon Reality Company Inc. 23 West Main St. Westminster MA. 01473	Applicant: Tyler Sterling for Hannaford Bros. Co.
Surveyor/Engineer: O’Leary Burke Civil Associates 1 Corporate Drive Essex Jct. Vt.	Property Tax Parcel: 20-50-74 .000

BACKGROUND

Hannaford Bros. Co. is requesting Site Plan approval for revisions to a site plan for Fire House Plaza approved on February 7, 2001, to relocate the customer entrance on Commerce Street. The property is located at the corner of Commerce Street and Route 116, Firehouse Plaza, Tax Map #'s 20-50-74.000 in the Commercial District. During the hearings for the approval of the proposed new Hannaford Supermarket it was determined that the projected traffic for that development would be impacted by the traffic for Firehouse plaza. Per finding 16(b) of the Hannaford Site Plan Approval dated 11/7/12 Hannaford must “relocate the existing Firehouse Plaza Driveway further to the east to facilitate traffic movements on Commerce Street”. Hannaford has an agreement with the current owners of Firehouse Plaza, Aubuchon Reality Company to apply for a site plan amendment, and if approved, to eliminate the existing customer entrance and to construct a relocated entrance to the east of the existing one, approximately opposite the eastern entrance to the Jolly Jiffy Mart.

The proposed new location for the entrance was considered when the original site plan for Firehouse plaza was discussed, and while eventually not required, in retrospect, it should have been.

No other changes in the site plan are applied for.

Site Plan Review Standards

1) Safety of vehicular and pedestrian circulation on site and on the adjacent street network.

The traffic flow will remain one way, in a circular pattern around the center parking area and the parking layout will remain the same. Mike Anthony (Town Road Foreman) has reviewed the plans and sees no issues for a future curb cut application.

2) Adequacy of circulation, parking and loading facilities with particular attention to safety.

Provisions for refuse storage and disposal, snow removal, and emergency access shall also be addressed where applicable. The Hinesburg Fire Department has no issues with this proposal. It is laid out so that semi-tractor trailers can make all turns. It will not eliminate any parking spaces that currently exist. There is basically no difference between the flow now and what will occur if the new entryway is approved and the current one eliminated. The ease of access and egress may be improved because some of the more intense traffic closer to route 116 will be avoided. There is ample room for snow storage and no changes are proposed for refuse storage.

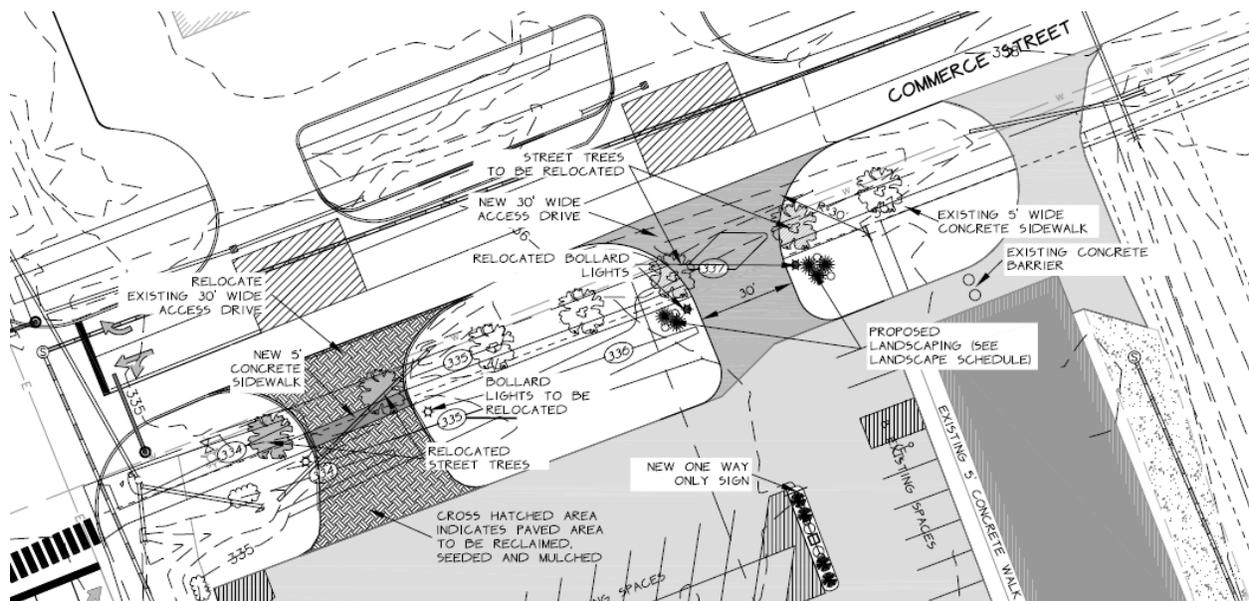
3) Adequacy of landscaping, screening, setbacks, hours of operation and exterior building design in regard to achieving maximum compatibility with adjacent property and with the

character of the neighborhood. Two existing street trees will be relocated along Commerce Street to accommodate the new access drive and be placed where the current drive is located. these trees should be replaced instead of moved if not an approved street tree variety, or in good health. If they fail because of the move, the replacement should be a larger caliper than what is usually required (3"?) so that not too much time is lost for the tree to regain the stature that exists now. The applicant is proposing to comply with the required landscaping budget by planting new shrubs locate on the east and west sides of the new access drive near the relocated bollard lights.

4) Adequacy of exterior lighting. The applicant will relocate and replace the current bollard lighting with compliant fixtures

5) Adequacy of sewer and water. Not applicable

6) Adequacy of drainage and grading plan, ensuring treatment and control of stormwater runoff, control of soil erosion during and after construction, and proper design solutions for steep slopes and poorly drained areas.



There are two storm water issues that must be addressed. Finding # 15 from the 11/6/2012 Hannaford Site Plan Decision states:

During times of larger stormwater runoff events, the adjacent Darkstar property has experienced flooding in the vicinity of their building. Also, some of the water running down the swale between lots 10 and 11 has been unable to pass through the culvert under Commerce Street and has diverted to the ditch which runs East and West in front of Firehouse Plaza. The applicant will reset that culvert to partially address these issues.

There is a culvert under the existing commerce street delivery entrance that, based on an interpretation of the submitted plan, is designed to flow to the east starting an approximately 337 elevation and connecting to the system that drains commerce park under commerce street at an elevation of something less than 335 feet. This culvert presently serves as an unapproved

“safety valve” for flooding events, allowing the flood water that can’t pass under Commerce Street to flow backward, to the west, along Commerce Street and eventually along 116 and north to Patrick brook. Dark Star properties appears to be at an elevation of approximately 337 feet, indicating the possibility that if this safety valve is eliminated flooding on the Dark star property may worsen.

There is no culvert proposed under the new driveway entrance since the water can flow to the west as it does now. Any water to the east of the new entrance can flow through the culvert under the service entrance as it does now. The issue is that by stopping the backwards “safety valve” flow it may worsen the situation at Darkstar. I imagine that intentionally installing the culvert under the new driveway will take an amendment to the Commerce Park storm water permit since that backward flow is not currently permitted.

No construction of this new entrance should occur until the issues with the current culvert under Commerce Street have been corrected so that this “safety valve” is not necessary.

The second issue is that parking lots are a major contributor to non-point pollution of our waterways. There is no retention or treatment of the stormwater flow off of the existing parking area other than unorganized flow over some grass. The proposed elimination of the western curbcut provides an excellent opportunity to improve this situation. The existing raised platform for the current driveway should be removed so that the culverts (now partially clogged) can be eliminated. There is an area of grass between the existing pavement and the bottom of the swale that runs along Commerce Street. With the existing driveway removed there would be an area of approximately 160 feet long by 20 feet wide which provides an excellent opportunity to detain and cleanse the runoff from the parking lot.

I suggest that this hearing be continued specifically so that the applicant can investigate the various methods that could be utilized in this area and come back with a plan that utilizes this area for stormwater control and treatment. It should capture as much of the existing flow from the parking lot as is possible, utilizing curbing to direct the water if necessary.

7) Consistency with the Town Plan in regards to the pattern of development, preservation of significant natural and cultural resources, and the location and nature of existing and planned roadways and other public facilities. No issues.

8) Proper planning and design in regard to hazardous wastes and avoidance of runoff. No issues

9) Conformance with design standards as stated in Sections 3.4.5 and 5.6, where they apply.
No Issues

Respectfully submitted,

Peter Erb

Cc: Applicant