

To: DRB
From: Peter Erb.
Date: February 16, 2012
Re: Hannaford traffic response, Stormwater, and official map

The February 21 meeting for Hannaford is intended to address recent traffic submissions, stormwater information, and if time permits, submissions about the official map.

Rick Bryant's most recent traffic report and my comments about it were in the packet for the last meeting. The packet for this meeting contains a response from Hannaford about Ricks report. It contains some helpful clarifications and suggestions for possible conditions of any approval (Q/A#11).

I have gone through their suggested conditions thoroughly, and while helpful there are changes I would urge you to consider if you end up drafting conditions of approval. It certainly seems that discussing them at this point is premature, and I would recommend that you accept the Hannaford suggestions with thanks, and take them into advisement.

If you agree that there is no evidence that the traffic to the Lantman's site will decrease permanently if Hannaford is approved it is important to insure that this higher figure is reflected in all the traffic analyses, and not just the one for the Charlotte Road, and I am not clear if this was done.

As well the analyses still is based on the Charlotte Rd. light functioning as it does presently, and doesn't reflect Teds request that they be based on the situation as it will exist after the new synchronization functioning.

The DRB was Cc'd a copy of a memo from White and Burke (for the DRB record) that they sent to the Selectboard regarding the Lot 15 committee fiscal analysis. I asked the Chair of the lot 15 committee if they wanted to submit their reports for the DRB record and they declined saying that they were instructed to report back to the Selectboard, which they did. It doesn't appear to be an official map issue that is in front of the DRB.

The extreme event stormwater report from Hannaford in this packet still leaves me with a question. It appears that now the existing condition is that all the stormwater is not flowing onto the swales on the Jolley lot that are intended to receive stormwater, and instead in an extreme event, because the existing culvert under Commerce St. is too small, the water flow is split, some flowing west in front of Firehouse Plaza and then north to Patrick Brook.

In the Hannaford build situation all the stormwater will end up in the swale on the Jolley property some through the existing culvert, and almost all of Lot 15 via their new culvert which discharges directly onto the Jolley property. The swale there was designed and permitted to receive stormwater from much less lot coverage than will exist on lot 15 and we need assurance that there will not be an issue on that property.

Peter.