



Founded in 1990
20 Years of Strategic Advice

Hannaford Supermarket & Pharmacy
Hinesburg, VT
9/15/11

Frequently Asked Questions
Regarding Hannaford's application for a
supermarket & pharmacy in Hinesburg, VT

I) General Information

Store Size: approximately 36,000 square feet
Location: Lot #15 in Giroux Commercial Park
Zoning: Commercial District, located in Village Growth Area
Lot Coverage: Max allowed (with LEED Certification) 70%; Hannaford's proposal: 61%

II) General Questions

Q: Why did Hannaford choose Lot #15?

A: Hannaford carefully studied Hinesburg before selecting Lot #15 for its store. The municipal plan and zoning both make it clear the town wants most commercial development in the Village Growth Area rather than the outskirts of town. The Town's zoning regulations limit retail uses in most areas to 20,000 square feet. But on lot #15 there is no such limit. Those factors, plus being within an already approved commercial park within the Village Growth Area made it a logical choice.

Q: Why is the store so large?

A: For a modern supermarket 36,000 square feet is actually on the small side. Most supermarkets being built these days are 50,000 sq ft or more. Hannaford is unusual in building a smaller store for smaller communities. Hannaford's experience is that 36,000 sq ft is the smallest size that provides the full range of products customers want, so that customers can do their complete grocery shopping there rather than needing to travel miles to a larger store to find the selection and pricing they prefer.

Q: Why has Hannaford proposed a drive-through pharmacy?

A: Due to concerns about the drive-through heard during the earlier public hearings, Hannaford has removed it from the revised plans and is no longer seeking approval for it.

Q: Will Hannaford harm other local businesses in Hinesburg?

A: To the contrary, a supermarket is what the retail industry calls an “anchor store”. It helps attract customers who also shop at other nearby businesses. Many shopping centers are built on this model. Currently many Hinesburg residents travel to other communities to do some or all of their grocery shopping. While there they are likely to stop at other stores and buy other products. Those sales are potential lost business for local stores in Hinesburg. Once local people can do their complete grocery shopping in town, other local businesses will benefit.

Q: Does Hannaford buy locally produced food products?

A: Yes. Hannaford strongly supports local farms and product makers through its Close to Home program. Hannaford stores have relationships with more than 220 local farmers in Hannaford’s five-state market area (Maine, New Hampshire, Vermont, New York and Massachusetts). Stores are permitted and encouraged to have direct store delivery relationship with local farmers.

Q: Does Hannaford contribute to local charities and activities?

A: Yes, store managers have budget authority to support activities in the local community and community involvement is part of their formal performance appraisal. In addition, Hannaford has a community relations program and the Hannaford Charitable Foundation, which contribute several million dollars annually across the markets where Hannaford does business. In community relations, Hannaford encourages strong support for statewide food banks and initiatives to address food insecurity. This range of work includes food donation, direct donation and store fundraising support and volunteer support.

Q: I don’t want what happened at Tafts Corners to happen in Hinesburg. After Hannaford moves in won’t lots of other big retailers move in?

A: Hinesburg is completely different than Tafts Corners. Hinesburg is at no risk of developing in a manner similar to Tafts Corners due to at least three major factors: highway configuration, local vs regional marketplace and the Town’s zoning regulations.

Regarding highway configurations, Tafts Corners is at the confluence of several major regional highways: Exit 12 of Interstate 89, US Route 2, US Route 2A all converge at Tafts Corners. Consequently it is easy to get to from a wide geographic area. In contrast Hinesburg has one major road, Route 116, which is not a crossroads like the convergence at Tafts Corner.

With respect to location, Tafts Corners is between Burlington to the west and the Waterbury-Montpelier-Barre area to the east and between Essex to the north and Hinesburg itself to the south. From a retailing perspective, this makes it a very attractive location to serve a regional market that contains Vermont's largest concentration of population. In contrast, Hinesburg is a local marketplace serving a more limited population base. There is sufficient population to merit a Hannaford store, but not enough for other larger or more specialized retailers such as those at Tafts Corners.

Moreover, the Town of Hinesburg's zoning regulations ensure there will be no more retail stores larger than 20,000 square feet. Lot #15 is the last available commercially zoned lot without a 20,000 square foot limit.

Q: How many people will be employed at Hannaford's Hinesburg store?

A: Approximately 63 Full Time Equivalent staff are expected to be employed at this Hannaford, based on 31 full time employees and 63 part time working an average of 20 hrs per week. These are estimates; the actual number will vary based on the sales volume of the store.

Q: Will Hannaford's pricing in Hinesburg be competitive once it's the only game in town?

A: Hannaford operates with an Every Day Low Price approach and competes effectively against the full range of food shopping alternatives by offering good prices and value consistently.

III) Site and Site Design

Q: Isn't Hannaford trying to squeeze too much onto a small lot?

A: No. The zoning allows up to 70% lot coverage. Hannaford is proposing only 61% coverage.

Q: I understand Hannaford is planning to fill the lot to raise the grade. Won't that cause the store to tower over surrounding uses?

A: The existing site slopes about 9 feet from its highest point to its lowest. The highest area is along the existing southern sidewalk and canal, at a grade of about 346 feet above sea level. The lowest is in the northwest corner where the grade is about 337 feet above sea level. Abutting properties vary in elevation. The Bank of Middlebury and Post Office are each about 344 or 345. Dark Star and the Giroux salvage properties are around 337. Mechanicsville Road is about 350. Hannaford plans to bring the site up to generally between 342 and 344. So it will be similar to the Post Office and Bank of Middlebury. It will remain slightly below the grade of the existing southern sidewalk and will be about five feet below the level of Mechanicsville Road.

Most of Hannaford's building will be about 22 feet tall, with the main entry gable being less than 29 feet at its peak. Zoning allows up to 35 foot height.

Q: How has the wetland delineation changed so much in only a few years?

A: Wetlands are dynamic and prone to change as hydrology and surrounding landscape conditions change. None of the team involved with Hannaford's proposal were involved with the previous wetland delineation (completed circa 2000 and therefore expired) so can't offer any insight into what the wetlands condition and extents were before. The new delineation was done by one of Vermont's most respected wetland resource firms – VHB of Ferrisburgh, VT, using the U.S. Army Corps of Engineers approved wetland delineation manual. During a site visit with the Army Corps in June this year, the delineation was further updated as part of their field confirmation of the current boundaries. The wetland resources have also been field reviewed by the Vermont Agency of Natural Resources Wetlands Division.

Q: The town is trying to encourage pedestrian activity rather than cars. Doesn't this project conflict with that?

A: This is actually an excellent location to encourage pedestrian shopping. It is well connected to existing pedestrian sidewalks, including the existing sidewalk which is physically on the property along the canal and for which the Giroux family donated an easement fifteen years ago. Hannaford plans to enhance the pedestrian network by 1) infilling the missing section of sidewalk along Commerce Street in front of the Dark Star property, 2) extending the sidewalk along the Bank of Middlebury's entry drive into the Hannaford site and 3) connecting the existing sidewalk along the canal to the front of the store. Moreover, the site is close to existing and growing residential neighborhoods and folks living in the core of the historic village. All of these residents can easily access the site through the enhanced sidewalk network.

Q: Hannaford's parking lot is proposed to come within about 10 feet of the sidewalk along the canal. Can the parking be moved further away?

A: Yes. The revised plans that were submitted on 7/26/11 move the parking to about 48 feet away at its closest point to the sidewalk. Moreover, the revised plans have greatly enhanced landscaping along the southern side of the parking lot to further screen the parking and Hannaford is proposing to infill several trees along the canal's sidewalk where there are existing gaps.

Q: Who owns Commerce St. Extension? Isn't it the property of the Commercial Park Association? Who has rights to use it?

A: Commerce St. Extension is currently owned by the Giroux family and Hannaford has a contract to purchase it along with Lot #15. The Bank of Middlebury has an easement across Commerce St. Extension. None of the other lot owners in Commerce Park have any deeded rights to use it.

Q: Isn't 24 ft too narrow for the access driveway?

A: No. 24 feet is a nationally accepted width for such driveways. It allows two standard 12 foot lanes which accommodate the largest vehicles that will access the site, including emergency vehicles. Hannaford will be buying a 50 foot wide strip of land and could

easily widen the driveway if that were needed, but it's not. No one benefits from unnecessary extra pavement. Hannaford prefers to leave the rest of it with grass and trees.

Q: Why is Hannaford proposing 144 parking spaces? That seems like a lot.

A: Industry standards and Hannaford's own experience, based on many decades of operating stores, indicates that typically about 5 parking spaces should be provided for every 1,000 square feet of floor area in the store. While much of the time many of these spaces will be vacant, stores must provide enough to handle peak demand. As a general rule Hannaford would construct about 180 spaces for a 36,000 square foot store. But Hannaford can adjust the parking based on its anticipated sales volumes and "right-size" the parking lot for a particular community. For Hinesburg Hannaford originally proposed 144 spaces. In the revised plans this has been further decreased to 125 spaces.

Q: How will trash be handled and where are trash receptacles located?

A: Hannaford has an extensive recycling program. Cardboard from boxes is bailed and kept inside the building until delivery trucks take the accumulated cardboard away for recycling once per week. A 20 cubic yard storage container for returnable beverage containers sits on the pavement along the rear wall of the building near the northwest corner of the store. The storage box is cleaned out weekly. A 35 cubic yard self-contained compactor is located adjacent to the loading docks at the northwest corner of the building. Trash is put into the compactor through a chute directly from inside the building. The compactor will be serviced as needed, likely once every three to four weeks.

Q: Isn't shared parking mandated by the zoning ordinance? Hannaford's site design does not appear to allow this.

A: Shared parking is *allowed* by the Town zoning ordinance but is *not* required. To be effective, shared parking requires multiple uses having differing parking peaks, e.g. residential which peaks at night and commercial which peaks during the day.

IV) Stormwater

Q: Please clarify drainage and stormwater management plans. Will Hannaford's project create more flooding?

A: There are three main criteria that must be met to obtain approval for a stormwater system under State regulations. These relate to 1) water quality, 2) ground water recharge and 3) volume or flood control. Hannaford's system is designed to fully meet all three of these criteria.

Currently, stormwater from the site and from a few abutting properties, flows generally northwest through swales to a swale behind the Darkstar building. From there it passes under Commerce Street and enters a detention pond located behind Tailhook Towing and Mobil before eventually entering Patrick Brook. This existing stormwater detention

pond is permitted to treat stormwater generated by lots within the park. Almost all of the developed lots in the Park use the detention pond with only minimal treatment or storage on their own lot.

Hannaford has elected to install a comprehensive stormwater management and treatment system on Lot #15 to treat and collect all of the stormwater generated by the new impervious surfaces. Stormwater from the building roof, the parking areas, and the sidewalks on Lot #15 will be collected by a closed system. It will then pass through and be treated by a stormwater pre-treatment system to remove sediment, debris, and oils. From there it will be stored in an underground system. The underground system will discharge to the existing stormwater pond. The result is that the stormwater from Hannaford's site will be double treated; first by the on-site system which fully complies with the most current State regulations on its own and then another time by the existing stormwater pond.

Regarding volume control, the underground system is designed to discharge at a rate equal to or less than the discharge from the property as it exists today, so it will not add to flood issues and will not increase velocity in Patrick Brook. It will actually reduce existing issues on the Darkstar property because it will significantly reduce stormwater flows through the swale behind Darkstar's building by moving the discharge point for lot #15 from that swale to a point north of the culvert under Commerce Street.

Q: What about water quality and ground water recharge?

A: One of the main pollutants of concern in stormwater is sediment which can be damaging to ecological health of streams. Moreover, most chemical pollutants in stormwater adhere to sediments in stormwater. So if a system removes sediment, it also removes other pollutants. Hannaford's underground system will use a water quality treatment unit proven to remove sediments along with other pollutants. This system meets the water quality requirement of the Vermont stormwater rules. Ground water recharge requirements will be met through use of underground storage chambers designed to allow a portion of the stormwater to infiltrate into the surrounding soils.

Q: What about snow removal? Where will the snow go? Hannaford is planning to pile snow near Dark Star lot line. How will you prevent snow going onto the Darkstar property?

A: Snow will be plowed to the designated locations shown on the site plan. When snow volume becomes too high to store in those locations or when those spaces are needed for customers, it will be trucked off-site. The site is graded so that any snow melt from the stockpiled locations in the parking lots will be collected in the site's stormwater system and discharged at a rate less than or equal to the discharge from the property as it exists today. Any snow stored in the area indicated on the north side of the property will sheet flow to the existing swale along the property line between Darkstar and lot #15 and pass around Darkstar's building as it does today. The volume of run-off going through those swales will be significantly less than under present circumstances.

Q: How often will the water quality unit and other aspects of the stormwater system be maintained? Who is responsible for monitoring that over time?

A: Hannaford will be responsible for maintaining its stormwater system. Standard protocols require semi-annual inspection, cleaning and maintenance as required and compliance reporting to the State. Every five years, the stormwater system has to be re-certified by a Professional Engineer registered in the State of Vermont.

V) Lighting

Q: I've heard that Hannaford is proposing really bright lighting that will glare and disturb surrounding properties.

A: Hinesburg's zoning ordinance does not contain any specific measurable standards for lighting. Lacking such, for its initial lighting design Hannaford's design team relied on the best available local lighting guidance: the Outdoor Lighting Manual for Vermont Municipalities, published by the Chittenden County Regional Planning Commission. It recommends average lighting levels in parking lots of approximately 2.4 foot candles. Hannaford's original lighting plan proposed an average of 2.45 foot candles.

Nonetheless there were concerns that even this level was too high. In response the revised plan submitted on July 26, 2011 has lighting levels that average about half as much, 1.23 foot candles. This is close to the lighting levels at Kinney Drug's new store, about the same as the CVU lighting levels, and less than the Bank of Middlebury levels.

All fixtures are sharp cut-off type fixtures that prevent light from spilling onto abutting properties or glaring into the sky.

We also heard concerns that the proposed light poles were too tall. Although there are no specific height limits in the zoning ordinance, in response to these concerns the revised plans use 20 foot mounting heights rather than the 24 foot heights in the original plans. The new 20 foot height is the same as approved for the abutting Bank of Middlebury and lower than the 24 foot height used at CVU.

Q: Will any lights shine into neighboring residences?

A: No. There are no lights on the south or south-west sides of the building (except for an emergency egress light that will not usually be on. It will only operate in emergencies). Moreover, the pole mounted fixtures on the periphery of the paved areas use internal back side shields. These back side shields help eliminate backlighting and light trespass, controlling the light from the fixture to be cast in a forward throw pattern. The nearest light to the nearest residence is more than 250 feet away. The lighting analysis plan shows that lighting levels decrease to zero well before they reach any residences.

Q: Was LED lighting considered?

A: Hannaford has extensive experience with LED lighting. It is used in many areas inside Hannaford's stores. Moreover, Hannaford has a strong incentive to use the most energy efficient lighting because energy is a significant cost in supermarkets, so Hannaford routinely evaluates new technologies on an ongoing basis. Previously Hannaford has not used LED for site lighting because analysis indicated current LED site lighting technology is not quite ready in terms of performance and efficiency. However, due to the strong expression of interest in Hinesburg for LED site lighting, Hannaford's revised plans submitted on July 26, 2011 now propose LED lights. Hinesburg will be a test site for Hannaford to help determine whether LED is ready to roll out in other locations.

Q: Will Hannaford's parking lot lights be on all night?

A: The great majority of lights will be turned off within one hour after the store closes at 10pm. Overnight security lighting will be limited to two exterior building mounted fixtures in the service area near the northwest corner of the building and two pole-mounted fixtures near the front entrance of the store (the two type B fixtures shown on the lighting plan closest to the front of the store, with circles around them).

Q: We want to still be able to look up at night and see the stars. Won't Hannaford's lighting create a lot of light pollution?

A: Hannaford's site lighting plan has been designed to avoid virtually all light pollution from the project site. The proposed models of full cut-off luminaires have been approved by the International Dark Sky Society.

Q: Will sign lighting be turned off when the store isn't open?

A: Sign lighting will be turned off when the store closes, per Hinesburg's zoning ordinance.

VI) Landscaping

Q: I've heard that Hannaford's plans cover so much of the site with the building and parking that there is not enough room for adequate landscaping and screening as required by the zoning ordinance.

A: Actually, the opposite is true. The zoning ordinance allows up to 70% lot coverage and Hannaford is proposing only 61% coverage. The minimum landscaping required by the ordinance is \$80,000 and Hannaford's estimate is that its landscaping plan will cost about \$85,000.

Q: I'm not impressed with the choice of the crab apple and callary pear trees. It would be better to use shade trees like Maple for the parking lot.

A: In the revised landscaping plans submitted 7/26/11 the callary pear and crab apple trees have been removed, except for four crab apples around the proposed pocket park. Trees in and around the parking lot in the revised plans are predominantly Red Maple or Greenspire Linden.

Q: Deciduous trees aren't great for sound buffering. Why not have more evergreen type trees, especially closer to the residential areas?

A: Potential noise is reduced because: a) the pharmacy drive-through has been removed from the revised plans, b) the loading area has been moved away from the nearest residences to the far corner of the building and c) there is no longer any circulation on the south side of the building nearest to the residences. Nonetheless, the revised landscape plans add 30 white spruce evergreen trees along the south side of the building and south edge of the main parking lot to supplement the deciduous trees.

VII) Building Design

Q: The building design is uninspired with plain side walls and too few windows. Can't you do more with the design?

A: Hannaford initially proposed their standard design for this sized store in New England. It's a design that has been well received and of which they are proud. Lot #15 is *not* located in a design review district, so the authority of the town to regulate building design is quite limited. Consequently, the scrutiny given the building design came as a surprise to us in the review process. Nonetheless, Hannaford listened carefully to the comments regarding design and submitted revised architectural plans as part of the package delivered on July 26, 2011.

The front façade has been completely redesigned. The entry area has been moved to the south. A covered walkway has been added along the entire front façade. The walkway's canopy has a sloped roof and has been given added dimension through use of differing canopy heights, setbacks and inclusion of several gables. It has a standing seam metal roof for added visual texture. Windows have been added to the front facade as well.

Windows – many with awnings – have been added to the north and south (right and left) facades. Other detail changes have been made to enhance the appearance, such as a continuous horizontal band about 2/3rds of the way up the building with clapboard siding below and shakes above the band. Also the masonry base band around the bottom of the building is now continuous whereas previously it was mostly along the east (front) façade.

Q: Hannaford mentioned it expects to receive LEED certification. What is that and what is Hannaford doing to obtain the certification?

A: From the US Green Building Council's website: "LEED, or Leadership in Energy and Environmental Design, is an internationally-recognized green building certification system. Developed by the U.S. Green Building Council (USGBC) in March 2000, LEED provides building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations and maintenance solutions. LEED promotes sustainable building and development

practices through a suite of rating systems that recognize projects that implement strategies for better environmental and health performance”.

Energy is a major operating expense for Hannaford. So in addition to it being “the right thing to do” Hannaford has considerable self-interest in constructing highly energy efficient buildings and using highly energy efficient systems. Hannaford has sought and received LEED certification for other new supermarkets. The most recently opened 36,000 square foot Hannaford, in Duanesburg, NY, received LEED gold certification. Hannaford expects to receive at least LEED silver for the Hinesburg store (the LEED scoring system is regularly revised and a building is not scored until after completion, so the final score can’t be precisely determined in advance).

VIII) Conditional Use: Hours/Noise

Q: I don’t think Hannaford should be allowed to operate later than 10pm as specified in the zoning ordinance.

A: The zoning ordinance specifically allows an applicant to request longer hours as a conditional use. It is *not* a waiver or a variance. Hannaford applied for longer hours under these rules. Because of the concerns expressed by some, Hannaford has withdrawn the request to be open after 10 pm and has also withdrawn the request to be allowed to receive deliveries overnight. The sole remaining request is to be allowed to have up to ten employees inside the store overnight to clean floors, stock shelves and similar activities.

IX) Traffic

Q: Traffic on Route 116 is already a problem. Won’t Hannaford make it worse?

A: No. Hannaford will not make it worse. When traffic congestion issues exist, an applicant is responsible for mitigating its potential contribution to the problem, which Hannaford will do. (An applicant is not responsible for solving preexisting problems). Hannaford commissioned a traffic study by a well-respected traffic engineer, Roger Dickinson of Lamoureux & Dickinson, of Essex, Vermont. The Town engaged two separate firms to review L&D’s study. Based on their review comments, L&D issued a revised study, dated July 20, 2011, which has been submitted to the town.

The most significant contributor to traffic congestion on Rt 116 in Hinesburg is the intersection of Rt 116 and Charlotte Road. During peak times it is unable to process south-bound through traffic on Rt 116 fast enough to prevent long queues. There are numerous factors that cause the problem. One of the major factors is the off-set configuration of the two Lantman’s driveways. The awkward driveway configuration combined with high volumes of south-bound traffic making left turns into Lantman’s have a significant role in decreasing the ability of the intersection to operate smoothly during peak periods. The closure of Lantman’s, once Hannaford opens, will greatly reduce traffic volumes entering (and exiting) Lantman’s driveways. Potential replacement uses will have much lower traffic volumes than Lantman’s has. The L&D

analysis shows that this will mitigate any projected increase in traffic caused by Hannaford's new store.

There are other changes that are beyond the scope of Hannaford's responsibility which the Town could consider if it wishes to address the existing issues at the Rt 116 and Charlotte Road intersection. For example, a south-bound right turn lane could be easily created by eliminating a few parking spaces in front of the Town offices. On the south side of the intersection it may be possible to re-stripe the lanes to create a dedicated south-bound left turn lane for traffic entering the Lantman's driveway and a through lane to the right of that. This would help through traffic move more smoothly and consistently through the intersection rather than queuing behind the left turning traffic as happens so often under present circumstances.

Hannaford will make improvements at the intersection of Rt 116 and Commerce Street. These include lengthening the south-bound left turn lane for traffic entering Commerce Street from Rt 116 as well as lengthening the west bound right turn lane on Commerce Street to allow more capacity for both right and left turning vehicles. Hannaford has also agreed to move, at its cost, the existing driveway for Firehouse Plaza which is too close to Rt 116, to a location further away, opposite the eastern curb cut for the Mobil station.

X) Official Map

Q: How can Hannaford accommodate the Official Map with its project?

A: Hannaford believes that the Town's Official Map fails to meet the basic legal requirement that it propose a specific public improvement for each designated site. The Official Map simply has a list of possible uses to be considered. This is not sufficient because it leaves an applicant with no idea of what it needs to accommodate and leaves the community in the position to be arbitrary and capricious about what the applicant should have to do. This violates a fundamental precept of land use law in Vermont that has been ruled on repeatedly by the Vermont Supreme Court which is that regulatory tools must establish clear rules and standards as to what is required.

Nonetheless, having heard the concerns expressed about this site and the Official Map, in its revised plans Hannaford is offering to accommodate three of the ideas mentioned on the Official Map – the farmers market, a park and a sidewalk.

Hannaford understands the farmers market is looking for a new home. While Lot 1 has been studied, it has yet to come to fruition. Hannaford proposes that the farmers market use its side parking lot. The parking lot could be closed to all traffic during the evening hours when the farmers market operates. Hannaford would provide an outdoor spigot and electrical outlet for use of the farmer's market. Hannaford would also provide a location for an on-site storage shed. A plan has been submitted that shows one concept of how the farmers market might be laid out. It shows that canopies, as are used at the current location, and trucks, as we understand many producers would

prefer, could be easily accommodated. We have presented this concept to the Lions Club, as organizer of the farmer's market, and they are considering the possibility as an alternative to Lot #1.

Hannaford is also proposing a pocket park along the existing sidewalk along the canal and landscaping enhancements along the sidewalk. The pocket park is shown with benches and dense plantings of spirea, daylilies and crab apple trees, surrounded by a grove of mixed coniferous and deciduous trees.

Furthermore, the Town's Official Map calls for sidewalk to be added along the front of Lot #12 in Commerce Park to infill a missing section. Hannaford is proposing to construct this section of sidewalk at its expense as part of its project.

So Hannaford proposes to accommodate the Official Map in three ways: farmer's market, park and infill sidewalk.

XI) Municipal Services

Q: How much will Hannaford bring in in tax revenue?

A: Assuming the property is assessed at \$4,000,000 after construction, the estimated annual real estate taxes for the new Hannaford are approximately \$76,000. In addition, Hannaford will generate annual income taxes on its payroll and sales taxes on sale of taxable items.

Q: But, because Hannaford is buying and closing Lantman's won't the town lose the taxes from that property?

A: No. The Lantman's property will continue to pay property taxes.

Q: I've heard that Williston's costs for police, fire, road maintenance and other services increased substantially as a result of the retail development at Tafts Corners and that retail doesn't pay enough taxes to cover the increased costs to the town. How much would the proposed Hannaford increase the burden on municipal services? Will it cost the Town more than it will pay in taxes?

A: When large new retail is developed in an area that was previously undeveloped it can cause an increase in municipal costs. If water and sewer lines and new roads need to be built to extend into the new area, there are new maintenance costs to serve the new area. Similarly, a major new retail district can sometimes create the need for additional police and fire services. Tafts Corners may be an example of these sorts of increased municipal costs, but we haven't studied that and can't say for sure.

Regardless, the proposed Hannaford in Hinesburg is not such a circumstance. It is an infill location in an already developed district. It will not require any new public infrastructure. Water and sewer already run to Lot #15. No new roads are required (Hannaford is responsible for maintaining its own driveway and parking lots). No new or expanded police or fire services are anticipated to be necessary. Hannaford is not aware

of any specific new cost its presence will create for the Town. Of course, all growth, even one single family home, has some incremental impact on costs. But any such incremental increase in town costs due to the new Hannaford store should be marginal and well below Hannaford's estimated taxes.