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REAL ESTATE INVESTMENT ADVISORS

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20 Years of Strategic Advice

MEMORANDUM

To: Alex Weinhagen
Town of Hinesburg Development Review Board

From: Stephanie Hainley

Date: November 11, 2010

Re: Hannaford Hinesburg - Site Plan and Conditional Use Submission Materials

Enclosed please find the following materials for the site plan and conditional use application of the Hannaford Supermarket & Pharmacy in Commerce Park:

- 1) Memo re: "Hannaford Supermarket & Pharmacy - Site Plan and Conditional Use Application," from David G. White and Stephanie Hainley, dated November 11, 2010.
- 2) Town of Hinesburg Development Review Board Application form for site plan and conditional use review, signed & dated 11/10/10.
- 3) "Memorandum of Option Agreement," dated November 8, 2010. NOTE: Item 5 authorizes optionee to sign on behalf of the landowner, Giroux.
- 4) "Assignment of Option Agreement," dated November 11, 2010.
- 5) Hannaford Supermarket & Pharmacy - Hinesburg, VT, Abutters List, and dated November 9, 2010.
- 6) Check #15388 for \$300 application fee.
- 7) Hinesburg Development Review Board Application Check-Sheet: Site Plan Review, dated November 11, 2010.
- 8) Hinesburg Development Review Board Application Check-Sheet: Conditional Use Permit, dated November 11, 2010.
- 9) "Hannaford Supermarket & Pharmacy - Signage," prepared by White + Burke.
- 10) "Hannaford Supermarket & Pharmacy, Commerce St, Hinesburg, VT - Free-Standing Sign," dated November 2010.
- 11) "Hannaford Supermarket & Pharmacy, Hinesburg, VT - Wall Mounted Sign #1," dated 11/9/10.

- 12)"Hannaford Supermarket & Pharmacy, Hinesburg, VT - Wall Mounted Sign #2," dated 11/9/10.
- 13)"Lighting Cut Sheets, Hannaford Supermarket & Pharmacy, Commerce Street, Hinesburg, VT," and dated November 2010.
- 14)"Traffic Impact Assessment for a Hannaford Supermarket," prepared by Lamoureux & Dickinson Consulting Engineers, Inc. and dated September 28 2010.
- 15)Landscape Budget "Statement of Probable Cost for Hannaford Project - Hinesburg, Drawing Referenced: L1 - Planting Plan," prepared by SE Group, and dated November 8, 2010.
- 16)Exhibit "Hannaford Supermarket & Pharmacy, Similar Store Photo"
- 17)Title Sheet, prepared by O'Leary-Burke Civil Associates PLC, and dated November 2010.
- 18)Sheet C1 "Existing Conditions," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 19)Sheet C2 "Overall Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 20)Sheet C3 "Site Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 21)Sheet C4 "Commerce Street Utility Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 22)Sheet C5 "Lot 15 Utility Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 23)Sheet C6 "Stormwater Management Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 24)Sheet C7 "Stormwater Management Details," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 25)Sheet C8 "Lot 15 Erosion Control Plan," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 26)Sheet C9 "Sewer and Water Details," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 27)Sheet C10 "Road and Erosion Details," prepared by O'Leary-Burke Civil Associates PLC, and dated November 9, 2010.
- 28)Sheet L1 "Planting Plan," prepared by SE Group, and dated 11/9/10.
- 29)Sheet L2 "Lighting Plan," prepared by SE Group, and dated 11/9/10.
- 30)Sheet L3 "Landscape Details," prepared by SE Group, and dated 11/9/10.
- 31)Front and Left renderings: "Hannaford Hinesburg, VT," illustrated by Pepperchrome, and dated November 2010.
- 32)Back and Right renderings: "Hannaford Hinesburg, VT," illustrated by Pepperchrome, and dated November 2010.
- 33)Sheet A201 "Exterior Elevations," prepared by Hannaford Bros. Co Design Services, and dated November 1, 2010.



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MEMORANDUM

To: Peter Erb
Alex Weinhagen
Town of Hinesburg Development Review Board

From: David G. White
Stephanie Hainley

Date: November 11, 2010

Re: Hannaford Supermarket & Pharmacy - Site Plan and Conditional Use
Application

Martin's Foods of South Burlington, Inc. (a Vermont Corporation doing business as Hannaford Supermarkets) is proposing to develop Lot 15 on Commerce Street, located in the Commercial district within the Village Growth Area of Hinesburg. The proposed project includes:

- Approximately 36,000 square foot supermarket with a drive-through pharmacy;
- Appropriate architecture with clapboard design and gabled entry;
- Design features to achieve LEED certification;
- 144 parking spaces;
- Sidewalk connections to Mechanicsville Road and Commerce Street (including a new section of sidewalk filling the existing gap along the Dark Star property);
- Road improvements on Route 116 and on Commerce Street;
- Extensive landscaping; and
- A state-of-the-art stormwater management system.
- Construction to commence April 2011 & to be completed November 2012

Early in our search for a site in Hinesburg, it became clear that Hinesburg is a forward-looking community. The town plan and zoning articulate a vision of a walkable community that encourages provision of essential services in its core area while protecting its outlying areas. That vision led us to the subject property. Lot 15

is located in the core of Hinesburg in the Commercial District within the Village Growth Area. It is well-connected by both pedestrian and vehicular circulation routes and is easily walkable for residents within the village core.

Our proposal fits well with the purposes described in Hinesburg Zoning for both the Commercial District and Village Growth Area:

Section 3.8 Commercial District

"To provide a wide range of local services and employment opportunities in an orderly, village setting with safe and convenient vehicular and pedestrian access. To provide areas primarily for retail, office, service, and other non-residential uses that are connected and integrated with adjacent growth area districts, especially the Village district."

Section 3.1 Village Growth Area

"To encourage a vibrant mix of commercial, residential and civic activities in a compact, pedestrian-oriented village that is recognizable as the Town's social and economic center."

The proposed new Hannaford Supermarket & Pharmacy is an infill project on a vacant parcel within the compact core of Hinesburg Village. It is designed to provide safe vehicular and pedestrian connections that fulfill the ordinance's goal of interconnectivity within the existing transportation network. As a growing community, the wide selection of groceries that Hannaford offers will serve the increasing daily needs of residents for food shopping. The addition of approximately 94 jobs (approximately 63 part-time and 31 full-time) will provide new employment opportunities for a range of skills.

Compliance with Site Plan Review Standards

The project has been carefully designed to comply with the Town of Hinesburg Site Plan Review Standards (4.3.4). What follows briefly summarizes some of the ways in which the project complies.

- 1) *Safety of vehicular and pedestrian circulation on site and on the adjacent street network;*

Proposal: The proposed project has been designed with maximum safety of pedestrians and vehicles in mind. A single point of access for vehicles will be from Commerce Street Extension, which presently provides access to the Bank of Middlebury.

The existing sidewalk along the entry drive will be extended beyond the Bank of Middlebury's drive into the Hannaford site. The plan proposes to extend the sidewalk on the southerly side of Commerce St within the town's existing easement along the Dark Star parcel's frontage, to create a continuous sidewalk from the project site to Route 116. Crosswalks are provided within the parking lot for maximized safety. Sidewalk connections have been made to the existing walk along Mechanicsville Road.

The impact of the project's traffic on the adjacent roadway network has been studied and roadway improvements at the Commerce Street/Route 116 intersection will be constructed to accommodate the additional turning movements. The Traffic Impact Assessment conducted by Lamoureux & Dickinson found that the roadway and intersection improvements will provide safe passage for both vehicular and pedestrian traffic.

- 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.*

Proposal: Customer parking is primarily located on the east side of the building, with the service area for truck receiving being on the west side. The service area has been designed to allow trucks to enter, turn around, and exit via the rear drive without needing to pass in front of the store. This is an important safety feature, so customers walking between the store and the parking lot will not interact with delivery vehicles. A small portion of the parking is located on the north side of the building; this parking is expected to be occupied primarily by associates, and the resulting low turnover of the spaces will result in minimal interaction with delivery vehicles circulating through the north side of the site.

A drive-thru facility for Pharmacy customers is located on the south side of the building. The circulation for drive-thru customers is separated from both the customer parking area and the service area, minimizing vehicular and pedestrian interaction. A sidewalk connection from Mechanicsville Road passes through the drive-thru circulation route, however the layout allows for excellent visibility of pedestrians in this area.

All product receiving and waste handling occur on the west side of the building. There is a sealed loading dock for tractor-trailer deliveries and an at-grade door for deliveries by smaller vendor trucks. An enclosed compactor is located at the south-west corner, connected by a chute from the inside of the store.

Snow storage areas are provided as shown on the plans.

A circulation route around the store allows for the passage of emergency vehicles. This driveway will also accommodate the largest delivery vehicle (WB-67 semitrailer), so that in the event of emergency or blockage of the service drive, the delivery vehicle could circulate around the south side of the site and exit across the storefront.

Minimum parking required by the ordinance is 90 spaces. The site plan provides 144 spaces. Hannaford's experience shows that 4 to 5 spaces per 1,000 square feet is required to meet functional needs. This is also consistent with the Institute of Transportation Engineers, Parking Generation Manual.

- 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.*

Proposal: The proposed store is located in an existing commercial subdivision within the Commercial District. The immediate abutting and nearby uses are predominantly commercial although there are also some residences as is to be expected in the core of a village. The overall design and use are compatible with a dense mixed-use village area.

Landscaping & Screening - Landscaping is being provided around and within the site for aesthetic, shading, and screening purposes. Most of the existing trees along both sides of the sidewalk abutting Mechanicsville Road will be preserved. Street trees are also being proposed along the western side of the access drive, as well as around and within the parking lot. The plantings are designed to create an attractive streetscape and buffer views of the site as seen from Mechanicsville Road and Commerce Street. Particular attention has been placed on screening the southwest corner of the property.

The cost estimate for the landscaping depicted on the plans is \$31,160. According to the formula in the zoning ordinance we need to invest at least \$57,500 in landscaping, calculated as follows: our current estimates are \$1.872 million for sitework and \$3.103 million for the building, for a grand total of \$4.975 million (approximately \$5 million in construction costs). 3% of the first \$250k = \$7500; 2% of the second \$250k = \$5000; 1% of the remaining \$4.5 million = \$45,000, a total of \$57,500.

The shortfall of \$26,340 will be utilized to address areas that are identified during the project review as needing additional landscape treatment. As comments are received prior to or during the DRB meetings, the project landscaping will be enhanced and the cost estimate will be revised. Prior to any DRB action on the application the landscape budget will have been revised to demonstrate full compliance with the ordinance.

Setbacks - The proposed plan complies with all dimensional requirements of the Commercial District, as follows:

<u>Setback</u>	<u>Required</u>	<u>Proposed</u>
Minimum Front Yard*	10'	331'
Minimum Side Yard	10'	38'
Minimum Rear Yard**	10'	127'

* Front Yard: Located between Commerce Street and the line of the building extending to the side lines of the lot.

** Rear Yard: The controlling portion of the definition of “Yard, Rear” in the ordinance is “...the rear yard shall be opposite the front yard that provides the primary access to the lot [emphasis added]”. Therefore, on this lot the rear yard

is located between the building and Mechanicsville Road, opposite the entrance from Commerce Street Extension.

Hours of Operation - Hannaford Supermarket & Pharmacy plans to be open daily for customers between the hours of 6 a.m. and 11 p.m., although this may vary from time to time. Internal operations may occur 24 hours/day as cleaning, stocking shelves and similar activities occur overnight. Per Section 4.3.6 of the zoning regulations, this requires conditional use approval from the DRB. This will be discussed below.

Exterior Building Design – Hannaford’s building fits well within its context. It is within a mixed use area which is predominantly commercial. Most of the commercial properties are single story with adjacent parking. The exterior designs are an eclectic mix of styles and materials including vinyl, concrete masonry, and clapboard, as well as the metal siding on the Dark Star Lighting building and the quonset hut automotive building. There are also some residences in the area which might be characterized as generally New England clapboard style. Hannaford's building design incorporates the New England style with brick accents and cementitious clapboards and includes decorative trim boards, as well as a gabled main entrance.

- 4) *Adequacy of exterior lighting for safe circulation on the site without creating off-site glare and excess illumination.*

Proposal: The lighting design carefully balances adequate lighting for site safety, while keeping the lighting to the minimum. All lighting will be high pressure sodium, full cut-off, and downward casting. All lighting levels are designed to taper off at the property's edge, specifically designed with the other uses and neighborhood in mind. A flagpole is being proposed with a down-casting lighting fixture to illuminate the American flag. Details are provided on the Lighting Plan.

- 5) *Adequacy of sewer and water.*

Proposal: This site will be serviced by municipal water and sewer. There is sufficient capacity at the wastewater treatment plant; applicant is requesting 2,160 gallons per day of sewer and 2,430 gallons per day of water.

- 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.*

Proposal: Lot #15 currently slopes in a north-northwest direction. Stormwater generated by the site is collected by an existing swale along the western edge of the lot and an existing swale along the northern edge of the property. The two swales combine at the northwest corner of the property and flow in an existing grass swale and drainage easement between the Dark Star and EW Enterprises properties. Stormwater then piped beneath Commerce Street and then conveyed via open swale

to an existing stormwater treatment area between Lot #3 and Lot #4 (ANR Permit #3034-9010).

As proposed, almost all of the stormwater generated from impervious surfaces on the proposed project site will be treated in structural pre-treatment units and stored in an underground storage system before being discharged to the approved stormwater treatment area between Lot #3 and Lot #4. The stormwater system on-site has been split into two separate systems for greater efficiency. Stormwater discharged from the underground storage system will be conveyed offsite in new storm drain pipes in Commerce Street Extension and Commerce Street, re-entering the existing storm drainage system on the northerly side of Commerce Street. The existing swale between the Dark Star and EW Enterprises properties will receive significantly less flow from Lot 15, alleviating an existing condition that is reportedly problematic. The stormwater system will fully comply with the current State of Vermont Stormwater Rules and applications for Stormwater Discharge Permits for the construction and operational phases of this project will be sought from the Agency of Natural Resources.

- 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.*

Proposal: *Pattern of development* - This proposal is consistent with Hinesburg's intent to maintain an "historic pattern of compact settlements and open space, while planning for growth." As described in the 2010 Town Plan revisions, "the village area has consistently been the focus for the majority of the commercial and industrial development in Hinesburg." Hannaford Supermarket & Pharmacy is proposing to infill within the compact settlement of the Village Growth Area. Furthermore, this project aligns with the Village character as being "the economic, social and institutional center for the Town."

Preservation of Significant Natural and Cultural Resources – There are no identified significant natural or cultural resources on this property.

Roadways - The project will be developed within an existing network of streets - Mechanicsville Road and Commerce Street – and utilize an existing road, Commerce Street Extension, to access this site. The Traffic Impact Assessment by Lamoureux & Dickinson concludes that with the recommended lengthening of the turn lanes at the Route 116 & Commerce St intersection and the creation of two west-bound lanes exiting Commerce St, this project will not create unreasonable traffic congestion conditions.

Other Public Facilities – The project will have no material impact on any other public facilities.

- 8) *Proper planning and design in regard to hazardous wastes and avoidance of runoff.*

Proposal: *Hazardous wastes* - This project will not generate any hazardous wastes. As is typical in a supermarket, relatively small quantities of batteries, cleaning fluids, fuel, pesticides, etc. will be sold and stored on site. Each product has instructions for clean-up and Hannaford employees are trained for their proper removal and containment in case of leaks or spills.

Avoidance of run-off – The stormwater design includes subsurface stormwater treatment and containment structures. The rate of stormwater runoff from the site will be maintained at or below pre-development levels. Stormwater runoff will be significantly reduced in the drainage swale that crosses the Dark Star property on the west side of their building and diverted via pipe back to that swale north of Commerce Street.

- 9) *Conformance with design standards as stated in Sections 5.23 and 5.6, where they apply.*

Proposal: Section 5.23 is not applicable to this project in the Commercial District. With respect to Section 5.6, this project meets or exceeds all the Design Standards for Commercial and Industrial Uses, as follows.

5.6.1 New Streets: All newly constructed streets will be paved and be constructed according to Town Road Standards, which are in effect at the time that the street is constructed. All newly constructed streets in the Village Growth Area zoning districts shall have sidewalks at least 5 ft. wide and street trees as specified in the Subdivision Regulations which are in effect at the time the street is constructed. The Development Review Board may require sidewalks and street trees as part of site plan approval or subdivision approval in other districts.

Proposal: No new streets are proposed as part of this project. Commerce St. Extension will be modified and extended to serve Hannaford. This will be constructed and paved according to Town Road Standards. The existing sidewalk that leads to the bank will be extended and street trees will be added along the west side of the access drive.

5.6.2 Road Cuts: Any parcel of land in commercial and industrial districts in single ownership on November 7, 1972, shall be served by no more than one (1) road-cut. (The present access to the former Giroux Building Supply, Inc. property shall not be included in the foregoing calculation.) Additional curb cuts may be allowed by the Development Review Board for a lot in single ownership that obtains site plan approval for the entire parcel of land.

Proposal: No new curb cuts are proposed. Hannaford will be served by the existing cut onto Commerce St.

5.6.3 Parking and loading areas: Parking and loading areas for any new structures shall be located in the side or rear yards of the structure. Where sufficient screening is provided, and with Development Review Board approval, up to 20% of the total number of parking spaces may be located in the front yard of the structure. If more than one

structure is served by the parking area, the parking area may be located in the front yard of half of the structures.

Proposal: The majority of the Hannaford parking spaces are located in the side yard. The proposed plan shows 17% (25 out of 144 spaces) of the parking in the front yard. These spaces are located over 250 feet from the public right of way for Commerce Street and substantial landscaping has been included to provide further screening. The south portion of the property along Mechanicsville Road is the property's rear yard and therefore, parking and loading are allowed there. Nonetheless, no parking or loading are being proposed between Mechanicsville Road and the line of the building extending to the side lines of the lot.

(1) Parking and loading areas shall be set back a minimum of five (5) feet from any property line to allow sufficient space for screening, grading and or control of storm water. No such setback shall be required from property lines crossed by shared parking facilities.

Proposal: All parking lots and loading areas are setback more than 5' from the property lines.

(2) Shared parking facilities including those crossing property lines are encouraged where such arrangements reduce curb-cuts, improve circulation and provide for maximum efficiency in the use of parking spaces.

Proposal: This project does not include any shared parking facility.

5.6.4 Exterior lighting: All exterior lighting shall be installed or shielded in such a manner as to conceal light sources and reflector/refractor areas from view from points beyond the perimeter of the area to be illuminated.

Proposal: As previously stated, the lighting design carefully balances adequate lighting for site safety, while keeping the lighting to the minimum. All lighting will be high pressure sodium, full cut-off, and downward casting. All lighting levels are designed to taper off at the property's edge, specifically designed with the other uses and neighborhood in mind.

5.6.5 Landscaping: In addition to generally improving the appearance of a site, plantings, fencing and other landscape features shall be designed to serve a clear function such as: screening between incompatible uses or structures; visually screening expanses of pavement or large un-broken building facades; providing shade in summer for roads, parking lots and buildings; defining street edges and other public spaces; giving visual emphasis to entryways; providing privacy; controlling erosion, and/or to filter, absorb and slow storm water runoff. See section 4.3.8 for more comprehensive landscaping requirements for projects subject to site plan review standards.

Proposal: The proposed landscaping complies with the Landscaping Plan & Standards from Zoning (Sec. 4.3.8). This can be seen on Sheet L1 "Planting Plan," prepared by landscape architects at SE Group. The plantings are designed to create an attractive streetscape and buffer views of the site as seen from Mechanicsville

Road and Commerce Street. The pedestrian/bike path abutting Mechanicsville Road has an existing row of trees on both sides, most of which are being kept, and there are some trees and shrubs along Mechanicsville Road itself in some locations. Trees are being planted around the southwest corner of the building to screen that area as well as around much of the perimeter of the main parking lot, and on the north side of the building. New street trees will be planted along the western side of the access drive. Collectively these trees screen and shade the parking, soften the building façade, define the street edge and create a sense of arrival. Per the discussion above under section 4.3.4 (3), we will add additional landscaping once we receive input from the Development Review Board.

5.6.6 Storage of Materials and Equipment: To reduce impacts on adjoining uses, all materials and equipment in the Village Growth Area zoning districts as well as Industrial Districts 2, 3, 4 shall be screened from adjoining properties and roads and all uses shall conform to the performance standards in Section 5.12 of this Regulation.

Proposal: Loading and storage of materials and equipment will be limited to the rear of the store, screened by the building and landscaped from adjacent properties and roads.

5.6.7 Sidewalks and Trails: At the discretion of the Development Review Board, sidewalks a minimum of five (5) feet wide, bike lanes or trails may be required for projects in the Commercial, Industrial and Village Growth Area zoning districts where, in the judgment of the Development Review Board, these facilities are necessary to improve public safety, reduce vehicular traffic, provide access to services or otherwise promote continuity within the zoning district.

Proposal: Sidewalks are being constructed as part of this project along Commerce Street and the access drive into the site. The pedestrian/bike path along Mechanicsville Road is being preserved and connected into the site to promote continuity of the sidewalk network.

5.6.8 Gas Station Separation Distance: No new gas station shall be permitted within 1,500 feet linear feet in any direction from the property boundaries of an existing gas station. Gas station in this context refers to any business that sells gas for motor vehicles, regardless of whether this is the primary or accessory use of the property – i.e., inclusive of service stations and convenience stores that sell gas.

Proposal: A gas station is not being proposed as part of this project.

5.6.9 Roof Materials: Highly reflective and lighter roof colors designed for building energy savings shall be allowed.

Proposal: The building will use off-white roofing materials to conserve energy and comply with LEED standards.