

## Joe Colangelo

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**From:** Joe Colangelo <jcolangelo@hinesburg.org>  
**Sent:** Sunday, February 17, 2013 6:20 PM  
**To:** 'Joe Colangelo'  
**Subject:** RE: Hannaford

-----Original Message-----

From: John Roos [mailto:[jabban147@gmavt.net](mailto:jabban147@gmavt.net)]  
Sent: Saturday, February 16, 2013 5:19 PM  
To: Joe Colangelo  
Subject: Hannaford

Hi Joe,

I have also sent this to each of the Select Board members. I am attaching two documents. One is one written by me in regards to municipal impact of a Hannaford Development. The second was from the Lot 15 Committee at the end of 2011 about the potential unmitigated costs to the town from this type of development.

I also want to highlight a number of things from my letter.

- 1) The town is being asked to complete the questionnaire without seeing a completed Act 250 application. I feel that it is important to see this before completing the questionnaire because this is a complicated project. For the town to have done its due diligence, would be to have this completed application in hand prior to completing the questionnaire.
- 2) Increased traffic congestion on VT #116 will cause traffic to divert onto town roads such as the Richmond Rd, Pond Brook Rd, Mechanicsville Rd, and North Rd. This will result in increased wear and tear on town roads with the resulting cost borne by the taxpayers.
- 3) The Lot #15 Committee submitted reports describing Williston's experience of Increased municipal costs from commercial development being significantly greater than the property tax paid into the town from this development. These costs were seen to show up 3 to 5 years after the development was built. Williston was able to defer these costs with a local option tax and the Chittenden Solid Waste District's payments.
- 4) I describe a model of real cost to residents from having a ten minute traffic delay happening 200 times a year. The cost is eye opening.
- 5) We know that it took the town many years to complete the bridge over the LaPlatte River. The Select Board should voice that all of the DRB conditions must be completed before construction of the store. If we wait the 2 years after completing the store before beginning the process of identifying, planning, and constructing these necessary road changes, then it is likely that the residents traveling on VT #116 will suffer for years of intolerable traffic delays and the resulting traffic diversions onto town roads.

Thanks,  
John Roos