

Michael,

Thank you for taking the time to share your thoughts. We do look at some things differently but having a conversation and discourse about them is probably healthy for both of us. Let me share my thoughts about some of the items you bring up.

- 1) In regards to wanting a completed Act 250 application from Hannaford before filling out the municipal impact questionnaire, we need to remember that Hannaford is appealing the DRB decision that challenges major elements of the town plan. This is a legal matter where the town needs to do its due diligence in making its response to the questionnaire responsive to what is on the Act 250 application from Hannaford. It is not about delay since it is the responsibility of the developer to file the applications and provide information as it has been a process that has mostly been driven by the operating time line of the developer over the past two years. You and I both heard in response to a question to David White that he hoped they would have their application filed with Act 250 within two weeks. That was stated 10 days ago, so if that is accurate, then we should have a completed Act 250 application from Hannaford to look at in a short time and make a best response to this questionnaire.

This is a complicated development and from my understanding there are many situations of development where the Act 250 municipal impact questionnaire is filed after the applicant sends in their application. What is probably more unique about this project is the scale of the project, the complexities in terms of how it fits within the town plan / state rules, and that the applicant (Hannaford) is legally contesting our town plan and conditions the DRB place on the approval.

- 2) Traffic delays, we agree exist now. Although traffic at Lantmans is just one aspect of the bottleneck but also the Charlotte Road side of the intersection is at least equally responsible for that delay. You and I both remember when there wasn't a light but that it was much more dangerous intersection for accidents. We have heard the idea of changing the signal timing at this intersection. If this were to happen, traffic exiting Lantman's and that turning on Charlotte Rd would share the same timing which would allow more time for the north and south bound traffic on Rt 116 to move through the intersection. Whether Lantmans continues to exist if there is a Hannaford store, there will always be some business on the Lantmans property that will have some traffic and even if it is a business like a day care, it could have sometimes greater amounts of traffic.

Traffic delays generated by the increased traffic from a Hannaford are another matter. From a store this size and the projections they make, the volume of traffic will be much more than with Lantmans. The heaviest

traffic for grocery shopping happens on the way home from work so we can get the stuff in the fridge or get food for dinner but when getting to the grocery store requires left turning lanes it introduces many more dynamics of stacked cars along with vehicular conflicts. Drivers are also trying to get to the gas station, hardware store and many other businesses on Commerce Street adding yet more complexity.

The modeling provided by Hannaford describes 70% of their projected business as coming from south of Commerce Street and two thirds of this is from neighboring towns of Charlotte, Monkton, Starksboro, and Bristol. This by itself puts many more vehicles into the Commerce Street equation.

In this case, then, the bottleneck becomes the bridge at Patrick Brook. Currently the left turn lane will allow only a few cars and with the proposal by Hannaford would allow a couple more. If we get more than 5 vehicles trying to make the left turn onto Commerce Street, it will then spill onto the narrowed part of the bridge over Patrick Brook such that all south bound traffic on VT 116 is frozen. Traffic moving on Commerce Street would be further hindered if they were trying to turn into the gas station but were unable to do that because of cars stacked on Commerce Street trying to turn left onto south #116. This is even further complicated by the graciousness of drivers letting cars enter from Mechanicsville Road whereby traffic north of that moves slower and I have seen where only one car can enter south #116 from Commerce Street because traffic on #116 is slowed by what is going on at Mechanicsville Road. I strongly believe that this dynamic would be considerably worsened by a Hannaford on Lot 15.

The result of this bottleneck is for vehicles to divert off of #116 to town roads such as CVU, Richmond, Pond Brook, and North Road. I have had to do this myself and see many other drivers doing the same. Do we know what the cost is for increasing traffic on town roads?

VT #116 is likely the most valuable resource for Hinesburg and its residents. We can try to imagine what things would be like without it or having its function being majorly degraded. This is why I request that the select board actively participate in Act 250 and defend the conditions placed on this development by the DRB. Not only is this important for protecting our value in VT #116 but should be used to have all conditions for traffic infrastructure be done prior to construction of the store. The function of this road is too valuable in our lives to not protect its value. We know how long it took for us to go from design to completion of the Silver Street bridge. Another 10 years while putting up with intolerable traffic conditions is important to prevent. I strongly urge you to support our residents and commerce by seeking pre-construction completion of all

road infrastructure elements, including those that were to be possibly phased according to the DRB's ruling.

It would be much better from a traffic perspective for a business such as this to exist on the West side of VT #116. It has been my understanding that the long term plan of Lantmans was to build at the Riggs farm opposite of NRG. If Hannaford doesn't come to Hinesburg, this is a strong likelihood. A Lantmans grocery store at the Riggs farm site would be a wonderful anchor for future development in the northwest district.

- 3) Yes, the municipal impact costs of commercial retail development are hard to know. It is important to keep in mind that the experience of Williston and other towns going through major expansion of commercial development typically don't show up in terms of increased municipal costs until 3 to 5 years later. It is hard to know what those costs will be as some of the effects aren't obvious until later. What the analysis showed is what are expected average increased municipal costs beyond that paid by the property tax coming from the commercial development. The increased municipal costs from a Hannaford could be less or more than that. We don't know but this is an average expected outcome.

An unnamed traffic engineering firm used by many developers has been said to have cost towns in Vermont much money in future years because of poor designs that are created only from the perspective of saving the developer as much money as possible. It is important that the town have its own traffic and storm water engineers representing the interests of our residents and to prevent costs being passed on to the town by shoddy developments. In fact Alex Weinhagen underlined at least two months ago that it was important for the town of Hinesburg have a seat at the table in discussions between VTrans and Hannaford. As far as I can tell, nothing has been done to even find out from VTrans about possible meetings.

- 4) Help me understand the assumption behind your question to me that states how our population base is requesting / requiring increased services from the town. What increased services are being requested, who is requesting them, and where do they show up in our budget?

One thing to remember is the benefit provided by our volunteer fire department. Williston and lately Charlotte has seen big increases in municipal costs coming from the change of a volunteer staff to a paid staff. We need to be thinking long term about this in ways to support our fire department through such things that strong outreach to our young members of the community to help participate in this way. I see that this could be mutually beneficial for a young man learning new skills and the

town benefitting from this service. I have discussed elements of this with Tom Ayer and Al Barber.

- 5) I strongly believe in the importance of local business. I believe that the vitality of our community strongly benefits from local business. We can think of numerous examples. You mentioned Brown Dog Books who I happily hear is going to relocate to the small mall on Mechanicville Road. I love our new restaurant (Hinesburgh Public House), and the coming of Bristol Bakery but also the treasure of having long standing businesses such as Hart Mead, Giroux Body shop who has done magical work for me a number of small jobs and also that of Lantmans with Brian Busier and family where if someone can't get out to get groceries, they will deliver it to their home. This service would not be provided by Hannaford. This is all the while that Brian personally attends to filling the pot holes in his parking area. I am also happy that Tom Ayer has created a vital locally owned golf course. It would be a big loss if some outside corporate golf company came in to make a big golf resort / country club. I miss Dave Estey for both his personal touch and wise advice that can't be replaced. Roger Grioux, MD offers a model of attentive, consistent medical care that can't be replaced by time limited and narrowly focused appointments from large corporate structures such as Fletcher Allen
  
- 6) As a physician specializing in preventive medicine and public health, I strongly believe in the value of looking big picture and long term. I believe the same applies to considering healthy communities. It is from this reference frame that I am working to positively affect the health of our community.

Sincerely,  
John