

CITY OF GARDNER

DEVELOPMENT REVIEW COMMITTEE

MINUTES

January 31, 2019 at 9:30 a.m.

115 Pleasant Street, Hubbard Conference Room 203

Gardner, Massachusetts 01440

Members present: Trevor Beauregard-DCDP, Dane Arnold-DPW, Chris Coughlin-Engineering Dept., Jennifer Susen-Roy-Health Dept., Richard Ares-Fire Chief, Roland Jean-Building Dept., Jeffrey Legros-Conservation, and James Trifiro-Police Dept.

Members absent: Raymond LaFond-ZBA.

Others Present: Rob Oliva-DPW, Heather Monticup of GPI-representing Timpany Crossroads, Bill Hannigan-Hannigan Engineering, and Christine Fucile-DCDP.

T. Beauregard opened the meeting at 9:46 a.m.

(Mr. Hannigan called and said he was stuck in traffic and expects to arrive around 9:40 a.m.)

1. Approval of Minutes:

✓ **October 25, 2018**

Motion to approve minutes as presented.

R. Ares/C. Coughlin.

Vote – All in favor.

2. New Business:

Modification Request

■ ***Timpany Crossroads***

Mr. Hannigan stated the plans have been submitted, but a basic change was needed at the location of the access drive on to West Broadway.

Mr. Hannigan pointed out the set of plans and stated these plans reflect all the changes requested by the various departments.

Mr. Hannigan said the island on Timpany Boulevard will consist of a wider island with a raised center island which would allow trucks to go in and out there, only turning right when entering, and right when exiting, with no left turns entering into the site from Timpany Boulevard and no left turns leaving the site from Timpany Boulevard. On the West Broadway side, the configuration is the same as it was previously, however, what has occurred is the Timpany Crossroads owners believed they had ownership of Williams Street in its entirety, then it was discovered they owned only the center line of that roadway. Therefore, the roadway had to be moved for the access drive which caused the proposed commercial buildings on the westerly side of the property to also be moved, now positioning the driveway between the two proposed commercial buildings. Also, this change now provides quite a bit more buffer for the neighbors since there will no longer be parking, as well as the roadway up against them.

Mr. Hannigan explained he is working with the DPW and Engineering with regard to the sewer lines. Mr. Hannigan said they will be tapping into an existing line that was found on West Broadway, and explained the water lines will come off a main line on West Broadway and then down the side of the property. Mr. Hannigan noted there is an Agreement from 99 Restaurant detailing how to move the water systems.

Mr. Hannigan remarked on the traffic impact with regard to relocating the driveway which is closer to the lights than it was originally, and said the traffic still flows the same, but does have an effect on where the entrance is to the queuing on the westbound or eastbound side of West Broadway at the light.

Heather Monticup of GPI (*Greenman-Pedersen, Inc.*) noted she submitted a letter to Timpany Crossroads, LLC on December 21, 2018 with regard to the new site driveway location on West Broadway.

Ms. Monticup said they re-evaluated the “Sight Distances” (*length of roadway ahead that is visible to the driver*) at the new location and determined it meets the minimum and desirable sight distances, therefore, safety is not a concern. Also evaluated a “Sensitivity Analysis” for average queues from the signal on the West Broadway eastbound and found they are not expected to block the driveway on an average day cycle peak hour, as well as on a Saturday. The 95th percentile queue during the PM peak hour is expected to block the driveway in the new location. However, the 95th percentile queue only happens about 5% of the hour, so it’s the highest queue you could get from the signal. Therefore, it will only be blocked a couple of times for that weekday PM Peak hour, and even with the new driveway, even if there are cars waiting to get out of the site, there is plenty of queuing to hold them until the signal light turns green. For the left turns into the site, it’s only expected to be one vehicle.

T. Beauregard asked why not move the entrance drive over 25 feet from its previous location. Mr. Hannigan responded that it would affect the parking layouts for potential tenants, and made more sense to divide the two pads (*proposed commercial buildings*). Also, it creates a corner lot on the driveway on the western side, and pulls the traffic away from the abutters. Ms. Monticup added that speeds into the site are 9 miles an hour for the right turn and 12 miles an hour for the left turn.

D. Arnold noted parking and suggested giving up two spaces on each side closest to the entrance to provide enough queue, and noted what was said earlier regarding a backup on West Broadway. Therefore, there will not be enough queue in the parking lot causing people in parking spaces not able to back out.

T. Beauregard asked how many parking spaces there are. Mr. Hannigan said there are 120 spaces for the 99 Restaurant site, of which 99 Restaurant has exclusive to 23 spaces.

D. Arnold stressed this is absolutely a safety issue, and would like two parking spaces removed on each side.

Mr. Hannigan would be agreeable to one parking space on each side.

T. Beauregard responded they are requesting two parking spaces, and Mr. Hannigan said he will have to meet with the Planning Board to see what they would prefer.

Fire Chief Ares would like the fire hydrant added outside of the site somewhere between the corner and the driveway (*north of the Timpany Boulevard entrance*), whether it be on the property itself, or on the street. Mr. Hannigan asked if the street is acceptable, and Fire Chief was in agreement.

J. Legros suggested a small rain garden since there is a new building layout, as well as the roadway being moved to the edge of the site, and questioned infiltration from the building rooftops. Mr. Hannigan explained all of the drainage on the site goes to the underground system, and the roof run off in the design is proposed to go to the pavement and then into catch basins. If they end up with a flat roof system, they could make direct roof drains to that same system as well. Mr. Hannigan added it depends on the type of building, can do infiltration and would not be a problem to add a rain garden.

C. Coughlin spoke of “Interior Traffic Control and suggested placing “Stop Lines” and “Stop Signs” in two locations in the center parking area.

T. Beauregard mentioned to Mr. Hannigan the next Planning Board meeting of February 12, 2019 at 7 p.m.

Mr. Hannigan said he will update the Site Plan to illustrate the following:

- ✓ Two parking areas stop signs
- ✓ Revised utility connections
- ✓ One space on each side being removed

T. Beauregard reminded Mr. Hannigan that the Development Review Committee requests that two parking spaces should be removed on each side of the access road at the West Broadway entrance/exit, and stated he will also need a lighting plan, final landscaping plan, and signage from 99 Restaurant. Mr. Hannigan noted he will need to figure out what the mechanism is to get the sign permit.

Preliminary Site Plan Review:

■ APT Energy Solutions, II, LLC, 6 Park Avenue, Worcester, MA

T. Beauregard stated he received a withdrawal of the Application for Preliminary Site Plan Review regarding Lovewell Street Solar project. A copy of this withdrawal was provided to all Development Review Committee Members.

2. Other Business.

None at this time.

Meeting adjourned at 10:12 a.m.