

**PLANNING BOARD MINUTES**

**PUBLIC MEETING**

**For**

**Site Plan Modification and Drive through Special Permit for Timpany Crossroads, LLC**

**April 28, 2020 at 7:00 p.m.**

*115 Pleasant Street, Room 201, Hubbard Conference Room, Gardner, Massachusetts 01440*

**Members present:** Mark M. Schafron/*Chairman*, Robert Swartz/*Vice-Chairman*, Robert J. Bettez, Sr., Stephen Cormier, and Paul A. Cormier-*Members*, and Trevor Beauregard/*Director-City Planner*.

**Members absent:** *None.*

**Also present:** Chris Coughlin-Engineering, Christine Fucile-DCDP, William Hannigan/Hannigan Engineering, Heather Monticup/Greenman-Pedersen, Inc., Patrick McCarty/McCarty Engineering, Justin LeClair/McCarty Engineering, Matt Olson, City Councilors Ronald Cormier, James Boone, Nate Boudreau, and Alek Dernalowicz, and Judy Mack, Amy Fantoni/Timpany Crossroads, LLC, and several members of the public.

ANNOUNCEMENT - Any person may make a video or audio recording of an open session of a meeting, or may transmit the meeting through any medium, subject to reasonable requirements of the Chair as to the number, placement and operation of equipment used so as not to interfere with the conduct of the meeting. Any person intending to make such recording shall notify the Chair forthwith. All Documents referenced or used during the meeting must be submitted in duplicate to the Director of Community Development & Planning pursuant to the Open Meeting and Public Records Law. All documents shall become part of the official record of the meeting.

***Mr. Schafron, Chairman called the Public Meeting to order at 7:00 p.m.***

***Mr. Schafron stated this meeting is being recorded for the minutes, however, if there is anyone who wishes to record, please inform.***

***Mr. Schafron read aloud the Public Hearing and Public Informational Meeting Notice for The Timpany Crossroads, LLC, Site Plan Modification and Drive through Special Permit, Gardner.***

William Hannigan of Hannigan Engineering explained this project will be located at the intersection of West Broadway and Timpany Boulevard near the current location of the 99 Restaurant. This project building is an “as built” on the site, so this is all the existing conditions that are on the site currently. Referring to the building as “The Jendith Building”, proposing to construct a building that is similar in size to the original building but has been formatted a little. The original plan had a square building and no parking on the right side, only on the left side. Therefore, the building footprint has been shifted to the west and incorporated a drive through lane to go around the building. This building has been already approved, just a minor modification of a reduction to the footprint and addition of five (5) parking spaces. So, the central site plan review information remains essentially unchanged aside from shifting pavement areas from one side to the other, and adding some pavement as shown on the plan. To accommodate the pavement change, the existing drainage system which was constructed

underneath the parking lot was re-reviewed, and a new drainage plan was submitted to show how the drainage will be picked up from the re-configured parking areas, as well as from the buildings. Additionally, a roof drain system was added to the backside of the building to connect to the drainage system, and two catch basins were added.

The Special Permit submitted is relative to the drive-through. Mr. Hannigan pointed out the pick-up window, and spoke of the car queuing. Mr. Hannigan noted there will be seven (7) cars of queue between the pick-up window and the actual order board. The order board is located at the seventh car for Starbucks facilities because of the additional time it typically takes to process an order for a Starbucks customer. Also noted, the City has in their ordinance requirement, there be ten (10) vehicle cars availability within the drive-through lane behind the order board. The drive through also has an "escape" lane that goes all the way around the site and connects into the parking lot. Mr. Hannigan pointed out on the Plan, the additional stop signs, as well as changing the pavement striking.

Mr. Hannigan mentioned Ordinance 675-770D which are the standards for drive through design, and commented the circulation pattern works very well with this site, as well as a very clear pedestrian path. Further, the deliveries will be through the front door, and trash removal will not interfere with the drive-through lane.

Mr. Hannigan explained there will be a series of signs for the drive-through. The signs will consist of a directional sign with an arrow, a preview board, a main digital board to talk back and forth to customer with a canopy for the order board, and the five panel menu board, and an exit sign saying thank you. Also, a do not enter/exit only sign. Mr. Hannigan said he did not have the dimensions of the signs at this time, but will provide as soon as possible. Also noted, the maximum square feet for signs is 40 square feet, and thought the total proposed signage added up to 60 square feet. Mr. Hannigan commented there are three (3) signs in the order process. There is also a height limitation bar prior to the pre-menu board.

Another concern was brought up regarding headlights directed at the intersection when the cars go around. Mr. Hannigan explained the proposed elevation is about 120 and the elevation at the intersection is about 124, so there is a four foot cut as shown on the grading plan, and believes this concern should be acceptable since the headlights will be directed right at the embankment. Further, when turning the corner, there is a 35-40 foot offset between the travel lane eastbound in West Broadway and the drive through lane. Therefore, the distance is about 90-100 feet for cars coming down the road, so the headlights will not be a concern.

Mr. Hannigan spoke of the menu boards, and asked that the Planning Board take a look at the different elements that are being proposed, and once the actual dimensions are received, they will be acceptable to the Planning Board.

Heather Monticup of Greenman-Pedersen, Inc. spoke of the supplemental traffic impact and access study performed on March 17, 2020. Previously, a traffic study was provided for a 6,000 square foot restaurant, as well as 19,600 square feet of retail space. The supplemental traffic study includes the 6,000 square foot restaurant that has been constructed, a 2,000 square foot fast food restaurant without drive-through window, a 2,315 square foot coffee/donut shop with drive-through window, a 3,000 square foot marijuana dispensary, a 1,350 square feet of general office space, and 10,600 square foot retail space. This traffic study looks at the AM/PM and Saturday mid-day peak hours. The PM Saturday volumes were used from the previous study and counted the AM peak period which is 7 a.m. to 9 a.m., at the adjacent intersection of West Broadway at

Timpany Boulevard, also Timpany Boulevard at Dyer Street on the east side, and Timpany Boulevard at Dyer Street on the west side, and the Timpany Plaza driveway.

Can expect some multi-use/shared use trips, so there will be less external trips to the site. During the am peak hour, the new trips to the entire site are 201 am peak hour trips, 147 pm peak hour trips, and 309 Saturday mid-day trips. Further, traffic increases on any roadway beyond the site driveways will be anywhere from 22-125 trips per hour, so it is approximately one to two additional trips every one to two minutes. The Saturday mid-day peak hour is where the greatest impact is seen, and are recommending some signal timing modifications during this time period to better balance the intersection. The am/pm overall impacts are not that bad with increases of less than four (4) seconds. The greatest queue length increases are the northbound Timpany Boulevard left turns. There is negligible impacts from this development at the two Dyer Street intersections and the site driveways which all operate well.

Lastly, the drive-through queue accommodates 16 vehicles per information from the Institute of Transportation Engineers which shows the average back up queue is about 10 vehicles for a facility like this, and 85<sup>th</sup> percentile back up queue is 13 vehicles. Further, have some data from actual Starbucks counts in Londonderry and Epping, New Hampshire the maximum queue was seen during the am peak hour. The Londonderry site had a maximum of 12 vehicles, and the Epping site had a maximum of 6 vehicles.

Mr. Hannigan noted that one of issues for many of the drive-throughs in general is with a new drive-through for the first month to three months there will be back ups, but this will wear off. Mr. Hannigan suggested a police detail for a few months.

T. Beauregard expressed the need to get specifications for the signage, whether there is one or more signs for the drive-through, whether the square feet meets the 40 square foot mark or is over, and the height of the signs which cannot be over seven (7) feet in order to determine if there are any waivers needed. In addition, address screening for the sign boards since zoning requires this. Although it is a tight site, the boards face the road, however, there is a need to screen in a responsible and safe manner.

Further, location of the trash receptacles, and lighting of the drive-through area.

C. Coughlin asked if the site lighting changed from the original proposal, and if so, will need the updated lighting plan provided. Also, would prefer to see some signage or paint/hash markings on the ground at the entrance southbound on Timpany to alert cars not to back up which would lead into Timpany, especially during the am peak hour. Mr. Hannigan replied there was talk about putting a sign with some phrasing to express to not drive through. C. Coughlin agreed.

Mr. Hannigan noted there are some existing lights and pointed them out. The light that is existing is being worked around, and pointed out lights to be re-located and removed. Also, some thought to contact the lighting company to possibly remove two lights (*Mr. Hannigan pointed out on the plan*). Mr. Hannigan will update the original lighting plan to reflect any changes, and will look at existing street lighting so the site is not over-lighted.

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**Mr. Schafron commented he will now entertain any public comments in favor, or in opposition.**

**Mr. Schafron explained anyone from the public can use the chat feature on the GoToMeeting site and add the name and street address, or via phone connection stating name and street address.**

***Mr. Schafron asked for any comments in favor of this proposal electronically.***

There were no comments electronically in favor of this proposal.

***Mr. Schafron asked for any comments in favor of this proposal via phone connection.***

City Councillor James Boone, 50 Ash Street, Gardner:

Commented he has seen a lot of good things come out of the previous project on this site, noting the 99 Restaurant.

Stated as a City Councillor always looking to make sure the City continues to prosper and attract residents from outside of the City.

Also, thanked the Planning Board for a good job, as well as the developers. Therefore, stated he is in favor of this project.

Spoke of the lighting going onto West Broadway from the left hand side, however, inquired about the lighting on the right hand side where the cars are sitting on the corner, and wondered if the lights will be shining onto the oncoming traffic. Also, will there be some type of shrubbery.

Mr. Hannigan pointed out the area on the plan for City Councillor Boone, and replied the area is about four feet below the grade of the roadway. In addition, an embankment will be constructed, however, adding shrubbery to this embankment will be more for stabilization than for screening.

Mr. Hannigan said the lighting is around three (3) feet and should not interfere with the oncoming traffic coming southbound on Timpany.

Mr. Hannigan commented it makes sense to add shrubbery in the area he pointed out on the site plan.

***Mr. Schafron asked for any comments in opposition of this proposal electronically.***

There were no comments electronically in opposition of this proposal.

***Mr. Schafron asked for any comments in opposition of this proposal via phone connection.***

There were no comments via phone connection in opposition of this proposal.

***Mr. Schafron, Chairman called again for anyone from the public wishing to testify in favor of, or in opposition of this proposal.***

Mr. Schafron said he will continue this hearing to the next Planning Board meeting to give the public a full opportunity to listen to the recording of this meeting on the City's website. Mr. Schafron noted this broadcast was not live on simulcast television as earlier mentioned, but will be available at a later date. In addition, if members of the public have further questions, may call the Planning Director's office at 978-630-4014, or email at tbeauregard@gardner-ma.gov.

**The Public Meeting adjourned at 8:07 p.m.**

All documents referenced or used during the meeting are part of the official record and are available in the Department of Community Development and Planning pursuant to the Open Meeting and Public Records Law.
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