

MINUTES
PLANNING BOARD--PUBLIC MEETING

Re: TIMPANY CROSSROADS, LLC
422 WEST BROADWAY, GARDNER, MA

AUGUST 14, 2018 at 7:00 p.m.

115 Pleasant Street, Robert L. Hubbard Meeting Room, Gardner, Massachusetts 01440

Members present: Allen L. Gross/*Chairman*, Robert J. Bettez, Sr. /*Vice-Chairman*, Robert Swartz and Mark Schafron/*Members*, and Trevor Beauregard/*Director-City Planner*.

Members absent: *Laura Casker.*

Also present: Chris Coughlin-Engineering, Christine Fucile-DCDP, Bill Hannigan of Hannigan Engineering, Heather Monticup of Greenan-Pedersen, Inc., Zachary Farkes of Borrego Solar, Amy Fantoni of Timpany Crossroads, LLC, City Councillor Karen Hardern, City Councillor James Johnson, and several Members of the Public (*Signed attendance sheet on file*).

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. Gross, Chairman called the Public Meeting to order at 7:00 p.m., and stated the following:

In accordance with Article 10 of the City of Gardner Zoning Code, Chapter 675-1010 Site Plan Review, notice is hereby given that the Planning Board will conduct a public review meeting on **Tuesday, August 14, 2018 at 7:00 p.m.**

The purpose of this public review meeting is to consider a ***Definitive Site Plan*** submitted by ***Timpany Crossroads, LLC*** located at 422 West Broadway, Gardner, MA 01440, which depicts the proposed development of three buildings for this project; a 200 seat restaurant and two retail/commercial buildings. The intent is to create an overall site footprint for the construction of various permitted uses on the property including a restaurant and two other buildings remaining speculative at this time. The full service restaurant has been depicted as a 6,000 square foot building with approximately 200-seats. The other two buildings are depicted as 9,600 square foot and 10,000 square foot buildings allocated for a mix of commercial and retail tenants.

Bill Hannigan of Hannigan Engineering introduced himself, Amy Fantoni of Timpany Crossroads, LLC, and Heather Monticup of Greenan-Pederson, Inc. who is their traffic consultant for the project.

Mr. Hannigan explained the area of the site plan which is on the corner of West Broadway and Timpany Boulevard, and noted there are some individual lots that will need to be consolidated. Also, there are some buildings that will be demolished to facilitate the construction of the project.

The main access will be from Timpany Boulevard on the East and West Broadway via a 30-foot common access drive through the project.

The main access runs through the property, and deliveries will be to the back of the building. The idea is to have truck traffic come from Route 2 through the North and turn on to West Broadway and turn into the site.

Pedestrian access will have a painted walkway to allow access to the buildings throughout the site.

The restaurant group that has an interest for the site requires a certain amount of parking which goes around the building with 120 spaces.

Mr. Gross asked if the prospective two buildings could be combined into one building if need be. Mr. Hannigan replied yes, in addition to the parking requirements, and would have to revisit with the Planning Board.

Mr. Hannigan noted the need for screening for both parking lights and driving lights from the direct abutter as well as the abutters on Stephanie Drive which will include a solid wall fence along with vegetation and guardrails. There will be a retaining wall along the access drive to meet the grades of the roadway.

All the drainage is being addressed with deep sump catch basins directed to water quality devices which then guide the water to an underground chamber system.

Mr. Hannigan stated he met with the City Engineer today to talk about the groundwater offset issue and a revision will be submitted for the two foot groundwater offset. Mr. Hannigan also noted the DPW requested a reduced amount of water drain out to the street, therefore stormceptors and a level spreader will be installed to provide sufficient mitigation from the site to the street.

The peak rate has been decreased due to conversations regarding Dyer Pond and water cleanliness, therefore, the pipe has been rerouted. Mr. Hannigan noted Conservation is acceptable for disposal of water.

There are existing sewer lines in the area, and the intent is to tie into the main sewer line on West Broadway, as well as a grease trap prior to discharge to the sewer main.

Mr. Hannigan mentioned C. Coughlin requested numbers relative to estimated flow which is about 8,000 gallons per day.

There is a water line on the site coming from the intersection of West Broadway and Timpany down to a hydrant and then tapping off of that for both a domestic, and fire line.

Mr. Hannigan noted the DPW was concerned about this water line with an easement, but that line would be owned by the development. Also noted, they looked at the possibility of piping coming in from Dyer Street, if acceptable.

Mr. Hannigan mentioned there are traffic concerns relative to the location of the intersection with the traffic signals. Meetings were held with both DPW, and T. Beauregard regarding impact on the current situation, and future considerations the City may have for this particular

intersection with a potential roundabout, and/or rebuilding the signal system. Mr. Hannigan said an analysis was completed for traffic now because anything that is in the future, will be better than what is there now. Recommendations were some changing of lanes, and some changing of maneuvering within the intersection.

Questions/Comments/Concerns:

Mr. Gross confirmed there will be a guardrail along the internal drive above the retaining wall. Mr. Hannigan said yes there will be a guardrail as well as a fence.

Mr. Gross asked for more information regarding the internal sidewalk. Mr. Hannigan said the proposed sidewalks will be in front of the buildings and alongside the parking spaces to access each of the tenant spaces. In the 30-foot wide paved area, there will be a five foot wide area designated for pedestrians and will be double-striped. Mr. Hannigan said he had a discussion with C. Coughlin with regard to making pedestrian access more visible than painted. Some suggestions were to pour flushed concrete. Mr. Gross stated he personally does not prefer a painted sidewalk especially when the snow gets plowed and the paint can become washed out. T. Beauregard asked why not put signage. Mr. Hannigan stated there was not enough room, in addition, the 30 foot width is needed for the trucks to get in and out of the site.

A discussion was held regarding the placement of the proposed sidewalks for safe pedestrian access within the site, as well as sidewalks entering the site, and stressed this is a concern.

T. Beauregard asked where the existing hydrants are located and asked if there are any proposed hydrants. Mr. Hannigan pointed out the existing hydrants. There is no hydrant proposed for the site since they are not bringing the water through the project any longer. T. Beauregard suggested meeting with the Fire Chief.

Mr. Hannigan noted the meeting with Conservation last night regarding the 30 foot buffer zone and also the drainage and utilities, therefore, a series of sketches were submitted and will show up on the revised set of plans. The sketches included Site Plan Modification 1/ Retaining Wall Plan, Site Plan Modification 2/Revised Water Feed, Site Plan Modification 3/Reconfigured Sub-Drain System, Site Plan Modification 4/Outlines Parking & Re-Grading, and Site Plan Modification 5/Reconfiguration of the Road. Mr. Hannigan noted a “Revised” set of Plans will be submitted.

T. Beauregard requested a landscaping and lighting plan be submitted in order to see locations and go over.

T. Beauregard inquired about Snow Storage, Signage, and Building Elevations.

Snow Storage: Snow will be plowed to the edges, and if there are multiple storms in a row, the snow will be removed. There are areas where the snow can be stock-piled in different areas around the site.

Signage Plans: Nothing yet.

Building Elevations: Nothing yet, but will get from the restaurant group.

C. Coughlin asked if the parking to the north on the main drive will be included in Phase 1 of the project. Mr. Hannigan replied no, and added the basic requirements from the restaurant group is to have 20 parking spaces immediately available right next to the building, and another 100 available in close proximity.

Mr. Gross asked if the Conservation Agent had any additional comments to offer from the Conservation meeting held last evening. J. Legros said the concerns are being followed through from what the Commission had, and other than the buffer zone. The only other main issue was

stormwater, however, the City Engineer provided more comments, and are being addressed as well.

Traffic:

Heather Monticup introduced herself and said she is with Greenman-Pedersen, Inc., the traffic engineers for the proposed project. Ms. Monticup stated a full “Traffic and Impact Access Study” has been completed.

Ms. Monticup noted currently there a bunch of lots which have multiple curb cuts along West Broadway, as well as Timpany Boulevard. Ms. Monticup also noted this new project will reduce the number of curb cuts.

For the purposes of the traffic study, retail was presumed with 19,600 square feet of space.

The traffic study was completed from June, 2017 while school was still in session, and using both sets of signals, and three intersections which are West Broadway and Timpany Boulevard at Dyer Street (East), and Timpany Boulevard at Dyer Street (West)/Timpany Plaza Driveway.

The study included Weekday PM Peak period (4:00 to 6:00 pm), as well as Saturday midday peak period (11:00 am to 2 pm). Also looked at seasonal adjustments, car crashes, speeds on West Broadway and Timpany Boulevard, and public transportation.

To be consistent with State guidelines, looked at future conditions ahead for seven (7) years, using the year 2024 for traffic growth, any developments, and planned roadway improvements.

Also noted, the City is looking at investigating improvements at the signalized intersections, and unsure if the signal will remain, or if it will be changed to a roundabout, so the analysis does not include any improvements at this location.

Looked at site distances, trips proposed, pass-by trips, and trips in and out of each driveway on the site. The new trips to the area as a result of the project, are 111 In/Out for weekday PM peak hour trips, and 139 In/Out for Saturday mid-day peak hour trips, which is 16 to 54 vehicle trips in an hour which relates to one additional vehicle approximately every one four (4) minutes during peak hours.

The analysis found for impact to the two site driveways was very minimal with delay on any movement to be five (5) seconds or less. At the site driveways, expecting levels of service (*A through F*), on West Broadway driveway to be a level of service B, and Timpany Boulevard at level of service D, and expected to be a level of service F during the weekday PM and Saturday midday peak hours. Queue lengths on the site driveway approaches are not expected to exceed three (3) vehicles during peak hours which will not cause any back-ups.

There are some concerns with trucks making a southbound turn onto West Broadway, and it is suggested that the Timpany Boulevard southbound approach be modified from an exclusive left-turn lane, a through lane, and share through right-turn lane in the southbound direction to an exclusive left-turn and a shared through right-turn lane with a wide shoulder to provide adequate space for truck turning movements. By doing this, also providing only one through lane going through the intersection to benefit the site driveway.

It is also recommended that the West Broadway eastbound approach be modified form a shared left-turn through land and an exclusive right-turn lane to an exclusive left-turn lane and a share through right-lane.

Additionally, traffic signal modifications are recommended at this location which include reducing the cycle length from 97 seconds to 70 seconds.

Ms. Monticup stressed these are just suggested recommendations.

C. Coughlin mentioned the City is considering a one-lane intersection in the southbound lane to help the turning movements and potentially moving more vehicles through that area, as well as the northbound side.

M. Schafron asked if the City Engineer recommends peer review, and the reply yes.

Mr. Gross, Chairman called thrice for persons wishing to testify in favor of, and in opposition of this project.

The follow persons stated their opposition and concerns:

Susan Guartafierro ~ 20 Stephanie Drive:

Questioned the traffic and wondered why West Broadway and Stephanie Drive were not included in the traffic study, since it is difficult for her to drive out of or turn into Stephanie Drive because there is so much traffic that goes beyond Stephanie Drive. Ms. Monticup replied it was not part of the study area. Ms. Guartafierro said she believes vehicles will use Stephanie Drive to cut over to the restaurant site creating more traffic on Stephanie Drive. T. Beauregard noted he will make sure to bring this up to the traffic engineer.

Ms. Guartafierro noted the restaurant site borders her back yard and concerned about delivery trucks coming and going during the day and night. Mr. Hannigan said there will be probably two to three deliveries per week and around 9 or 10 a.m.

Ms. Guartafierro also noted she wants privacy in her back yard and asked if there will be fencing.

Mr. Hannigan said there will be a six foot vinyl solid wall fence and/or vegetated screening, and the intent is to provide the screening requested.

Michelle LaPointe ~ 339 West Broadway:

Very concerned about more traffic and trucks because of this development, and noted the traffic was backed up to Stephanie Drive this afternoon without the development there. Also, noted lights already shine on her windows from vehicles coming off Stephanie Drive, and with the new development, vehicles may prefer to turn down Dyer Street, continue on to Stephanie Drive to go out to West Broadway.

Her other concern is with the safety of her 14 year old son who has to cross the street, in addition to no crosswalks, and lack of sidewalks.

Councillor James Johnson:

Inquired about 342 West Broadway and wanted to know if this was purchased by Timpany Crossroads, LLC. Ms. Fantoni said they were approached by the owners several years ago, but nothing further has developed. Mr. Hannigan added that this property is outside the zoning district that would be allowed to develop and would not benefit the project.

David Guartafierro ~ 20 Stephanie Drive:

Inquired about the paper roads. Mr. Hannigan confirmed the title work was completed, and Timpany Crossroads, LLC does own the paper roads.

Mr. Gross repeated three times if anyone else wished to be heard in opposition. No one else from the public asked to speak, therefore the public meeting concluded.

The public meeting closed at 8:25 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.