

Trevor Beauregard, Director  
**Gardner Planning Department**  
City of Gardner - Manca Annex  
115 Pleasant Street – Room 201  
Gardner, Massachusetts 01440

March 19, 2020

RE: Special Permit – Drive Through Restaurant  
Timpany Crossroads, LLC  
Timpany Boulevard and West Broadway, Gardner, MA

Dear Mr. Beauregard,

On behalf of our client, Timpany Crossroads, LLC, Hannigan Engineering, Inc. is submitting an application for a Special Permit for the construction and use of a drive through facility at the Timpany Crossroads Project in Gardner, Massachusetts. The original approval for the overall development was granted in September of 2018 and modified by plans revised through December 26, 2018. At this time, a Definitive Site Plan Modification plan is being reviewed by the Planning Board and various City Departments from a Site Plan Review perspective. It is the intention of the applicant to include a drive-through restaurant at proposed Jendith Building within the development. Submitted for this review, as required by the Zoning Ordinance, are the application form, filing fee of \$1,328.75, reduced copies of the Definitive Site Development Plans and the Traffic Impact and Access Study (TIAS) as prepared by Greenman-Pedersen, Inc. (GPI).

#### PROJECT REVIEW

As previously stated, the Timpany Crossroads Project was originally approved in September of 2018 and further modified in December of 2018 for the construction of a full service restaurant (99 Restaurant) and several commercial buildings, along with the various site and utility improvements required to support the intended construction. Since that time, the project construction for Phase 1 has been completed for the construction of the 99 Restaurant including a majority of the parking and utilities. A minor modification was recently issued relative to the building reconfiguration on the westerly portion of the site (now referred to as the Williams Building). Currently before the Board is a request for Definitive Site Plan Modification relative to the building near the intersection of West Broadway and Timpany Boulevard (now referred to as the Jendith Building) as the modifications are considered more substantial. The new building layout will incorporate a drive-through use for a proposed Starbucks Coffee shop and will require the Special Permit from the Board relative to this intended use.

The Starbucks facility will be located on the westerly end of the Jendith Building near the center of the proposed development. The drive through lane has been located along the easterly and northerly side of the building and will accommodate a total of sixteen vehicles prior to the pickup window. Starbucks requires the order box to be placed at the seventh vehicle and the City requires the stacking lane accommodate ten vehicles from the order box. Counting the vehicle at the order box, this layout complies with the Ordinance for the purpose of the stacking lanes.

### DRIVE-THROUGH REVIEW

Under the Ordinance, §675-770 D., the standards for drive through design are reviewed. The Traffic Impact Analysis Study (TIAS) for the project has been reviewed and modified relative to the incorporation of the new use on the project for the drive through lane. The Site Plan has been developed in accordance with the requirements for Site Plan Review process outlined in the Ordinance. This includes the creation of two stacking lanes: one for product ordering and pickup, and one as a bypass lane. The stacking lanes “shall be designed to prevent congestion, both on site and on adjacent streets.”

Additionally, the stacking lane shall accomplish the following objectives:

- *Shall be integrated with the on-site circulation pattern.*

The drive through lane begins and ends along the central driveway of the project. Thus, there is no conflict with the on-site circulation pattern.

- *Shall minimize conflicts between pedestrian and vehicular traffic by providing physical and visual separation between the two.*

As stated above, the drive through lane begins and ends along the central driveway of the project. At the beginning and the end of the drive through lane, there are pedestrian walkways that will be clearly marked to provide a visual separation between the vehicles and the pedestrians. Additionally, the layout of the drive through has physical barriers (curbing and landscaped islands) between the drive through lane and the parking areas.

- *Shall be located at the side or rear of the building.*

The building is situated such that the façade of the building faces the internal driveway. As such, the drive through lane is located to the side and rear of the building within respect to its façade. The drive through lane is located between the building and the street and below street elevation for a majority of its length.

- *Shall provide an emergency bypass or exit.*

A bypass lane is provided for the project.

- *Shall not impede or impair vehicle or pedestrian traffic movements.*

As stated above, the drive through lane begins and ends along the central driveway of the project. At the beginning and the end of the drive through lane, there are pedestrian walkways that will be clearly marked to provide a visual separation between the vehicles and the pedestrians. Additionally, the layout of the drive through has physical barriers (curbing and landscaped islands) between the drive through lane and the parking areas.

- *Shall not interfere with required loading and trash storage areas.*

The drive through lane is separated from the central drive, which could be used for unloading of product and equipment as tenants move into and/or out of the building. The majority of the deliveries to the site will be via typical smaller mail carriers (USPS, UPS, FedEx). Periodic deliveries of product for the Starbucks would occur off hours and would utilize the central drive for staging. The trash storage areas are located away from the drive through lane and are situated in areas to avoid conflicts with trash removal operations.

- *Shall not enter or exit directly onto a public way.*

The drive through lane does not enter or exit directly onto a public way.

Based on our review and with the preparation of these plans, it is the belief of this office that the proposed layout accomplishes the intention of the Ordinance by providing a completely separated section of the project for the stacking lane. There are no parking spaces located along the lane and the pedestrian movements are clearly designated throughout the site.

The location of the outdoor service equipment, including menu signs and speaker boards, is depicted on the plans. The signage relative to the Starbucks operations will mainly be for directional purposes, along with the menu boards. We have shown these in a general manner and the final specifications for these signs will be provided by the tenant during the building permit process.

#### SPECIAL PERMIT REVIEW

In accordance with §675-1170(B) – Special Permit: Criteria, we provide to following information to the Board in aiding in the review of project and documenting compliance with the requirements of the Special Permit.

*§675-1170(B)(1) – The Proposal shall be suitably located in the neighborhood in which it is proposed and/or the entire City and shall be compatible with neighborhood character, existing uses and other uses permitted by right in the same district;*

The proposed drive-through facility is located within an established commercial center at the intersection of Timpany Boulevard and West Broadway. This area also contains several other commercial establishments which is in the opinion of this office compatible with the character of the area and other uses permitted within the district.

*§675-1170(B)(2) – The proposal shall provide convenient and safe vehicular and pedestrian movement within the site and in relation to adjacent streets, property and improvements;*

As noted previously the drive-through facility has been designed in compliance with applicable Zoning Ordinance Standards by providing appropriate vehicle traffic patterns to service the both the drive-through facility and other uses within the development. Furthermore, an extensive system of sidewalks and cross walks have been provided throughout the development in order to allow for the safe movement of pedestrians within the development between the buildings and public ways.

In addition as required by §675-770(D)(3)(a), a Traffic Impact Analysis Study (TIAS) has been prepared and submitted with this application documenting that the additional traffic flows generated by this intended use will not create any adverse impacts onto the traffic within the area.

*§675-1170(B)(3) – The proposal shall provide adequate space for off-street parking, loading and unloading of vehicles, and goods, products, materials and equipment incidental to the normal operation of the establishment or use;*

Per review of the Zoning Ordinance a total of 145 parking spaces are required for the all the uses within the Timpany Crossroads Development with a total of 181 spaces provided, providing in excess of the requirements. It is anticipated that deliveries will to the facility will be made during off-hours and any offloading of materials will be performed along the central drive within the development.

*§675-1170(B)(4) – The proposal shall provide adequate and appropriate facilities and utilizes for the proper operation of the proposed use and disposal of sewage, refuse or other waste products and methods of drainage of surface water;*

Sewage generated from the proposed development will be transmitted to the municipal sewer system located within West Broadway. Due to the inclusion of a restaurant all kitchen flows from the Starbucks facility will be first directed towards a grease trap prior to the domestic sewage connection. Refuse collection will be accommodated by an enclosed dumpster pad that will be located to the side of the building. this pad has been situated to allow for a collection truck to pull directly into the area unload the trash and then back out to exit the site. As part of this layout the refuse truck will be able to perform all turning maneuvers within the interior of the property.

Stormwater runoff generated from the development will be collected via a private stormwater system and directed through a series of treatment devices and an underground storage system to provide compliance with applicable Stormwater Management Standards. It is noted that the modified stormwater flows are being reviewed by the City Engineering Office relative to its compliance as part of the Definitive Site Plan Modification approval process.

*§675-1170(B)(5) – The proposal shall not constitute a nuisance due to air and water pollution, erosion, flood, noise, order, dust, vibrations, lights, or visually offensive structures or site features;*

It is anticipated the project will not constitute a nuisance upon the completion of construction. The project has been designed in compliance with appropriate environmental standards, local Zoning requirements and is consistent with other property uses in the area. As such it is our opinion that the intended use will be considered a nuisance to the area.

*§675-1170(B)(6) – The proposal shall not be substantial inconvenience or hazard to abutters, vehicles or pedestrians, as determined by the SPGA;*

It is not anticipated that the project will be a substantial inconvenience or hazard to abutters, vehicles or pedestrians. The site has been designed to create a safe internal traffic flow to minimize potentially dangerous interactions between pedestrians and vehicles. In addition, the drive-through facility is located near the center of the property and is a substantial distance between any of the neighboring properties, preventing and inconveniences to the abutters.

*§675-1170(B)(7) – The proposal shall be in harmony with the general purpose and intent of this Chapter;*

It is the belief of the applicant that the project is in harmony with the general purpose and intent of this chapter.

*§675-1170(B)(8) – The proposal shall not have a significant detrimental impact on City services, tax base, and employment opportunities; and*

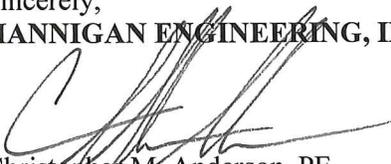
It is the belief of the applicant that the project will not have a detrimental impact on City services, tax base, or employment opportunities. In fact, it is anticipated to be an asset to these factors as it will provide additional jobs to the area and by default additional tax revenue to the City.

*§675-1170(B)(9) – The proposal is consistent with the City's Community Development Plan or Master Plan.*

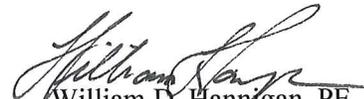
It is the belief of the applicant that the project is consistent with the Community Development Plan and Master Plan. It is noted that this project is a redevelopment of an existing property, which historically had several dilapidated residential properties close to several major commercial developments. In addition, this Commercial Development is consistent with the general character of this area.

The plans submitted as part of this request are intended to provide compliance with the Ordinance relative to the issuance of a Special Permit. We are submitting the application along with reduced copies of the site plans, and a check in the amount of \$1,328.75 for the Special Permit fee along with the Traffic Impact and Access Study (TIAS) as prepared by Greenman-Pedersen, Inc. (GPI). We look forward to working with the Board and the City Departments to effectuate the anticipated approval of this modification.

Sincerely,  
**HANNIGAN ENGINEERING, INC**



Christopher M. Anderson, PE  
Project Engineer



William D. Hannigan, PE  
President

pc: Amy Fantoni, Timpany Crossroads, LLC

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## **SUPPLEMENTAL TRAFFIC IMPACT AND ACCESS STUDY – EXECUTIVE SUMMARY**

Timpany Crossroads - Gardner, Massachusetts

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**REF:** MAX-2017037

**DATE:** March 18, 2020

**TO:** Ms. Amy Fantoni  
Timpany Crossroads, LLC  
442 West Broadway  
Gardner, Massachusetts 01440

**FROM:** Ms. Heather L. Monticup, P.E., Director of Land Development Traffic  
Mr. Douglas S. Halpert, P.E., Project Engineer

**RE:** Supplemental Traffic Impact and Access Study – Executive Summary  
Timpany Crossroads  
Timpany Boulevard (Route 68) at West Broadway (Route 2A)  
Gardner, Massachusetts

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### **EXECUTIVE SUMMARY**

Greenman-Pedersen, Inc. (GPI) had previously prepared a *Traffic Impact and Access Study* (TIAS)<sup>1</sup> for a proposed restaurant and retail development to be located on the southwest corner of Timpany Boulevard (Route 68) at West Broadway (Route 2A) in Gardner, Massachusetts which was submitted in June 2018. This TIAS was reviewed by the City's peer review consultant (Vanasse Hangen Brustlin, Inc. (VHB)) and GPI provided responses to their comments which were submitted to the City in September 2018<sup>2</sup>. At the time of the TIAS submission the existing site contained seven residential homes. The proposed redevelopment consisted of razing existing homes to construct a ±6,000 square foot (SF) high-turnover sit-down restaurant with 200 seats and ±19,600 SF of retail space. Access and egress to the existing site was provided via six residential driveways on West Broadway, a paper street known as Williams Street, and two driveways on Timpany Boulevard. As part of the redevelopment, two full access and egress driveways were proposed to the site: a site driveway on West Broadway and a site driveway on Timpany Boulevard, providing a reduction in the number of curb cuts. As part of

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<sup>1</sup> *Traffic Impact and Access Study, Proposed Restaurant & Retail Development*; Gardner, MA; Greenman-Pedersen, Inc.; June 2018.

<sup>2</sup> *Response to Traffic Peer Review Comments*; Greenman-Pedersen, Inc.; September 2018.

**GPI** Greenman-Pedersen, Inc.

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## **TRAFFIC IMPACT ASSESSMENT – EXECUTIVE SUMMARY**

Retail Gasoline Station Redevelopment – Waltham, Massachusetts

the City's approval of the project, the driveway on Timpany Boulevard was restricted to a right-in/right-out driveway and the full access/egress driveway remained on West Broadway, however, it was relocated further to the east. The sight lines at the relocated driveway on West Broadway were evaluated and the information was submitted to the City in a *Sight Distance & Queuing Letter* dated December 21, 2018<sup>3</sup>.

Since the TIAS submission and response to comment documents, the proposed build program has changed to now provide a ±7,070 SF high-turnover (sit-down) restaurant, a ±2,000 SF fast-food restaurant without drive-through window, a ±2,315 SF coffee/donut shop with drive-through window, a ±3,000 SF marijuana dispensary, ±1,350 SF of general office space, and ±10,600 SF of retail space. It should be noted that the ±7,070 SF high-turnover (sit-down) restaurant (99 Restaurant & Pub) was constructed and operational at the time of weekday AM peak period data collection and is actually only 5,830 SF. Accordingly, the analyses provided in *Supplemental TIAS* are conservative.

### **Suggested Improvements - Differences Between TIAS and Supplemental TIAS**

The original TIAS investigated some alternative lane configurations at the signalized intersection of Timpany Boulevard and West Broadway. Specially, due to concerns from the City about left turns out of the originally proposed full access/egress site driveway on Timpany Boulevard, it was suggested that the southbound approach at the signalized intersection be modified from an exclusive left-turn lane, a through lane, and shared through/right-turn lane to an exclusive left-turn and a shared through/right-turn with a wide shoulder to provide adequate space for truck turning movements. In addition to helping the truck-turn movements at this location, this modification will allow for only one southbound through lane movement through the intersection and passing by the proposed site driveway. It was also suggested that the West Broadway eastbound approach be modified from a shared left-turn/through lane and an exclusive right-turn lane to an exclusive left-turn lane and a shared through/right-turn lane to match the lane configuration on the West Broadway westbound approach. In order to accommodate these modifications, signal timing optimization was also suggested during all peak hours. These signal modifications included reducing the cycle length from 97 seconds to 70 seconds, accomplished by reducing the green time for the northbound left-turn movement by one (1) to three (3) seconds, the southbound left-turn movement by five (5) to six (6) seconds, the northbound through movement by six (6) to 12 seconds, the southbound through movement by 11 to 14 seconds, and the eastbound/westbound approaches by 10 to 15 seconds. With the roadway reconfigurations and the optimized timings, the intersection was anticipated to operate at an overall LOS C with all movements at LOS D or better. Increases in overall delay as a result of the development were expected to be less than two (2) seconds with increases on any movement to be less than seven (7) seconds.

<sup>3</sup> *Sight Distance & Queuing Letter*; Greenman-Pedersen, Inc.; December 2018.

## **TRAFFIC IMPACT ASSESSMENT – EXECUTIVE SUMMARY**

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Retail Gasoline Station Redevelopment – Waltham, Massachusetts

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Since the Timpany Boulevard driveway was restricted to a right-in/right-out only driveway by the Planning Board during the original project approval, the lane use modifications originally suggested at the signalized intersection of Timpany Boulevard at West Broadway are no longer necessary.

Based on the results in the *Capacity and Queue Analysis* section within the Supplemental TIAS currently being submitted, the Saturday midday peak hour experiences the most significant drop in level of service for any given movement. Accordingly, signal timing modification were investigated and are suggested to be implemented during this peak hour. The signal timing modifications for the Saturday midday peak hour under 2024 Build conditions consists of providing a 100 second cycle length (currently 97 seconds) and updating the green timings. By doing this, the green time for the northbound left-turn movement increases nine (9) seconds, the southbound left-turn movement decreases by four (4) seconds, the northbound through movement decreases by one (1) second, the southbound through movement decreases by 14 seconds, and the eastbound/westbound approaches increase by eight (8) seconds. With these signal timing adjustments to better balance the intersection, the intersection is anticipated to operate at an overall LOS C with all movements at LOS D or better with volume-to-capacity (v/c) ratios well below 1.00, indicating there will be adequate capacity to accommodate the anticipated traffic volumes. As a result of the timing changes, increases in delay on any given movement are anticipated to be less than 17 seconds and queue lengths are not expected to increase by more than six (6) vehicles on any movement. These queue increases will be realized on the West Broadway eastbound approach, however, the 95<sup>th</sup> percentile queue is expected to extend to the site driveway, not beyond it, during the Saturday midday peak hour.

**GARDNER PLANNING BOARD**  
**APPLICATION FOR SITE PLAN APPROVAL AND/OR SPECIAL PERMIT**  
**DRIVE-THROUGH AND DRIVE-THROUGH FACILITIES**

**APPLICATION MUST BE COMPLETE**

*(Please type or print clearly)*

Application is hereby made for a Special Permit pursuant to Section 770 of the Zoning Code. Application for a Special Permit pursuant to Section 770 and application for Site Plan Review pursuant to Section 1010 should be held concurrently. The applicant will be responsible for submitting a request and meeting all submission requirements concurrently in order to streamline notice and hearing requirements.

1. Applicant(s) Name Timpany Crossroads, LLC - c/o Amy Fantoni  
Mailing Address 442 West Broadway, Gardner, MA 01440 Telephone \_\_\_\_\_
2. Record Owner(s) Timpany Crossroads, LLC - c/o Amy Fantoni  
Mailing Address 442 West Broadway, Gardner, MA 01440 Telephone \_\_\_\_\_
3. Name of Development Timpany Crossroads
4. Name(s) of Engineer and Surveyor Hannigan Engineering, Inc.  
Mailing Address 8 Monument Square Telephone 978 534-1234  
Mailing Address Leominster, Massachusetts 01453 Telephone \_\_\_\_\_
5. Parcel Information:  
Deed recorded in Worcester District Registry of Deeds, Book \_\_\_\_\_ Page (SEE ATTACHED)  
Plan recorded in Worcester District Registry of Deeds, Plan Book \_\_\_\_\_ Page \_\_\_\_\_  
Assessors Map/Block/Lot R17-16-1; R17-16-3; R17-16-4; R17-16-14; R17-11-1; R17-11-2; R17-11-3; R17-11-4; R17-11-5; R17-11-6; R17-11-7; R17-11-10  
Zoning District Commercial 2  
Location: Corner of Timpany Boulevard and West Broadway  
Describe status of any prior or outstanding applications for Special Permits and Site Plan Review. - \_\_\_\_\_  
Definitive Site Plan Approval-Approved and Modified. Additional modification under review.
6. Type of Facility: Drive-through restaurant facility
7. Project Summary  
The application shall include a narrative explanation of the proposal and demonstrate that the proposal complies with the provisions of Section 770. (See Attached)
8. Submittals  
All applications shall contain the documents and information listed below and detailed in Section 1010, 770 and 1170, unless waived or modified by the Planning Board:
  - Fee: \$750 + \$0.25/SF of use requiring Special Permit [ $\$750.00 + (2,315 \text{ SF} \times \$0.25/\text{SF}) = \$1,328.75$ ]
  - Site Development Plan
  - Traffic Impact Study (TIS)

- Evidence of the applicant's right to use and or alter the site for a drive-through facility, such as a purchase and sale agreement, deed, owner's authorization, or lease
9. The application will be processed by the Planning Board pursuant to the requirements of Section 770 and Section 1170 of the Zoning Code, and with the requirements of the Planning Board's Rules Governing Special Permits.

Attach hereto a list of all abutters, owners of land directly opposite on any public or private street or way, and owners of land within 300 feet of the property perimeter, all as they appear on the most recent tax list, even if across a City line.

I understand and agree to comply with the requirements of the Gardner Planning Board's Rules Governing Special Permits. I also understand and agree to pay for advertising, recording fees and such other expenses as are required.

*Amy Fantoni*  
Signature of record Owner

\_\_\_\_\_  
Signature of Applicant

Amy Fantoni  
Print Name

\_\_\_\_\_  
Print Name

3/5/2020  
Date

\_\_\_\_\_  
Date

OFFICE USE ONLY:

Date of Submission \_\_\_\_\_

DRC Meeting Date \_\_\_\_\_

Planning Board Meeting Date \_\_\_\_\_

## Property List

<u>Street Address</u>	<u>Map/Parcel</u>	<u>Book/Page</u>
295 Timpany Boulevard	R17-16-14	51883/336
Timpany Boulevard	R17-16-4	52648/306
284 West Broadway	R17-11-1	51507/219
286 West Broadway	R17-11-2	51883/333
West Broadway	R17-11-10	51883/340
304 West Broadway	R17-11-3	51883/340
310 West Broadway	R17-11-4	51536/178
322 West Broadway	R17-11-5	51536/181
4 Williams Street	R17-11-6	51865/184
12 Williams Street	R17-11-7	56933/143
West Broadway	R17-16-3	56933/143
West Broadway	R17-16-1	51883/333

**CITY OF GARDNER  
CERTIFIED ABUTTERS LIST**

Parcel ID	Location	Owner	Owner#2	Mailing Address	Mailing Address	City	State
M17-20-5	47 STEPHANIE DR	ALLARD LAWRENCE J & CAROL A		47 STEPHANIE DR		GARDNER	MA
R17-16-10	242 W BROADWAY	COCCI WILLIAM D TRSTE	B & C REALTY TRUST	242 W BROADWAY		GARDNER	MA
R17-11-10D	STEPHANIE DR	DROUIN ALAN J & KOSAKOWSKI S TRSTES	MORNING REALTY TRUST	165 HOSLEY RD		ASHBURNHAM	MA
M17-20-4	37 STEPHANIE DR	BOUDREAU CLAUDE J & FRANCINE		37 STEPHANIE DR		GARDNER	MA
R17-16-12	268 W BROADWAY	GARDEN AUTO LLC		350 LEXINGTON AVE STE 204		NEW YORK	NY
R17-11-12	339 W BROADWAY	LAPORTE KEVIN D & MICHELLE J		339 W BROADWAY		GARDNER	MA
M17-20-1	64 STEPHANIE DR	EUSEBIO CAMILLO		76 STEPHANIE DR		GARDNER	MA
M17-20-12	34 STEPHANIE DR	CARNEY PATRICK J & SHELBY A		64 STEPHANIE DR		GARDNER	MA
R17-11-8	34 STEPHANIE DR	ISMAIL AHMAD I & NAJAH		34 STEPHANIE DR		GARDNER	MA
M17-20-11	56 STEPHANIE DR	PALEN JEROME R & CHERYL A		56 STEPHANIE DR		GARDNER	MA
R17-11-23	254 TIMPANY BLVD	TIMPANY CROSSROADS LLC		442 W BROADWAY		GARDNER	MA
M17-20-6	57 STEPHANIE DR	HALEY DIANE G		57 STEPHANIE DR		GARDNER	MA
R17-16-15	50 STEPHANIE DR	BEAUREGARD DEREK M	GALLO LAURA A	50 STEPHANIE DR		GARDNER	MA
R17-21-9	326-384 TIMPANY BLVD	CEDAR TIMPANY LLC		44 S BAYLES AVE STE 204		PORT WASHINGTON	NY
M17-10-26	351 W BROADWAY	ENRIGHT JOHN R		171 PACKARD HILL RD		ASHBURNHAM	MA
R17-16-16	35 DYER ST	EDWARD L LEPKOWSKI FAMILY TRUST	EDWARD LEPKOWSKI TRUSTEE	35 DYER ST		GARDNER	MA
R17-11-10B	20 STEPHANIE DR	ABDELLAH ACHOUHAM		20 STEPHANIE DR		GARDNER	MA
R17-16-7	TIMPANY BLVD	LPL LLC		55 EASTWOOD CIR		GARDNER	MA
R17-11-10A	12 STEPHANIE DR	BARGNESI JAMES D		12 STEPHANIE DR		GARDNER	MA
R17-16-6	18 DYER ST	MIDAS REALTY CORPORATION		C/O MARVIN F POER & COMPANY		ATLANTA	GA
R17-16-11	40 STEPHANIE DR	WILBUR DENNIS M & DEBORAH A		40 STEPHANIE DR		GARDNER	MA
R17-11-10C	26 STEPHANIE DR	HART OWEN W & PATRICIA D		26 STEPHANIE DR		GARDNER	MA
R17-11-15	295 W BROADWAY	SALVADORE ANGELO G & MELODY J TRSTES	CHAIR CITY REALTY TRUST	442 W BROADWAY		GARDNER	MA
R17-11-11	324 W BROADWAY	ASPEN DEBORAH A TRSTE	ANITA J ASPEN REV LIV TRUST	57 SOUTH STREET		BARRE	MA
R17-11-9	342 W BROADWAY	HAMEL JOHN A L & NANCY A		342 W BROADWAY		GARDNER	MA
R17-11-36	249 TIMPANY BLVD	SALVADORE ANGELO S & MELODY J TRSTES	CHAIR CITY REALTY TRUST	442 W BROADWAY		GARDNER	MA
R17-11-11A	STEPHANIE DR	DROUIN ALAN J & KOSAKOWSKI S TRSTES	MORNING REALTY TRUST	165 HOSLEY RD		ASHBURNHAM	MA
M17-15-3	350 W BROADWAY	RUSO JOHN & CARMELLA		350 W BROADWAY		GARDNER	MA
R17-11-17	TIMPANY BLVD	MCDONALDS USA LLC	MDC MANAGEMENT	160 TURNPIKE RD UNIT 1		CHELMSFORD	MA
R17-11-14	321 W BROADWAY	COMM OF MASS	NATIONAL GUARD ARMORY	251 CAUSEWAY ST STE 600		BOSTON	MA
R17-11-13	333 W BROADWAY	DABULIEWICZ PAULA M	GRIZZIKA F JOSEPH & ELIZABETH H	333 W BROADWAY		GARDNER	MA
R17-11-25	264 TIMPANY BLVD	GTY MA/NH LEASING INC	C/O INOURIA ENERGY CORP	326 CLARK ST		WORCESTER	MA
M17-15-3A	29 STEPHANIE DR	MICHAEL DIAZ		29 STEPHANIE DR		GARDNER	MA
M17-15-3B	STEPHANIE DR	JOSEPH COLLETTE	GARY COLLETTE	234 CONANT ST		GARDNER	MA

**Location:** 299 Timpany Blvd  
**PID:** R17-16-14  
**Special Considerations:** N/A  
**Type:** ZBA  
**GIS Date:** 3/4/2020  
**CAMA Date:** 2/15/2020

This is to certify that at the time of the last assessment for taxation made by the City of Gardner, the above names and address and the parties assessed as adjoining owners to the proposed property.

Assessors Signature \_\_\_\_\_ *Steven Spivey*

Date: \_\_\_\_\_ March 4, 2020