



**City of Gardner, Massachusetts
Office of the City Council**

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**CALENDAR FOR THE MEETING  
of  
MONDAY, NOVEMBER 20, 2023  
CITY COUNCIL CHAMBER  
7:30 P.M.**

**ORDER OF BUSINESS**

**I. CALL TO ORDER**

**II. CALL OF THE ROLL OF COUNCILLORS**

**III. OPENING PRAYER**

**IV. PLEDGE OF ALLEGIANCE**

**V. ANNOUNCEMENT OF OPEN MEETING RECORDINGS**

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 and exhibits used or referenced at the meeting must be submitted in duplicate to the City Clerk, as they become part of the Meeting Minutes.

**VI. READING OF MINUTES OF PRIOR MEETING(S)**

**VII. PUBLIC HEARINGS**

Notice of FY2024 Tax Classification Hearing

**VIII. COMMUNICATIONS FROM THE MAYOR**

**ORDERS**

**11089** – An Order Appropriating \$24,500.00 from Free Cash to Engineering Department – Capital Improvement Uptown Rotary Account. (*Finance Committee*)

**11090** – An Order Appropriating \$13,600.00 from Free Cash to the Wayside Pond/Dam Project Account. (*Finance Committee*)

**11091** – An Order Appropriating \$156,420.00 from Free Cash to the PARC Grant Match Account. (*Finance Committee*)

- 11092** – An Order Appropriating \$220,000.00 from Free Cash to Mass Trail Grant Match Account. *(Finance Committee)*
- 11093** – An Order to Raise and Appropriate \$37,849.00 for Various Departments for the Salary and Labor Budget for the Fiscal Year Beginning July 1, 2023, to June 30, 2024. *(Finance Committee)*
- 11094** – An Order to Raise and Appropriate \$59,960.00 for Various Department for Operating Expenditure Budget for the Fiscal Year Beginning July 1, 2023, to June 30, 2024. *(Finance Committee)*
- 11095** – An Order Authorizing the City to Borrow \$2,200,000.00 for the Purchase of a New Ladder Truck for the Fire Department. *(Finance Committee)*
- 11096** – An Order Appropriating \$513,506.11 from Special Purpose Stabilization Fund to Fire Department New Vehicle Expenditures. *(Finance Committee)*

### **COMMUNICATIONS**

- 11097** – A Measure to Accept Chapter 59, Section 5(22H) to Establish Tax Exemption for Gold Star Families. *(Finance Committee)*
- 11098** – A Notification from the Mayor Regarding Upcoming Appropriation Request for Fire Department Roof Repairs. *(Finance Committee)*
- 11099** – A Petition for Home Rule Legislation Entitled *An Act Revising the Charter for the City of Gardner*.
- 11100** – A Measure to Adopt the Creation of District Improvement Financing Districts for the Downtown and Mill Street Urban Renewal Areas.
- 11101** – A Notification from the Mayor Regarding Parking Meter Study Committee.
- 11102** – A Notification from the Mayor Regarding Grant Funding – Community One Stop for Growth Awards.
- 11103** – A Notification from the Mayor Regarding Gubernatorial Appointments of Gardner Residents/Employees.
- 11104** – A Notification from the Mayor Regarding Employee/Retiree Insurance Plan Change.

**IX. PETITIONS, APPLICATIONS, COMMUNICATIONS, ETC.**

**X. REPORTS OF STANDING COMMITTEES**

**FINANCE COMMITTEE**

**11061** – An Ordinance to Amend the Code of the City of Gardner by Adding a New Chapter to be Entitled, Chapter 504: Wage Theft Protection, Which Shall Provide for Protections for Workers and Employees of Contractors Working on City Projects. *(Submitted by Councillor Aleksander Dernalowicz; In the City Council and Referred to Finance Committee 9/18/2023; More Time 10/2/2023, 10/16/2023, 11/6/2023)*

**APPOINTMENT COMMITTEE**

**11083** – A Measure Confirming the Mayor’s Appointment of Debra Pond to the Position of Human Resources Director, for term expiring October 31, 2026. *(In the City Council and Referred to the Appointment Committee 11/6/2023)*

**11084** – A Measure Confirming the Mayor’s Appointment of David Hackett to the Position of Disability Commission Member, for term expiring October 30, 2026. *(In the City Council and Referred to the Appointment Committee 11/6/2023)*

**11085** – A Measure Confirming the Mayor’s Appointment of Debra Pond to the Position of Disability Commission Member, for term expiring October 30, 2026. *(In the City Council and Referred to the Appointment Committee 11/6/2023)*

**SAFETY COMMITTEE**

**11086** – An Ordinance to Amend the Code of the City of Gardner Chapter 600, Entitled “Vehicles and Traffic”, Section 24, Entitled “Parking Prohibited on Certain Streets”. *(In the City Council and Referred to the Public Safety Committee 11/6/2023)*

**XI. UNFINISHED BUSINESS AND MATTERS FOR RECONSIDERATION**

**11080** – A Measure to Adopt a Factor for Real Estate and Personal Property Taxation for Fiscal Year 2024. *(In the City Council and Voted to Schedule a Public Hearing 11/6/2023)*

**11081** – A Notification from the Mayor Regarding Certification of LA-4 Assessment/Classification Report FY2024. *(In the City Council and Voted to Schedule a Public Hearing 11/6/2023)*

**11082** – A Notification from the Mayor Regarding Certification of Gardner LA13 Tax Base Levy Growth. *(In the City Council and Voted to Schedule a Public Hearing 11/6/2023)*

**11088** – A Request from Councillor James Boone to have a Special Meeting of the Council as a Whole to Hear a Presentation by SoMax Circular Solutions.

**XII. NEW BUSINESS**

**XIII. COUNCIL COMMENTS AND REMARKS**

**XIIV. CLOSING PRAYER**

**XV. ADJOURNMENT**

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Items listed on the Council Calendar are those reasonably anticipated by the Council President to be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.

**\*\*\* NOTICE OF FY2024 TAX CLASSIFICATION HEARING\*\*\***

Pursuant to Chapter 40, Section 56 M.G.L. the Gardner City Council will hold a public hearing on Monday, November 20, 2023, at 7:30pm in the Council Chamber, Room 219, at City Hall, 95 Pleasant Street, Gardner, MA.

The purpose of the hearing is to determine the percentage of the local tax levy to be borne by each class of real property. The hearing will include the options available under Chapter 40, Section 56 of the Massachusetts General Laws.

The public is welcome to attend.



City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Free Cash Appropriation Request – Uptown Rotary Design Completion

Dear Madam President and Councilors,

As you are aware, the Uptown Rotary Construction Project has begun with preliminary drainage work and utility work being done at this time. The project will pause during the winter months and begin again in the spring.

The attached appropriation request is being requested to complete the remaining portions of the traffic design of the project for the spring construction portion, now that all of the final easements have been recorded.

Respectfully submitted,

Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
2023 NOV -9 PM 12:59  
CITY CLERK'S OFFICE  
GARDNER, MA

AN ORDER APPROPRIATING FROM FREE CASH TO THE ENGINEERING  
DEPT - CAPITAL IMPROVEMENT UPTOWN ROTARY ACCOUNT.

ORDERED:

That there be and is hereby appropriated the sum of Twenty-Four Thousand Five  
Hundred Dollars and No Cents (\$24,500.00) from Free Cash to the Engineering Dept. –  
Capital Improvement Uptown Rotary Account.

**From:** [Mayor](#)  
**To:** [Titi Siriphan](#)  
**Subject:** FW: Uptown Rotary Design Costs  
**Date:** Wednesday, November 15, 2023 11:23:28 AM  
**Attachments:** [image001.png](#)

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**From:** Rob Oliva <roliva@gardner-ma.gov>  
**Sent:** Wednesday, November 15, 2023 10:50 AM  
**To:** Elizabeth Kazinskas <ekazinskas@gardner-ma.gov>  
**Cc:** Mayor <Mayor@gardner-ma.gov>  
**Subject:** Uptown Rotary Design Costs

Dear Madame President,

The design of the Uptown Rotary improvements began back in 2016 when the City contracted with Nitsch Engineering to provide consulting services for the design and construction of the project. To date we have contracted with Nitsch Engineering at a total cost of \$218,630. As presented to the Finance Committee this morning, additional funds in the amount of \$24,500 are needed for additional services that were required to bring the final design to the bid and construction stage. The final amount of \$243,130 for Nitsch's services include their services for oversight during construction as required by MassDOT.

As you know, the project is currently under construction. The awarded cost of the construction is \$2,296,540. The project is a state Transportation Improvement Program (TIP), and the full cost of construction is funded by MassDOT with no cost to the City.

Please let me know if you have any further questions.

Rob



Robert Oliva  
City Engineer | City of Gardner  
50 Manca Drive – Gardner, MA 01440  
**Phone:** 978-630-8195  
**Email:** [roliva@gardner-ma.gov](mailto:roliva@gardner-ma.gov)



September 20, 2023

Mr. Rob Oliva  
 City Engineer  
 City of Gardner  
 50 Manca Drive  
 Gardner, MA 01440

RE: Nitsch Proposal #11498.P (Revised)  
 Roundabout Construction at Uptown Rotary  
 MassDOT Project No. 609279  
 Amendment No. 4 – Final PS&E Submission  
 Transportation Engineering Services  
 Additional Services  
 Gardner, MA

Dear Rob,

Nitsch Engineering is submitting this revised Additional Services proposal (Amendment No. 4) to you (the Client) for professional transportation engineering services associated with performing tasks requested by the Massachusetts Department of Transportation (MassDOT) to complete the Final PS&E (Plans, Specifications, and Estimates) Submission for the proposed Roundabout Construction at Elm Street, Pearl Street, Central Street, and Green Street in the City of Gardner, Massachusetts.

This letter summarizes our scope and fee.

## SCOPE OF ADDITIONAL SERVICES

### TASK 802: FINAL PS&E SUBMISSION REVISIONS

Based on the approved 100% Design Submission, Nitsch Engineering prepared Final Bid Documents consisting of Final Plans, Special Provisions, and Engineers Estimate (PS&E Submission). Nitsch Engineering prepared updated Final Bid Documents and responded to requests from MassDOT and the City of Gardner (the City) in advance of advertising the project for construction. Nitsch Engineering performed the following as part of this task:

1. Coordinate with MassDOT and the City, as required, to review comments and questions;
2. Incorporate comments and revise final design plans, special provisions, and estimates as directed by MassDOT;
3. Prepare Revised Final PS&E Submissions in accordance with MassDOT standards and submission requirements. These submissions include Final Plans, Special Provisions, and updated Engineers Estimate; and
4. Perform independent QA/QC of Final PS&E Submission, including the following list of additional requests for information and final submission documents, revisions, and revised plans, specifications and estimates, required by MassDOT and the City:
  - Additional PS&E review comments were provided by MassDOT on 12/5/22;
  - Nitsch Engineering provided responses to additional review comments on 12/20/22;
  - Nitsch Engineering submitted the revised CE Checklist to MassDOT at the request of City on 12/21/22;
  - Nitsch Engineering submitted revised estimate with latest averaged weighted bid prices on 12/21/22;
  - Nitsch Engineering attended MassDOT Priority of Projects (PoP) Meeting on 1/18/23;

Mr. Rob Oliva: Nitsch Proposal #11498.P (Revised) (Additional Services)  
 September 20, 2023  
 Page 2 of 4

#### **SCOPE OF ADDITIONAL SERVICES – continued**

- Nitsch Engineering submitted Layout Plans to MassDOT and the City on 2/7/23;
- Nitsch submitted Revised Layout Plans to MassDOT and the City on 2/13/23;
- MassDOT provided the Federal Aid Project Number on 2/22/23;
- Nitsch Engineering submitted an updated design schedule to MassDOT Project Manager on 2/28/23;
- Nitsch Engineering revised sidewalk and ramp layout and submitted Revised ROW Plans on 3/16/23;
- MassDOT requested Nitsch Engineering prepare a Draft Traffic Control Agreement on 3/17/23;
- Nitsch Engineering provided responses to additional Landscape comments on 3/17/23;
- Nitsch Engineering submitted revised ROW Plans to MassDOT on 3/20/23;
- Nitsch Engineering submitted revised Construction Plans for ROW review on 3/20/23;
- Nitsch Engineering attended MassDOT Priority of Projects (PoP) Meeting on 3/21/23;
- MassDOT approved ROW Plans on 3/24/23;
- MassDOT requested Title Sheet and Final Submission Checklist on 3/29/23;
- Nitsch Engineering submitted Plans and Records Checklist & Stamped Title Sheet to MassDOT on 3/30/23;
- Nitsch Engineering submitted Final PS&E (Rev 2) and CPE to MassDOT on 3/31/23;
- Nitsch Engineering submitted Title Sheet and Final PS&E Submission Checklist to MassDOT on 4/3/23;
- Nitsch Engineering submitted Draft Traffic Control Agreement to MassDOT on 4/5/23;
- MassDOT sent Nitsch Engineering comments from MassDOT Construction Contracts on 4/7/23;
- Nitsch Engineering sent Final PS&E (Plans, Specifications, and Estimate) to City on 4/10/23;
- Nitsch Engineering provided responses to MassDOT comments on 4/10/23;
- Nitsch Engineering submitted updated Estimate, CPE Report, and Office Calculation Book on 4/14/23;
- Nitsch Engineering submitted Final Layout Plans (Mylar) to City on 4/17/23;
- MassDOT sent Nitsch Engineering additional comments from Final Review on 4/21/23;
- Nitsch Engineering submitted Revised Estimate and Special Provisions to MassDOT on 4/24/23; and
- Nitsch Engineering provided responses to MassDOT Final Review Comments on 4/25/23.

#### **COMPENSATION**

Compensation for the Additional Services provided will be in accordance with the executed agreement between Nitsch Engineering and the Client, dated July 22, 2016. The lump sum cost for these services is **\$15,000**. Costs will not be incurred by Nitsch Engineering beyond this lump sum amount without verbal approval from the Client.

Mr. Rob Oliva: Nitsch Proposal #11498.P (Revised) (Additional Services)  
September 20, 2023  
Page 3 of 4

Should the conditions of this revised Additional Services proposal meet with your approval, please sign the Client Authorization section below and return this revised Additional Services proposal to us for our files. If Nitsch Engineering is authorized to commence and/or continue providing its services on the project, either verbally or in writing, prior to the full execution of a written contract, such authorization will be deemed an acceptance of this revised Additional Services proposal, and all such services will be provided and compensated for in accordance with the terms and conditions contained herein as though this revised Additional Services proposal were fully executed by the Client.

If you have any questions, please call.

Very truly yours,

**Nitsch Engineering, Inc.**



John M. Michalak, PE, ENV SP  
Vice President, Director of Transportation Engineering

JMM/kwo

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Mr. Rob Oliva: Nitsch Proposal #11498.P (Revised) (Additional Services)  
September 20, 2023  
Page 4 of 4

#### CLIENT AUTHORIZATION

This revised Additional Services proposal is hereby accepted by the Client as evidenced by the execution hereof, and such a person so executing the same on behalf of the Client does hereby warrant full authority to act for, in the name of, and on behalf of the Client.

Such acceptance provides full authorization for Nitsch Engineering to proceed with providing the Scope of Additional Services under the terms and conditions stated herein.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title

I certify that the City of Gardner has appropriated funds for these services.

\_\_\_\_\_  
City Auditor (Signature)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title



November 9, 2022

Mr. Rob Oliva  
 City Engineer  
 City of Gardner  
 50 Manca Drive  
 Gardner, MA 01440

RE: Nitsch Proposal #11498.P  
 Uptown Rotary  
 MassDOT Project No. 609279  
 Amendment No. 3  
 Land Surveying and  
 Transportation Engineering Services  
 Additional Services  
 Gardner, MA

Dear Rob,

Nitsch Engineering submits this letter for Additional Services to you (the Client) for professional land surveying and transportation engineering services associated with surveying additional utility and water main information, conducting additional layout research, and updating the 100% Design Plans and Preliminary Right-of-Way Plans. The request is for an additional fee to cover costs related to survey and design changes due to the unanticipated installation of utilities during the design process and request from the Massachusetts Department of Transportation (MassDOT) Right-of-Way to produce original road acceptance documents as listed below.

This letter summarizes our scope and fee.

## **SCOPE OF ADDITIONAL SERVICES**

### **TASK 502: ADDITIONAL SURVEY OF UTILITIES AND LAYOUT RESEARCH**

1. Conduct site visit with the City of Gardner (the City), MassDOT, and utility companies to review Dig Safe markings and discuss upcoming gas main relocation, water main installation, and construction schedule;
2. Conduct field survey of gas line, Dig Safe markings, and evidence of new utility construction and pavement trenches;
3. Coordinate with the City to locate a new water main, which was installed by the City during the design;
4. Coordinate with Unitil to locate new gas lines and add to the base plan, which were installed by Unitil during the design;
5. Coordinate with the City Engineering Department and conduct additional historic research of county records at the Registry of Deeds to find street acceptance documents; and
6. Update the Survey Base Plan to incorporate new gas lines, water main, and update roadway layout information.

### **TASK 801: FINAL PLAN REVISIONS**

1. Revise Utility Plans to incorporate gas main construction;
2. Revise the Drainage Design to accommodate gas main locations;

Mr. Rob Oliva: Nitsch Proposal #11498.P (Additional Services)  
November 9, 2022  
Page 2 of 3

### SCOPE OF ADDITIONAL SERVICES – continued

3. Revise Right-of-Way Plans to incorporate new layout information;
4. Update Construction Plans with revised utility, drainage, and layout information;
5. Perform independent QA/QC of 100% Plans, Specifications, and Estimates; and
6. Coordinate updated plan submissions with MassDOT and the City.

### COMPENSATION

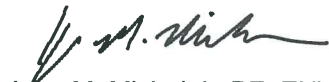
Compensation for the Additional Services provided will be in accordance with the executed agreement between Nitsch Engineering and the Client, dated July 22, 2016. The cost for these services is **\$9,500** and will be billed on a percentage complete of lump-sum basis. Costs will not be incurred by Nitsch Engineering beyond this amount without verbal approval from the Client. Expenses are included in the above-listed fee.

Should the conditions of this Additional Services proposal meet with your approval, please sign the Client Authorization section below and return this Additional Services proposal to us for our files. If Nitsch Engineering is authorized to commence and/or continue providing its services on the project, either verbally or in writing, prior to the full execution of a written contract, such authorization will be deemed an acceptance of this Additional Services proposal, and all such services will be provided and compensated for in accordance with the terms and conditions contained herein as though this Additional Services proposal were fully executed by the Client.

If you have any questions, please call.

Very truly yours,

**Nitsch Engineering, Inc.**



John M. Michalak, PE, ENV SP  
Director of Transportation Engineering

JMM/ajc

Mr. Rob Oliva: Nitsch Proposal #11498.P (Additional Services)  
November 9, 2022  
Page 3 of 3

#### **CLIENT AUTHORIZATION**

This Additional Services proposal is hereby accepted by the Client as evidenced by the execution hereof, and such a person so executing the same on behalf of the Client does hereby warrant full authority to act for, in the name of, and on behalf of the Client.

Such acceptance provides full authorization for Nitsch Engineering to proceed with providing the Scope of Additional Services under the terms and conditions stated herein.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title

I certify that the City of Gardner has appropriated funds for these services.

\_\_\_\_\_  
City Auditor (Signature)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name and Title



City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President

And City Councilors

Gardner City Hall, Rm 121

95 Pleasant Street

Gardner, MA 01440

RE: Free Cash Appropriation Request – Wayside Dam Project

Dear Madam President and Councilors,

The City Engineering Department and the Army Corps of Engineers have been working on making repairs for the Wayside Pond Dam.

The attached appropriation request is being put forward to cover the costs associated with the design of the project.

Respectfully Submitted,

Michael J. Nicholson

Mayor, City of Gardner

RECEIVED  
CITY ENGINEERING  
NOV 9 11:58  
GARDNER, MA

AN ORDER APPROPRIATING FROM FREE CASH TO THE WAYSIDE  
POND/DAM PROJECT ACCOUNT.

ORDERED:

That there be and is hereby appropriated the sum of Thirteen Thousand Six  
Hundred Dollars and No Cents (\$13,600.00) from Free Cash to the Wayside Pond/Dam  
Account.



FUSS &amp; O'NEILL

AMENDMENT NO. 2  
TO THE AGREEMENT  
BETWEEN  
CITY OF GARDNER  
AND  
FUSS & O'NEILL, INC.  
FOR  
PROFESSIONAL SERVICES

In consideration of the mutual promises herein contained, the parties hereto agree to amend their Agreement as described in proposal dated July 8, 2021 as follows:

**PROJECT JUSTIFICATION** The Army Corps of Engineers (USACE) Levee Safety Program indicated in an April 25, 2023 email that the proposed Wayside Pond Dam repairs are subject to a formal Section 408 review.

**SCOPE OF SERVICES:**

Task 7: USACE Section 408 Submission: We have budgeted 86 hours to perform the following activities:

- Prepare and submit a draft Section 408 application to the USACE for technical feedback.
- Conduct one conference call to discuss the draft submission with the City and USACE.
- Incorporate minor review comments received from the USACE into the project design, update the Section 408 application, prepare, and submit a finalized Section 408 application.

**SCHEDULE:** We will commence these services immediately upon authorization and work with the City to develop a schedule.

**FEES:** We propose a lump sum budget of \$13,600 be established in support of this effort. Our services will be conducted in accordance with the terms and conditions of our July 8, 2021 contract.

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment No. 2 this 14th day of August, 2023. The following attachments are hereby made part of this amendment: USACE correspondence:

**CLIENT NAME**

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**FUSS & O'NEILL, INC.**

By:  \_\_\_\_\_

Printed Name: Brian E. Kortz, CPG, LSP, CNU-A

Title: Vice President | Office Manager

Date: August 14, 2023

**Andrea Judge**

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**From:** Shields, Heather P CIV USARMY CENAE (USA) <Heather.P.Shields@usace.army.mil>  
**Sent:** Tuesday, April 25, 2023 4:30 PM  
**To:** Rob Oliva; Andrea Judge  
**Cc:** DiRocco, Kevin J CIV USARMY CENAE (USA)  
**Subject:** USACE - Wayside Pond Dam - 408 Application

Good afternoon,

We met with Rob recently for our annual inspection of the Gardner local protection project. One item we discussed was the ongoing work at Wayside Pond Dam. We would like the Wayside Pond Dam design to go through a formal 408 application. We decided this because it will ensure that we have the design and construction properly documented for our records, which could potentially be important for the project's future eligibility in the PL84-99 program. We think the additional work on your end for the 408 process will be minimal. The required documentation for the 408 application is made up of components that will likely be a part of the final project design.

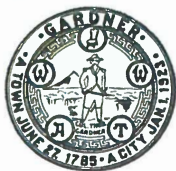
We thought having a quick call might be helpful to go over the process and touch base on where things are currently with your design. Kevin and I are available at these times:

- May 11<sup>th</sup> or 12<sup>th</sup> after 1 PM
- All day May 15<sup>th</sup>
- All day May 22<sup>nd</sup>
- May 23<sup>rd</sup> after 1 PM

If none of those times work for you we can find another day. Let me know if you have any questions or need anything else. Thank you!

Heather

Heather P. Shields, P.E.  
Geotechnical Engineer  
USACE New England District  
696 Virginia Road  
Concord, MA 01742  
Phone: 978-318-8081  
[Heather.P.Shields@usace.army.mil](mailto:Heather.P.Shields@usace.army.mil)



City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President

And City Councilors

Gardner City Hall, Rm 121

95 Pleasant Street

Gardner, MA 01440

RE: Free Cash Appropriation Request – PARC Grant City Matching Portion

Dear Madam President and Councilors,

Earlier this year, the City applied for a grant from the Commonwealth's Parkland Acquisitions and Renovations for Communities (PARC) grant program to replace the former wooden playground equipment that was located at Ovila Case Playground but removed due to structural integrity and safety issues.

This grant program has a 70% - 30% cost sharing requirement, in which the Commonwealth covers 70% of the project and the City would have to cover the remaining 30%. The full cost of the project is \$521,400. The City applied for a grant of \$364,980, which if awarded, would leave the remaining \$156,420.00 up to the City to pay for.

We anticipate that we will be hearing from the Commonwealth in the very near future if the grant was awarded or not, however, having the match appropriated up front allows the City to go to bid on the project once the funds are awarded, so that we can get the construction portion of the project done in early spring so it can be completed by summer time for children to be able to use the new equipment.

If the City is not awarded the grant, a rescission measure would be put forward to the City Council later on that would allow the funds to be used for other purposes should that occur.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
CITY CLERK'S OFFICE  
GARDNER, MA  
NOV 9 11:25:57

AN ORDER APPROPRIATING FROM FREE CASH TO PARC GRANT  
MATCH ACCOUNT.

ORDERED:

That there be and is hereby appropriated the sum of One Hundred Fifty-Six  
Thousand Four Hundred Twenty Dollars and No Cents (\$156,420.00) from Free Cash to  
the PARC Grant Match Account.

**Parkland Acquisitions and Renovations for Communities (PARC) Grant Program  
Application Form FY 2024**

**Instructions:**

- The application must be submitted through this online form and a hard copy must be submitted separately. The Applicant will be asked to enter all the information in the table below directly into the form.
- Please ensure that all files you upload are consistently labeled. Use the following file naming convention: [Name of municipality]\_[Shorthand version of project title]\_[Name of attachment from attachment checklist]\_PARC
- Upload files to the online form as PDFs if possible, unless otherwise specified
- The application can be saved while working on it. Click "Save and Resume Later" at the bottom of the form and then click on "Save and Get Link." A link to the application will be provided that must be copied and saved in order to return to the application. A good way to ensure that the link is not lost is to email it to yourself. Please note that this link is good for 30 days only.
- Please note that all documents that been uploaded at the end of the application will not be saved if leaving the site before submitting the application. The files must be uploaded again upon re-entering the site and submitting the application.
- Any appraisals should be emailed directly to Melissa Cryan.
- Total size of all documents attached to the online form cannot exceed 25 MB.

1. **Municipality:** Gardner  
**Population:** 21
  2. **Project Name:** Ovila Case Park  
Type of Project:  
☐ Acquisition – acreage \_\_\_\_\_ ☐ New development ☒ Renovation of existing park  
Project address: 35 Stuart Street  
Total park acreage: 12
  3. **Registry of Deeds Information** (where the park's deed is located – for development and renovation projects only):  
Registry of Deeds Name: \_\_\_\_\_  
Registry of Deeds Address: \_\_\_\_\_  
Recording Information for Park: Book: \_\_\_\_\_ Page: \_\_\_\_\_
  4. **Contact Person:** Lyndsy Butler  
Agency: City of Gardner  
Address: 115 Pleasant Street  
Gardner  
Zip: 01440  
Telephone: (978) 991-5841 Fax: \_\_\_\_\_  
Email: lbutler@gardner-ma.gov
- Please note: the contact person is the official representative for this project as authorized under item #20(b) of this application, usually not the chief municipal officer.**
5. **Briefly describe the project on TWO attached pages.** Use the PARC Selection System as an outline for the description, as well as the items bulleted below, to ensure the maximum score possible for your project.
    - a.) Acquisition Projects:
      - site location – directly serves Environmental Justice population and/or site's distance to the nearest park
      - rare species (include letter from NHESP) (to determine if NHESP must approve site plans)
      - historic or archaeological resource (include letter from MHC) (to determine if MHC must approve site plans)

## b.) Development or Renovation Projects:

- describe facilities being developed – specifically include information on what grant funds will be used for (please note projects that require a significant amount of tree removal will not be looked at favorably)
- describe community needs, including park equity/need in this neighborhood
- new acres dedicated as parkland

## c.) All Projects:

- directly serves an Environmental Justice population or area of the community that lacks park resources (show on map) and how the project will increase recreational opportunities for residents in areas of the state that currently do not have sufficient access
- how the needs of people with disabilities have been incorporated into the project's design (projects that have gone above and beyond to incorporate these needs will be reviewed most favorably)
- water-based recreation (include linear footage of bordering water resource, if appropriate)
- how the project's design incorporates climate resiliency
- fiscal or future maintenance cooperation with any other governmental agency (state, federal, county), private nonprofit, local business, etc.
- consistency with any nearby State Priority Development or Preservation Areas as shown on the South Coast Rail Corridor Plan, Merrimack Valley Land Use Priority Plan, 495/ MetroWest Development Compact Plan, Metro North Plan, or CMRPC Plan
- environmental education/interpretive services planned for site
- for towns with less than 35,000 and applying as a regional or statewide facility (communities applying in these categories should submit a Usage Report)
  - accessible via public transportation (within a 1/2-mile walk)
  - parking for 100 (or more) vehicles

**6. Proposed Funding:**

The PARC Grant Program is a **reimbursement** program. Grant recipients are reimbursed after invoices have been paid by the municipality. **The total project cost must be raised or appropriated by the municipality through a City Council or Town Meeting vote.** Costs incurred prior to grant approval and contract execution are ineligible, **including design costs.** Force account labor, volunteer hours, and donations are also ineligible. Refer to PARC regulations (Section 5.07) for eligible cost details. Sample budget can be found in Attachment E.

|                                                                                                                                                                                                                                                     |               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Total Eligible Project Cost:                                                                                                                                                                                                                        | \$ 521,400.00 |
| PARC Request:                                                                                                                                                                                                                                       | \$ 364,980.00 |
| (52-70% of total project cost based on Equalized Valuation Per Capita, can be found on DCS web page, maximum of \$500,000)                                                                                                                          |               |
| Municipal Share:                                                                                                                                                                                                                                    | \$ 156,420.00 |
| (Community Development Block Grant via federal or local government sources, Community Preservation Act, etc., please specify in narrative)                                                                                                          |               |
| Other:                                                                                                                                                                                                                                              | \$ 0.00       |
| (i.e. private donation to community, fund raising, etc. Note that any donations for the project must be put into a municipal account earmarked for the project as EEA can only reimburse on a canceled municipal check or wire transfer statement.) |               |

(PARC Request + Municipal Share + Other = Total Eligible Project Cost)

**Attach a one-page description of the proposed project budget including:**

The source of all local funding including donations and Community Preservation Act (CPA) funds.

- Description of the details of any donation, if applicable (be sure these funds are gifted to the community and earmarked for the project).
- Description of any other sources of funding including federal, state, municipal, or nonprofit organizations. List these partners and describe their contribution. Not all sources of state and federal funds are compatible with every DCS grant program.
- Budget should be broken into two distinct fiscal years for renovation and development projects – FY 24 costs associated with design, FY 25 costs associated with construction. Please note that PARC grants cannot reimburse municipalities for design costs only.

**7. Project Type:** Please indicate type of project, refer to the program's regulations for definitions (Sec 5:03) and to the list of required attachments found at the end of this application form to substantiate any "yes" answers. Indicate here whether:

- ☐ Your municipality is an urban population center (city of any size or town with 35,000 or more residents)
- ☐ Your project qualifies as a regional or statewide project (town with 35,000 or less residents whose proposed project has public transportation access (within ½ mile of the proposed project) and/or over 100 car parking) (submit a Usage Report)
- ☒ Your project qualifies as a "small town" project (town with 35,000 or less residents) – please note that these applications will be competing amongst themselves in a separate pool of \$400,000 with a grant maximum of \$100,000
- ☐ Your municipality is on Cape Cod or the Islands (eligible for \$500,000 grant award maximum)

### 8. Community Preservation Act

Has your community passed the Community Preservation Act?

- ☐ Yes ☒ No

If "yes", please note that successful grant applicants that have purchased real property interests for open space or recreational purposes using money from the Community Preservation Fund must have all Conservation Restrictions required by Section 12 of Chapter 44B approved by the Secretary of Energy and Environmental Affairs and recorded prior to receipt of final project reimbursement from the Executive Office of Energy and Environmental Affairs. Also, any communities that have acquired land through the Cape Cod Land Bank must show CRs as well.

**9. Describe outstanding leases, restrictions or other rights or interests** held by others in the project site area and enclosed copy of the same.

N/A

**10. Is the property permanently dedicated for park, playground, or recreation purposes** (MGL Chapter 45, Section 3 or 14)? If not, please submit draft dedication language for DCS review as all PARC Grant Program projects must be dedicated for park, playground, or recreation purposes. If yes, highlight the park dedication language on the property deed.

- ☐ Yes ☒ No

**11. Are fees currently charged or proposed for this facility?** If yes, please attach a copy of the fee system. Charging fees is allowed subject to DCS approval. If applicant is awarded a grant, the site cannot be restricted to municipal residents only. If fees are charged based on residency, fees for nonresidents are subject to Section 5.08(3) of the PARC Grant Program regulations.

- ☐ Yes (copy attached) ☒ No

### 12. Municipal Open Space and Recreation Plan

Describe how your project meets the recommendations in your current Open Space and Recreation Plan. To receive points in this category, you must cite specific goals, objectives, and/or actions from the Action Plan and the associated page number references. If we already have a copy of your plan, there is no need to submit another copy.

|   | Goal, objective, or action plan item from current OSRP                                                                                                                                                                                                                                                                                                    | Page # |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1 | Goal One- Protect and improve the quality of existing open spaces, parks and recreational opportunities.<br>1. Continue aggressive maintenance program at parks and playgrounds                                                                                                                                                                           | 49     |
| 2 | Goal One- Protect and improve the quality of existing open spaces, parks and recreational opportunities.<br>2. Upgrade playground equipment, playing fields and walking trails.                                                                                                                                                                           | 49     |
| 3 | Goal Two- Selective expansion of open spaces, parks and recreational opportunities.<br>Expand outdoor facilities for young children                                                                                                                                                                                                                       | 49     |
| 4 | Goal Five- Increase public awareness, use and stewardship of the City's water resources, forests, parks, conservation areas and recreational opportunities.<br>1. Promote use and stewardship of local natural resources and the health benefits of using recreation facilities. Promote family friendly parks. Promote universally accessible facilities | 50     |

### 13. Statewide Comprehensive Outdoor Recreation Plan

Describe how your project advances the Outdoor Recreation Goals and Objectives (Chapter 5) in the Statewide Comprehensive Outdoor Recreation Plan.

#### Goal 1. Access for Underserved Population

The park will provide access to people with disabilities, teenagers, and senior citizens. The proposed project will benefit children with disabilities and provide recreation and play. The existing park has an ADA paved path that can be used by people of all ages and disabilities. The benefit of adding the play feature to this park is that a family consisting of youth, teenagers and senior citizens can all visit and recreate at the same time. It is not too often that you can provide recreation features to all members of a family, in one location. Adding an ADA complaint playground will provide recreation to the underserved. This neighborhood needs recreation area. The area is densely populated and close to the downtown area.

### 14. Enhanced Outreach to Environmental Justice Populations

In support of EEA's EJ Policy, it is critical that EJ populations are able to participate in the project selection and design process **prior** to the submission of the grant application. Describe how EJ populations in your community (or neighboring communities) were able to participate. Also include any flyers, mailings, etc. that were distributed to the community and list here where they were distributed. Please note that the public participation must have occurred within the past year for the process to be considered in the project's rating.

No public outreach was conducted prior to the grant application. To ensure that the EJ population is given meaningful involvement in the design process, the city will hold a design kick off meeting. The meeting will be advertised on the city web page, Facebook and the clerk's office. The invitation for the meeting will be sent out to stakeholders in the community. These stakeholders are members that represent the EJ population. Gardner has many public social services that directly connect with members of the EJ community and can pass along information regarding important planning meetings. To enhance participation, time and location of the meeting are always considered to ensure that there is easy access to the meeting.

### 15. Community Compact

Has your community signed a Community Compact?

☒ Yes

☐ No

If "yes", please list the Sustainable Development and Land Protection Best Practices included in it.

The City of Gardner was an early adopter of the Community Compact Agreement and was the second community to sign a compact with the Governor's office. The City's commitment and focus was on public safety and transportation improvements. The city has dedicated substantial investments and resources towards improvements in Conservation, Open

### 16. Municipal Vulnerability Program

Is your community an MVP Community?

☒ Yes

☐ No

If "yes", please describe how this application supports a priority implementation project within your MVP plan or how the plan includes other implementation project(s) relevant to parks and land conservation. Include the page(s) from your MVP plan that lists the relevant priority implementation project(s).

Gardner is a MVP community. Gardner has a high percentage of people with low incomes (LMI). This application support priority implementation of supporting the people with low incomes. LMI populations are more vulnerable to extreme temperatures and live in locations with air pollution and other environmental issues, all of which are exacerbated by climate change. This park will serve the LMI population directly by providing an outdoor space for the summer months when the

### 17. Housing Choice Initiative Program

Has your community been designed as a Housing Choice Community? For more information, please visit

<https://www.mass.gov/housingchoice>.

☐ Yes

☒ No

### 18. Check the following if applicable to project:

- ☐ Yes ☒ No Prime agricultural lands (see Ex. Order #193)
- ☐ Yes ☒ No Cultural, historic, archeological site: Contact MA Historical Commission (617) 727-8470
- ☐ Yes ☒ No Endangered species habitat: Contact MA Natural Heritage and Endangered Species Program
- ☐ Yes ☒ No Environmental intrusion, i.e. **overhead power lines (must be buried)**, safety hazards
- ☐ Yes ☒ No Located in the State Priority Preservation Area as shown on the South Coast Rail Corridor Plan, Merrimack Valley Land Use Priority Plan, or the 495/MetroWest Development Compact Plan, Metro North Plan, or CMRPC Plan
- ☐ Yes ☒ No Environmental Justice population (see EJ data viewer)

#### Acquisition projects only

☐ Yes ☐ No Acquisition involving relocation of residents, tenants, or businesses

Do you have a Purchase and Sales Agreement or Agreed Price?

☐ Yes ☐ No

If yes, amount:

\$ \_\_\_\_\_

Is Clear Title available?

☐ Yes ☐ No

If no, is an eminent domain taking anticipated?

☐ Yes ☐ No

If yes, proposed pro tanto award amount:

\$ \_\_\_\_\_

Note that if clear title is not available, the community may decide to acquire the property by a friendly taking (eminent domain) process to clear the title. It is best to know if there is a potential title problem as soon as possible since this can complicate the acquisition process.

**Note: Appraisals must be emailed separately to [melissa.cryan@mass.gov](mailto:melissa.cryan@mass.gov)**

Appraisal Report #1

Valuation: \$ \_\_\_\_\_

Appraiser: \_\_\_\_\_

Valuation Date: \_\_\_\_\_

Appraisal Report #2 (if needed) (see section 2B for details)

Valuation: \$ \_\_\_\_\_

Appraiser: \_\_\_\_\_

Valuation Date: \_\_\_\_\_

19. Check if the following permits are required:

- |                              |                             |                                                              |
|------------------------------|-----------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | U.S. Army Corps of Engineers (404 or Rivers and Waterways)   |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | MA DEP Division of Wetlands & Waterways (617) 292-5518       |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | U.S. Coast Guard                                             |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | U.S. Dept. of Agriculture (Zoos)                             |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | C. 131 s. 40 Wetlands (municipal conservation commission)    |
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | MEPA Review (301 CMR 11.00: MEPA Regulations) (617) 626-1020 |

## IMPORTANT NOTICE

**If any of the above permits are required, the permit or application for the permit must be submitted. Should the project be selected for funding, the permit will be required as part of the final application.**

20. Attach certification of:

- The **Chief Executive Officer's legal authorization to execute contracts**. This is a resolution, motion, or similar action that has been duly adopted or passed as an official act of the community's governing body that authorizes the filing of the applications, including all understandings and assurances contained therein by the signatory, **usually a page from the town/city charter** will satisfy this requirement (this is not a DCS form to be completed, nor is it specific to this grant application); and
- Authorization for Application: Copy and paste this language into a letter and upload it as a part of this application:

### Authorization for Application

The undersigned hereby certifies that they are authorized, by the bylaws or charter of Gardner or otherwise by law, acting in their official capacity as the Mayor of said municipality and on behalf of said municipality, to submit the foregoing application for a grant from the Executive Office of Energy & Environmental Affairs, and hereby authorizes the person designated below as project manager to collaborate with the Executive Office of Energy & Environmental Affairs on matters pertaining to the grant application.

**Chief Executive Officer Signature:** \_\_\_\_\_ **Printed Name:** Michael Nicholson **Date:** \_\_\_\_\_

**Authorized project manager: Name:** Lyndsy Butler **Position:** Assistant Director

## PLEASE LABEL ALL ATTACHMENTS

### **REQUIRED ATTACHMENTS** (applications that are missing these items will not be accepted)

- ☐ **Municipal Open Space and Recreation Plan**, if not already approved and on file at DCS. Plans are approved by DCS for up to seven years of eligibility for DCS grant programs. Community is not eligible to apply without an approved plan, or submission of a draft plan. (If we have it on file, do not send another copy.)
- ☐ **Acquisition Projects – Appraisal report(s)** as required by DCS. See Section 2B for more details.

### **RECOMMENDED ATTACHMENTS** (use as a checklist) (provides details to information requested and assists in project evaluation)

- ☒ **Project Description** (application item #5) and **Budget Details** (application item #6), including a breakdown of how much is needed for design costs in FY 24 and construction costs in FY 25. Please note that funds not used in FY 24 do not roll over into FY 25. A sample budget can be found in Attachment E.
- ☒ **Development & Renovation Projects – Site Development Plans and Cost Estimates.** Services of a professional design firm are recommended for renovation and development projects. Costs incurred prior to the signing of a state standard contract are NOT eligible for reimbursement. Site Development Plans and Cost Estimates should show the number of trees that will be planted at the site. Projects that propose removing significant numbers of trees will not be looked at favorably. Cost Estimates should be more detailed than the Budget Details.
- ☐ **Boundary Plan of Site** (Survey or Plot Plan with adequate metes and boundary descriptions). The boundary plan submitted with the project application becomes the permanent protected boundary for the site and must be legally sufficient to identify the land to be protected. A survey plan with deed references or assessor's map with block and lot number are acceptable. Any existing encroachments should be identified by the Applicant with detailed plans to resolve them prior to reimbursement.
- ☐ **USGS Locus Map** showing outline of project site, proximate Priority Development and Preservation Areas as shown on the South Coast Rail Corridor Plan, Merrimack Valley Land Use Priority Plan, 495/MetroWest Development Compact Plan, Metro North Plan, or CMRPC Plan, any adjacent or nearby public or quasi-public parkland, and EJ populations in project site area. Please include the park boundaries on the map (do not just use a point). See Attachment F for a sample.
- ☐ **Evidence of public meeting on proposed project to EJ population(s)** (copy of actual posted announcement) and list of where it was distributed (application item #14). Post notices with tenants' associations, in local grocery stores, or with Community Development Corporations in languages that are appropriate for the population. Please look at [EEA's Environmental Justice Policy](#) to ensure proper outreach procedures in EJ populations. Note that the outreach must be specifically for this project and not for the Open Space and Recreation Plan.
- ☐ **Usage Report** only if your project is Regional or Statewide (Attachment C).
- ☐ Certified copies of the following **municipal votes** (or draft warrant article or city council order, as necessary). Refer to the Sample Municipal Vote, which is included in the application package, for guidance. **PARC Grant Program grant manager MUST review municipal vote prior to Town Meeting or City Council Meeting.**
  - ☐ Copy of municipal vote accepting the Park Commission (M.G.L. c.45 s.2) **AND** a list of its current appointments (**do not include individual member's appointment letters**).
  - ☐ Municipal vote authorizing application; raising, borrowing or appropriating the total project cost (application item #6); and dedicating land to park, playground, or recreation purposes (application item #10).
- ☐ Copy of **property deed** confirming municipal ownership and dedication to park, playground, or recreation purposes. Highlight the park dedication language on the property deed. Note that an assessor's card is not a deed.
- ☐ Page(s) from the Municipal Vulnerability Plan that lists the relevant priority implementation project(s) (application item #16).
- ☐ **Photos** of park, highlighting need for grant funding.
- ☐ **Other State Agency Review** – if it is not possible to include their response in the application package to DCS, attach a copy of your cover letter requesting their input.
  - ☐ All applicants must request comments from the Massachusetts Natural Heritage & Endangered Species Program (NHESP) on the presence or absence of rare species listed under the Massachusetts Endangered Species Act (MESA) on or near the proposed land acquisition or park project. To request comments, please send an email to NHESP at [natural.heritage@mass.gov](mailto:natural.heritage@mass.gov). The email's subject line should read "PARC comment letter request" and its body should include a brief description of the acquisition or project, and a shapefile or map of the acquisition or project location. There is no charge for this comment letter.
  - ☐ Massachusetts Historical Commission: Send the MHC a PNF with a copy of the USGS locus map with the property boundaries clearly indicated, smaller-scale property maps if available, and a cover letter to include

information about any known historic or archaeological sites. Send this certified mail, return receipt requested, so that you know when it was received. MHC will review and comment to DCS (and copy the applicant) within 30 days of receipt. There is no need to telephone or email the MHC. See these webpages for any questions: <http://www.sec.state.ma.us/mhc/mhcpdf/pnfguide.pdf> and <http://www.sec.state.ma.us/mhc/mhcrevcom/revcomidx.htm>.

**ATTACH SUPPLEMENTARY DOCUMENTS IF APPLICABLE TO THE PROJECT**

- ☐ Copies of current leases, restrictions, or other rights or interests held by others in the property (application item #9).
- ☐ Fee schedule (application item #11).
- ☐ Any necessary permits or applications for permits (application item #19).

**If grant is awarded to the community, the following will be required of CPA communities:**

Evidence of recorded Conservation Restriction(s) as required in Section 12 of Chapter 44B if applicant is a Community Preservation Act community.

**Section 12 of the Chapter 44B Real property interest; deed restriction; management**

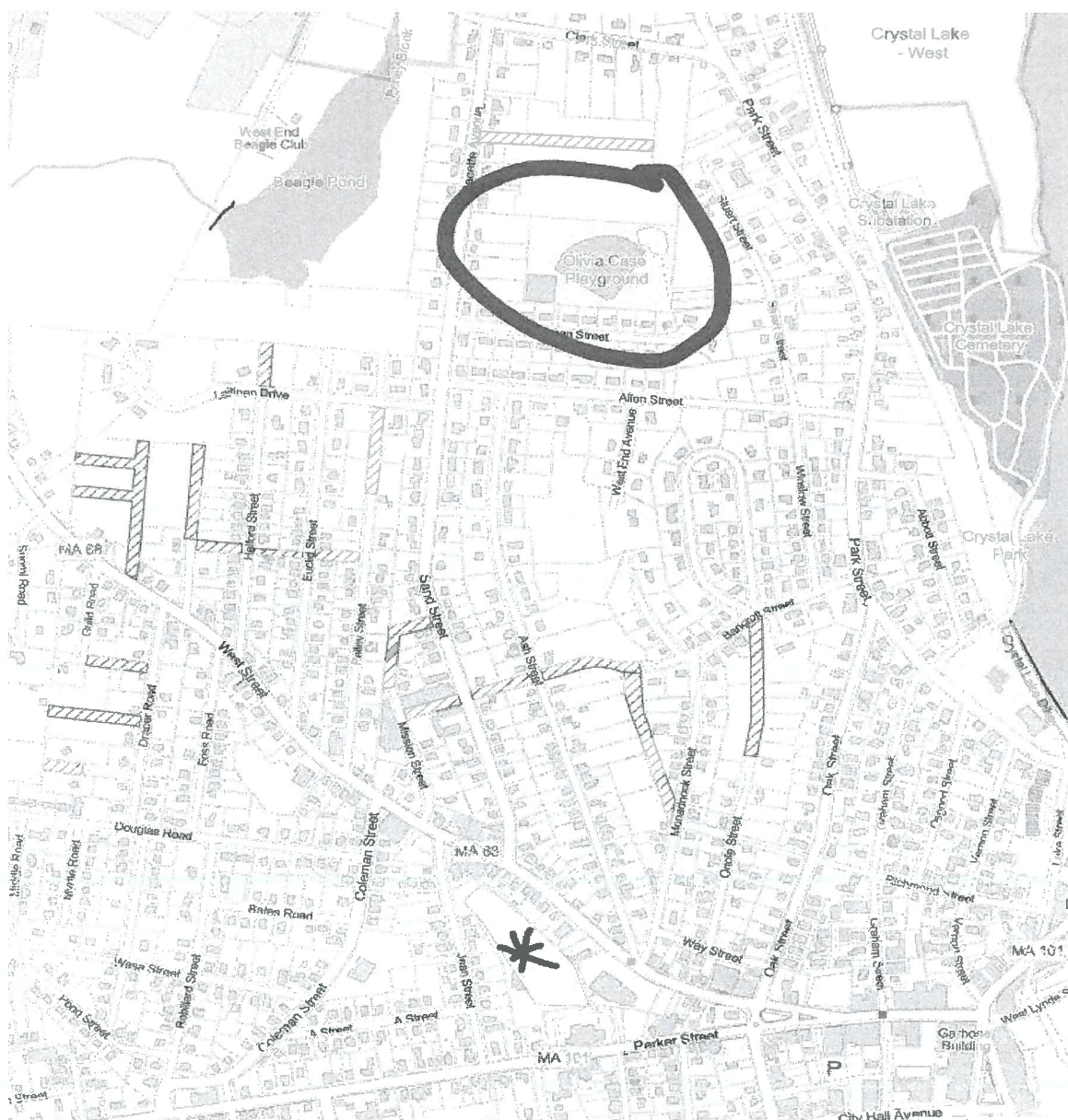
(a) A real property interest that is acquired with monies from the Community Preservation Fund shall be bound by a permanent restriction, recorded as a separate instrument, that meets the requirements of sections 31 to 33, inclusive, of chapter 184 limiting the use of the interest to the purpose for which it was acquired. The permanent restriction shall run with the land and shall be enforceable by the city or town or the commonwealth. The permanent restriction may also run to the benefit of a nonprofit organization, charitable corporation or foundation selected by the city or town with the right to enforce the restriction. The legislative body may appropriate monies from the Community Preservation Fund to pay a non-profit organization created pursuant to chapter 180 to hold, monitor and enforce the deed restriction on the property.

(b) Real property interests acquired under this chapter shall be owned and managed by the city or town, but the legislative body may delegate management of such property to the conservation commission, the historical commission, the board of park commissioners or the housing authority, or, in the case of interests to acquire sites for future wellhead development by a water district, a water supply district or a fire district. The legislative body may also delegate management of such property to a nonprofit organization created under chapter 180 or chapter 203.

The City of Gardner is applying for this PARC grant to renovate an existing playground. The Ovila Case Playground is located at 35 Stuart Street, Gardner. The park is home to the girls' softball field. The park was home to a large wooden structure that was recently removed because it was beyond repair and posed as a risk to the public. This funding will provide a playground to replace the wooden structure with a new ADA playground. Grant funds will be used in year one for design, construction specification and bid documents and construction in year two. The new structure will feature ADA compliant features that will afford all children an opportunity to play and enjoy in recreation. As this project is for renovation of an existing park, there will be no tree removal and minimal earth work.

Gardner's population is 54% low-to moderate-income. The park is located right outside of an Environmental Justice Area and is the only playground within the neighborhood. The park is in Census Tract 7074, Block Group 1 (41% LMI). The neighborhood is densely populated, and the playground is frequented as there is a baseball/softball field, walking loop and basketball court. The city recently upgraded the asphalt on the walking path and basketball courts. The city did not have additional funds to replace the wood play structure that was removed and would like to provide the residents a play structure that is ADA compliant. The park has options for members of all ages and the addition of the play structure will allow for children the opportunity for outdoor play and recreation, something we know is critical to the growth of children.

The proposed project will consist of a ramp-based playground that will allow children of all abilities to play and recreate. The playground will also feature a swing set consisting of an ADA inclusive swing seat. The DPW is currently working to create wheelchair access from the parking lot to the play structure. A pour-in-place rubber pathway will be installed for access to the ramp playground and the ADA inclusive swing. The design will incorporate climate resiliency by using the existing the footprint and not eliminating any trees. The Ovila Case Park is maintained by the DPW and Parks & recreation. The city has a budget for the continued maintenance and upkeep of the park.



The map shows the location of the Olvia Case Playground. The blue star at the bottom of the map is the closest park. The area is very congested and in need of a playground. The blue starred park is Greenwood Park. There is no similar play structure at Greenwood Park. The community needs an ADA play structure as the one proposed as there are not many options within the city. The proposed structure is for ages 2-12.



G-0384-0-085

July 10, 2023

Mr. Trevor Beauregard – Director  
Department of Community Development and Planning  
City Hall Annex - Room 201  
115 Pleasant Street  
Gardner, MA 01440

Re: **Ovila Case Playground Improvements Project – Play Structure Proposal**

Dear Trevor:

It is our understanding that the City of Gardner (City) is in the process of applying for grant funding for a playground upgrade to replace the recently decommissioned play structure at the Ovila Case Playground.

As requested, we have prepared the following scope and fee proposal for providing survey, design, bidding, and construction phase services associated with the Ovila Park Improvements Project.

## Survey

We will conduct a detailed topographic survey of the open space created following the wooden play structure demolition to generate a base plan for design of the new playground. The topographic survey will have a one-foot contour interval and will include visible surface features, faces of adjacent structures, as well as available utility information from the City Engineer's office.

It is not anticipated that any deed research, detailed property line survey or easement plan preparation will be required for this project since it is assumed that the proposed improvements will be constructed entirely within existing parcels owned by the City. Therefore, these tasks have not been included in this scope of services. If the City feels a more detailed property line survey is required, our scope and fee for survey can be adjusted accordingly.

## Design

Tighe and Bond will provide the engineering services necessary for preparation of biddable construction documents for the proposed improvements. It is anticipated that the design will include site grading and layout for proposed playground structures and associated amenities. The design of the actual play equipment / structures will be by a third party vendor. Opinions of probable construction costs for the project will be prepared following completion of schematic and final design documents. The plan set for the project is anticipated to include the following sheets.

- Cover Sheet
- General Notes and Legend Sheet
- Existing Conditions and Demolition Plans
- Site Layout and Improvement Plans
- General Construction Details

We have budgeted for two meetings with the City during the design phase following completion of the preliminary and final design plans.



## **Bidding**

Tighe & Bond will furnish biddable construction documents for the project, publish notice in the Central Register, conduct a pre-bid meeting, issue necessary addenda, and conduct a general bid opening. We will also assist the City in evaluation of the bids and the award of the contract.

## **Construction Phase Services**

### **Construction Administration**

Tighe & Bond will provide construction administration services throughout the construction period including:

- Scheduling and attendance at a pre-construction meeting
- Review of construction submittals and shop drawings
- Responses to requests for information (RFIs) during construction
- Review of quantities and periodic pay requisitions from the Contractor
- Review of potential change orders
- Preparation of a final punchlist
- Preparation of substantial completion certificate
- Preparation of final pay requisition and payment certificate

### **Construction Observation**

Tighe & Bond will provide part-time construction observation services for the project. A Tighe & Bond representative will visit the project site at intervals appropriate to the stage of construction in order to observe the progress and quality of the Work being completed by the Contractor. For this project, we have budgeted for 6 hours of construction observation per week over an estimated construction duration of 8 weeks (48 hours total).

Such visits and observations are not intended to be an exhaustive check or a detailed inspection of the Contractor's work, but rather are to allow us to become generally familiar with the Work in progress and to determine, in general, if the Work is proceeding in accordance with the Contract Documents. Based upon this general observation, Tighe & Bond will keep the City informed about the progress of the Work and will endeavor to guard the City against deficiencies in the Work. Tighe & Bond will not supervise or have control over the Contractor's work nor have any responsibility for the Contractor's safety precautions or programs.

## **Fee**

Tighe & Bond will perform the scope of services detailed above for the not to exceed amount of \$49,900. We will conduct these services on an hourly rate plus expense basis, as established in our existing agreement. In the event that the scope of services is increased for any reason, the estimated fee to complete the work shall be mutually revised by written amendment.

TABLE 1

## Schedule of Fees

| Task                  | Fee              |
|-----------------------|------------------|
| Design                | \$ 20,900        |
| Bidding Assistance    | \$ 3,900         |
| Construction Services | \$ 25,100        |
| <b>Total:</b>         | <b>\$ 49,900</b> |

## Excluded Services

In an effort to provide you with a reasonable estimate for the desired services, we have prepared the proposed scope of services based upon our understanding of your needs. In this same regard, the following items were not included in the development of our budgetary estimate. If these services are required, we will modify our proposal accordingly to meet your needs.

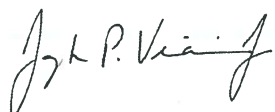
- Subsurface explorations or borings
- Easement or taking plan preparation
- Boundary survey

## Schedule

Tighe & Bond will undertake the proposed work upon formal acceptance of the scope of services and budget. It is anticipated that the construction documents can be completed within eight weeks following receipt of a notice to proceed from the City.

We appreciate the opportunity to provide this proposal to you and look forward to working with you on this project. If you have any questions, please do not hesitate to contact me at 413.572.3281 or via email at [jpviamari@tighebond.com](mailto:jpviamari@tighebond.com).

Very truly yours,  
**TIGHE & BOND, INC.**



Joseph P. Viamari, Jr., PE, LEED AP  
 Senior Vice President  
 T 413.572.3281  
 C 413.636.2236  
 E [jpviamari@tighebond.com](mailto:jpviamari@tighebond.com)



Matthew P. Wzorek, P.E.  
 Project Manager  
 T 413.562.1600  
 C 413.530.7568  
 E [mpwzorek@tighebond.com](mailto:mpwzorek@tighebond.com)

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G-0384-85  
July 9, 2023

**Ovila Case Playground Potential Project Schedule**

- Notice to Proceed Issued By City – November 2023
- Survey Complete – January 2024
- Design – January 2024 through April 2024
- Bidding – May 2024
- Contractor Award – June 2024
- Construction – June 2024 – August 2024

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**ENGINEER'S OPINION OF PROBABLE COST****Project:** Ovila Park Improvements Project**Location:** Gardner, MA**Tighe&Bond**

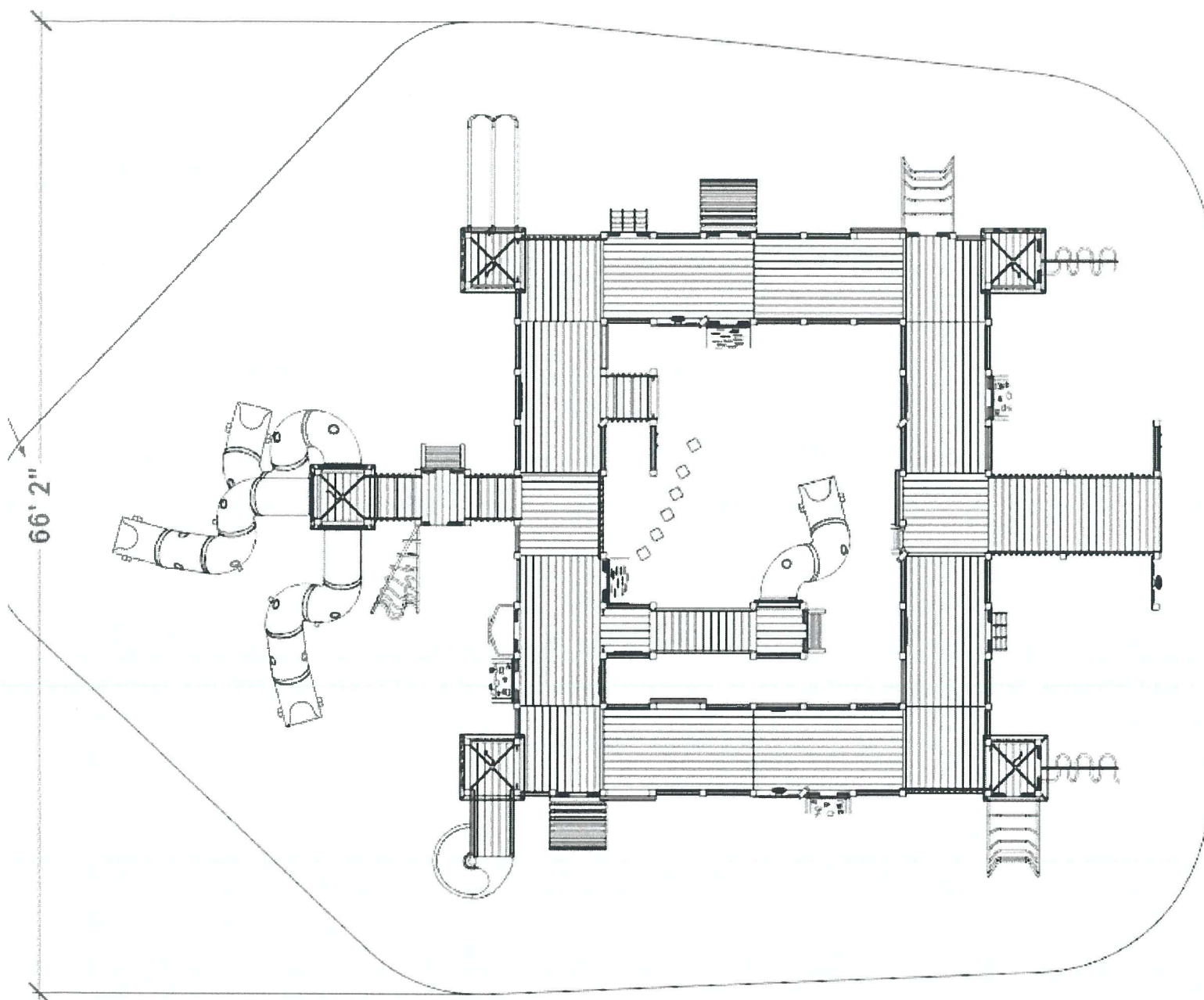
Prepared By: MPW/ND

Date Prepared: 7/9/2023

Estimate Type: ☒ Conceptual  
☐ Preliminary (w/o plans)  
☐ Design Development @

☐ Construction  
☐ Change Order  
☐ % Complete

| Item No.                                                     | Quantity | Unit |                              | Unit Price    | Amount            |
|--------------------------------------------------------------|----------|------|------------------------------|---------------|-------------------|
|                                                              | 1        | EA   | Play Ground Structure        | \$ 220,000.00 | \$ 220,000        |
|                                                              | 1        | LS   | Play Ground Labor            | \$ 110,000.00 | \$ 110,000        |
|                                                              | 2,000    | SF   | Pour in Place Rubber Surface | \$ 20.00      | \$ 40,000         |
|                                                              | 1        | LS   | Site Preparation             | \$ 40,000.00  | \$ 40,000         |
| <b>Subtotal</b>                                              |          |      |                              |               | <b>\$ 410,000</b> |
| Contingency 15%                                              |          |      |                              |               | \$ 61,500         |
| <b>Construction Subtotal</b>                                 |          |      |                              |               | <b>\$ 471,500</b> |
| Design, Bidding, and Construction Phase Engineering Services |          |      |                              |               | \$ 49,900         |
| <b>Estimated Construction Total</b>                          |          |      |                              |               | <b>\$ 521,400</b> |



# Ovilia Case USGS Map

Property Tax Parcels



**City of Gardner - Executive Department****Mayor Michael J. Nicholson**

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Free Cash Appropriation Request – MassTrails Grant City Matching Portion

Dear Madam President and Councilors,

As you are aware, the City has been making a concerted effort in our bike trail extension program so that we can complete the major portions of the North Central Pathway Rail Trail before the Commonwealth begins work on the pedestrian/bicycle bridge over Route 140, which we anticipate should start sometime in 2025.

To help with this project, the City received grant funding from the MassTrails Grant program in the amount of \$200,000 and applied for an additional grant this year of \$500,000.

The attached appropriation request of \$220,000 is being put forward to cover the cost of the City's share of the recent award we have received (match of \$120,000) and appropriate the cost of the \$100,000 match for the application we have submitted and are awaiting notification on.

This portion of the funding will go toward the construction of the bike trail from the end of Crystal Lake Drive, across Park Street, and to Route 140.

In the event the City is not awarded a grant this year, an amendment vote will be put forward before the City Council to lower the amount to our required matching portion for the funds awarded this year. However, appropriating the matching funds for the anticipated grant award allows us to go out to bid on the project quicker and avoid any potential construction delays on the project.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
2023 NOV -9 PM 12:57  
CITY CLERK'S OFFICE  
GARDNER, MA

AN ORDER APPROPRIATING FROM FREE CASH TO MASS TRAIL  
GRANT MATCH ACCOUNT.

ORDERED:

That there be and is hereby appropriated the sum of Two Hundred Twenty Thousand Dollars and No Cents (\$220,000.00) from Free Cash to the Mass Trail Grant Match Account.



## COMMONWEALTH OF MASSACHUSETTS



### 2023 MASSTRAILS GRANTS PROGRAM

#### Grant Application Template

*This application template is provided for reference purposes only. All proposals must be submitted electronically through the program's online application portal. For assistance, refer to the MassTrails Grant Guidelines or contact the MassTrails Grants Administrator. READ ALL APPLICATION INSTRUCTIONS and GUIDANCE NOTES under each question for the most accurate submittal. An asterisk (\*) indicates a required field.*

*All application materials and guidance documents (including the Grant Guidelines and the Budget and Timeline Worksheet) are located online here: <https://www.mass.gov/how-to/apply-for-a-masstrails-grant>*

#### **SECTION I: APPLICANT INFORMATION**

1.1: **\*Organization:** City of Gardner

1.2: **\*Contact Name:** Lyndsy Butler

1.3: **\*Contact Phone:** 978-630-4014

1.4: **\*Contact Email:** lbutler@gardner-ma.gov

1.5: **\*Mailing Address:** 215 Pleasant Street, Gardner MA 01440

1.6: **\*Has this entity received state trail grant funding in previous years (i.e., MassTrails, Recreational Trails Program Grants)?** Yes / No

1.7: **If yes, please indicate the funding source, project name(s) and year(s) awarded.**

Mass Trails Grant (\$245,000), Park Street North Central Pathway Connection, 2021 and 2022

## **SECTION II: PROJECT INFORMATION**

2.1: **\*Project Title:** Park Street North Central Pathway Connection

2.2: **\*Municipality(s) where the project will take place:**  
Gardner

2.3: **\*Brief Project Description:** The Park Street North Central Pathway Connection will be a Shared-Use Path accessible for all, connecting downtown Gardner to Winchendon's center. This phase will link the Environmental Justice areas to the Shared-Use Path which extends around Crystal Lake and out to Rt. 140, at the North Central Pathway entrance. The trail will begin at the Park Street Substation Park, extending approximately 2 miles along the National Grid Right-of-Way and link downtown Gardner to the North Central Pathway trail head on Route 140. This last phase of the trail will create a connection from the Hubbardston line to downtown Winchendon.

2.4: **\*Total Project Value:** See the "MassTrails Budget and Timeline Worksheet" and attach at the end of this application. The worksheet can be accessed on the MassTrails Grants website.

\$681,000

2.5: **\*Grant Amount Requested:** (Up to 80% of Total Project Value)

\$500,000

2.6: **\*Matching Amount Committed:** (Minimum of 20% of Total Project Value)

\$100,000

2.7: **What is the source of Match funding?**

City funds

2.8: **\*What is the primary activity of the project?** (Check one)

Project Development

Design / Engineering / Permitting

**Construction**

Maintenance

Maintenance Equipment Purchase

Other:

2.9: **\* What is the designed use of this trail?** (Check one)

**Shared Use Path**

Hiker/Pedestrian Trail

Off-Road Motorized Trail (Snowmobile / ATV / Off-Highway Motorcycle, 4-Wheel Drive)

Other:

See definition of "designed use" and the above listed trail types in the MassTrails Grant Guidelines document for further guidance. Note that if this is a project development or design/engineering/permitting project, indicate the anticipated designed use of the trail that is being planned. And, if this is an equipment purchase only, indicate the designed use of the trail that the equipment will serve.

2.10: **\*What user group(s) will this trail allow?** (Check all that apply)

Walkers / Runners / Hikers / Bicyclists / Mountain Bikers / Cross-Country Skiers / Equestrians /  
Snowmobiles / ATV Riders / Off-Road Motorcyclists / 4-Wheel Drive Trucks / Paddlers/Rowers  
Other:

*Note that if this is a project development or design/engineering/permitting project, indicate the user groups anticipated to utilize the trail. And, if this is an equipment purchase only, indicate all user groups anticipated to benefit from the trail.*

2.11: **\*Briefly describe the project site/location. Include the closest address to the site.**

This phase of the project is located in the back of Crystal Lake Cemetery located on Park Street. The North Central Pathway Nature Trail Connector is an approximately 1,700-foot-long paved shared use path connecting Crystal Lake Drive to a former railway corridor near Park Street. The connector is proposed as an extension of previous North Central Pathway efforts and is intended to provide a safe access route around an existing National Grid substation. The path will be 10-foot wide with 3-foot wide stabilized shoulders. Sections of the path will include three-rail wood fence adjacent to steep or tall side slopes. Other areas will feature modular block retaining walls to limit grading impacts. Small drainage culverts are anticipated in some areas to maintain existing hydrology and flow paths. Portions of the path follow an existing trail, while minor clearing and tree trimming will be required in other areas. ADA compliant grades will be incorporated through balancing the path profile and utilizing walls where necessary.

2.12: **List the name of the landowner(s) and other relevant interest held on the property and by what entity (e.g., Conservation Restriction, Leasehold, Right of Way, Easement).** This path currently exists as a dirt-packed pathway and is utilized by the public daily. The majority of the proposed path exists as a Right-of-Way and is owned by National Grid. National Grid has agreed to a license agreement once design plans have been finalized. The project will continue the Right-of-Way acquisition process in this phase.

2.13: **\*Has landowner permission been obtained using the MassTrails Grant – Private/Public Landowner Permission Form?**

Yes / No National Grid has agreed to sign a license agreement once plans are finalized.

2.14: **\*Does this project comply with state and federal guidelines for accessibility?** *All MassTrails projects must comply with state and federal guidelines for accessibility. See the MassTrails Grant Guidelines and the Trail Accessibility Guidelines Checklist for assessing a project's regulatory requirements regarding accessibility.*

Yes / No

2.15: **\*Does the project involve the purchase of steel or iron, including construction supplies (e.g., bridges, culverts) or equipment with steel or iron parts (e.g., tractors, snowmobiles), with a value of \$2,500 or more?** *MassTrails projects are required to comply with the U.S. DOT Buy America provision. See Grant Guidelines document for details. For projects which include the purchase of equipment or applicable materials, certification of Buy America compliance must be included in the application to qualify for MassTrails funding. Certification can be uploaded in Section 7 of this application.*

Yes / No

**2.16: \*Has Buy America documentation been obtained for this project and uploaded to this application?**  
 If the answer to question 2.15 above was “yes,” then the answer to this question MUST be “yes,” or this entire application will be disqualified. If the answer to question 2.15 was “no,” check “Not Applicable” below.

N/A

**2.17: If applicable, has a Project Need Form (PNF) / Project Initiation Form (PIF) been submitted to MassDOT? What is the project number (if one has been assigned)?**

The City has met with MassDOT to discuss the project. The Route 140 Overpass Project will connect the North Central Pathway to the Park Street Extension. This project consists of construction of a pedestrian bridge over Route 140. The Overpass Project (MassDOT Project No. 609108) is on the TIP for 2026, with the design currently underway. MassDOT is requesting that the Overpass Project advance to 25% design stage before formally initiating this project. Tighe & Bond is still working to advance a preliminary design for the Overpass Project to move the project up on the list.

**2.18: If applicable, is this project currently on the regional Transportation Improvement Plan (TIP) or on the State Transportation Improvement Plan (STIP)?**

No, the City has been in contact with MassDOT for placement on the TIP. The Route 140 Overpass Project (MassDOT Project No. 609108) is currently on the 2026 TIP. MassDOT has requested that the project advance to 25% design before initiating this project. Tighe & Bond is working to advance a preliminary design that can be used to further discussions with MassDOT, National Grid, and other stakeholders.

### **SECTION III: NARRATIVE**

#### **MassTrails Grant Criteria**

**MassTrails seeks strong projects that:**

**Plan, Design or Construct off-road shared-use pathway and recreational trail connections between where Massachusetts residents live, learn, work, shop, and recreate (Connect)**

- MassTrails prioritizes building out long distance trails across the state
- MassTrails prioritizes filling in critical gaps in existing networks, or overcoming current barriers to connectivity
- MassTrails considers the number of people that will potentially access a given project

**Serve the diversity of Massachusetts residents, especially: (Equitable)\***

- Minority and Low-Income populations (Environmental Justice Communities)
- Underserved or Vulnerable Populations, including people with disabilities
- Youth

**Effectively address accessibility guidelines (Accessible)\*\***

- Follow accessible design standards to maximize accessibility while recognizing and protecting the unique characteristics of the natural setting
- Follow Universal Design principles to meet the needs of all trail users
- Have a plan in place for ongoing maintenance to ensure continued accessibility

**Allow for efficient use of grant funds (Efficient)**

- Have a detailed and reasonable budget
- Have a strong local match (financial or other)
- Have funding in place or a plan for funding subsequent required phases

**Are ready for the proposed phase (Ready)**

- Previous planning work supports proposed phase
- Appropriate community input and outreach has been completed
- Environmental, permitting and right-of-way challenges have been identified and alternatives and solutions have been fully explored. Climate resiliency has been considered and incorporated.
- Have a plan in place for ongoing required maintenance once the project is complete

**Effectively incorporate safety (Safe)**

**Create diverse, high quality recreational experiences and connect users of all abilities and backgrounds to the natural and cultural wealth of Massachusetts (Experiential)**

**3.1: \*Describe specifically what kind of trail your project proposes to design and/or build? Describe in detail the characteristics of the proposed trail (including length, width, surface material, grades / terrain, structures, signage, and amenities).**

The project is approximately 2.1 miles long, 12' wide, paved, accessible shared-use-path extending to the North Central Pathway. This portion will connect Gardner's Outdoor Pool and Splash Pad and Veterans Ice Skating Rink to the North Central Pathway trailhead on Route 140. The path will connect the downtown and commercial areas to recreation. The trail runs parallel with the scenic Municipal Golf Course and has views of Mount Wachusett and Mount Monadnock. The trail is currently dirt packed and is frequently used. Paving the trail will allow for increased use, ADA compliancy and create an alternative means of transportation. Future phases of this project will include informational kiosks and additional landscaping.

The design will be ADA complaint and utilize DOT specifications. A recent Community Development Block Grant project has allowed for the construction of a parking area at this trail head. The location of this trail head is close to the downtown, commercial area and EJ neighborhoods. The trail will link those in the EJ communities to the outdoor recreational areas as well as provide alternative transportation.

This phase of construction will start at the Crystal Lake Cemetery and end at a former railway corridor near Park Street. This is the only portion of the trail that is not on the existing railway bed. This trail will connect to Phase I construction portion of the trail that goes from Park St. Park to Crystal Lake Cemetery.

**3.2: \*Describe the specific tasks required to complete this project.** *Be as specific as possible about the steps the grant project will take and the results you hope to achieve. Include the specific trail location(s), starting and ending points, and trail distances. Describe the trail surface material, and any proposed structures involved. All tasks must coincide with the project's budget.*

The tasks required to complete this project will include construction. This phase of the trail will connect to Phase I of the Park Street Park North Pathway Connector. A recent Complete Street and MassTrails grant was awarded to complete Phase I construction of the trail. Phase II will continue the multi-use trail from the Crystal Lake Cemetery to the railbed located on Park Street. This trail will provide safe access around an existing National Grid substation.

The path will be 10-feet wide with 3-foot wide stabilized shoulders. Sections of the path will include three-rail wood fence adjacent to steep or tall side slopes. Other areas will feature modular block retaining walls to limit grading impacts. Small drainage culverts are anticipated in some areas to maintain existing hydrology and flow paths. Portions of the path follow an existing trail, while minor clearing and tree trimming will be required in other areas. ADA compliant grades will be incorporated through balancing the path profile and utilizing walls where necessary.

**3.3: \*Describe how this project will fill in a critical network gap and/or connect directly to other existing trails, trail segments or trail networks, and to residential, commercial, and recreational “community anchors.”** *Describe how the proposed project connects directly to existing trails and trail networks. Describe how it will connect directly to important community anchors. If this project creates an off-road trail connection under, over, or around a significant barrier (e.g., major roadway) describe and highlight that. In supporting materials, include a map that shows these specific direct connections to support your narrative.*

The goal of this project is to connect the downtown, commercial and EJ areas to the North Central Pathway, which extends to the downtown of Winchendon. This is the last piece in linking the downtown and commercial areas to the school campuses, the City Skating Rink, and Pool and Splash area. There is a gap between the downtown area and the North Central Pathway. A paved trail exists around one side of Crystal Lake. This paved portion accesses Heywood Hospital and the Mount Wachusett Community College Campus. Continuing the path around Crystal Lake will create an alternative means of transportation from Heywood Hospital and Mount Wachusett Community College to Gardner’s downtown area. The trail will completely wrap around Crystal Lake and provide access to the North Central Pathway on Route 140. The location on Park Street will bridge the gap between downtown Gardner and the trail access to the North Central Pathway on Route 140. This trail will also make a connection to Gardner’s Municipal Golf Course, Gardner Veterans Skating Arena and Greenwood Pool and Spray Park. The Park Street location is located across from Monument Park. Band concerts are hosted during summer months at this location, allowing those who utilize the North County

Pathway trail in Winchendon to access the band concerts in the summer months without having to worry about parking.

The city has been eagerly working to create complete connectivity and an alternative means of transportation. This location could not be more perfect as the pathway connects to a recent Complete Streets Project of a multipurpose pathway between Boulder Drive and the Gardner Middle/High School and new Elementary School Campus. This pathway will create a safe off-road alternative for students. Creating an off-road pathway that connects all school campuses to the downtown area, and EJ communities will afford those an opportunity for recreation, exercise, and transportation. This grant will allow for the city to design a path that is ADA accessible. This is crucial as 13% of the city's population is disabled. An ADA approved path will allow recreation opportunities to many in our community.

15% of Gardner's population is below poverty and 20 % of the residents under the age of 18 live in poverty. This is the highest poverty rate at any age group in the city. Making the connectivity at this location to the North Central Pathway will afford this population access to outdoor recreation and provide safe and accessible option for travel. These areas run through many of the residential neighborhoods and more importantly, the Environmental Justice areas. This connection has been referenced in Gardner's Open Space Plan, Downtown Urban Renewal Plan and the North Central Pathway Feasibility Study that was conducted in 1996.

**3.4: \*Is the project located in or near an Environmental Justice Community or in close proximity to an "underserved" community? If applicable, describe the impacted EJC or underserved community. What is the proximity of the community to the trail (does the trail intersect with the population block, run adjacent, or is it a certain distance away?) How will this project improve access, mobility, safety, health and/or quality of life for these populations? See Grant Guidelines for information and resources on Environmental Justice Communities. "Underserved" can encompass population groups such as low income, minority, elderly, children, limited English proficiency, geographically isolated communities (e.g., rural) or persons with disabilities.**

Yes, the project is centrally located between the neighborhoods listed for Income and Minority. This project will offer a safe alternative route for community access to all the recreation opportunities that Gardner has to offer. These destinations include the downtown and commercial areas, Gardner Public School Campuses, Veterans Skating Rink, Outdoor Pool and Splash Pad, Gardner's Municipal Golf Course, Heywood Hospital, Mount Wachusett Community College Campus and the North Central Pathway.

This path will connect the EJ community to recreation. These connections will increase mobility and quality of life for those in the EJ community. It is vital that the community provide safe access to recreational areas. This free recreational opportunity will offer a safe alternative route for those seeking exercise, recreation, and transportation.

**3.5: \*Describe the steps already taken during this project or planned in future steps to ensure that the project is inclusive of under-represented voices and populations in the community, region, or state. For example, how has the project solicited feedback and comments from non-English speaking, low-income populations, and/or populations of color and integrated those into project design and implementation?**

The success of activities completed by the City of Gardner through the Department of Community Development and Planning (DCDP) is directly related to the participation by members of the community—particularly the under-represented voices and populations. Gardner has a high population of low-to-moderate-income (LMI) individuals and understands that different methods of advertising are needed to reach these populations. Key stakeholders that directly serve the under-represented and LMI population will be notified directly of any public hearing and input secessions. These stakeholders can communicate, include, and incorporate the needs of the under-represented populations. Public hearings and input secessions are advertised through social media in addition to legal notices. Social media has allowed the City to reach more people and spread awareness of events. A public hearing and input secession has not been held to date but will be conducted in the near future.

When necessary or requested, the City will procure the services of an interpreter for any non-English speaking residents.

**3.6: \*How does this project specifically address or improve accessibility for people with disabilities? Does this project meet all state and federal accessibility requirements? Provide a brief overview of how the project will facilitate new or improved access for populations with limited mobility, including but not limited to elderly, visually impaired and wheelchair users. \*Note that all projects must comply with state and federal trail accessibility guidelines according to the designed use of the trail (see the Grant Guidelines for accessibility information and resources).**

This project will be providing a shared use path accessible to all users. The surface will be smooth, firm and maintain a gradual grade. The area is known for hiking trails and this path will present the opportunity for less mobile users to access the same great recreational options. Enhancing this will create a path for all users. Those who are bound by a wheelchair will have the freedom of getting outdoors at a convenience they wouldn't otherwise physically be able to enjoy. These vulnerable populations can safely transport from one side of the city to another without having to be on the street, offering greater mobility opportunities.

**3.7: \*Describe the "readiness" of this project for the proposed phase. What planning / engineering steps have already been accomplished? What permits are anticipated, which ones are already in place? How has climate resiliency been considered and incorporated into this project? Is there a plan in place for ongoing maintenance?**

Much of the design has been completed. We are currently wrapping up the final design of the trail in its entirety. There are two portions of the trail that we are currently hoping to construct, Phase I which was funded by a Complete Streets and MassTrails grant and city funds. Phase I construction will be going out to bid this month and is anticipated to be completed by June 2023. This phase will get the trail through Crystal Lake Cemetery. The city intends to get the remaining portion of the trail that goes out to Route 140 on the TIP. A meeting will be held in early February with MassDOT and the regional planning agency. The design specifications are to MassDOT standards for this very reason. There is a current pedestrian bridge crossing over Route 140 connecting the North Central Pathway to the proposed trail. The pedestrian bridge is on the Transportation Improvement Program (TIP). Permitting is underway, the project has been accepted by both the Planning Board and Conservation Commission. The Planning Board has approved Site Plan Review and the Conservation Commission has issued and RDA for the first phase of construction. The trail will be maintained by the city once it is complete.

**3.8: \*Describe community support for this project. How was the public involved in the project's selection and planning and what is the public's role going forward? What votes are required and have those taken place and passed? Describe any existing or anticipated opposition to the project and how that is being addressed.**

There has been great public involvement. This trail has been mentioned in the Open Space and Recreation Plan, the Downtown Urban Renewal Plan and was part of the 1996 North Central Pathway Feasibility study. The trail is functioning now as dirt packed and is frequently used by runners, walkers, and bicyclers. The North Central Pathway Committee supports this project as it expands the connection, linking downtown Gardner to downtown Winchendon.

The proposed path is also in close vicinity to many walking/ hiking trails along the Perley Brook Reservoir. Along the proposed pathway is Crystal Lake Park. This park is located at the entrance of Crystal Lake Cemetery. This park overlooks Crystal Lake and features benches and picnic areas.

Gardner has been anxiously awaiting to finish this portion of the path as it is the last piece in gaining total connectivity. The City understands the importance of making this connection by providing alternative means of transportation to youth, the elderly and disabled populations. The city is actively making an effort to receive TIP funding for this project and as such the design will consist of DOT specifications to qualify for future funding. The Park Street North Central Pathway Connection is a project listed as a Priority Project in the City's Complete Streets Prioritization Plan for Phase IV. The city is prepared to make a generous math in its efforts to see this project through

The North County Trail Committee Master Plan – Feasibility Study for the North Central Pathway that was submitted in 1996 references this path as an access point “If possible it would be desirable to provide paved access ways onto the pathway from the adjacent neighborhoods. Park, Jackson, Albee, Beech and Woodland Streets in Gardner and Teel, North Ashburnham, and Gelenallen Road in Winchendon parallel or dead end along the old railroad alignment. It would be relatively inexpensive to prove access to the pathway at specific points of contact to connect the adjacent neighborhoods.”

**3.9: \*Does this project specifically address an existing or potential safety issue? If yes, describe the proposed installation / enhancement and how it will improve safety on the trail. All projects must meet minimum safety requirements for the intended use. This question only applies to projects which are specifically applying for funds to address an existing or potential safety issue.**

This project will be providing a shared use path accessible to all users. The surface will be smooth, firm and maintain a gradual grade. The area is known for hiking trails and this path will present the opportunity for less mobile users to access the same great recreational options. Enhancing this will create a path for all users. Those who are bound by a wheelchair will have the freedom of getting outdoors at a convenience they wouldn't otherwise physically be able to enjoy. These vulnerable populations can safely transport from one side of the city to another without having to be on the street, offering greater mobility opportunities.

**3.10: \*What distinguishes this project as a unique, high-quality recreational experience for the visitors and residents of Massachusetts?**

This pathway is highly unique as it not only connects to the North Central Pathway, it will also make a connection to Mount Wachusette Community College and Heywood Hospital. Heywood Hospital employees and visitors will be able to use this path for passive recreation. Creating this path will give college students and hospital visitors an opportunity to explore the city, access to the downtown commercial area and afford outdoor passive recreation.

The connection creates access to members that are outside of the community and allows them to experience all that Gardner has to offer. Gardner has a great downtown area featuring unique architecture, a variety of dining options and a distinctive shopping experience.

It is important to note that this path will make a connection to Dunn State Park off Route 101 (Pearl Street). This connection will allow for many recreational connections and will provide an off-road connection to Route 140, the Municipal Golf Course and much of the walking/ hiking trails Gardner has to offer. The proposed pathway provides a scenic route that can be enjoyed year-round.

The Monadnock Recreational Trail is a short 2 miles from the North Central Trail in Winchendon. The Monadnock Recreational Trail is approximately 7.5 miles beginning at the Rindge/Jaffrey New Hampshire line, running adjacent to the Contocook River and ending in Peterborough New Hampshire.

Making the connection from Park Street in Gardner to the North Central pathway on 140 will help in creating connectivity spanning over 20 miles and connecting two states.

This pathway creates more than a recreational experience. People from all over Massachusetts and New Hampshire frequent the North Central Pathway and gaining this connection will bring people into the city and will grow our local economy. Gardner has a quaint downtown featuring breweries, pizza shops, gourmet chocolatiers, unique boutiques, and one-of-a-kind dining experiences. You can park at the Park Street location, hit the trails with your family, head to Winchendon Center and return to explore and shop all in one stop and all while supporting local businesses.

Gardner is fortunate to have an expanse trail system and ample Open Space and Conservation Areas. These are not too common today within the city limits, but we have it here in Gardner. We want to be a destination point for those looking to get outside, explore, shop, and grab a bite to eat without having to get in and out of a vehicle. Having these opportunities enhances our residents and visitors' quality of life.

#### **SECTION IV: CULTURAL AND NATURAL RESOURCES PROTECTION**

Any project that receives state or federal funding must comply with various laws and regulations to protect natural and cultural resources including, but not necessarily limited to:

Historic Resources

Below-Ground Archaeology

Wetlands and Waterways

Rare and Endangered Species

Massachusetts Environmental Policy Act

The below questions will assist us in evaluating your project and helping us guide you through the natural resources and cultural permitting processes.

4.1: **\*To the best of your knowledge, is your project near any historic or archaeological resources?**

Yes / **No**

4.2: **If Yes, please describe the resources and how your project will avoid, minimize or mitigate any impacts to these resources.**

4.3: **\*Will your project involve even minimal digging or excavation?**

**Yes** / No

**4.4: Please describe the locations and extents of digging or excavation.**

There are few areas that will require the construction and installation of block retaining walls. It is anticipated that a small drainage culvert will be needed to maintain hydrology. The scope of digging and excavation will be minimal as portions of the path are existing.

4.5: **\*Will your project require Wetland Protection Act permitting (i.e., Will any part occur within 100 feet of a wetland or 200 feet of a perennial stream?)**

**Yes** / No

4.6: **If yes, please describe what communications you have had with the local Conservation Commission, if permitting is required and whether it has been obtained, and what steps you are taking to avoid wetland impacts.**

A NOI will be filed with DEP and the Conservation Commission as there is a small wetland that will require a crossing to maintain hydrologic connections.

4.7: **\*Will the project occur within Estimated Habitats of Rare Wildlife and/or Priority Habitats of Rare Species, according to MA Division of Fisheries and Wildlife's Natural Heritage Atlas? (available at <https://maps.massgis.digital.mass.gov/MassMapper/MassMapper.html> by clicking on the "Regulated Areas" drop down menu and selecting "Natural Heritage Data")**

Yes / **No**

4.8: **If yes, please describe what communications you have had with the Massachusetts Natural Heritage and Endangered Species Program, the status of permitting, and what steps you are taking to avoid impacts to rare species.**

4.9: **\*Does the project meet or exceed any thresholds for MEPA review set in 301 CMR 11.03? List all relevant thresholds and indicate if ENF and/or EIR are required.**

This proposed portion of construction does not require MEPA review.

4.10: Are there any other permits required for this project? Please indicate the permit type and how/when it will be obtained.

## **SECTION V: TRAIL ACCESSIBILITY GUIDELINES CHECKLIST**

### **PART 1: Determination of Applicability**

5.1 \*Organization:

City of Gardner

5.2 \*Project Title:

Park Street North Central Pathway Connection

5.3 \*Project Location:

This phase of Construction will extend from the Crystal Lake Cemetery to the existing railbed on Park Street, providing safe access around an existing National Grid substation.

5.4 \*Designed Use (Check ONLY one):

Shared Use Path

**Hiker/Pedestrian**

Off-Road Motorized

Other

5.5 \*Project Activity (Check all that apply):

Project Development

Design / Engineering / Permitting

Maintenance

**Construction**

**Alteration** (defined as a change in the original purpose, intent, or function of a trail)

### **PROCEED TO NEXT SECTION of this form if:**

- The project's Designed Use is Hiker/Pedestrian AND project activities include Construction or Alteration.

### **DO NOT PROCEED to the next section of this form if:**

- The project's Designed Use is a Shared Use Path. **All Shared Use Path projects MUST be built as accessible.** DO NOT submit a MassTrails application if the trail will not be accessible.
- The project's Designed Use is Hiker/Pedestrian AND project activities include Project Development, Design/Engineering/Permitting, or Maintenance.
- The project's Designed Use is Off-Road Motorized.
- \*If your project falls in the "Other" category, contact the MassTrails Administrator to determine if the next section of this form needs to be completed.

All MassTrails Grant Projects involving Construction or Alteration of a trail with a designed use for Hiker/Pedestrians MUST follow the Forest Service Trail Accessibility Guidelines (FSTAG). If the project falls

under this category, please read FSTAG carefully before proceeding with the next section of this form - <https://www.fs.usda.gov/sites/default/files/FSTAG-2013-Update.pdf>

## **PART 2: Trail Accessibility Guidelines Compliance**

### **5.6 Length of New/Altered Trail (feet):**

5.7 Does the trail connect directly to a trailhead or trail that complies with accessibility guidelines without any exceptions? **Yes** / No

**Tread Stability:** *See Section 7.4.1 of FSTAG.*

5.8 Is the trail tread firm and stable? *See FSTAG Definitions, Section 7.3.* Yes / No

5.9 If not, what is the length (feet) of trail tread that is NOT firm and stable:

**Trail Width:** *See Section 7.4.2 of FSTAG.*

5.10 Is the full trail width at least 36 inches? Yes/ No

5.11 If not, what length (feet) of trail is NOT 36 inches wide?

5.12 If/where the trail is not 36 inches wide, what is the width (inches) of the trail?

**Tread Obstacles:** *See Section 7.4.6 of FSTAG.*

5.13 Are there tread obstacles on the trail greater than 2 inches in height? Yes / No

**Tread Slope:** *See Section 7.4.3 of FSTAG.*

The majority of the trail should be at a 5% slope or less. Trail segments with a slope between 5-8.33% must be no longer than 200 ft without a resting interval provided. Trail segments with a slope of 8.33-10% must be no longer than 30 ft without providing resting intervals. Segments with a slope of 10-12% must be no longer than 10% without providing resting intervals. Resting intervals must be a minimum of 60 inches long by 36 inches wide with a slope of no more than 5%.

5.14 Does the trail slope exceed 5% for any segment of the trail? Yes / No

**If NO, proceed to Question 5.19. IF YES, answer questions 5.15 through 5.18.**

5.15 Does trail slope exceed 12% for any segment of the trail? Yes / No

a. If yes, provide length (ft) of each segment:

5.16 Are there segments of trail longer than 10 ft that are between 10 and 12% slope? Yes / No

- a. If yes, provide length (ft) of each segment:

5.17 Are there segments of trail longer than 30 ft that are between 8.33 and 10% slope? Yes / No

- a. If yes, provide length (ft) of each segment: a. If no, are passing spaces

5.18 Are there segments of trail longer than 200 ft that are between 5 and 8.33% slope? Yes / No

- a. If yes, provide length (ft) of each segment:

**Passing Spaces:** *See Section 7.4.5 of FSTAG.*

If tread width is less than 60 inches, passing spaces of 60 inches by 60 inches, with a slope of 5% or less and cross slope of 5% or less, shall be provided at no more than 1,000 foot intervals.

5.19 Is the trail tread width less than 60 inches? Yes / No

- a. If no, are passing spaces utilized to comply with FSTAG guidelines? Yes / No

**Tread Openings:** *See Section 7.4.7 of FSTAG.*

Openings in surfaces (boardwalk, bridges, etc.) shall be small enough to prevent passage of a 1/2 inch diameter sphere. Elongated openings should be placed perpendicular to the dominant direction of travel.

5.20 Are there openings in the trail tread, resting, or passing areas of the trail? Yes / No

- a. If yes, are openings smaller than 1/2 inch? Yes / No
- b. If yes, are openings placed perpendicular to the direction of travel? Yes / No

### **PART 3: Accessibility Guidelines Exceptions**

**Conditions for Exception:** *See Section 7.1 of FSTAG.*

Where one or more of the following conditions exists on a trail, an “exception” for that specific requirement can be used **where that condition exists**. All appropriate design options should be considered before applying the exception.

5.21 Check all that occur at least once within the project:

**Condition for Exception 1:** Where compliance with the technical provision is not practicable due to terrain.

**Condition for Exception 2:** Where compliance with the technical provision would fundamentally alter the function or purpose of the facility, trail, or the setting.

**Condition for Exception 3:** Where compliance with the technical provision cannot be accomplished with the prevailing construction practices.

Condition for Exception 4: Where compliance is precluded because the cultural, historic, or significant natural features are eligible for protection under Federal, State, or local law.

**General Exceptions:** *See Section 7.2 of FSTAG.*

After assessing projects to determine conditions for exception, one of two general exceptions may be applied. These exceptions are determined based on established limiting factors.

**5.22 Limiting Factors for Determination of Impracticability (check all that apply):**

Limiting Factor 1: The combination of trail running slope and cross slope exceeds 40% for over a distance of 20 feet.

Limiting Factor 2: The surface is not firm and stable for a distance of 45 feet or more.

Limiting Factor 3: The minimum trail width is 12 inches or less for a distance of at least 20 feet.

Limiting Factor 4: A trail obstacle of at least 30 inches in height extends across the full width of the trail.

Limiting Factor 5: One or more conditions for an exception exist that result in significant deviations from the technical provisions for over 15% of the length of the trail.

**5.23 If NO Limiting Factors apply, check General Exception 1. If one or more Limiting Factors apply, choose General Exception 2.**

General Exception 1: Where a condition for exception prohibits full compliance with a specific requirement on a trail segment, that segment shall comply with the requirement to the maximum extent possible.

General Exception 2: If it is determined that it is impracticable to provide a trail fully complying with the technical requirements of FSTAG, the trail shall not be required to comply with technical guidelines.

**\*A note on the extent of impracticability:** Where General Exception 2 permits exemption of an entire trail from following accessibility guidelines, it is important to construct portions of the trail to meet the trail accessibility guidelines where feasible. Consider doing so especially if a prominent feature (such as a scenic view, waterfall, or other feature that would be of interest to visitors) is located between the trail terminus and the first extreme environmental barrier and there are few or no significant conditions requiring exceptions on that portion of the trail.

**5.24 Use the space below to describe any additional conditions that make it impracticable to comply with the guidelines.**

**5.25 Use the space below to describe alternatives considered. Explain why alternatives were not chosen.**

## **PART 4: Signatures**

### **SECTION VI: EQUIPMENT WORKSHEET (Required for Equipment Purchases Only)**

Equipment purchases are permitted under the MassTrails grant program. This can include equipment necessary for trail construction and maintenance activities, such as mowers, chainsaws, snow grooming machines and all-terrain vehicles (for hauling people and materials). Equipment is defined as tangible personal property having a useful life of at least five years and a per-unit acquisition cost of \$1,000 or greater. Equipment must be purchased in full with the title held by the Grantee and must be used for the proper authorized use as stated in the project proposal.

**Equipment MUST be Buy America compliant. Documentation of compliance must be obtained and uploaded to the Section 6.5 of this application for the project to be considered for funding.**

Three bids must be solicited and documented for all equipment purchases with a value of \$1,000 or more, in order to be reimbursed. It is advised to do so at the time of application to determine the appropriate grant request amount, however, this is not required with the application.

Please answer each question listed below for ALL proposals to purchase equipment with a value of \$1,000 or more. This is REQUIRED in order to be considered for a grant award.

**6.1: Have three quotes been obtained for this particular piece of equipment?**

Yes / No

**6.2: What need will the purchase of this equipment fulfill? For multiple pieces of equipment, describe the individual benefit for each.**

**6.3: Describe the trail or trail system where the equipment will be used. Include the type of trail, length, surface, user groups and condition of the trail/system.**

**6.4: What is the estimated daily use of the section of trail/system where the equipment will be used?**

**6.5: Where and how will the equipment be stored (during both the winter and summer months, if different)?**

**6.6: Is this equipment replacing an older piece of equipment that was purchased using previous grant funds (i.e., Recreational Trails Program)? If so, what is the plan for that piece of equipment's disposal/re-allocation?**

**6.7: If proposing to purchase accessories, justify each individual addition with an explanation, if applicable.**

**6.8: Is this equipment “Buy America” compliant?** *See Grant Guidelines for more information on Buy America. Documentation of Buy America compliance for the specific piece of equipment is required to be submitted WITH THE APPLICATION. An application for an equipment purchase of \$2,500 value or more will NOT be considered if Buy America documentation is not included!*

## **SECTION VII: REQUIRED DOCUMENTS AND SUPPORTING MATERIALS**

Uploaded Documents will not be saved if you intend to return to this application later. **Do not upload documents until you are ready to submit your application.**

\* Note that there is a 25MB limit for total files uploaded with this application.

**In this section, when you are ready to submit your application, you will upload:**

Project Budget and Timeline Worksheets (\*Note that there are two (2) tabs - **BOTH should be filled out**)  
 Map(s) of Project Location and Extent (or Zipped GIS Files)  
 Project Specifications, Plans, Drawings, Photos (as a single PDF)  
 Landowner Permission Forms and Conservation Restriction Work Authorization Form (as a single PDF)  
 Buy America Certification (if applicable)  
 Additional Project Information (Completed Permits, Conservation Restriction/Easement/Right of Way, Bids/Quotes, Town Votes)

**7.1: \*MassTrails Grant Budget and Timeline Worksheets (Required - Note that there are two (2) tabs on this spreadsheet - **BOTH should be completed**).** *The Worksheet can be downloaded at the MassTrails Grants website (<https://www.mass.gov/how-to/apply-for-a-masstrails-grant>)*

**7.2: \*Project Map(s) (Required).** *Submit a map of the project location and extent (as detailed as possible). Submit additional maps as needed using various imagery and data to depict the project as accurately as possible. We also encourage you to submit a single zipped GIS file of the project extent under Additional Project Information below, though this is not required.*

**7.3: \*Documentation of Landowner(s) Permission / Authorization (Required)**

**7.4: If applicable: Buy America Documentation (Required for applicable projects)**

**7.5: Project Documents (Photos, Plans, Drawings, etc.)** *Submit a single PDF file of photos showing the typical trail / location conditions. Be sure to clearly label each picture and provide a description of its context. Also include any plans, drawings, and other specification documents of the proposed structures to be built (bridges, boardwalks, kiosks, signage, platforms, trail drainage structures, culverts, etc.)*

**Optional:** Submit up to three files containing additional information that reviewers may need in order to make informed determinations. These files should be relevant to the review process and not redundant. Files should not be included in place of answering the grant application questions (i.e., all application questions should be answered in FULL, and should not reference long, supplementary documents for reviewers to find the answers).

**7.6: Additional Project Information - A.** *Submit a file with any additional project information.*

**7.7: Additional Project Information - B.** *Submit a file with any additional project information.*

**7.8: Additional Project Information - C.** *Submit a file with any additional project information.*



## City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RECEIVED  
2023-11-09 PM 10:57  
CITY OF GARDNER  
OFFICE OF THE CITY CLERK

RE: FY2024 Supplemental Budget Request – Salary and Labor Appropriation Request

Dear Madam President and Councilors,

The City received notification on October 6, 2023 that the City's Form LA-13 had been certified by the Commonwealth.

As part of this calculation, \$347,809.00 was identified as "New Growth" for the 2024 Fiscal Year. The term "new growth" is used to describe properties (both real and personal) that were not expected to be taxed when the budget was originally adopted by the City Council. This includes new purchases that were made or new construction that was done and has already had its final inspection by the building department. Please note that any major construction or new renovation cannot be calculated into the City's tax base until a final inspection or certificate of occupancy is issued. Once those processes are done, then those items would fall into the new growth category.


When the City's budget was adopted by the City Council in June of 2023, the Administration budgeted for \$250,000 of new growth to be added to the tax base. Since new growth came in higher, this leaves us with a surplus in that revenue line of \$97,809.00.

The attached appropriation request of \$37,849.00 is being requested for the salary and labor portion of the FY2024 Supplemental Budget.

Of this appropriation, \$10,800.00, is being requested to cover the cost of the stipend given to the Police Department's K9 Officer for the costs of taking care of K9 Rocky on a 24 hour basis.

The remaining \$27,049.00 is being requested for the Fire Department Overtime Budget. This is something that the City has traditionally had to add a free cash appropriation to annually. To date this fiscal year, the Fire Department has expended \$226,787.00 in overtime costs, leaving us with a current balance this fiscal year of \$73,000 in that account. Last year, the City expended \$783,000 in overtime costs for the Fire Department. This request is being put forward to add additional funding to this account while we work on filing vacancies within the department to help reduce the amount of overtime that is needed.

Respectfully Submitted,

  
Michael J. Nicholson  
Mayor, City of Gardner

AN ORDER TO RAISE AND APPROPRIATE A SUM OF MONEY FOR THE  
VARIOUS DEPARTMENTS FOR THE SALARY AND LABOR BUDGET FOR THE  
FISCAL YEAR BEGINNING JULY 1, 2023 TO JUNE 30, 2024.

*ORDERED:*

To raise and appropriate for the expense of the City of Gardner for the Fiscal Year  
beginning July 1, 2023 to June 30, 2024 sums as designated below for the expenditures of  
the various departments, Salary and Labor budgets, in the amount of THIRTY-SEVEN  
THOUSAND EIGHT HUNDRED FOURTY-NINE DOLLARS 00/100 (\$37,849.00):

|             |                  |             |
|-------------|------------------|-------------|
| Police Dept | Salaries & Wages | \$10,800.00 |
| Fire Dept   | Salaries & Wages | \$27,049.00 |

### MEMORADUM OF AGREEMENT

By execution of this Agreement, the City of Gardner (the "City") and The Gardner Police Union – Massachusetts Coalition of Police, AFL-CIO, Local 400 (the "Union") agree that the terms and conditions of the Union' July 1, 2023 through June 30, 2026 contract document (the "Contract") shall remain in force and effect for the duration, with the exception of the following changes and additions, which upon ratification by the Union, shall become incorporated into and be made a part of the Contract.

#### WITNESSETH:

WHEREAS the Union and the City are parties to a collective bargaining agreement, most recently settled by execution of a Memorandum of Agreement on or about June 26, 2023 (the "Contract")

WHEREAS on or about March 14, 2022, the City re-established the canine program within the Police Department.

WHEREAS the canine program requires the assignment of a police officer in the role of the handler, trainer and caretaker of the canine defined as the "Canine Officer." This is a specialty assignment, receiving additional compensation as defined in Appendix B Item 1 (d) of the Contract.

WHEREAS, the City and the Union desire to bring the Canine Officer into compliance with all applicable laws and regulations including but not limited to the Fair Labor Standards Act, and Massachusetts Wage and Hour laws, and

WHEREAS it is hereby understood that in addition to the specialty assignment requirements of the Canine Officer, full-time care of the canine must also be provided both on and off duty.

NOW, THEREFORE compensation for this full-time care, shall be defined as follows:


1. The canine officer will be paid four (4) hours of overtime weekly.
2. The overtime will be paid each week whether the Canine Officer is working or not (on vacation, sick time or some other benefited time out of work).
3. The overtime shall be paid compensation and will not be eligible for conversion to compensatory time.
4. The terms of this agreement shall be included in the Contract.
5. The implementation of this compensation will commence with the first assigned Canine Officer, Joshua Willis, retroactively to date his assignment began, March 14, 2022.

***Memorandum of Agreement  
Canine Officer***


Page 2

In witness whereof, the parties hereto cause this instrument to be executed in their names and on their behalves by the duly authorized Officers thereto this 16<sup>th</sup> day of October, in the year 2023.

FOR THE UNION:

  
Robert Allard, Union Steward  
Massachusetts Coalition of Police  
AFL-CIO, Local 400

FOR THE CITY:

  
Michael Nicholson, Mayor  
City of Gardner

**City of Gardner - *Executive Department*****Mayor Michael J. Nicholson**

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President

And City Councilors

Gardner City Hall, Rm 121

95 Pleasant Street

Gardner, MA 01440

RE: FY 2024 Supplemental Budget- Expense Budget Appropriation Request

Dear Madam President and Councilors,

The City received notification on October 6, 2023 that the City's Form LA-13 had been certified by the Commonwealth.

As part of this calculation, \$347,809.00 was identified as "New Growth" for the 2024 Fiscal Year. The term "new growth" is used to describe properties (both real and personal) that were not expected to be taxed when the budget was originally adopted by the City Council. This includes new purchases that were made or new construction that was done and has already had its final inspection by the building department. Please note that any major construction or new renovation cannot be calculated into the City's tax base until a final inspection or certificate of occupancy is issued. Once those processes are done, then those items would fall into the new growth category.

When the City's budget was adopted by the City Council in June of 2023, the Administration budgeted for \$250,000 of new growth to be added to the tax base. Since new growth came in higher, this leaves us with a surplus in that revenue line of \$97,809.00.

The attached appropriation request for \$59,960.00 is being requested for the non-salary expenses associated with the supplemental budget.

The majority of this appropriation, \$47,460, is being requested to purchase new side carry firearms for the members of the Gardner Police Department. The last time the City purchased new side arms for the Police Department was in 1989 when the Police Department made the decision to purchase the current style of pistols rather than revolvers. The current firearms used by the Department were purchased in 2011 but as a donation by the Gardner Police Association to the Department, rather than the City purchasing these pieces of equipment. This appropriation would allow the City to purchase 40 side arms and holsters for our police officers.

The remaining portion of the expense budget request, \$12,500.00, is being requested to hire a company to grind the stumps, brush, logs, and debris, currently being stored at the Gardner landfill. The City usually puts this appropriation request up annually as a Free Cash appropriation, but the Administration is looking to fund this item through the supplemental

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2023 NOV - 9 PM 12:57  
CITY CLERK'S OFFICE  
GARDNER, MA

budget this year. Traditionally, this cost has been split between the Solid Waste Removal Enterprise Account and the Department of Public Works General Fund Operating Budget. This appropriation covers the General Fund share of that service. The grindings that remain are used throughout the year as mulch for our various city properties.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Michael J. Nicholson". The signature is fluid and cursive, with the first name "Michael" being more prominent than the last name "Nicholson".

Michael J. Nicholson  
Mayor, City of Gardner

AN ORDER TO RAISE AND APPROPRIATE A SUM OF MONEY FOR THE  
VARIOUS DEPARTMENT FOR OPERATING EXPENDITURE BUDGET FOR THE  
FISCAL YEAR BEGINNING JULY 1, 2023 TO JUNE 30, 2024.

*ORDERED:*

To raise and appropriate for the expense of the City of Gardner for the Fiscal Year  
beginning July 1, 2023 to June 30, 2024 sums as designated below for the expenditures of  
the Various departments, Operating Expenditure budget, in the amount of FIFTY-NINE  
THOUSAND NINE HUNDRED SIXTY DOLLARS 00/100 (\$59,960.00):

|             |                                      |              |
|-------------|--------------------------------------|--------------|
| Police Dept | Armory Equipment Expense             | \$ 47,460.00 |
| DPW Dept    | Prof Services Expense-Stump Grinding | 12,500.00    |



772 Corporate Circle, New Cumberland, PA 17070  
Phone: 717-774-3339 • 800-781-2677 • FAX: 717-774-4463

REMIT TO: 3319 Anvil Place, Raleigh, NC 27603

## SALES QUOTE

SQ-80783567

10/16/2023



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                           |                  |                    |                      |                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------|----------------------|-------------------------|
| <b>Customer</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                           | <b>Contact</b>   |                    | <b>Ship To</b>       |                         |
| GARDNER POLICE DEPARTMENT<br>ACCOUNTS PAYABLE<br>200 MAIN STREET<br>GARDNER MA 01440<br>Tel: (978)-632-5600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                           |                  |                    |                      |                         |
| <b>Account</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Terms</b>                                                                                                                                                                                                                                                                              | <b>Due Date</b>  | <b>Account Rep</b> | <b>Schedule Date</b> |                         |
| 493198                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | PREPAID                                                                                                                                                                                                                                                                                   | 10/16/2023       | Paul Newsham       | 10/16/2023           |                         |
| <b>Quotation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>PO #</b>                                                                                                                                                                                                                                                                               | <b>Reference</b> | <b>Ship VIA</b>    | <b>Page</b>          | <b>Printed</b>          |
| SQ-80783567                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Ofc. Gillis                                                                                                                                                                                                                                                                               |                  |                    | 1                    | 10/16/2023<br>3:37:42PM |
| <b>L Item</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Description</b>                                                                                                                                                                                                                                                                        | <b>Qty</b>       | <b>Price UM</b>    | <b>Discount</b>      | <b>Amount</b>           |
| 1 NEWCUSTOMER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | New Customer:<br>You will need to complete an account application for net terms<br>Until the application is completed this account is a prepaid account<br>If you are sales tax exempt we will need a copy of your sales tax exemption form to ensure taxes are not charged on your order | 1                | \$0.00 EA          |                      | \$0.00                  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | SIG LOI/FET REQ TO ORDER                                                                                                                                                                                                                                                                  |                  |                    |                      |                         |
| 3 SIGW320CA98-004                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Sig Sauer W320CA-9-BXR3-PRO-RXP-6 P320 9MM 3.9IN PRO BLK STRIKER X-RAY 3 SUPP SIGHTS MOD POLY X GRIP 3 17RD STEEL MAG ROMEO1PRO6MOA RAIL                                                                                                                                                  | 40               | \$775.80 EA        |                      | \$31,032.00             |
| 4 SIGW365X9BX-002                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Sig Sauer W365X-9-BXR3-RXZE P365 9Mm 3.1 X-Series Blk Striker X-Ray Supp Sights Polymer Grip (3) 12Rd Steel Mag Romeo Zero Elite - UPC 798681666577                                                                                                                                       | 10               | \$617.40 EA        |                      | \$6,174.00              |
| 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                           |                  |                    |                      |                         |
| 6 QUOTE-SAFMASC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MASS STATE ARMOR/EQUIP PSE01 -SAF                                                                                                                                                                                                                                                         | 1                | \$0.00 EA          |                      | \$0.00                  |
| 7 SDG1333954                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | VLT RDS DTY 3 SIGP320 FS/C TLR-7 BLK RH                                                                                                                                                                                                                                                   | 40               | \$129.90 EA        |                      | \$5,196.00              |
| 8 SDG1333955                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | VLT RDS DTY 3 SIGP320 FS/C TLR-7 BLK LH                                                                                                                                                                                                                                                   | 0                | \$129.90 EA        |                      | \$0.00                  |
| 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Specify Quantity RH/LH When Ordering                                                                                                                                                                                                                                                      |                  |                    |                      |                         |
| 10 SDG1124580                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Safariland 77-76-41PBL Model 77 Double Magazine Pouch STX Plain Black Snap Browning High Power 9mm, Browning High Power 9mm (Canadian Version), Browning High Power 9mm-to be carried with hammer down, Browning BDM 9mm, Browning Hi Power 9mm (Canadian Versi                           | 40               | \$28.20 EA         |                      | \$1,128.00              |
| 11 NIGTCM550XL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Nightstick TCM-550XL Metal Compact Weapon-Mounted Light - UPC                                                                                                                                                                                                                             | 40               | \$98.24 EA         |                      | \$3,929.60              |
| Pricing is valid for 30 days. * Please verify that the part numbers and descriptions are correct before submitting your order. * Restocking fees may apply to returned items. Firearms, ammunition, special order or customized items and certain other products may not be returned. * Many products sold have manufacturer's warranties. For returns related to matters covered by a manufacturer's warranty, please contact the manufacturer directly for instructions to repair or replace your product. We do not augment or supplement the manufacturer warranty. * Prices on this quotation assume payment with cash or check. |                                                                                                                                                                                                                                                                                           |                  |                    | <b>Page</b>          | 1                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                           |                  |                    | <b>Sub Total</b>     | \$47,459.60             |

**J B Sawmill and Landclearing, Inc.**

P. O. Box 201  
Woodville, MA 01784  
Office: 508-435-6877  
Fax: 508-544-7024

**PROPOSAL**

DATE: June 16, 2023

PROPOSAL #: 6523

**Bill To:**

City of Gardner  
Attn: Stanley Baczewski  
95 Pleasant Street, Room 29  
Gardner, MA 01440  
Phone: 978-906-1281  
Email: stabacski@gmail.com

| DESCRIPTION                                                        | AMOUNT       |
|--------------------------------------------------------------------|--------------|
| <b><u>744 West Street, Gardner</u></b>                             |              |
| Grind Pile of Brush, Logs, Debris<br>(grindings to REMAIN on site) | \$ 25,000.00 |
| PREVAILING WAGE!                                                   |              |
| TOTAL                                                              | \$25,000.00  |

THANK YOU FOR YOUR BUSINESS!



**City of Gardner - *Executive Department***  
**Mayor Michael J. Nicholson**

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November 9, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Vehicle Stabilization Account Appropriation Request – Fire Department Ladder Truck

Dear Madam President and Councilors,

At the October 2, 2023 meeting of the City Council, the City Council voted to appropriate a portion of our Free Cash into the Vehicle Stabilization Account. At that time, I notified the City Council that the Administration was looking into leasing option for a new Fire Department Ladder Truck, as there is currently a three (3) to four (4) year lead time between order and arrival of the vehicle.


The attached appropriation request is being presented to the City Council for the downpayment so that the City may order a new ladder truck and have it arrive within the next four (4) years.

Additionally, a loan order is being requested for the full \$2.2 million, as the funding must be fully appropriated upfront at first and then financed over the course of the term of the loan. In discussions with the City auditor, the funding taken out from the loan is done as needed, but the authorization allows a ceiling limit on the full amount that can be taken out for the project.

The funding from this money order will be applied as a payment to the loan order amount, once authorized and appropriated by the City Council.

The current ladder truck in the City's fleet was purchased in 2002. I have attached a copy of the Fleet Apparatus Replacement Plan that was drafted by Chief Greg Lagoy in early 2022 to this request for your information as well as plans for a new ladder truck for the Town of Swansea that the City would look to as a rubric for what we would order here.

Respectfully submitted,



Michael J. Nicholson  
Mayor, City of Gardner

BOND ORDER NO. \_\_\_\_\_

IN CITY COUNCIL \_\_\_\_\_, 2023

A BOND ORDER TO PAY FOR THE PURCHASE OF A NEW LADDER TRUCK FOR THE  
FIRE DEPARTMENT

BE IT ORDERED, BY THE CITY COUNCIL OF THE CITY OF GARDNER AS FOLLOWS:

That there be raised and appropriated the sum of Two Million Two Hundred Thousand Dollars (\$2,200,000) to pay for the purchase of a new ladder truck for the Fire Department, and for the payment of all other costs incidental and related thereto, and to meet this appropriation, the City Treasurer, with the approval of the Mayor, be and hereby is authorized to borrow said amount under and pursuant to M.G.L. c. 44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; and that the Mayor is authorized to take any other action necessary to carry out this project.

**GARDNER FIRE DEPARTMENT  
APPARATUS FLEET  
CONDITION/REPLACEMENT RECOMMENDATIONS**

**Drafted July 2022 – Updated with new purchased Nov 2023**

**REPLACE ENGINE 2 – NEW ENGINE ORDERED WITH ARPA  
FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Order a basically identical pumper truck to Engine 3 (2019 Sutphen purchased on AFG grant). We are satisfied with the design of this truck that was specifically custom designed for our response district. The order could be placed immediately with minimal design effort (delivery time is over 1 year).
- This new truck would be kept at HQ and could be rotated with Engine 3 weekly or monthly as the staffed, first-out Engine. This would give us two reliable, equally capable Engines at HQ that could be used interchangeably, minimizing heavy wear and tear on Engine 3, therefore prolonging the life of both trucks and allowing ample time to complete preventative and other minor maintenance.
- Engine 2 (2011 International/Rosenbauer) has been a problematic truck since the day it was delivered. On-going maintenance issues due to poor design and low-quality construction has repeatedly placed this truck out of service for extended time periods for major repairs. The International “MaxxForce” motor in the truck has a reputation of having many problems. In the last year alone, it experienced major engine and pump failures resulting in well over \$30,000 in expenses.
- Estimated cost for the new truck is \$625,000.00. I would be requesting \$25,000 for equipping the truck, half of the \$50,000 cost of equipping Engine 3 in 2019, due to the current Engine 2 having a lot of relatively newer equipment in better condition that can be moved to the new truck.
- Trade-in or auction value of the current Engine 2 is estimated at \$100,000. This could offset at least a portion of the cost of the replacement truck.

## REPLACE RESCUE 2- **NEW VEHICLE ORDERED WITH ARPA FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Current Rescue 2 (2007 Ford/Horton) needs replacement. It was inspected by OEMS on February 8<sup>th</sup>, it failed due to body corrosion (repairs have since been completed). Rescue 3 (2018 Ford/Horton) is now four years old and has over 60,000 miles. The recommended timeline for ambulance replacement is 10 years (5 years front line service, 5 years reserve service).
- Estimated cost for new ambulance is \$300,000 fully equipped. Estimated delivery time is 13 months. Delivery would hopefully be prior to the next required OEMS ambulance inspection (Feb 2024). This would be in line with the recommended ambulance replacement schedule.

## REPLACE RESCUE 1 (HEAVY RESCUE)- **NEW VEHICLE ORDERED WITH ARPA FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Current Rescue 1 (1996 Ford/E One) Heavy Rescue truck (carries specialized and technical rescue equipment- not an ambulance) needs replacement. It is now beyond its 25-year life expectancy. Much of the equipment on this truck is also “vintage” and in need of replacement with modern, advanced, up-to-date equipment.
- This would be a custom-designed truck to meet the specific needs of the City of Gardner. Unlike the Engine that much time and effort was already put into the design process, we would be basically starting from scratch with the Heavy Rescue truck as it has been 25+ years that we have had the current truck. The process to custom design, construct, and deliver this truck is expected to be in the 19–21-month range.
- Estimated cost of the truck is \$775,000.00, and new equipment to replace the mostly outdated technical rescue equipment on the current truck is estimated at \$125,000, for a total of \$900,000.

## REPLACE TOWER 1

- Current Tower 1 (2002 E One) is now 20 years old and is in fair condition, beginning to show signs of its age. The truck is at its life expectancy for a first-out ladder truck. Recent hydraulic issues, re-cabling of the aerial ladder, as well as other routine maintenance issues have been completed at a specialized repair shop in Hartford, CT at a total cost of just over \$24,000.00. With a truck of this age there is always the on-going balance of reliability & maintenance costs vs. replacement cost. A funding plan should be considered for replacement of this truck within 5 years. The design and delivery time will also be in the 18–22-month range, which should be considered.
- Current estimated replacement cost is in the \$1.5 – 1.7 million range.

## REPLACE ENGINE 1

- Recommend not replacing Engine 1 (1996 E One) at this time. While this truck is older than Engine 2, it has proven to be more reliable with less maintenance costs. It is stored at the South Gardner Station and is used as a reserve/major incident truck. With two much newer Engines (assuming Engine 2 is replaced now) handling most of the workload, this older Engine should be sufficient to handle this limited role. It could be kept in that capacity until such time it becomes eligible for replacement through the AFG grant program (approximately 3 years).

## COMBINATION 4

- Current Combination 4 (2011 Sutphen Engine/Ladder truck) is in good condition and has been reliable and fits the City's needs. This truck should be able to serve for at least another 10 years.

## ENGINE 3

- Current Engine 3 (2019 Sutphen) is in very good condition and have proven itself well-designed and reliable. Many more years of service can be expected from this truck.



203 E. PARK AVENUE, LIBERTYVILLE, ILLINOIS 60048



847-247-0771



847-247-0772



www.taxexemptleasing.com

October 25, 2023

City of Gardner  
Gardner, Massachusetts

I am pleased to provide the following quote for City of Gardner for the financing of a new E-One Aerial Fire Apparatus. This quote is valid for 14 days and is subject to credit review and proper documentation.

|                               |                                                                 |
|-------------------------------|-----------------------------------------------------------------|
| Equipment Cost (Approximate): | \$1,800,000.00                                                  |
| Down Payment:                 | \$500,000.00                                                    |
| Financed Amount:              | \$1,300,000.00                                                  |
| Payment Frequency:            | Annual, in arrears (first payment due one year from lease date) |
| Term:                         | 7-years                                                         |
| Rate*:                        | 5.70%                                                           |
| Payment*:                     | Seven (7) at \$230,398.42 each                                  |
| Factor^:                      | .17723                                                          |

*\* Rate and payment assume that the Customer is a tax-exempt entity and the purchase of the equipment falls within the type of equipment allowed as tax-exempt under the I.R.S. Code. In the event this purchase is not exempt, the rate and payments will be adjusted accordingly. Further, it is assumed that the transaction will be "bank-qualified" and that the customer will not issue more than \$10 million in tax-exempt leases or bonds in the current calendar year.*

*^ Factor is based on quoted rates. If the equipment cost changes or a down payment is made, the new payment amount can be calculated by multiplying the new financed amount by the rate factor.*

Note: If the equipment will require a "build-out period", the financed amount will be placed into an escrow account at lease signing and funds disbursed as instructed by the customer.

I have attached an application that must be completed in order to proceed with the credit process. In addition, we will need copies of the Town's last 3-years of audited financial statements, along with a copy of its current interim financial statement. Once these items are gathered, please fax all of the information to 866-2-FAX-APP (866-232-9277) or e-mail to markz@taxexemptleasing.com.

I appreciate this opportunity and look forward to proceeding. Please let me know if I can answer any questions. I can be reached at 847-247-0771.

Kind Regards,

Mark M. Zaslavsky  
President



SWANSEA FIRE DEPARTMENT  
SWANSEA, WA

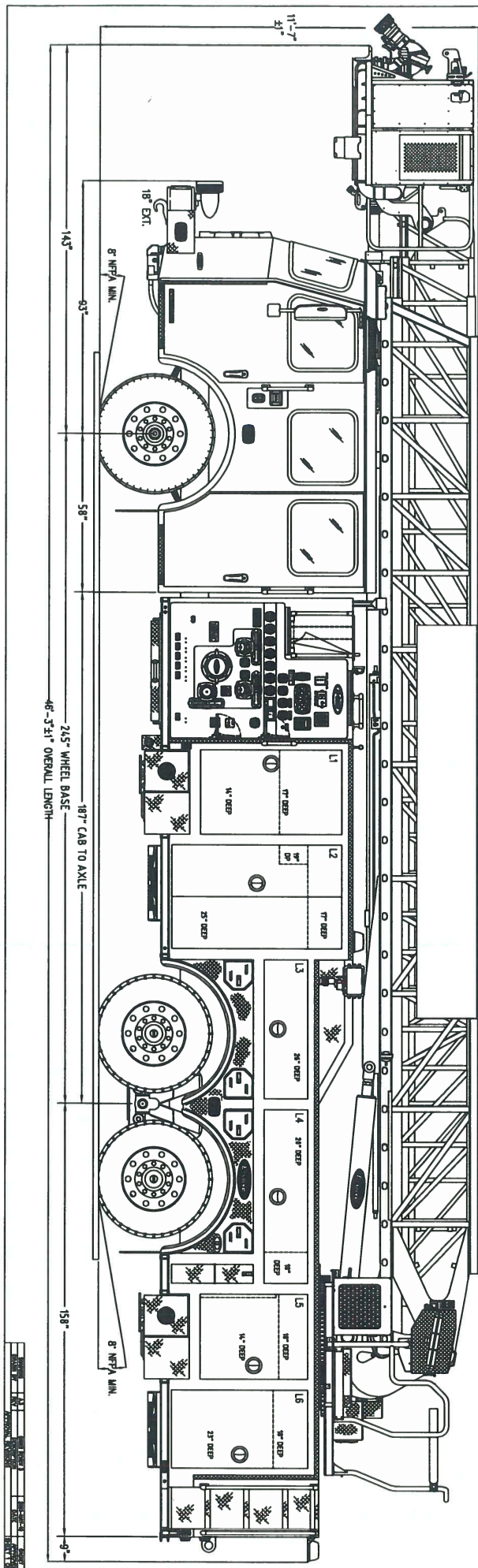
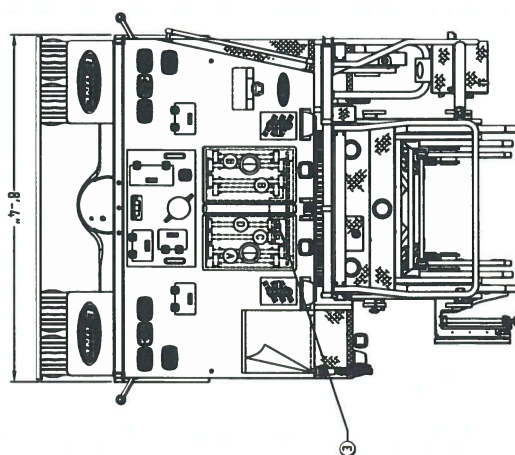
**SWANSEA, MA**  
S.O. 145999 / QUOTE 118625  
AERIAL BODY

**AERIAL BODY  
E-ONE TYPHOON CHASSIS  
95-PLATFORM**

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE  
SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.

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SWANSEA FIRE DEPARTMENT

S.O. 145999 / QUOTE 118625

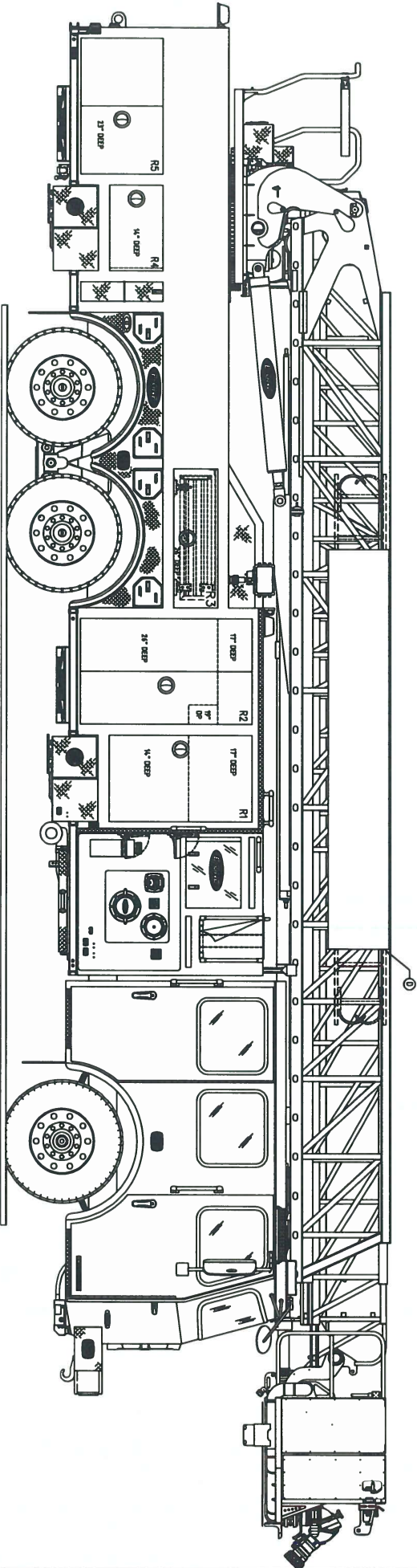
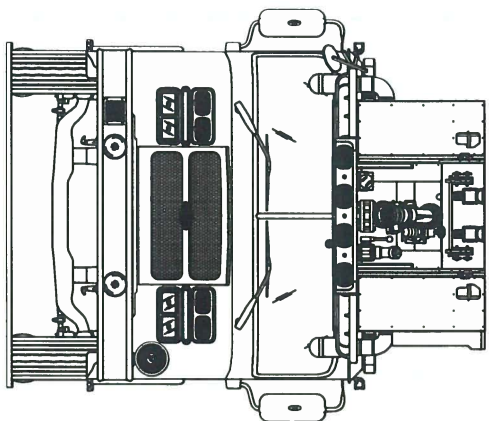
## AERIAL BODY

## E-ONE TYPHOON CHASSIS

## 95-PLATFORM

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE  
SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESS.

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## Fire Apparatus Quotation for: SWANSEA FIRE DEPARTMENT



Quotation Number: 118625 Rev: 74

Unit Description: AERM-TYPN-092P

Quote Description: Aerial, Rear Mount, Aluminum, Typhoon, 95-Platform

Salesperson: DMARTINS

| Salescode                          | Extended Description                                                                                                                                                        | Qty |                                                         |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------------------|
| <b>TESTING COMPLIANCE STANDARD</b> |                                                                                                                                                                             |     |                                                         |
| 1001-0065                          | The E-ONE supplied components of the vehicle shall meet the requirements of NFPA 1901, 2016 edition.                                                                        | 1   |                                                         |
| 3090-0003                          | OAH RESTRICTION. The unit has an overall height restriction and the height is not to be exceeded (unloaded condition).                                                      | 1   | 11ft. 9in.                                              |
| 3090-0004                          | OAL. Unit has no overall length restrictions.                                                                                                                               | 1   |                                                         |
| 3090-0006                          | The hose bed is to have the capacity for the following hose. Hose load shall be listed from driver to officer.                                                              | 1   | Lay 1 - 650 ft. of 4.00 LDH Estimated Weight - 637 lbs. |
| 3340-1137-12C                      | Equipment allowance on the apparatus shall be 2500 lbs. This allowance is in addition to the weight of the hoses and ground ladders listed in the shop order as applicable. | 1   |                                                         |
| <b>INSPECTIONS AND PENALTIES</b>   |                                                                                                                                                                             |     |                                                         |
| 1002-0003                          | Unit has a penalty clause.                                                                                                                                                  | 1   |                                                         |
| <b>BUMPERS</b>                     |                                                                                                                                                                             |     |                                                         |
| 1160-0000                          | Bumper 10" stainless steel.                                                                                                                                                 | 1   |                                                         |
| 1160-0008                          | 3/16" Front Bumper Gravel Shield.                                                                                                                                           | 1   |                                                         |
| 1160-0094                          | 18" Front Bumper Gravel Shield Extension.                                                                                                                                   | 1   |                                                         |
| <b>FRAME ASSEMBLY</b>              |                                                                                                                                                                             |     |                                                         |
| 1250-0005                          | Frame - Torque box for tandem axle RM aerial.                                                                                                                               | 1   |                                                         |
| 1250-0078                          | Zinc flame spray coating for integral torque box chassis.                                                                                                                   | 1   |                                                         |
| 1250-0092                          | GEOMET coated frame assembly fasteners.                                                                                                                                     | 1   |                                                         |
| 1250-0102                          | Front chassis frame extensions, crossmembers below cab and battery brackets shall be zinc plated (galvanized) JPOS. For use with torque box chassis only.                   | 1   |                                                         |
| <b>AXLE OPTIONS</b>                |                                                                                                                                                                             |     |                                                         |

| Salescode            | Extended Description                                                                                                                                                                                                                 | Qty |  |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AXLE OPTIONS</b>  |                                                                                                                                                                                                                                      |     |  |
| 1025-0002            | Dana D-2200W 22,800 lb. front axle. Includes maintenance free bushings. For use with disc brakes only.                                                                                                                               | 1   |  |
| 1025-0022            | Meritor RT-50-160 rear tandem axle 52,000 lb. capacity.                                                                                                                                                                              | 1   |  |
| 1025-0028            | Koni shock absorbers for front axle - adjustable.                                                                                                                                                                                    | 1   |  |
| 1025-0030            | Stemco sight glass for front axle hubs. Inboard wheel seals will be Chicago Rawhide (or equivalent).                                                                                                                                 | 1   |  |
| <b>SUSPENSIONS</b>   |                                                                                                                                                                                                                                      |     |  |
| 1070-0015            | Ridgewell Dynalastic rear suspension (48-54K) rated equal to the capacity of the axles.                                                                                                                                              | 1   |  |
| <b>WHEEL OPTIONS</b> |                                                                                                                                                                                                                                      |     |  |
| 1050-0001            | Alcoa aluminum wheels for front axle (2).                                                                                                                                                                                            | 1   |  |
| 1050-0005            | Alcoa aluminum wheels for rear axles (8).                                                                                                                                                                                            | 1   |  |
| 1050-0007            | Front axle wheel trim kit. Includes stainless steel lug nut covers (chrome plated plastic if applicable) and center cap with E-ONE logo. Note: Center cap will have an inspection port IPO a logo if equipped with Stemco oil seals. | 1   |  |
| 1050-0009            | Rear axle (tandem) wheel trim kit. Includes stainless steel lug nut covers (chrome plated plastic if applicable) and center caps with E-ONE logo. E-ONE custom chassis w/steel wheels will have chrome plated plastic lug covers.    | 1   |  |
| 1050-0018            | Each inside wheel of the tandem rear axles shall have valve stem extensions.                                                                                                                                                         | 1   |  |
| 1050-0033            | Dura-Brite finish on aluminum wheel (EA).                                                                                                                                                                                            | 10  |  |
| <b>TIRE OPTIONS</b>  |                                                                                                                                                                                                                                      |     |  |
| 1060-0043            | Two Michelin 425 tires model XZY3 for front axle.                                                                                                                                                                                    | 1   |  |
| 1060-0085            | Eight Michelin 12R rear tires with Mud and Snow XDS tread                                                                                                                                                                            | 1   |  |
| 1060-0119            | RWC AirGuard LED tire pressure monitoring valve stem caps (10) for tandem rear axle applications.                                                                                                                                    | 1   |  |
| <b>BRAKE SYSTEMS</b> |                                                                                                                                                                                                                                      |     |  |
| 1100-0006            | Parking brake release mounted on the driver's side lower dash.                                                                                                                                                                       | 1   |  |
| 1100-0008            | Brake system air 6X4/6X6.                                                                                                                                                                                                            | 1   |  |
| 1100-0014            | ArvinMeritor 16-1/2" x 7" S-cam brakes with cast brake drums for a tandem rear axle.                                                                                                                                                 | 1   |  |
| 1100-0020            | Compression fittings for all air brake system lines. Includes cab interior air lines as applicable and accessories (if equipped).                                                                                                    | 1   |  |
| 1100-0026            | G4 Electronic Stability Control (6x4), Includes RSC and ATC. Not available on 6x6                                                                                                                                                    | 1   |  |

| Salescode                          | Extended Description                                                                                                                                   | Qty |  |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>BRAKE SYSTEMS</b>               |                                                                                                                                                        |     |  |
| 1100-0031                          | or commercial chassis.<br>Dana/Bendix ADB22X 17" disc brakes for front axle.                                                                           | 1   |  |
| <b>AIR SYSTEM OPTIONS</b>          |                                                                                                                                                        |     |  |
| 1110-0000-001                      | Inlet for air system. Location: driver door jamb.                                                                                                      | 1   |  |
| 1110-0002                          | Air dryer Bendix AD-9.                                                                                                                                 | 1   |  |
| 1110-0005                          | Automatic moisture ejectors, heated.                                                                                                                   | 1   |  |
| 1110-0006                          | Air lines nylon.                                                                                                                                       | 1   |  |
| 1110-0026                          | Air horns Hadley e-tone recessed in bumper (PR).                                                                                                       | 1   |  |
| <b>ENGINES &amp; TRANSMISSIONS</b> |                                                                                                                                                        |     |  |
| 1200-0021                          | Transynd, Shell Spirax S6ATF A295, or equivalent synthetic transmission fluid for EVS4000 series.                                                      | 1   |  |
| 1200-0083                          | Transmission re-programming. "D" allows transmission to shift from 1st - 4th gear, and "Mode" allows 5th gear.                                         | 1   |  |
| 1200-0096                          | Electronic speed limiting set at 60 MPH. Note: Axle gear ratio will be as low as possible while allowing for 60 MPH top speed to improve acceleration. | 1   |  |
| 1200-0456                          | Eng/Trans Cummins X12 525HP with EVS4000 transmission. 2021 EPA Compliant.                                                                             | 1   |  |
| 1200-0461                          | "Bump" lever style transmission shift selector. For use with Gen 5 and Gen 6 TCM.                                                                      | 1   |  |
| <b>SECONDARY BRAKING</b>           |                                                                                                                                                        |     |  |
| 1125-0002                          | Jacobs engine compression brake.                                                                                                                       | 1   |  |
| 1125-0023                          | Transmission to seek second gear when Jacobs engine brake or Telma retarder is engaged. N/A with Trans retarder.                                       | 1   |  |
| <b>EXHAUST OPTIONS</b>             |                                                                                                                                                        |     |  |
| 1225-0024                          | Plymovent Grabber magnetic exhaust end. Bolt-on for exhaust extraction system.                                                                         | 1   |  |
| <b>COOLING PACKAGE</b>             |                                                                                                                                                        |     |  |
| 1800-0013                          | Cooling system for use with Typhoon, Cyclone and Quest chassis. For use with 2010 - 2021 EPA engines. Includes coolant recovery system.                | 1   |  |
| <b>FUEL SYSTEMS</b>                |                                                                                                                                                        |     |  |
| 1350-0004                          | Fuel system 50 gallon saddle tanks.                                                                                                                    | 1   |  |
| 1350-0012-667                      | Fuel shut-off valve. Location: one (1) each side of fuel/water separator.                                                                              | 2   |  |
| 1350-0013                          | Racor fuel/water separator to be a bottom drop out style. Shall include indicator                                                                      | 1   |  |

| Salescode                | Extended Description                                                                                                                           | Qty |  |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>FUEL SYSTEMS</b>      |                                                                                                                                                |     |  |
|                          | light and audible alarm.                                                                                                                       |     |  |
| 1350-0022                | Fuel line hose rubber.                                                                                                                         | 1   |  |
| <b>ALTERNATOR</b>        |                                                                                                                                                |     |  |
| 1700-0012                | Alternator Niehoff 430 amp (430 Amp SAE/380 NFPA rating). Available on Cummins ISX12 / X12 only.                                               | 1   |  |
| <b>BATTERIES</b>         |                                                                                                                                                |     |  |
| 1400-0002                | Battery four group 31 1000 CCA.                                                                                                                | 1   |  |
| <b>CHASSIS OPTIONS</b>   |                                                                                                                                                |     |  |
| 1680-0005                | Thermatic fan clutch.                                                                                                                          | 1   |  |
| 1680-0007                | Drivelines 1810. Required on 1550 lb/ft torque or greater engines. N/A with EVS3000 transmission.                                              | 1   |  |
| 1680-0012                | Tow eyes rear frame painted black.                                                                                                             | 1   |  |
| 1680-0017                | Hot shift PTO.                                                                                                                                 | 1   |  |
| 1680-0042                | Tow hooks front painted in the down position. Tow hooks will be mounted inboard (horizontal) when used with a drop style frame extension.      | 1   |  |
| 1680-0188                | Aerial hydraulics installed on bottom port of EVS4000/4500 transmission (to allow for flat rear cab floor).                                    | 1   |  |
| 1680-0250-M58            | Diesel Exhaust Fluid (DEF) 5 gallon tank. Location: left side below rear of cab.                                                               | 1   |  |
| 1680-0284                | Radiator mounted power steering cooler.                                                                                                        | 1   |  |
| <b>CAB MODEL</b>         |                                                                                                                                                |     |  |
| 1520-0229                | Typhoon medium cab with radial wipers (58" CA). For use with a lowered aerial. Requires full length 4.5" deep trough option.                   | 1   |  |
| <b>CAB ROOF TYPE</b>     |                                                                                                                                                |     |  |
| 1615-0016                | Cab roof to have a 4.5" deep x 44" wide trough for lowered aerial.                                                                             | 1   |  |
| <b>CAB BADGE PACKAGE</b> |                                                                                                                                                |     |  |
| 1610-0000                | Cab and body to have applicable E-ONE logos.                                                                                                   | 1   |  |
| <b>CAB DOOR OPTIONS</b>  |                                                                                                                                                |     |  |
| 1550-0003                | Rear crew cab doors in the medium position.                                                                                                    | 1   |  |
| 1550-0084                | All cab exterior entry doors to have 1250 keyed locks.                                                                                         | 1   |  |
| 1550-0159                | Interior cab door locks - manual. Will be individually actuated from each respective door. Includes key lock on each exterior cab door handle. | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                                                                                     | Qty |  |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>CAB DOOR OPTIONS</b>          |                                                                                                                                                                                                                                                                                                          |     |  |
| 1550-0180                        | Cab door panels stainless steel. Includes upper and lower panels with seam below handrail.                                                                                                                                                                                                               | 1   |  |
| 1550-0285                        | Driver and officer door windows to be power actuated with HD regulators. Switches to be located at center dash. For use with new Typhoon and 100" wide Cyclone cabs.                                                                                                                                     | 1   |  |
| 1550-0286                        | Rear crew cab door windows to be power actuated with HD regulators. Switches to be located on each door with add'l switches accessible by driver. For use with new Typhoon and 100" wide Cyclone cabs.                                                                                                   | 1   |  |
| 1550-0288                        | Cab doors to extend down to cover lower step well. For use with new Typhoon cab and 100" wide Cyclone only.                                                                                                                                                                                              | 1   |  |
| 1550-0293-657                    | Door mounted Whelen 35A00FAR amber super LED flashing lights (4). Locate each light on each cab door in the outboard position. Lights to be switched with door ajar.                                                                                                                                     | 1   |  |
| 1550-0333-000-J7                 | Red/Fluorescent Yellow Green Reflexite V98 chevron "A" stripe on lower cab door panel of an extended door. Stainless steel/painted door panels only. E-ONE cabs only.                                                                                                                                    | 1   |  |
| 1550-0377                        | All cab doors shall have exterior pull style handles with integral key lock (glass reinforced nylon).                                                                                                                                                                                                    | 1   |  |
| <b>CAB STEP OPTIONS</b>          |                                                                                                                                                                                                                                                                                                          |     |  |
| 1640-0047                        | Lower steps to extend 3.5" past cab. For use with legacy Typhoon / Cyclone with barrier style doors and new Typhoon / Cyclone with barrier style or extended doors.                                                                                                                                      | 1   |  |
| <b>MIRRORS</b>                   |                                                                                                                                                                                                                                                                                                          |     |  |
| 1670-0059                        | Retrac Mirror stainless steel 10" 3-arm convex above officer side cab brow, 3 piece adjustable telescoping arm. Head #604953, Arm assy#604671                                                                                                                                                            | 1   |  |
| 1670-0062                        | Retrac Aerodynamic dual vision chrome west coast style mirrors (PR) mounted on cab doors. Includes remote control and heat for std and convex mirrors and LED marker light. If equipped with front vent windows, the officer side mirror shall be located approx. 7 in rearward compared to driver side. | 1   |  |
| <b>MISC EXTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                                                                                          |     |  |
| 1550-0020                        | Windows cab side fixed driver's side.                                                                                                                                                                                                                                                                    | 1   |  |
| 1550-0033                        | Windows cab side fixed officer's side.                                                                                                                                                                                                                                                                   | 1   |  |
| 1675-0022                        | Pair of 18" handrails located just behind driver and officer front door one each side.                                                                                                                                                                                                                   | 1   |  |
| 1675-0023                        | Pair of 18" handrails located just behind driver and officer rear door (ALS doors if equipped) one each side.                                                                                                                                                                                            | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                        | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC EXTERIOR CAB OPTIONS</b> |                                                                                                                                                                             |     |  |
| 1675-0030                        | Mud flaps, front, black with E-ONE logo.                                                                                                                                    | 1   |  |
| 1675-0047                        | Rear cab wall to be 3/16" aluminum diamond plate.                                                                                                                           | 1   |  |
| 1675-0201                        | Large radius cab wheel well. Includes bolt-on adjustable wheel well trim.                                                                                                   | 1   |  |
| 1675-0202                        | Mounting plate for battery charger receptacle, indicator, air inlet, etc (if applicable). Plate to be removable brushed stainless steel.                                    | 1   |  |
| 1675-0228                        | The aerial roof trough to have a 1/8" embossed aluminum diamond plate overlay.                                                                                              | 1   |  |
| <b>HVAC</b>                      |                                                                                                                                                                             |     |  |
| 1515-0053                        | Controls for heating and air conditioning shall be located in the center dash area. (Lower area on Typhoon and Cyclone with severe duty dash)                               | 1   |  |
| 1515-0099                        | Air conditioning with radiator mounted condenser for use with Cummins L9 and X12 engine. Includes reduced profile evaporator w/powder coated cover and electronic controls. | 1   |  |
| 1685-0183                        | Heater cab with heat to the feet for the driver and officer                                                                                                                 | 1   |  |
| <b>SEATS</b>                     |                                                                                                                                                                             |     |  |
| 1510-0004                        | Seats, Bostrom brand.                                                                                                                                                       | 1   |  |
| 1510-0007                        | Seat cover material vinyl.                                                                                                                                                  | 1   |  |
| 1510-0008                        | Seat color gray.                                                                                                                                                            | 1   |  |
| 1510-0049                        | Driver seat to be Bostrom electric.                                                                                                                                         | 1   |  |
| 1510-0054                        | Rear facing Bostrom seat with SCBA driver's side.                                                                                                                           | 1   |  |
| 1510-0057                        | Rear facing Bostrom seat with SCBA officer's side.                                                                                                                          | 1   |  |
| 1510-0063                        | Two man bench centered on rear wall with Bostrom SCBA. Includes angled corners.                                                                                             | 1   |  |
| 1510-0117-147                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: officer's seat.                                                                                        | 1   |  |
| 1510-0117-148                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: rear facing driver's side.                                                                             | 1   |  |
| 1510-0117-215                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: rear facing officer's side.                                                                            | 1   |  |
| 1510-0131-151                    | Bostrom SecureAll mechanical air pack bottle bracket (EA) for bench / fold-down seat. Location: inboard driver's side rear wall.                                            | 1   |  |
| 1510-0131-152                    | Bostrom SecureAll mechanical air pack bottle bracket (EA) for bench / fold-down seat. Location: inboard officer's side rear wall.                                           | 1   |  |
| 1510-0279-146                    | Ready/Reach seat belt extender. Location: driver's seat.                                                                                                                    | 1   |  |
| 1510-0279-147                    | Ready/Reach seat belt extender. Location: officer's seat.                                                                                                                   | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                                      | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>SEATS</b>                     |                                                                                                                                                                                                                                                           |     |  |
| 1510-0279-148                    | ReadyReach seat belt extender. Location: rear facing driver's side.                                                                                                                                                                                       | 1   |  |
| 1510-0279-151                    | ReadyReach seat belt extender. Location: inboard driver's side rear wall.                                                                                                                                                                                 | 1   |  |
| 1510-0279-152                    | ReadyReach seat belt extender. Location: inboard officer's side rear wall.                                                                                                                                                                                | 1   |  |
| 1510-0279-215                    | ReadyReach seat belt extender. Location: rear facing officer's side.                                                                                                                                                                                      | 1   |  |
| 1510-0574                        | Officer seat to be Bostrom fixed SCBA with Gen II styling. Can be used with dual retractor upgrade (1510-0508).                                                                                                                                           | 1   |  |
| 1685-0033                        | Seating capacity tag of six occupants.                                                                                                                                                                                                                    | 1   |  |
| <b>MAP BOXES</b>                 |                                                                                                                                                                                                                                                           |     |  |
| 1540-0013                        | All map boxes in the cab to be painted multi-tone gray finish.                                                                                                                                                                                            | 1   |  |
| 1540-0029                        | Offset suspended map box to rear of vertical 3x3 extrusions and as low as possible. Front of map box flush with front of 3x3 uprights.                                                                                                                    | 1   |  |
| 1540-0103                        | Map box suspended with drop down doors. 34"W x 6"H x 12.5"D. Includes full width upper shelf and lower vertical divider.                                                                                                                                  | 1   |  |
| <b>MISC INTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                                           |     |  |
| 1685-0006                        | Padded sun visors, driver and officer's side overhead.                                                                                                                                                                                                    | 1   |  |
| 1685-0068                        | Rear engine cover diamond plate trim.                                                                                                                                                                                                                     | 1   |  |
| 1685-0187                        | Severe duty engine cover, molded polyurethane.                                                                                                                                                                                                            | 1   |  |
| 1685-0382                        | PAC TRAC panels vertical stacked with tool mounting grooves orientated horizontal each side backwall of outboard of fold down seats.                                                                                                                      | 1   |  |
| 1685-0430                        | Heavy Duty interior panels includes: all ceilings panels, back wall and side walls to be .125" aluminum smooth plate painted to match cab interior. Requires additional insulation for cab interior.                                                      | 1   |  |
| 1685-0464                        | Control lanyard Y type with "Heavy-Duty" (keyring) attachment for air horns.                                                                                                                                                                              | 1   |  |
| 1685-0531                        | Reduced profile rear engine cover for increased legroom.                                                                                                                                                                                                  | 1   |  |
| 1685-0577                        | Cup holder / tray for engine cover painted to match cab interior. Approx 14" wide x 10" long with tapered front corners and cup holders at each rear corner. For use in Typhoon and CII with severe duty engine cover. To be mounted at final inspection. | 1   |  |
| 1685-0670                        | Severe duty dash package with raised profile center section. Cast alum construction. Includes smooth plate alum lower kick panels; all painted to match cab interior.                                                                                     | 1   |  |
| 1685-0674                        | Severe duty overhead console. Includes driver, center and officer overhead ahead of air conditioning plenum. Center overhead to be raised up (removal of siren mounting locations). Overhead to match cab interior.                                       | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                          | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC INTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                               |     |  |
| 1685-0692                        | Cab insulation package. Includes insulation for ceiling, front wall, rear wall, side walls, below seat risers and in doors.                                                                                                                   | 1   |  |
| <b>CAB ELECTRICAL OPTIONS</b>    |                                                                                                                                                                                                                                               |     |  |
| 1750-0024-179-12                 | Auto-Eject receptacle inlet 20 amp located outside driver's door next to handrail with a White cover.                                                                                                                                         | 1   |  |
| 1750-0030                        | Switch horn button two position DOT/electronic siren.                                                                                                                                                                                         | 1   |  |
| 1750-0046-195                    | Cab Headlights. Position: lower.                                                                                                                                                                                                              | 1   |  |
| 1750-0063                        | Clamshell controller mounted on officer's side of engine cover for Q2B.                                                                                                                                                                       | 1   |  |
| 1750-0072-592                    | 12 VDC electrical outlet wired battery hot. Location: driver side dash.                                                                                                                                                                       | 1   |  |
| 1750-0072-593                    | 12 VDC electrical outlet wired battery hot. Location: officer side dash.                                                                                                                                                                      | 1   |  |
| 1750-0073-585                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: driver side forward with coaxial cable terminating at the center of the dash board.                                                        | 1   |  |
| 1750-0073-586                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: driver side rearward with coaxial cable terminating at the center of the dash board.                                                       | 1   |  |
| 1750-0073-587                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: officer side forward with coaxial cable terminating at the center of the dash board.                                                       | 1   |  |
| 1750-0075                        | English dominant main cab gauge cluster.                                                                                                                                                                                                      | 1   |  |
| 1750-0158                        | Dome Lts Weldon Red/White LED. Package includes two lights mounted in the front and two mounted in the rear of the cab. White light wired through door and light assembly switch. Red light through light assembly switch.                    | 1   |  |
| 1750-0166                        | ATC override switch.                                                                                                                                                                                                                          | 1   |  |
| 1750-0198-A31                    | Battery charger to be located behind driver's seat.                                                                                                                                                                                           | 1   |  |
| 1750-0199-762                    | Air compressor to be located behind officer's seat.                                                                                                                                                                                           | 1   |  |
| 1750-0449                        | Momentary DPF regeneration override switch.                                                                                                                                                                                                   | 1   |  |
| 1750-0514                        | Peterson LED cab headlights.                                                                                                                                                                                                                  | 1   |  |
| 1750-0768                        | Techniq D07 LED cab door step area lighting. Includes (2) lights at each door area. Lights to be switched with door ajar.                                                                                                                     | 1   |  |
| 1750-0796                        | Turn signal Techniq LED strip (PR) with clear lens and polished alum housing located between quad headlight bezels (New Typhoon and Cyclone only).                                                                                            | 1   |  |
| 1750-0902-545                    | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: In cab driver side on 3 x 3 post rear facing just above engine cover (or seat riser if in a Hush). | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                                                                                    | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>CAB ELECTRICAL OPTIONS</b> |                                                                                                                                                                                                                                         |     |  |
| 1750-0902-592                 | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: driver side dash.                                                                            | 1   |  |
| 1750-0902-593                 | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: officer side dash.                                                                           | 1   |  |
| 1750-1004                     | Battery charger Kussmaul Chief Series. 120/240 volt inlet, 40 amp output. Includes remote and built-in touch screen displays.                                                                                                           | 1   |  |
| <b>AERIAL BODY MODIFIERS</b>  |                                                                                                                                                                                                                                         |     |  |
| 3065-0004                     | Body modification - Add upper compartment over right side tandem axle. SideStacker only. Will shorten hosebed. Requires door option.                                                                                                    | 1   |  |
| 3065-0045                     | Body modification - Lower the body 3". This modification affects the water tank (if applicable) and the compartment dimensions in specs. See sales drawing for compartment dimensions. NOTE: Requires separate aerial section modifier. | 1   |  |
| <b>BODY SPEC</b>              |                                                                                                                                                                                                                                         |     |  |
| 3090-0000                     | Body Specs - SideStacker aerial with tandem axle. Includes left rear staircase with pocket style drop down step.                                                                                                                        | 1   |  |
| <b>BODY COMPT REAR</b>        |                                                                                                                                                                                                                                         |     |  |
| 3110-0360                     | Rear of body to have un-painted smooth plate overlay style body panels to facilitate rear body striping.                                                                                                                                | 1   |  |
| <b>AERIAL BODY OPTIONS</b>    |                                                                                                                                                                                                                                         |     |  |
| 3310-0003                     | Compartments driver side CR100/CR137/95 platform SideStacker with 300g tank. Includes rescue style extended height compartments.                                                                                                        | 1   |  |
| 3310-0014                     | Compartments officer side CR100/CR137/95 platform SideStacker with 300g tank. Includes rescue style extended height compartments ahead of wheel well with extended hosebed.                                                             | 1   |  |
| 3310-0069                     | Rear ladder tunnel doors. Vertically hinged smooth plate to match rear body finish.                                                                                                                                                     | 1   |  |
| 3310-0096                     | Doors for rear master and jack control controls. Doors will match rear body finish.                                                                                                                                                     | 1   |  |
| 3310-0162                     | Jack leg opening covers diamond plate (4) sets. Includes diamond plate outrigger covers and fixed diamond plate filler panels. HM100/HR100/110 requires surface mount warning lights.                                                   | 1   |  |
| 3310-0309                     | Auxiliary jack pad 26X26 (4) with 20 degree formed handle. Includes (4) mounting brackets.                                                                                                                                              | 1   |  |

| Salescode                  | Extended Description                                                                                                                                                                                    | Qty |  |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL BODY OPTIONS</b> |                                                                                                                                                                                                         |     |  |
| 3310-0513                  | Fuel fill hinged door and fixed panel below door each side to rear of rear axle to be diamond plate.                                                                                                    | 1   |  |
| 3310-0631                  | Recessed tubes for (6) NY Hook pike poles. Not available on HP75 SideStacker.                                                                                                                           | 1   |  |
| 3310-0759                  | Crosslay triple (2) 4.25" wide single stack to hold up to 200' of 1.75" D] (each) and (1) 5.5" wide to hold up to 150'-200' 2.5" D]. Includes storage pan to rear of crosslays                          | 1   |  |
| <b>DOORS</b>               |                                                                                                                                                                                                         |     |  |
| 3300-0007-003              | Door single vertical hinged painted. Location(s): L1                                                                                                                                                    | 1   |  |
| 3300-0007-007              | Door single vertical hinged painted. Location(s): L5                                                                                                                                                    | 1   |  |
| 3300-0007-008              | Door single vertical hinged painted. Location(s): L6                                                                                                                                                    | 1   |  |
| 3300-0007-015              | Door single vertical hinged painted. Location(s): R1                                                                                                                                                    | 1   |  |
| 3300-0007-018              | Door single vertical hinged painted. Location(s): R4                                                                                                                                                    | 1   |  |
| 3300-0011-005              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): L3                                                                                                                    | 1   |  |
| 3300-0011-006              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): L4                                                                                                                    | 1   |  |
| 3300-0011-017              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): R3                                                                                                                    | 1   |  |
| 3300-0141-003              | Tri-Mark door latch. Location(s): L1.                                                                                                                                                                   | 1   |  |
| 3300-0141-004              | Tri-Mark door latch. Location(s): L2.                                                                                                                                                                   | 1   |  |
| 3300-0141-005              | Tri-Mark door latch. Location(s): L3.                                                                                                                                                                   | 1   |  |
| 3300-0141-006              | Tri-Mark door latch. Location(s): L4.                                                                                                                                                                   | 1   |  |
| 3300-0141-007              | Tri-Mark door latch. Location(s): L5.                                                                                                                                                                   | 1   |  |
| 3300-0141-008              | Tri-Mark door latch. Location(s): L6.                                                                                                                                                                   | 1   |  |
| 3300-0141-015              | Tri-Mark door latch. Location(s): R1.                                                                                                                                                                   | 1   |  |
| 3300-0141-016              | Tri-Mark door latch. Location(s): R2.                                                                                                                                                                   | 1   |  |
| 3300-0141-017              | Tri-Mark door latch. Location(s): R3.                                                                                                                                                                   | 1   |  |
| 3300-0141-018              | Tri-Mark door latch. Location(s): R4.                                                                                                                                                                   | 1   |  |
| 3300-0141-019              | Tri-Mark door latch. Location(s): R5.                                                                                                                                                                   | 1   |  |
| 3300-0220-003              | Reverse hinge single compartment door. Includes vertical mounted drip rail along forward area of compartment opening (in addition to the horizontal drip rail above the door opening). Location(s): L1. | 1   |  |
| 3300-0223                  | Tri-Mark latches IPO quater turn latches. Location(s): ladder tunnel door(s).                                                                                                                           | 1   |  |

| Salescode                      | Extended Description                                                                                                                                                                                                            | Qty |              |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------|
| <b>DOORS</b>                   |                                                                                                                                                                                                                                 |     |              |
| 3300-0289-019                  | Door double vertical hinged w/rotary latches - painted. Location(s): R5. Includes latch handle extension installed on secondary door's interior latch with "PULL" tags using .125 plate.                                        | 1   |              |
| 3300-0292-004                  | Door double 3-point vertical hinged w/rotary latches - painted. Location(s): L2. Includes latch handle extension installed on secondary door's interior latch with "PULL" tags using .125 plate.                                | 1   |              |
| 3300-0292-016                  | Door double 3-point vertical hinged w/rotary latches - painted. Location(s): R2. Includes latch handle extension installed on secondary door's interior latch with "PULL" tags using .125 plate.                                | 1   |              |
| <b>TRAYS / TOOLBOARDS</b>      |                                                                                                                                                                                                                                 |     |              |
| 3380-0507                      | Pac Trac Vertical hinged swing-out toolboard PM-1000. Hinge along forward compartment wall (unless otherwise stated in location). Includes latch to secure in the closed position that is accessible from the ground. Location: | 1   | R3           |
| 3380-0515                      | PAC TRAC panels vertical stacked with tool mounting grooves orientated horizontal on wall of a compartment. Location:                                                                                                           | 1   | R3 back wall |
| <b>COVERS</b>                  |                                                                                                                                                                                                                                 |     |              |
| 3305-0001                      | Hosebed cover aluminum (2) piece with recessed handles, SideStacker. Note: This option effects hose bed capacity.                                                                                                               | 1   |              |
| 3305-0003                      | Single diamond plate cover for the crosslay area. Includes applicable grab handle(s) and (2) butterfly style latches.                                                                                                           | 1   |              |
| 3305-0004                      | Crosslay cover to be hinged forward.                                                                                                                                                                                            | 1   |              |
| 3305-0022-000-02               | Vinyl rear cover for diamond plate hose bed cover. Color: Red.                                                                                                                                                                  | 1   |              |
| 3305-0024-000-02               | Vinyl Red side covers for diamond plate crosslay cover.                                                                                                                                                                         | 1   |              |
| 3305-0119                      | Hold open device(s) for aluminum crosslay (single or bi-fold) cover. Locate as required based off options on module.                                                                                                            | 1   |              |
| <b>PUMP PANELS</b>             |                                                                                                                                                                                                                                 |     |              |
| 3134-0016                      | Stainless steel driver and officer side pump panels.                                                                                                                                                                            | 1   |              |
| 3134-0146                      | Officer side upper pump access panel to be horizontally hinged with stainless steel door. Includes (2) push button latches and hold open device(s).                                                                             | 1   |              |
| <b>MISC PUMP PANEL OPTIONS</b> |                                                                                                                                                                                                                                 |     |              |
| 4460-0003                      | Pump panel tags color coded per NFPA compliance.                                                                                                                                                                                | 1   |              |
| <b>PUMP MODULE OPTIONS</b>     |                                                                                                                                                                                                                                 |     |              |
| 3136-0000-202                  | Air horn switch at pump panel. Switch to be labeled "Evacuation Alert". Location: driver side pump panel.                                                                                                                       | 1   |              |

| Salescode                     | Extended Description                                                                                                                                                              | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>PUMP MODULE OPTIONS</b>    |                                                                                                                                                                                   |     |  |
| 3136-0005                     | The crosslay divider(s) to be notched both ends for bail handle nozzles.                                                                                                          | 1   |  |
| <b>WATER TANK</b>             |                                                                                                                                                                                   |     |  |
| 4010-0528                     | 270 gallon "T" water tank.                                                                                                                                                        | 1   |  |
| <b>TANK PLUMBING</b>          |                                                                                                                                                                                   |     |  |
| 4450-0010                     | 2" tank fill Akron manual valve.                                                                                                                                                  | 1   |  |
| 4450-0022                     | 3" tank to pump Akron manual valve.                                                                                                                                               | 1   |  |
| <b>LADDER STORAGE / RACKS</b> |                                                                                                                                                                                   |     |  |
| 3365-0037-5CV                 | Center mounted ladder tunnel. Ladder rack to hold: as specified.                                                                                                                  | 1   |  |
| <b>HANDRAILS / STEPS</b>      |                                                                                                                                                                                   |     |  |
| 3330-0002-050                 | Slide-out platform, rollerless. Includes chrome grab handle centered on the front face of the platform (includes hand rail as applicable). Located below driver side pump panel.  | 1   |  |
| 3330-0002-051                 | Slide-out platform, rollerless. Includes chrome grab handle centered on the front face of the platform (includes hand rail as applicable). Located below officer side pump panel. | 1   |  |
| 3330-0279-060                 | Innovative Controls dual lighted LED folding step. Location: officer side front compartment face. Each location requires a minimum of (1) handrail per NFPA.                      | 2   |  |
| 3330-0279-062                 | Innovative Controls dual lighted LED folding step. Location: driver side front compartment face. Each location requires a minimum of (1) handrail per NFPA.                       | 2   |  |
| <b>MISC BODY OPTIONS</b>      |                                                                                                                                                                                   |     |  |
| 3340-0027                     | Diamond plate corner guards for the driver and officer front compartment face. Guards to wrap around the corner and be full height of side assembly or to a max of 96".           | 1   |  |
| 3340-0090-000-13              | Turtle Tile Brand Black Floor Matting covering all applicable Compartment Floors, Shelves, and Rollout Trays. Does not include roof top compartments (Added separately)           | 1   |  |
| 3340-0093                     | Mud flaps, rear, black with E-ONE logo.                                                                                                                                           | 1   |  |
| 3340-0270                     | The painted aerial body side panels shall be smooth / flush. Applies to SideStacker HB side, panels next to water tank on MM, and upper body sides on RLP or RLX.                 | 1   |  |
| 3340-0653                     | Diamond plate tandem axle wheel well. Includes bolt-on composite wheel well liners and bolt-on polished alum fenderettes.                                                         | 1   |  |
| 3340-1632                     | Diamond plate corner guard for the rear compartment face forward of staircase(s). Guard to wrap around the corner. SideStacker or NPNT w/ side                                    | 1   |  |

| Salescode                         | Extended Description                                                                                                                                                                                         | Qty |  |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC BODY OPTIONS</b>          |                                                                                                                                                                                                              |     |  |
| 3340-1648                         | staircase aerial bodies only.<br>Anodized aluminum trim on bottom edge of all body compartment openings including pump enclosure if applicable with painted edges.                                           | 1   |  |
| <b>SCBA BOTTLE STORAGE</b>        |                                                                                                                                                                                                              |     |  |
| 3320-0009                         | SCBA Bottle Storage. (8) Cast Product SCBA bottle storage with gasketed doors. (4) each side in rear wheel well area.                                                                                        | 1   |  |
| 3320-0100                         | Strap, loop style to retain SCBA bottle(s). Locate one per bottle in each exterior body storage compartment.                                                                                                 | 1   |  |
| <b>PUMPS</b>                      |                                                                                                                                                                                                              |     |  |
| 4005-0033                         | Rating 2000 GPM                                                                                                                                                                                              | 1   |  |
| 4005-0196                         | Hale QMAX 1000-2250 GPM single stage pump. Requires primer option.                                                                                                                                           | 1   |  |
| <b>PUMP CERTIFICATION</b>         |                                                                                                                                                                                                              |     |  |
| 4475-0000                         | Pump certification 750-2250 GPM                                                                                                                                                                              | 1   |  |
| <b>PUMP OPTIONS</b>               |                                                                                                                                                                                                              |     |  |
| 4015-0008                         | Zinc anodes for Hale pump (PR), (1) discharge side and (1) intake side.                                                                                                                                      | 1   |  |
| 4015-0014                         | Thermal Relief Valve - Hale TRV120.                                                                                                                                                                          | 1   |  |
| 4015-0022                         | Mechanical pump seal - Hale.                                                                                                                                                                                 | 1   |  |
| 4015-0053-198                     | Steamers to be Flush + 1". Location: driver's side.                                                                                                                                                          | 1   |  |
| 4015-0053-199                     | Steamers to be Flush + 1". Location: officer's side.                                                                                                                                                         | 1   |  |
| 4015-0073                         | Manual operated master pump drain. The master drain shall be clearly marked and placed in accessible location below running board on driver side (or area directly to rear of panel if no room below panel). | 1   |  |
| 4015-0210                         | Pump cooler with Innovative Control 1/4 turn valve with "T" handle and label.                                                                                                                                | 1   |  |
| 4015-0242                         | Trident primer W/3 barrel push button control. For use with 1250 GPM and larger pumps. Requires 15.6 CFM or larger engine air compressor.                                                                    | 1   |  |
| <b>INTAKES</b>                    |                                                                                                                                                                                                              |     |  |
| 4440-0005                         | 2.5" Left Intake Akron Manual Valve.                                                                                                                                                                         | 1   |  |
| <b>INTAKE OPTIONS</b>             |                                                                                                                                                                                                              |     |  |
| 4445-0048                         | Intake pressure relief valve, Task Force Tips.                                                                                                                                                               | 1   |  |
| <b>DISCHARGES AND PRECONNECTS</b> |                                                                                                                                                                                                              |     |  |
| 4415-0012-654                     | 1.5" Crosslay with Akron manual valve. Location: crosslay 1 & 2.                                                                                                                                             | 2   |  |

| Salescode                         | Extended Description                                                                                                                               | Qty |  |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>DISCHARGES AND PRECONNECTS</b> |                                                                                                                                                    |     |  |
| 4415-0058-655                     | 2.5" Crosslay Akron Manual Valve. Location: crosslay 3.                                                                                            | 1   |  |
| 4415-0161-581                     | 2.5" Left Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop. Location: left side discharge 1.                                            | 1   |  |
| 4415-0161-582                     | 2.5" Left Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop. Location: left side discharge 2.                                            | 1   |  |
| 4415-0164-584                     | 2.5" Right Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop. Location: right side discharge 2.                                          | 1   |  |
| 4415-1219-583                     | 4" Panel discharge w/ Akron electric valve and cap. Requires valve controller option. Location: right side discharge 1.                            | 1   |  |
| 4415-1274                         | 4" waterway discharge w/ Akron electric valve. Requires valve controller option.                                                                   | 1   |  |
| <b>DISCHARGE OPTIONS</b>          |                                                                                                                                                    |     |  |
| 4417-0085                         | Thread Type: All 1.5" discharges to be NPSH threads.                                                                                               | 1   |  |
| 4417-0175                         | Innovative Controls push/pull valve controls with locking T handles.                                                                               | 1   |  |
| 4417-0176                         | Innovative Controls 3/4" bleeder/drain valve include lift lever with ergonomic grip.                                                               | 8   |  |
| 4417-0185                         | Innovative Controls discharge and intake bezels with integral color code and verbiage for side mount pump panel.                                   | 1   |  |
| 4417-0313-359                     | Akron 9333 Navigator Pro 2 electric valve controller with full color LCD display. Locate on pump operator panel to control waterway discharge.     | 1   |  |
| 4417-0313-583                     | Akron 9333 Navigator Pro 2 electric valve controller with full color LCD display. Locate on pump operator panel to control right side discharge 1. | 1   |  |
| <b>PRESSURE GOVERNORS</b>         |                                                                                                                                                    |     |  |
| 4465-0011                         | Class 1 TPG pressure governor. Includes, water, oil, volt and tachometer.                                                                          | 1   |  |
| <b>GAUGES</b>                     |                                                                                                                                                    |     |  |
| 4435-0083                         | Innovative Controls 10 LED SL series water tank level gauge. On pump panel.                                                                        | 1   |  |
| 4435-0451                         | Innovative Controls TC Series 2.5" (63MM) pressure gauge with chrome bezel.                                                                        | 8   |  |
| 4435-0453                         | Innovative Controls TC Series 4" (100MM) Master pressure gauges with dual chrome bezel. Includes integrated test ports and alarm.                  | 1   |  |
| 4435-0458                         | Pump panel pressure gauges to be 0-400 / Master Intake gauge to be 30-0-400.                                                                       | 1   |  |
| <b>ELECTRICAL SYSTEMS</b>         |                                                                                                                                                    |     |  |
| 5010-0039                         | V-MUX Electrical system for aerials.                                                                                                               | 1   |  |
| 5010-0049                         | Vehicle data recorder - 2009 / 2016 NFPA compliant. Includes occupant detection shown in multiplex display. E-ONE chassis only.                    | 1   |  |

| Salescode                 | Extended Description                                                                                                                                                                                                           | Qty |  |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>ELECTRICAL SYSTEMS</b> |                                                                                                                                                                                                                                |     |  |
| 5010-0055-649             | Vista IV display for V-MUX electrical system. Location: driver's side engine cover.                                                                                                                                            | 1   |  |
| 5010-0094                 | Nanoprotech corrosion inhibiting spray coating to be applied on all exposed electrical connections.                                                                                                                            | 1   |  |
| <b>LIGHT BARS</b>         |                                                                                                                                                                                                                                |     |  |
| 5300-0506-000-4T          | Front light bar LED color: RED with CLEAR lenses (If applicable, includes side facing when colors are the same.)                                                                                                               | 1   |  |
| 5300-0514                 | Whelen MK9S short slide bolt bracket mount for mini front light bars (4).                                                                                                                                                      | 1   |  |
| 5300-0524-034             | Whelen F4 Mini-Freedom LED light bars (PR) 21.5" with 5 LEDs in each bar.<br>Location: front cab corners.                                                                                                                      | 1   |  |
| <b>WARNING LIGHTS</b>     |                                                                                                                                                                                                                                |     |  |
| 5600-0078-290-4U          | Whelen Super LED beacon (PR) model L31H with RED with RED lenses domes.<br>Location above L2/R2 compartments offset rearward to supplement upper rear warnings.                                                                | 1   |  |
| 5600-0078-479-4U          | Whelen Super LED beacon (PR) model L31H with RED with RED lenses domes.<br>Location rear upper body on aerial style brackets.                                                                                                  | 1   |  |
| 5600-0211-170             | Hazard (door ajar) light .75" LED red. Location: center overhead.                                                                                                                                                              | 1   |  |
| 5600-0306-3BF             | Opticom Emitter GTT 794H. LED emitter and control only. Location and activation: front of platform offset to officer side of monitor.                                                                                          | 1   |  |
| 5600-0787-3RH-4U          | Warning light Whelen M2W Wide Angle Super LED warning lights (PR). Surface mounted w/chrome flanges (if applicable). Location: (1) each side NFPA/ULC required lower zone rear side facing, color will be RED with RED lenses. | 1   |  |
| 5600-0948-3RE-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side NFPA/ULC required lower zone front facing.                                                                                | 1   |  |
| 5600-0948-3RF-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side NFPA/ULC required lower zone forward side facing.                                                                         | 1   |  |
| 5600-0948-3RG-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side NFPA/ULC required lower zone midship side facing.                                                                         | 1   |  |
| 5600-0948-3RI-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side NFPA/ULC required lower zone rear facing.                                                                                 | 1   |  |
| 5600-0948-460-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side of cab centered over wheel well.                                                                                          | 1   |  |
| 5600-0948-463-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses.<br>Location: (1) each side in front quad inboard of NFPA warning light.                                                                              | 1   |  |
| <b>SIRENS</b>             |                                                                                                                                                                                                                                |     |  |
| 5500-0009                 | Federal PA300 electronic siren recessed mounted.                                                                                                                                                                               | 1   |  |

| Salescode                                      | Extended Description                                                                                                                                                                       | Qty |  |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>SIRENS</b>                                  |                                                                                                                                                                                            |     |  |
| 5500-0011-209                                  | Federal Q2B siren - Pedestal mounted on bumper. Location: driver side front bumper. Requires activation switch.                                                                            | 1   |  |
| 5500-0024-Z10                                  | The primary electronic siren control is to be located center of center dash upper tier (recessed, if required).                                                                            | 1   |  |
| <b>SPEAKERS</b>                                |                                                                                                                                                                                            |     |  |
| 5510-0029-211                                  | Speaker, Federal Signal Dynamax ES100 with "E-ONE" grille through bumper. Location: officer side front bumper.                                                                             | 1   |  |
| <b>DOT LIGHTING</b>                            |                                                                                                                                                                                            |     |  |
| 5150-0017                                      | License plate light LED with chrome housing located at the rear of the body.                                                                                                               | 1   |  |
| 5150-0068                                      | Marker lights Britax LED amber/red rubber housed mounted on the rear body corners angled down.                                                                                             | 1   |  |
| 5150-0233                                      | Marker light package cab / body LED. Body lights to be .75" Dia TecNiq for custom cab with rear mount aerial platform bodies only. Includes (3) TecNiq marker lights on front of platform. | 1   |  |
| 5150-0271                                      | Bracket license plate at rear of body. Smooth plate sanded bracket.                                                                                                                        | 1   |  |
| 5150-0299-5WB                                  | Front (if applicable) and rear turn signal flash pattern: populated full light.                                                                                                            | 1   |  |
| 5150-0304                                      | Whelen M6 series LED horizontal mount tail lights. Includes LED stop/tail, turn and back-up lights individually mounted with weatherproof connectors. Requires turn signal flash pattern.  | 1   |  |
| <b>LIGHTS - COMPARTMENT, STEP &amp; GROUND</b> |                                                                                                                                                                                            |     |  |
| 5380-0280                                      | Ground light package TecNiq T440 4" LED - large.                                                                                                                                           | 1   |  |
| 5380-0285                                      | Step light package body TecNiq T440 4" LED - small.                                                                                                                                        | 1   |  |
| 5380-0302-004                                  | Additional TecNiq T440 4" LED ground light (EA). Location: Below L2.                                                                                                                       | 1   |  |
| 5380-0302-016                                  | Additional TecNiq T440 4" LED ground light (EA). Location: Below R2.                                                                                                                       | 1   |  |
| 5380-0325                                      | EON LED ladder tunnel light (EA).                                                                                                                                                          | 2   |  |
| 5380-0475                                      | Compartment light package TecNiq E45 LED for large bodies. Includes two lights per compartment (four if transverse).                                                                       | 1   |  |
| <b>LIGHTS - DECK AND SCENE</b>                 |                                                                                                                                                                                            |     |  |
| 5390-0222-444                                  | Deck light FireTech, model FT-WL3500-FT-W LED (PR) with white housing. Switched with work light switch in cab. Location: (1) each side over rear ladder tunnel.                            | 1   |  |
| 5390-0230                                      | Hose bed light FireTech model WL2000 LED with white housing. Locate center front of hose bed. Switched with work light switch in cab.                                                      | 1   |  |

| Salescode                      | Extended Description                                                                                                                                                                                | Qty |  |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>LIGHTS - DECK AND SCENE</b> |                                                                                                                                                                                                     |     |  |
| 5390-0231                      | Crosslay light FireTech model WL2000 LED with white housing. Locate to rear of crosslay (SM) and forward of crosslay (TM as applicable). Switched with work light switch in cab.                    | 1   |  |
| <b>LIGHTS - NON-WARNING</b>    |                                                                                                                                                                                                     |     |  |
| 5400-0008                      | (1) pump panel light over the pump control area to be wired to come on when pump shift is placed in pump. (Side mount forward light noted, Top Mount is center light.)                              | 1   |  |
| 5400-0150                      | Pump panel LED light package for side mount. Includes (6) Tecnig EON lights with S/S housings located (3) ea side. Includes S/S light shields (as applicable with intermediate steps).              | 1   |  |
| 5400-0185                      | LED pump compartment light (EA).                                                                                                                                                                    | 1   |  |
| 5400-0224                      | Engine compartment light Optonics LED Series ILL22 (EA).                                                                                                                                            | 1   |  |
| 5400-0242-270                  | Tecnig LED backing lights (PR) model E60-WS20-1flush mount docking/backing light. Location: rear wheel well offset to rear.                                                                         | 1   |  |
| <b>CONTROLS / SWITCHES</b>     |                                                                                                                                                                                                     |     |  |
| 5100-0006-198                  | Foot switch to control Q2B located driver's side.                                                                                                                                                   | 1   |  |
| 5100-0131                      | Foot switch(es) mounted on a 30 degree bracket.                                                                                                                                                     | 1   |  |
| 5100-0165                      | Audible door ajar alarm wired through door ajar light. For use with multiplex display(s) only.                                                                                                      | 1   |  |
| <b>CAMERAS / INTERCOM</b>      |                                                                                                                                                                                                     |     |  |
| 5350-0060                      | Diamond plate camera shield.                                                                                                                                                                        | 1   |  |
| 5350-0070                      | Voyager back-up camera. Video displays automatically when transmission is in reverse. Camera only - does not include monitor.                                                                       | 1   |  |
| 5350-0193                      | Voyager rear facing camera positioned on officer's side front cab corner (approx 31" bottom of camera to bottom of cab) interlocked with right turn signal. Camera only - does not include monitor. | 1   |  |
| 5350-0244-202                  | FRC ACT 3-way aerial intercom to provide communications between the turntable control station, the aerial tip and driver side pump panel.                                                           | 1   |  |
| <b>MISC ELECTRICAL</b>         |                                                                                                                                                                                                     |     |  |
| 5110-0017                      | Back-up alarm 97 dB.                                                                                                                                                                                | 1   |  |
| 5110-0219-762                  | Blue Sea 12V power distribution module model 5032. Location: behind officer's seat.                                                                                                                 | 1   |  |
| <b>LIGHTS - AREA</b>           |                                                                                                                                                                                                     |     |  |

| Salescode                              | Extended Description                                                                                                                                                                                                                  | Qty |  |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>LIGHTS - AREA</b>                   |                                                                                                                                                                                                                                       |     |  |
| 5450-0443-961                          | FireTech FT-SL-15-FT-W LED scene light. Head only (Requires separate pole option). Location: above forward area of L3.                                                                                                                | 1   |  |
| 5450-0443-K52                          | FireTech FT-SL-15-FT-W LED scene light. Head only (Requires separate pole option). Location: fixed cover ahead of hosebed.                                                                                                            | 1   |  |
| 5450-0520-666                          | FireTech 18" 12V mini brow light with white housing, 30 LED double stacked with flood optics. Includes switch in cab (driver and officer side facing lights switched separately). Location: each side over front cab doors.           | 2   |  |
| 5450-0662-961                          | Whelen PBAPEDD pedestal mount adaptor. Requires separate light head option. Location: above forward area of L3.                                                                                                                       | 1   |  |
| 5450-0662-K52                          | Whelen PBAPEDD pedestal mount adaptor. Requires separate light head option. Location: fixed cover ahead of hosebed.                                                                                                                   | 1   |  |
| <b>RECEPTACLES</b>                     |                                                                                                                                                                                                                                       |     |  |
| 5470-0004-546                          | Receptacle household 20A/110V duplex 3-prong NEMA 5-20 with cover plate interior mounted wired to inlet receptacle. Location: In cab officer side on 3 x 3 post rear facing just above engine cover (or seat riser if in a Hush).     | 1   |  |
| <b>AERIAL MODEL</b>                    |                                                                                                                                                                                                                                       |     |  |
| 6100-0035                              | Lower aerial turntable pedestal and boom support (CR100/95-Platform). Top of turntable support to top of torque box to be 32.875" (for use with a 58" high body).                                                                     | 1   |  |
| 6100-0144                              | Aerial jack leg beams and feet to be zinc flame spray coated before paint (4 sets).                                                                                                                                                   | 1   |  |
| 6100-0157                              | Platform 95 Rear-Mount. Includes fabricated SideStacker style turntable deck, platform with angled corners, left side turntable console, turntable mansaver bars and jack leg flood lights.                                           | 1   |  |
| <b>AERIAL HYDRAULIC SYSTEM OPTIONS</b> |                                                                                                                                                                                                                                       |     |  |
| 6150-0003-216                          | Gauge aerial hydraulic oil level. Electronic display to be located on pump operator's panel.                                                                                                                                          | 1   |  |
| 6150-0014                              | Aerial hydraulic pump to be upgraded to a variable displacement style pump                                                                                                                                                            | 1   |  |
| <b>AERIAL CONTROLS</b>                 |                                                                                                                                                                                                                                       |     |  |
| 6850-0037                              | Advanced Aerial Control System - Platform. Includes body protection, cradle alignment it and 3.2" displays with flowmeter at each control console.                                                                                    | 1   |  |
| 6850-0043                              | Diamond plate turntable console mounted to tube style pedestal mount. Includes side hinged diamond plate cover with hinge on outboard side. Includes modified left side turntable handrail. (95-platform and HP/HPS100 Platform only) | 1   |  |
| 6850-0054                              | Handheld tethered control in platform for aerial movement. Includes storage area                                                                                                                                                      | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                   | Qty |  |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL CONTROLS</b>        |                                                                                                                                                                        |     |  |
|                               | recessed in console.                                                                                                                                                   |     |  |
| 6850-0061-5CV                 | Additional programming instructions: as specified.                                                                                                                     | 1   |  |
| <b>MONITORS</b>               |                                                                                                                                                                        |     |  |
| 6300-0013                     | Monitor TFT electric 1250 GPM for platform with powder coated silver finish.<br>Includes tip controls, base controls and butterfly valve.                              | 1   |  |
| <b>WATERWAY OPTIONS</b>       |                                                                                                                                                                        |     |  |
| 6350-0005                     | Rear 4" NST waterway inlet for rear mounted aerials. Includes chrome cap.                                                                                              | 1   |  |
| 6350-0012-192                 | Akron 2.5" valve for platform. Valve to be located at the front of platform next to monitor.                                                                           | 1   |  |
| 6350-0014                     | 2.5" chrome elbow with 2.5" x 1.5" reducer and 1.5" cap for platform / ladder discharge valve.                                                                         | 1   |  |
| 6350-0162                     | Innovative Controls TC Series 2.5" (63MM) waterway inlet pressure gauge (0-400) with chrome bezel.                                                                     | 1   |  |
| <b>AERIAL WARNING LIGHTS</b>  |                                                                                                                                                                        |     |  |
| 6550-0002                     | Outrigger warning lights (4) LED. Truck-Lite model 91R.                                                                                                                | 1   |  |
| 6550-0032                     | Whelen M6 Super LED red warning lights (4). Located down low across front of platform wired to upper level lights.                                                     | 1   |  |
| <b>AERIAL LIGHTING</b>        |                                                                                                                                                                        |     |  |
| 6560-0041                     | Whelen LED model PFBP12C at base (PR).                                                                                                                                 | 1   |  |
| 6560-0085-000-06              | Ladder climbing lights Luma Bar Pathfinder LED strip for 95-Platform and HP100 Platform (both sides). Color: Red.                                                      | 1   |  |
| 6560-0202-235                 | FireTech model FT-WL-X-9-FT-W-SH LED flood/spot light with white housing. Includes switch on lighthouse and turntable console. Location: left side front of platform.  | 1   |  |
| 6560-0202-236                 | FireTech model FT-WL-X-9-FT-W-SH LED flood/spot light with white housing. Includes switch on lighthouse and turntable console. Location: right side front of platform. | 1   |  |
| <b>AERIAL EQUIPMENT</b>       |                                                                                                                                                                        |     |  |
| 6500-0000-221                 | Hose box for 50' of 1.75" DJ hose located left side of platform.                                                                                                       | 1   |  |
| <b>AERIAL LADDER BRACKETS</b> |                                                                                                                                                                        |     |  |
| 6600-0004-2UY                 | Lift out style roof ladder bracket. Locate outside base section for a DRL-16 on right side of base section. Available on 95-Platform, 110, CR100/137 and HR100.        | 1   |  |
| 6600-0009                     | Parapet roof ladder bracket for platform. For use with Alcolite and Duo Safety                                                                                         | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                                                                                                                        | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL LADDER BRACKETS</b> |                                                                                                                                                                                                                                                                             |     |  |
|                               | roof ladders (not included). Available on HP100 Platform, HP95MM Platform and 95-Platform with angle corners. Note: Option is not compatible with Duo Safety fiberglass ladders.                                                                                            |     |  |
| <b>SIGN PLATES</b>            |                                                                                                                                                                                                                                                                             |     |  |
| 6750-0002-000-39              | Aerial sign plates 22 x 144 (PR). Does not include lettering. Color: Job Color.                                                                                                                                                                                             | 1   |  |
| <b>AERIAL TESTING</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 6900-0000                     | Aerial flow test - 3rd party.                                                                                                                                                                                                                                               | 1   |  |
| 6900-0007                     | Aerial 2016 NFPA Certification.                                                                                                                                                                                                                                             | 1   |  |
| <b>GROUND LADDERS</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 7800-0002                     | Alco-Lite FL-10, 10' folding ladder without shoes.                                                                                                                                                                                                                          | 1   |  |
| 7800-0021                     | Alco-Lite PEL-28' extension ladder.                                                                                                                                                                                                                                         | 2   |  |
| 7800-0024                     | Alco-Lite PEL-35' extension ladder.                                                                                                                                                                                                                                         | 1   |  |
| 7800-0102                     | Alco-Lite DRL-16' roof ladder.                                                                                                                                                                                                                                              | 2   |  |
| 7800-0112                     | Alco-Lite DRL-20' roof ladder.                                                                                                                                                                                                                                              | 1   |  |
| <b>MISC LOOSE EQUIPMENT</b>   |                                                                                                                                                                                                                                                                             |     |  |
| 7900-0014                     | DOT Required Drive Away Kit - Kit includes three (3) triangular warning reflectors with carrying case. This kit is for the end user and is to remain with the truck.                                                                                                        | 1   |  |
| <b>EXTERIOR PAINT</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 8100-0089                     | All applicable pump/pre-connect application modules are to have a sanded finish (not painted job color). Includes upper and lower pump modules, crosswalk module and/or speedlay/pre-connect module (as applicable). Rear mounted body/pump module to be painted job color. | 1   |  |
| 8100-0116                     | Rear body surface to have a sanded finish (not painted job color). Includes hinged doors that do not have discrete sales codes and removable panels.                                                                                                                        | 1   |  |
| 8100-0176-000-18              | Paint E-ONE chassis cab - Sikkens paint (non-metallic color). Color: FLNA 4006 E-ONE WHITE.                                                                                                                                                                                 | 1   |  |
| 8100-0183-000-18              | Paint Body - Large - For Aerials, T/A Tankers/Wetsides, Rear Mounts and Rescues. Sikkens paint (non-metallic color). Color: FLNA 4006 E-ONE WHITE.                                                                                                                          | 1   |  |
| 8100-0429-000-7W              | Paint lift cylinders, extension cylinders and upper turntable steelwork (does not apply to TT deck) (non-metallic color). Color: As Specified.                                                                                                                              | 1   |  |
| <b>INTERIOR PAINT</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 8150-0011                     | The interior of the cab to be painted multi-tone gray finish.                                                                                                                                                                                                               | 1   |  |

| Salescode                                 | Extended Description                                                                                                                                                                                                                                                                                    | Qty |  |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>STRIPING</b>                           |                                                                                                                                                                                                                                                                                                         |     |  |
| 8300-0001                                 | NFPA required reflective striping to be dealer/customer applied.                                                                                                                                                                                                                                        | 1   |  |
| 8300-0042                                 | White rubrail scotchlite insert.                                                                                                                                                                                                                                                                        | 1   |  |
| 8300-0274-000-J7                          | Chevron "A" style 6" Reflexite V98 striping full width on rear of body. Includes rear facing extrusions, panels and doors. Colors to be Red/Fluorescent Yellow Green.                                                                                                                                   | 1   |  |
| 8300-0281-000-J7                          | Chevron "A" style 6" Reflexite V98 striping on outriggers. Striping to alternate in an "A" pattern when viewed from the front or rear of the truck. Colors to be: Red/Fluorescent Yellow Green.                                                                                                         | 1   |  |
| 8300-0381                                 | Yellow perimeter marking to indicate designated standing / walking areas above 48" high in compliance with 2016 NFPA 1901 consisting of individual Reflexite diamonds approximately 1" wide. Steps, ladders and areas with a railing or structure at least 12" high are excluded from this requirement. | 1   |  |
| <b>GRAPHICS</b>                           |                                                                                                                                                                                                                                                                                                         |     |  |
| 8400-0033                                 | Logo E-ONE (PR) on aerial lift cylinder. Logo to be sign gold material approx 14" long located midway along outward surface of cylinder.                                                                                                                                                                | 1   |  |
| <b>WARRANTY / STANDARD &amp; EXTENDED</b> |                                                                                                                                                                                                                                                                                                         |     |  |
| 9100-0102                                 | Meritor 5 year unlimited miles, parts and labor rear drive single or rear drive tandem axle warranty.                                                                                                                                                                                                   | 1   |  |
| 9100-0104                                 | Dana 5 year unlimited miles, parts and labor front axle warranty.                                                                                                                                                                                                                                       | 1   |  |
| 9100-0117                                 | General One (1) year or 24,000 Miles Limited Warranty (RFW0001).                                                                                                                                                                                                                                        | 1   |  |
| 9100-0126                                 | Custom chassis One (1) Year or 18,000 Miles Limited Warranty (RFW0101).                                                                                                                                                                                                                                 | 1   |  |
| 9100-0131                                 | Regulated Emissions Systems Five (5) Years or 100,000 Miles Limited Warranty (RFW0140). N/A for California. For units going to California use 9100-0162 with L9 and 9100-0163 with X12/15.                                                                                                              | 1   |  |
| 9100-0132                                 | Electrical One (1) Year or 18,000 Miles Limited Warranty (RFW0201).                                                                                                                                                                                                                                     | 1   |  |
| 9100-0135                                 | Aerial Ladder Structure Twenty (20) years or 100,000 Miles Limited Warranty (RFW0403).                                                                                                                                                                                                                  | 1   |  |
| 9100-0136                                 | Body Structure Aluminum Ten (10) years or 100,000 Miles Limited Warranty (RFW0502).                                                                                                                                                                                                                     | 1   |  |
| 9100-0138                                 | Cab Structural Ten (10) Years or 100,000 Miles Limited Warranty (RFW0602).                                                                                                                                                                                                                              | 1   |  |
| 9100-0139                                 | Plumbing and piping (Stainless Steel) Ten (10) years or 100,000 Miles Limited Warranty (RFW0800).                                                                                                                                                                                                       | 1   |  |
| 9100-0140                                 | Paint and Finish (Exterior Clear coated) Ten (10) Years Limited Warranty (RFW0710).                                                                                                                                                                                                                     | 1   |  |
| 9100-0165                                 | Frame Rail Lifetime (50) Years or 250,000 Miles Limited Warranty (RFW0305).                                                                                                                                                                                                                             | 1   |  |

| Salescode                                         | Extended Description                                                                                    | Qty |  |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----|--|
| <b>SUPPORT, DELIVERY, INSPECTIONS AND MANUALS</b> |                                                                                                         |     |  |
| 9300-0009                                         | Manuals, Operator and Service in digital format.                                                        | 1   |  |
| 9300-0012                                         | Pump panel approval drawings. Will be provided on purchased units prior to construction.                | 1   |  |
| 9300-0016                                         | Approval Drawings-Standard.                                                                             | 1   |  |
| 9300-0031                                         | Dash/Console panel layout approval drawings. Will be provided on purchased units prior to construction. | 1   |  |
| 9300-0316                                         | Fire Apparatus Safety Guide published by FAMA, latest edition.                                          | 1   |  |
| <b>Dealer Supplied Equipment</b>                  |                                                                                                         |     |  |
|                                                   |                                                                                                         |     |  |



## Credit Application

203 E. Park Avenue, Libertyville, IL 60048 • Phone: 866-EXEMPT-1 • Fax: 866-2-FAX-APP

### CUSTOMER INFORMATION

Legal Name of Customer: \_\_\_\_\_ Federal ID# \_\_\_\_\_ - \_\_\_\_\_  
 Physical Address: \_\_\_\_\_  
 City: \_\_\_\_\_ County: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Website: \_\_\_\_\_  
 Mailing Address (If different than above): \_\_\_\_\_  
 Contact Name & Title: \_\_\_\_\_ E-Mail: \_\_\_\_\_  
 Phone #: \_\_\_\_\_ Ext: \_\_\_\_\_ Fax #: \_\_\_\_\_ Cell Phone #: \_\_\_\_\_

### TRANSACTION INFORMATION

Equipment Description: \_\_\_\_\_  
 New or Used?: \_\_\_\_\_ Anticipated Delivery Date: \_\_\_\_\_  
 Equipment Cost: \$ \_\_\_\_\_ Down Payment: \$ \_\_\_\_\_  
 From what fund is the down payment originating? \_\_\_\_\_  
 Trade-In: \$ \_\_\_\_\_ Financed Amount: \$ \_\_\_\_\_  
 From what fund will the lease payments originate? \_\_\_\_\_  
 Is the equipment replacing existing equipment? ☐ Yes ☐ No If "Yes", how old is the existing equipment? \_\_\_\_\_  
 For what purpose is the equipment being purchased? \_\_\_\_\_  
 Where will the equipment be located? \_\_\_\_\_

### LEASE INFORMATION

Requested Lease Term: \_\_\_\_\_ years  
 Payment Frequency: ☐ Monthly ☐ Quarterly ☐ Semi-Annual ☐ Annual ☐ Arrears or ☐ Advance

### FINANCIAL INFORMATION

Has the Customer issued or does the Customer intend to issue more than \$10,000,000 in tax-exempt leases or bonds in the current calendar year (January 1 – December 31)? ☐ Yes ☐ No

Please attach a copy of the following information for review:

1. Complete copy of audited financial statement from last three fiscal years
2. Copy of current interim financial statement (since last audit)
3. Equipment quote

Has the requested lease transaction been included in the current budget? ☐ Yes ☐ No

Has the Customer ever had an incident of non-appropriation or failed to complete any lease, loan, or borrowing obligation?

☐ Yes ☐ No If "Yes", please provide details: \_\_\_\_\_

To whom this application is made, or any credit bureau or other investigative agency employed by such person, is hereby authorized to investigate any references or information herein listed or statements or other data obtained from me or from any other person pertaining to the credit and financial responsibility of the customer listed on this application.

Authorized Signature: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Please forward the completed application and required financial info via  
 E-Mail (application@taxexemptleasing.com) or Fax (866-2-FAX APP (866-232-9277))**

**City of Gardner - Executive Department****Mayor Michael J. Nicholson**

11096

November 9, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Vehicle Stabilization Account Appropriation Request – Fire Department Ladder Truck

Dear Madam President and Councilors,

At the October 2, 2023 meeting of the City Council, the City Council voted to appropriate a portion of our Free Cash into the Vehicle Stabilization Account. At that time, I notified the City Council that the Administration was looking into leasing option for a new Fire Department Ladder Truck, as there is currently a three (3) to four (4) year lead time between order and arrival of the vehicle.

The attached appropriation request is being presented to the City Council for the downpayment so that the City may order a new ladder truck and have it arrive within the next four (4) years.

Additionally, a loan order is being requested for the full \$1.8 million, as the funding must be fully appropriated upfront at first and then financed over the course of the term of the loan. In discussions with the City auditor, the funding taken out from the loan is done as needed, but the authorization allows a ceiling limit on the full amount that can be taken out for the project.

The funding from this money order will be applied as a payment to the loan order amount, once authorized and appropriated by the City Council.

The current ladder truck in the City's fleet was purchased in 2002. I have attached a copy of the Fleet Apparatus Replacement Plan that was drafted by Chief Greg Lagoy in early 2022 to this request for your information as well as plans for a new ladder truck for the Town of Swansea that the City would look to as a rubric for what we would order here.

Respectfully submitted,

Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
NOV 9 PM 2:23  
CITY OF GARDNER

AN ORDER APPROPRIATING FROM SPECIAL PURPOSE STABILIZATION  
FUND TO FIRE DEPT NEW VEHICLE EXPENDTURES.

*ORDERED:*

That there be and is hereby appropriated the sum of FIVE HUNDRED  
THIRTEEN THOUSAND FIVE HUNDRED SIX DOLLARS AND 11/100 CENTS  
(\$513,506.11) from Special Purpose Stabilization fund to Fire Dept New Vehicle  
Expenditures.



***CITY of GARDNER***  
**Office of the City Auditor**

John Richard, City Auditor  
 95 Pleasant Street, Room 126  
 Gardner, MA 01440  
 Phone: 978-632-1900 ext. 8020 • Fax: 978-630-3778  
 Email: jrichard@gardner-ma.gov

To: City Council

Re: Money Orders for consideration on November 20, 2023

Listed below are balances in various ledger accounts that pertain to Money Order transfers for your consideration.

These balances are as of November 09, 2023:

|                                      |             | <b><u>Money<br/>Order</u></b> | <b><u>Balance</u></b> |
|--------------------------------------|-------------|-------------------------------|-----------------------|
| Special Purpose Stabilization Fund   | 70100-32986 |                               | \$513,506.11          |
| to Fire Dept Capital New Vehicle Exp | 38220-55090 | \$ 513,506.11                 | \$0.00                |
|                                      |             |                               | \$0.00                |

The Snow & Ice account currently has available \$283,100.64.  
 14421-52210

Sincerely

copies: Mayor  
 City Clerk

*John Richard*

John Richard  
 City Auditor

**GARDNER FIRE DEPARTMENT**  
**APPARATUS FLEET**  
**CONDITION/REPLACEMENT RECOMMENDATIONS**  
**Drafted July 2022 – Updated with new purchased Nov 2023**

**REPLACE ENGINE 2 – NEW ENGINE ORDERED WITH ARPA FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Order a basically identical pumper truck to Engine 3 (2019 Sutphen purchased on AFG grant). We are satisfied with the design of this truck that was specifically custom designed for our response district. The order could be placed immediately with minimal design effort (delivery time is over 1 year).
- This new truck would be kept at HQ and could be rotated with Engine 3 weekly or monthly as the staffed, first-out Engine. This would give us two reliable, equally capable Engines at HQ that could be used interchangeably, minimizing heavy wear and tear on Engine 3, therefore prolonging the life of both trucks and allowing ample time to complete preventative and other minor maintenance.
- Engine 2 (2011 International/Rosenbauer) has been a problematic truck since the day it was delivered. On-going maintenance issues due to poor design and low-quality construction has repeatedly placed this truck out of service for extended time periods for major repairs. The International “MaxxForce” motor in the truck has a reputation of having many problems. In the last year alone, it experienced major engine and pump failures resulting in well over \$30,000 in expenses.
- Estimated cost for the new truck is \$625,000.00. I would be requesting \$25,000 for equipping the truck, half of the \$50,000 cost of equipping Engine 3 in 2019, due to the current Engine 2 having a lot of relatively newer equipment in better condition that can be moved to the new truck.
- Trade-in or auction value of the current Engine 2 is estimated at \$100,000. This could offset at least a portion of the cost of the replacement truck.

## REPLACE RESCUE 2- **NEW VEHICLE ORDERED WITH ARPA FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Current Rescue 2 (2007 Ford/Horton) needs replacement. It was inspected by OEMS on February 8<sup>th</sup>, it failed due to body corrosion (repairs have since been completed). Rescue 3 (2018 Ford/Horton) is now four years old and has over 60,000 miles. The recommended timeline for ambulance replacement is 10 years (5 years front line service, 5 years reserve service).
- Estimated cost for new ambulance is \$300,000 fully equipped. Estimated delivery time is 13 months. Delivery would hopefully be prior to the next required OEMS ambulance inspection (Feb 2024). This would be in line with the recommended ambulance replacement schedule.

## REPLACE RESCUE 1 (HEAVY RESCUE)- **NEW VEHICLE ORDERED WITH ARPA FUNDS IN 2023, EXPECTED ARRIVAL SPRING 2024**

- Current Rescue 1 (1996 Ford/E One) Heavy Rescue truck (carries specialized and technical rescue equipment- not an ambulance) needs replacement. It is now beyond its 25-year life expectancy. Much of the equipment on this truck is also “vintage” and in need of replacement with modern, advanced, up-to-date equipment.
- This would be a custom-designed truck to meet the specific needs of the City of Gardner. Unlike the Engine that much time and effort was already put into the design process, we would be basically starting from scratch with the Heavy Rescue truck as it has been 25+ years that we have had the current truck. The process to custom design, construct, and deliver this truck is expected to be in the 19–21-month range.
- Estimated cost of the truck is \$775,000.00, and new equipment to replace the mostly outdated technical rescue equipment on the current truck is estimated at \$125,000, for a total of \$900,000.

## REPLACE TOWER 1

- Current Tower 1 (2002 E One) is now 20 years old and is in fair condition, beginning to show signs of its age. The truck is at its life expectancy for a first-out ladder truck. Recent hydraulic issues, re-cabing of the aerial ladder, as well as other routine maintenance issues have been completed at a specialized repair shop in Hartford, CT at a total cost of just over \$24,000.00. With a truck of this age there is always the on-going balance of reliability & maintenance costs vs. replacement cost. A funding plan should be considered for replacement of this truck within 5 years. The design and delivery time will also be in the 18–22-month range, which should be considered.
- Current estimated replacement cost is in the \$1.5 – 1.7 million range.

## REPLACE ENGINE 1

- Recommend not replacing Engine 1 (1996 E One) at this time. While this truck is older than Engine 2, it has proven to be more reliable with less maintenance costs. It is stored at the South Gardner Station and is used as a reserve/major incident truck. With two much newer Engines (assuming Engine 2 is replaced now) handling most of the workload, this older Engine should be sufficient to handle this limited role. It could be kept in that capacity until such time it becomes eligible for replacement through the AFG grant program (approximately 3 years).

## COMBINATION 4

- Current Combination 4 (2011 Sutphen Engine/Ladder truck) is in good condition and has been reliable and fits the City's needs. This truck should be able to serve for at least another 10 years.

## ENGINE 3

- Current Engine 3 (2019 Sutphen) is in very good condition and have proven itself well-designed and reliable. Many more years of service can be expected from this truck.



203 E. PARK AVENUE, LIBERTYVILLE, ILLINOIS 60048



847-247-0771



847-247-0772



www.taxexemptleasing.com

October 25, 2023

City of Gardner  
Gardner, Massachusetts

I am pleased to provide the following quote for City of Gardner for the financing of a new E-One Aerial Fire Apparatus. This quote is valid for 14 days and is subject to credit review and proper documentation.

|                               |                                                                 |
|-------------------------------|-----------------------------------------------------------------|
| Equipment Cost (Approximate): | \$1,800,000.00                                                  |
| Down Payment:                 | \$500,000.00                                                    |
| Financed Amount:              | \$1,300,000.00                                                  |
| Payment Frequency:            | Annual, in arrears (first payment due one year from lease date) |
| Term:                         | 7-years                                                         |
| Rate*:                        | 5.70%                                                           |
| Payment*:                     | Seven (7) at \$230,398.42 each                                  |
| Factor^:                      | .17723                                                          |

*\* Rate and payment assume that the Customer is a tax-exempt entity and the purchase of the equipment falls within the type of equipment allowed as tax-exempt under the I.R.S. Code. In the event this purchase is not exempt, the rate and payments will be adjusted accordingly. Further, it is assumed that the transaction will be "bank-qualified" and that the customer will not issue more than \$10 million in tax-exempt leases or bonds in the current calendar year.*

*^ Factor is based on quoted rates. If the equipment cost changes or a down payment is made, the new payment amount can be calculated by multiplying the new financed amount by the rate factor.*

Note: If the equipment will require a "build-out period", the financed amount will be placed into an escrow account at lease signing and funds disbursed as instructed by the customer.

I have attached an application that must be completed in order to proceed with the credit process. In addition, we will need copies of the Town's last 3-years of audited financial statements, along with a copy of its current interim financial statement. Once these items are gathered, please fax all of the information to 866-2-FAX-APP (866-232-9277) or e-mail to markz@taxexemptleasing.com.

I appreciate this opportunity and look forward to proceeding. Please let me know if I can answer any questions. I can be reached at 847-247-0771.

Kind Regards,

Mark M. Zaslavsky  
President

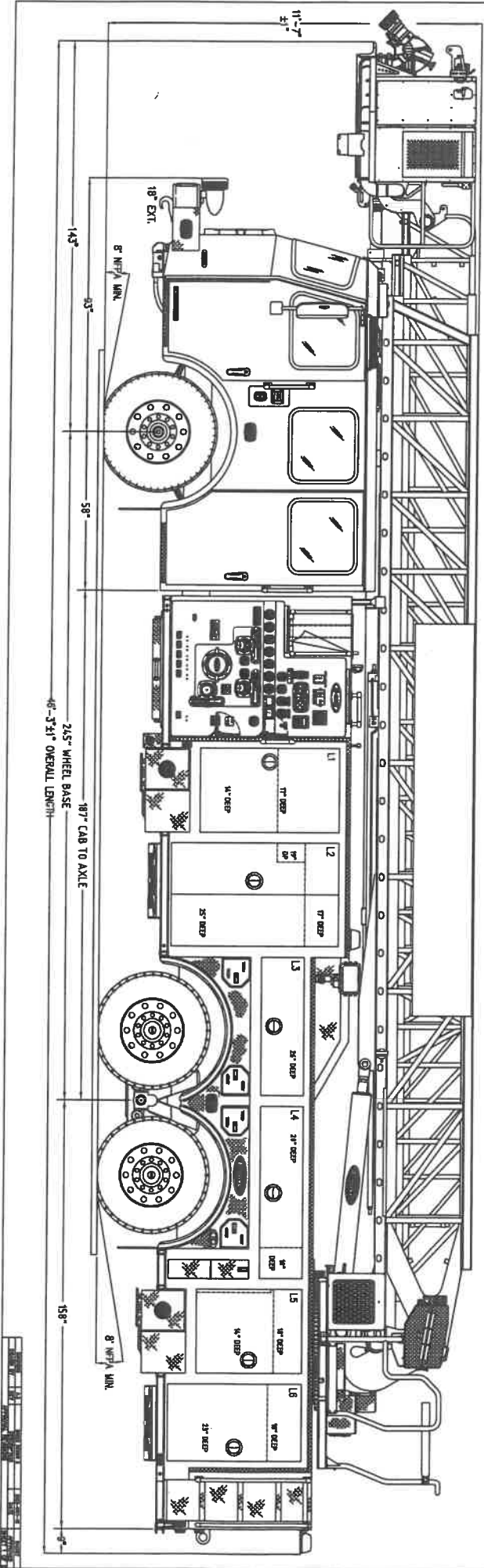
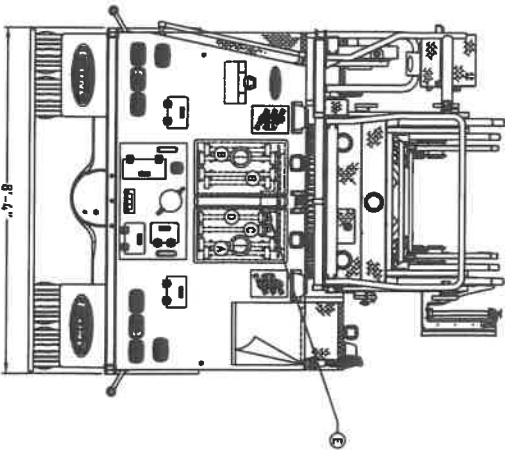


# SWANSEA FIRE DEPARTMENT

S.O. 145999 / QUOTE 118625  
SWANSEA, MA  
AERIAL BODY  
E-ONE TYPHOON CHASSIS  
95-PLATFORM

THIS DRAWING IS FOR APPROXIMATE PURPOSES. ALL DIMENSIONS ARE SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.  
This unit is the property of E-One, Inc. and is loaned to you subject to return on demand, unless otherwise agreed to in writing by contract. All dimensions are considered and must not be applied or substituted in third parties for the E-One construction.

| 2000 GPM HALF GALL RUMP<br>220 GALLON WATER TANK |               |                    |     | HOSE LOAD:<br>650' OF 4.00" LHD |           |
|--------------------------------------------------|---------------|--------------------|-----|---------------------------------|-----------|
| COMP.                                            | OPENING       | INTERIOR DIMENSION |     |                                 |           |
| L1/R1                                            | 31W           | 50H                | 31W | 25H                             | 11D UPPER |
| L2/R2                                            | 38W           | 62H                | 31W | 16H                             | 11D LOWER |
| L3                                               | 50W           | 16H                | 50W | 16H                             | NOTED     |
| R3                                               | 50W           | 16H                | 50W | 16H                             | 26D       |
| L4                                               | 63W           | 16H                | 63W | 16H                             | NOTED     |
| R4                                               | 31W           | 19H                | 30W | 19H                             | 14D       |
| L5                                               | 31W           | 39H                | 31W | 16H                             | 11D UPPER |
| R5                                               | 49W           | 30H                | 49W | 30H                             | 23D       |
| L6                                               | 28W           | 50H                | 31W | 16H                             | 11D LOWER |
| GROUND LADDERS                                   |               |                    |     |                                 |           |
| ITEM                                             | LADDER LENGTH | MODEL NUMBER       | QTY |                                 |           |
| A                                                | 35' 2-SECT.   | PEL-35             | 1   |                                 |           |
| B                                                | 28' 2-SECT.   | PEL-28             | 2   |                                 |           |
| C                                                | 20' ROOF      | DRL-20             | 1   |                                 |           |
| D                                                | 16' ROOF      | DRL-16             | 2   |                                 |           |
| E                                                | 10' FOLDING   | FL-10              | 1   | ONE ON AERIAL                   |           |





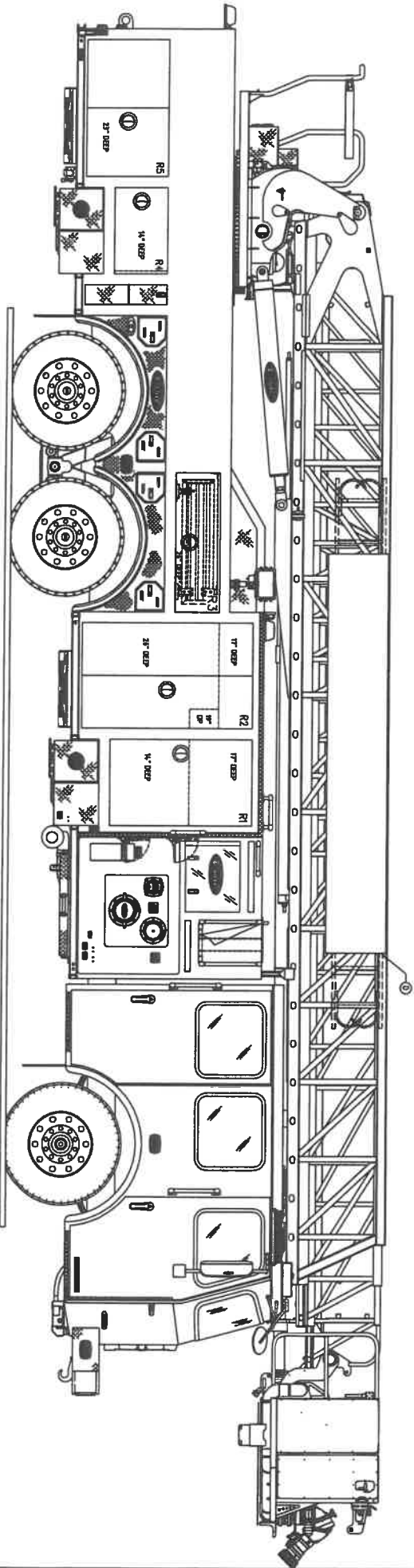
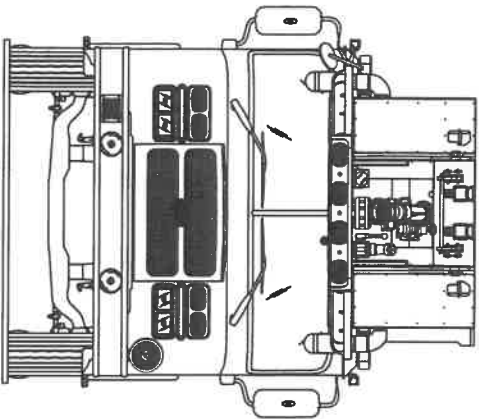
# SWANSEA FIRE DEPARTMENT

SWANSEA, MA

S.O. 145999 / QUOTE 118625

AERIAL BODY  
E-ONE TYPHOON CHASSIS  
95-PLATFORM

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This print is the property of E-One, Inc. and is loaned to you  
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E-One. This drawing contains confidential information and must not be  
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# Fire Apparatus Quotation for: SWANSEA FIRE DEPARTMENT



Quotation Number: 118625 Rev: 74

Unit Description: AERM-TYPN-092P

Quote Description: Aerial, Rear Mount, Aluminum, Typhoon, 95-Platform

Salesperson: DMARTINS

| Salescode                          | Extended Description                                                                                                                                                        | Qty |                                                         |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------------------------------------------------------|
| <b>TESTING COMPLIANCE STANDARD</b> |                                                                                                                                                                             |     |                                                         |
| 1001-0065                          | The E-ONE supplied components of the vehicle shall meet the requirements of NFPA 1901, 2016 edition.                                                                        | 1   |                                                         |
| 3090-0003                          | OAH RESTRICTION. The unit has an overall height restriction and the height is not to be exceeded (unloaded condition).                                                      | 1   | 11ft. 9in.                                              |
| 3090-0004                          | OAL. Unit has no overall length restrictions.                                                                                                                               | 1   |                                                         |
| 3090-0006                          | The hose bed is to have the capacity for the following hose. Hose load shall be listed from driver to officer.                                                              | 1   | Lay 1 - 650 ft. of 4.00 LDH Estimated Weight - 637 lbs. |
| 3340-1137-12C                      | Equipment allowance on the apparatus shall be 2500 lbs. This allowance is in addition to the weight of the hoses and ground ladders listed in the shop order as applicable. | 1   |                                                         |
| <b>INSPECTIONS AND PENALTIES</b>   |                                                                                                                                                                             |     |                                                         |
| 1002-0003                          | Unit has a penalty clause.                                                                                                                                                  | 1   |                                                         |
| <b>BUMPERS</b>                     |                                                                                                                                                                             |     |                                                         |
| 1160-0000                          | Bumper 10" stainless steel.                                                                                                                                                 | 1   |                                                         |
| 1160-0008                          | 3/16" Front Bumper Gravel Shield.                                                                                                                                           | 1   |                                                         |
| 1160-0094                          | 18" Front Bumper Gravel Shield Extension.                                                                                                                                   | 1   |                                                         |
| <b>FRAME ASSEMBLY</b>              |                                                                                                                                                                             |     |                                                         |
| 1250-0005                          | Frame - Torque box for tandem axle RM aerial.                                                                                                                               | 1   |                                                         |
| 1250-0078                          | Zinc flame spray coating for integral torque box chassis.                                                                                                                   | 1   |                                                         |
| 1250-0092                          | GEOMET coated frame assembly fasteners.                                                                                                                                     | 1   |                                                         |
| 1250-0102                          | Front chassis frame extensions, crossmembers below cab and battery brackets shall be zinc plated (galvanized) IFOS. For use with torque box chassis only.                   | 1   |                                                         |
| <b>AXLE OPTIONS</b>                |                                                                                                                                                                             |     |                                                         |

| Salescode            | Extended Description                                                                                                                                                                                                                 | Qty |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>AXLE OPTIONS</b>  |                                                                                                                                                                                                                                      |     |
| 1025-0002            | Dana D-2200W 22,800 lb. front axle. Includes maintenance free bushings. For use with disc brakes only.                                                                                                                               | 1   |
| 1025-0022            | Meritor RT-50-160 rear tandem axle 52,000 lb. capacity.                                                                                                                                                                              | 1   |
| 1025-0028            | Koni shock absorbers for front axle - adjustable.                                                                                                                                                                                    | 1   |
| 1025-0030            | Stemco sight glass for front axle hubs. Inboard wheel seals will be Chicago Rawhide (or equivalent).                                                                                                                                 | 1   |
| <b>SUSPENSIONS</b>   |                                                                                                                                                                                                                                      |     |
| 1070-0015            | Ridewell Dynalastic rear suspension (48-54K) rated equal to the capacity of the axles.                                                                                                                                               | 1   |
| <b>WHEEL OPTIONS</b> |                                                                                                                                                                                                                                      |     |
| 1050-0001            | Alcoa aluminum wheels for front axle (2).                                                                                                                                                                                            | 1   |
| 1050-0005            | Alcoa aluminum wheels for rear axles (8).                                                                                                                                                                                            | 1   |
| 1050-0007            | Front axle wheel trim kit. Includes stainless steel lug nut covers (chrome plated plastic if applicable) and center cap with E-ONE logo. Note: Center cap will have an inspection port JPO a logo if equipped with Stemco oil seals. | 1   |
| 1050-0009            | Rear axle (tandem) wheel trim kit. Includes stainless steel lug nut covers (chrome plated plastic if applicable) and center caps with E-ONE logo. E-ONE custom chassis w/steel wheels will have chrome plated plastic lug covers.    | 1   |
| 1050-0018            | Each inside wheel of the tandem rear axles shall have valve stem extensions.                                                                                                                                                         | 1   |
| 1050-0033            | Dura-Brite finish on aluminum wheel (EA).                                                                                                                                                                                            | 10  |
| <b>TIRE OPTIONS</b>  |                                                                                                                                                                                                                                      |     |
| 1060-0043            | Two Michelin 425 tires model XZY3 for front axle.                                                                                                                                                                                    | 1   |
| 1060-0085            | Eight Michelin 12R rear tires with Mud and Snow XDS tread                                                                                                                                                                            | 1   |
| 1060-0119            | RWC AirGuard LED tire pressure monitoring valve stem caps (10) for tandem rear axle applications.                                                                                                                                    | 1   |
| <b>BRAKE SYSTEMS</b> |                                                                                                                                                                                                                                      |     |
| 1100-0006            | Parking brake release mounted on the driver's side lower dash.                                                                                                                                                                       | 1   |
| 1100-0008            | Brake system air 6X4/6X6.                                                                                                                                                                                                            | 1   |
| 1100-0014            | ArvinMeritor 16-1/2" x 7" S-cam brakes with cast brake drums for a tandem rear axle.                                                                                                                                                 | 1   |
| 1100-0020            | Compression fittings for all air brake system lines. Includes cab interior air lines as applicable and accessories (if equipped).                                                                                                    | 1   |
| 1100-0026            | G4 Electronic Stability Control (6x4), Includes RSC and ATC. Not available on 6x6                                                                                                                                                    | 1   |

| Salescode                          | Extended Description                                                                                                                                   | Qty |  |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>BRAKE SYSTEMS</b>               |                                                                                                                                                        |     |  |
| 1100-0031                          | or commercial chassis.<br>Dana/Bendix ADB22X 17" disc brakes for front axle.                                                                           | 1   |  |
| <b>AIR SYSTEM OPTIONS</b>          |                                                                                                                                                        |     |  |
| 1110-0000-001                      | Inlet for air system. Location: driver door jamb.                                                                                                      | 1   |  |
| 1110-0002                          | Air dryer Bendix AD-9.                                                                                                                                 | 1   |  |
| 1110-0005                          | Automatic moisture ejectors, heated.                                                                                                                   | 1   |  |
| 1110-0006                          | Air lines nylon.                                                                                                                                       | 1   |  |
| 1110-0026                          | Air horns Hadley e-tone recessed in bumper (PR).                                                                                                       | 1   |  |
| <b>ENGINES &amp; TRANSMISSIONS</b> |                                                                                                                                                        |     |  |
| 1200-0021                          | Transynd, Shell Spirax S6ATF A295, or equivalent synthetic transmission fluid for EVS4000 series.                                                      | 1   |  |
| 1200-0083                          | Transmission re-programming. "D" allows transmission to shift from 1st - 4th gear, and "Mode" allows 5th gear.                                         | 1   |  |
| 1200-0096                          | Electronic speed limiting set at 60 MPH. Note: Axle gear ratio will be as low as possible while allowing for 60 MPH top speed to improve acceleration. | 1   |  |
| 1200-0456                          | Eng/Trans Cummins X12 525HP with EVS4000 transmission. 2021 EPA Compliant.                                                                             | 1   |  |
| 1200-0461                          | "Bump" lever style transmission shift selector. For use with Gen 5 and Gen 6 TCM.                                                                      | 1   |  |
| <b>SECONDARY BRAKING</b>           |                                                                                                                                                        |     |  |
| 1125-0002                          | Jacobs engine compression brake.                                                                                                                       | 1   |  |
| 1125-0023                          | Transmission to seek second gear when Jacobs engine brake or Telma retarder is engaged. N/A with Trans retarder.                                       | 1   |  |
| <b>EXHAUST OPTIONS</b>             |                                                                                                                                                        |     |  |
| 1225-0024                          | Plymovent Grabber magnetic exhaust end. Bolt-on for exhaust extraction system.                                                                         | 1   |  |
| <b>COOLING PACKAGE</b>             |                                                                                                                                                        |     |  |
| 1800-0013                          | Cooling system for use with Typhoon, Cyclone and Quest chassis. For use with 2010 - 2021 EPA engines. Includes coolant recovery system.                | 1   |  |
| <b>FUEL SYSTEMS</b>                |                                                                                                                                                        |     |  |
| 1350-0004                          | Fuel system 50 gallon saddle tanks.                                                                                                                    | 1   |  |
| 1350-0012-667                      | Fuel shut-off valve. Location: one (1) each side of fuel/water separator.                                                                              | 2   |  |
| 1350-0013                          | Racor fuel/water separator to be a bottom drop out style. Shall include indicator                                                                      | 1   |  |

| Salescode                | Extended Description                                                                                                                           | Qty |  |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>FUEL SYSTEMS</b>      |                                                                                                                                                |     |  |
| 1350-0022                | light and audible alarm.                                                                                                                       |     |  |
|                          | Fuel line hose rubber.                                                                                                                         | 1   |  |
| <b>ALTERNATOR</b>        |                                                                                                                                                |     |  |
| 1700-0012                | Alternator Niehoff 430 amp (430 Amp SAE/380 NFPA rating). Available on Cummins ISX12 / X12 only.                                               | 1   |  |
| <b>BATTERIES</b>         |                                                                                                                                                |     |  |
| 1400-0002                | Battery four group 31 1000 CCA.                                                                                                                | 1   |  |
| <b>CHASSIS OPTIONS</b>   |                                                                                                                                                |     |  |
| 1680-0005                | Thermetic fan clutch.                                                                                                                          | 1   |  |
| 1680-0007                | Drivelines 1810. Required on 1550 lb/ft torque or greater engines. N/A with EVS3000 transmission.                                              | 1   |  |
| 1680-0012                | Tow eyes rear frame painted black.                                                                                                             | 1   |  |
| 1680-0017                | Hot shift PTO.                                                                                                                                 | 1   |  |
| 1680-0042                | Tow hooks front painted in the down position. Tow hooks will be mounted inboard (horizontal) when used with a drop style frame extension.      | 1   |  |
| 1680-0188                | Aerial hydraulics installed on bottom port of EVS4000/4500 transmission (to allow for flat rear cab floor).                                    | 1   |  |
| 1680-0250-M58            | Diesel Exhaust Fluid (DEF) 5 gallon tank. Location: left side below rear of cab.                                                               | 1   |  |
| 1680-0284                | Radiator mounted power steering cooler.                                                                                                        | 1   |  |
| <b>CAB MODEL</b>         |                                                                                                                                                |     |  |
| 1520-0229                | Typhoon medium cab with radial wipers (58" CA). For use with a lowered aerial. Requires full length 4.5" deep trough option.                   | 1   |  |
| <b>CAB ROOF TYPE</b>     |                                                                                                                                                |     |  |
| 1615-0016                | Cab roof to have a 4.5" deep x 44" wide trough for lowered aerial.                                                                             | 1   |  |
| <b>CAB BADGE PACKAGE</b> |                                                                                                                                                |     |  |
| 1610-0000                | Cab and body to have applicable E-ONE logos.                                                                                                   | 1   |  |
| <b>CAB DOOR OPTIONS</b>  |                                                                                                                                                |     |  |
| 1550-0003                | Rear crew cab doors in the medium position.                                                                                                    | 1   |  |
| 1550-0084                | All cab exterior entry doors to have 1250 keyed locks.                                                                                         | 1   |  |
| 1550-0159                | Interior cab door locks - manual. Will be individually actuated from each respective door. Includes key lock on each exterior cab door handle. | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                                                                                     | Qty |  |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>CAB DOOR OPTIONS</b>          |                                                                                                                                                                                                                                                                                                          |     |  |
| 1550-0180                        | Cab door panels stainless steel. Includes upper and lower panels with seam below handrail.                                                                                                                                                                                                               | 1   |  |
| 1550-0285                        | Driver and officer door windows to be power actuated with HD regulators. Switches to be located at center dash. For use with new Typhoon and 100" wide Cyclone cabs.                                                                                                                                     | 1   |  |
| 1550-0286                        | Rear crew cab door windows to be power actuated with HD regulators. Switches to be located on each door with add'l switches accessible by driver. For use with new Typhoon and 100" wide Cyclone cabs.                                                                                                   | 1   |  |
| 1550-0288                        | Cab doors to extend down to cover lower step well. For use with new Typhoon cab and 100" wide Cyclone only.                                                                                                                                                                                              | 1   |  |
| 1550-0293-657                    | Door mounted Whelen 35A00FAR amber super LED flashing lights (4). Locate each light on each cab door in the outboard position. Lights to be switched with door ajar.                                                                                                                                     | 1   |  |
| 1550-0333-000-J7                 | Red/Fluorescent Yellow Green Reflexite V98 chevron "A" stripe on lower cab door panel of an extended door. Stainless steel/painted door panels only. E-ONE cabs only.                                                                                                                                    | 1   |  |
| 1550-0377                        | All cab doors shall have exterior pull style handles with integral key lock (glass reinforced nylon).                                                                                                                                                                                                    | 1   |  |
| <b>CAB STEP OPTIONS</b>          |                                                                                                                                                                                                                                                                                                          |     |  |
| 1640-0047                        | Lower steps to extend 3.5" past cab. For use with legacy Typhoon / Cyclone with barrier style doors and new Typhoon / Cyclone with barrier style or extended doors.                                                                                                                                      | 1   |  |
| <b>MIRRORS</b>                   |                                                                                                                                                                                                                                                                                                          |     |  |
| 1670-0059                        | Retrac Mirror stainless steel 10" 3-arm convex above officer side cab brow, 3 piece adjustable telescoping arm. Head #604953, Arm assy #604671                                                                                                                                                           | 1   |  |
| 1670-0062                        | Retrac Aerodynamic dual vision chrome west coast style mirrors (PR) mounted on cab doors. Includes remote control and heat for std and convex mirrors and LED marker light. If equipped with front vent windows, the officer side mirror shall be located approx. 7 in rearward compared to driver side. | 1   |  |
| <b>MISC EXTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                                                                                          |     |  |
| 1550-0020                        | Windows cab side fixed driver's side.                                                                                                                                                                                                                                                                    | 1   |  |
| 1550-0033                        | Windows cab side fixed officer's side.                                                                                                                                                                                                                                                                   | 1   |  |
| 1675-0022                        | Pair of 18" handrails located just behind driver and officer front door one each side.                                                                                                                                                                                                                   | 1   |  |
| 1675-0023                        | Pair of 18" handrails located just behind driver and officer rear door (ALS doors if equipped) one each side.                                                                                                                                                                                            | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                        | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC EXTERIOR CAB OPTIONS</b> |                                                                                                                                                                             |     |  |
| 1675-0030                        | Mud flaps, front, black with E-ONE logo.                                                                                                                                    | 1   |  |
| 1675-0047                        | Rear cab wall to be 3/16" aluminum diamond plate.                                                                                                                           | 1   |  |
| 1675-0201                        | Large radius cab wheel well. Includes bolt-on adjustable wheel well trim.                                                                                                   | 1   |  |
| 1675-0202                        | Mounting plate for battery charger receptacle, indicator, air inlet, etc (if applicable). Plate to be removable brushed stainless steel.                                    | 1   |  |
| 1675-0228                        | The aerial roof trough to have a 1/8" embossed aluminum diamond plate overlay.                                                                                              | 1   |  |
| <b>HVAC</b>                      |                                                                                                                                                                             |     |  |
| 1515-0053                        | Controls for heating and air conditioning shall be located in the center dash area. (Lower area on Typhoon and Cyclone with severe duty dash)                               | 1   |  |
| 1515-0099                        | Air conditioning with radiator mounted condenser for use with Cummins L9 and X12 engine. Includes reduced profile evaporator w/powder coated cover and electronic controls. | 1   |  |
| 1685-0183                        | Heater cab with heat to the feet for the driver and officer                                                                                                                 | 1   |  |
| <b>SEATS</b>                     |                                                                                                                                                                             |     |  |
| 1510-0004                        | Seats, Bostrom brand.                                                                                                                                                       | 1   |  |
| 1510-0007                        | Seat cover material vinyl.                                                                                                                                                  | 1   |  |
| 1510-0008                        | Seat color gray.                                                                                                                                                            | 1   |  |
| 1510-0049                        | Driver seat to be Bostrom electric.                                                                                                                                         | 1   |  |
| 1510-0054                        | Rear facing Bostrom seat with SCBA driver's side.                                                                                                                           | 1   |  |
| 1510-0057                        | Rear facing Bostrom seat with SCBA officer's side.                                                                                                                          | 1   |  |
| 1510-0063                        | Two man bench centered on rear wall with Bostrom SCBA. Includes angled corners.                                                                                             | 1   |  |
| 1510-0117-147                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: officer's seat.                                                                                        | 1   |  |
| 1510-0117-148                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: rear facing driver's side.                                                                             | 1   |  |
| 1510-0117-215                    | Bostrom SecureAll mechanical air pack bottle bracket (EA). Location: rear facing officer's side.                                                                            | 1   |  |
| 1510-0131-151                    | Bostrom SecureAll mechanical air pack bottle bracket (EA) for bench / fold-down seat. Location: inboard driver's side rear wall.                                            | 1   |  |
| 1510-0131-152                    | Bostrom SecureAll mechanical air pack bottle bracket (EA) for bench / fold-down seat. Location: inboard officer's side rear wall.                                           | 1   |  |
| 1510-0279-146                    | ReadyReach seat belt extender. Location: driver's seat.                                                                                                                     | 1   |  |
| 1510-0279-147                    | ReadyReach seat belt extender. Location: officer's seat.                                                                                                                    | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                                      | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>SEATS</b>                     |                                                                                                                                                                                                                                                           |     |  |
| 1510-0279-148                    | Ready/Reach seat belt extender. Location: rear facing driver's side.                                                                                                                                                                                      | 1   |  |
| 1510-0279-151                    | Ready/Reach seat belt extender. Location: inboard driver's side rear wall.                                                                                                                                                                                | 1   |  |
| 1510-0279-152                    | Ready/Reach seat belt extender. Location: inboard officer's side rear wall.                                                                                                                                                                               | 1   |  |
| 1510-0279-215                    | Ready/Reach seat belt extender. Location: rear facing officer's side.                                                                                                                                                                                     | 1   |  |
| 1510-0574                        | Officer seat to be Bostrom fixed SCBA with Gen II styling. Can be used with dual retractor upgrade (1510-0508).                                                                                                                                           | 1   |  |
| 1685-0033                        | Seating capacity tag of six occupants.                                                                                                                                                                                                                    | 1   |  |
| <b>MAP BOXES</b>                 |                                                                                                                                                                                                                                                           |     |  |
| 1540-0013                        | All map boxes in the cab to be painted multi-tone gray finish.                                                                                                                                                                                            | 1   |  |
| 1540-0029                        | Offset suspended map box to rear of vertical 3x3 extrusions and as low as possible. Front of map box flush with front of 3x3 uprights.                                                                                                                    | 1   |  |
| 1540-0103                        | Map box suspended with drop down doors. 34"W x 6"H x 12.5"D. Includes full width upper shelf and lower vertical divider.                                                                                                                                  | 1   |  |
| <b>MISC INTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                                           |     |  |
| 1685-0006                        | Padded sun visors, driver and officer's side overhead.                                                                                                                                                                                                    | 1   |  |
| 1685-0068                        | Rear engine cover diamond plate trim.                                                                                                                                                                                                                     | 1   |  |
| 1685-0187                        | Severe duty engine cover, molded polyurethane.                                                                                                                                                                                                            | 1   |  |
| 1685-0382                        | PAC TRAC panels vertical stacked with tool mounting grooves orientated horizontal each side backwall of outboard of fold down seats.                                                                                                                      | 1   |  |
| 1685-0430                        | Heavy Duty interior panels includes: all ceilings panels, back wall and side walls to be .125" aluminum smooth plate painted to match cab interior. Requires additional insulation for cab interior.                                                      | 1   |  |
| 1685-0464                        | Control lanyard Y type with "Heavy-Duty" (keyring) attachment for air horns.                                                                                                                                                                              | 1   |  |
| 1685-0531                        | Reduced profile rear engine cover for increased legroom.                                                                                                                                                                                                  | 1   |  |
| 1685-0577                        | Cup holder / tray for engine cover painted to match cab interior. Approx 14" wide x 10" long with tapered front corners and cup holders at each rear corner. For use in Typhoon and CII with severe duty engine cover. To be mounted at final inspection. | 1   |  |
| 1685-0670                        | Severe duty dash package with raised profile center section. Cast alum construction. Includes smooth plate alum lower kick panels; all painted to match cab interior.                                                                                     | 1   |  |
| 1685-0674                        | Severe duty overhead console. Includes driver, center and officer overhead ahead of air conditioning plenum. Center overhead to be raised up (removal of siren mounting locations). Overhead to match cab interior.                                       | 1   |  |

| Salescode                        | Extended Description                                                                                                                                                                                                                          | Qty |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC INTERIOR CAB OPTIONS</b> |                                                                                                                                                                                                                                               |     |  |
| 1685-0692                        | Cab insulation package. Includes insulation for ceiling, front wall, rear wall, side walls, below seat risers and in doors.                                                                                                                   | 1   |  |
| <b>CAB ELECTRICAL OPTIONS</b>    |                                                                                                                                                                                                                                               |     |  |
| 1750-0024-179-12                 | Auto-Eject receptacle inlet 20 amp located outside driver's door next to handrail with a White cover.                                                                                                                                         | 1   |  |
| 1750-0030                        | Switch horn button two position DOT/electronic siren.                                                                                                                                                                                         | 1   |  |
| 1750-0046-195                    | Cab Headlights. Position: lower.                                                                                                                                                                                                              | 1   |  |
| 1750-0063                        | Clamshell controller mounted on officer's side of engine cover for Q2B.                                                                                                                                                                       | 1   |  |
| 1750-0072-592                    | 12 VDC electrical outlet wired battery hot. Location: driver side dash.                                                                                                                                                                       | 1   |  |
| 1750-0072-593                    | 12 VDC electrical outlet wired battery hot. Location: officer side dash.                                                                                                                                                                      | 1   |  |
| 1750-0073-585                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: driver side forward with coaxial cable terminating at the center of the dash board.                                                        | 1   |  |
| 1750-0073-586                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: driver side rearward with coaxial cable terminating at the center of the dash board.                                                       | 1   |  |
| 1750-0073-587                    | Antenna base Tessco P/N 90942 (NMO Motorola Style - also called MATM style) on cab roof. Location: officer side forward with coaxial cable terminating at the center of the dash board.                                                       | 1   |  |
| 1750-0075                        | English dominant main cab gauge cluster.                                                                                                                                                                                                      | 1   |  |
| 1750-0158                        | Dome Lts Weldon Red/White LED. Package includes two lights mounted in the front and two mounted in the rear of the cab. White light wired through door and light assembly switch. Red light through light assembly switch.                    | 1   |  |
| 1750-0166                        | ATC override switch.                                                                                                                                                                                                                          | 1   |  |
| 1750-0198-A31                    | Battery charger to be located behind driver's seat.                                                                                                                                                                                           | 1   |  |
| 1750-0199-762                    | Air compressor to be located behind officer's seat.                                                                                                                                                                                           | 1   |  |
| 1750-0449                        | Momentary DPF regeneration override switch.                                                                                                                                                                                                   | 1   |  |
| 1750-0514                        | Peterson LED cab headlights.                                                                                                                                                                                                                  | 1   |  |
| 1750-0768                        | TecNiq D07 LED cab door step area lighting. Includes (2) lights at each door area. Lights to be switched with door ajar.                                                                                                                      | 1   |  |
| 1750-0796                        | Turn signal TecNiq LED strip (PR) with clear lens and polished alum housing located between quad headlight bezels (New Typhoon and Cyclone only).                                                                                             | 1   |  |
| 1750-0902-545                    | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: In cab driver side on 3 x 3 post rear facing just above engine cover (or seat riser if in a Hush). | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                                                                                    | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>CAB ELECTRICAL OPTIONS</b> |                                                                                                                                                                                                                                         |     |  |
| 1750-0902-592                 | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: driver side dash.                                                                            | 1   |  |
| 1750-0902-593                 | Kussmaul dual port USB product code 091-264-N. Includes USB-C and USB-A NGR outlet charger sockets in the cab wired battery hot. Location: officer side dash.                                                                           | 1   |  |
| 1750-1004                     | Battery charger Kussmaul Chief Series. 120/240 volt inlet, 40 amp output. Includes remote and built-in touch screen displays.                                                                                                           | 1   |  |
| <b>AERIAL BODY MODIFIERS</b>  |                                                                                                                                                                                                                                         |     |  |
| 3065-0004                     | Body modification - Add upper compartment over right side tandem axle. SideStacker only. Will shorten hosebed. Requires door option.                                                                                                    | 1   |  |
| 3065-0045                     | Body modification - Lower the body 3". This modification affects the water tank (if applicable) and the compartment dimensions in specs. See sales drawing for compartment dimensions. NOTE: Requires separate aerial section modifier. | 1   |  |
| <b>BODY SPEC</b>              |                                                                                                                                                                                                                                         |     |  |
| 3090-0000                     | Body Specs - SideStacker aerial with tandem axle. Includes left rear staircase with pocket style drop down step.                                                                                                                        | 1   |  |
| <b>BODY COMPT REAR</b>        |                                                                                                                                                                                                                                         |     |  |
| 3110-0360                     | Rear of body to have un-painted smooth plate overlay style body panels to facilitate rear body striping.                                                                                                                                | 1   |  |
| <b>AERIAL BODY OPTIONS</b>    |                                                                                                                                                                                                                                         |     |  |
| 3310-0003                     | Compartments driver side CR100/CR137/95 platform SideStacker with 300g tank. Includes rescue style extended height compartments.                                                                                                        | 1   |  |
| 3310-0014                     | Compartments officer side CR100/CR137/95 platform SideStacker with 300g tank. Includes rescue style extended height compartments ahead of wheel well with extended hosebed.                                                             | 1   |  |
| 3310-0069                     | Rear ladder tunnel doors. Vertically hinged smooth plate to match rear body finish.                                                                                                                                                     | 1   |  |
| 3310-0096                     | Doors for rear master and jack control controls. Doors will match rear body finish.                                                                                                                                                     | 1   |  |
| 3310-0162                     | Jack leg opening covers diamond plate (4) sets. Includes diamond plate outrigger covers and fixed diamond plate filler panels. HM100/HR100/110 requires surface mount warning lights.                                                   | 1   |  |
| 3310-0309                     | Auxiliary jack pad 26X26 (4) with 20 degree formed handle. Includes (4) mounting brackets.                                                                                                                                              | 1   |  |

| Salescode                  | Extended Description                                                                                                                                                                                    | Qty |  |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL BODY OPTIONS</b> |                                                                                                                                                                                                         |     |  |
| 3310-0513                  | Fuel fill hinged door and fixed panel below door each side to rear of rear axle to be diamond plate.                                                                                                    | 1   |  |
| 3310-0631                  | Recessed tubes for (6) NY Hook pike poles. Not available on HP75 SideStacker.                                                                                                                           | 1   |  |
| 3310-0759                  | Crosslay triple (2) 4.25" wide single stack to hold up to 200' of 1.75" DJ (each) and (1) 5.5" wide to hold up to 150'-200' 2.5" DJ. Includes storage pan to rear of crosslays                          | 1   |  |
| <b>DOORS</b>               |                                                                                                                                                                                                         |     |  |
| 3300-0007-003              | Door single vertical hinged painted. Location(s): L1                                                                                                                                                    | 1   |  |
| 3300-0007-007              | Door single vertical hinged painted. Location(s): L5                                                                                                                                                    | 1   |  |
| 3300-0007-008              | Door single vertical hinged painted. Location(s): L6                                                                                                                                                    | 1   |  |
| 3300-0007-015              | Door single vertical hinged painted. Location(s): R1                                                                                                                                                    | 1   |  |
| 3300-0007-018              | Door single vertical hinged painted. Location(s): R4                                                                                                                                                    | 1   |  |
| 3300-0011-005              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): L3                                                                                                                    | 1   |  |
| 3300-0011-006              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): L4                                                                                                                    | 1   |  |
| 3300-0011-017              | Door single horizontal hinged lift-up box pan configuration painted. Location(s): R3                                                                                                                    | 1   |  |
| 3300-0141-003              | Tri-Mark door latch. Location(s): L1.                                                                                                                                                                   | 1   |  |
| 3300-0141-004              | Tri-Mark door latch. Location(s): L2.                                                                                                                                                                   | 1   |  |
| 3300-0141-005              | Tri-Mark door latch. Location(s): L3.                                                                                                                                                                   | 1   |  |
| 3300-0141-006              | Tri-Mark door latch. Location(s): L4.                                                                                                                                                                   | 1   |  |
| 3300-0141-007              | Tri-Mark door latch. Location(s): L5.                                                                                                                                                                   | 1   |  |
| 3300-0141-008              | Tri-Mark door latch. Location(s): L6.                                                                                                                                                                   | 1   |  |
| 3300-0141-015              | Tri-Mark door latch. Location(s): R1.                                                                                                                                                                   | 1   |  |
| 3300-0141-016              | Tri-Mark door latch. Location(s): R2.                                                                                                                                                                   | 1   |  |
| 3300-0141-017              | Tri-Mark door latch. Location(s): R3.                                                                                                                                                                   | 1   |  |
| 3300-0141-018              | Tri-Mark door latch. Location(s): R4.                                                                                                                                                                   | 1   |  |
| 3300-0141-019              | Tri-Mark door latch. Location(s): R5.                                                                                                                                                                   | 1   |  |
| 3300-0220-003              | Reverse hinge single compartment door. Includes vertical mounted drip rail along forward area of compartment opening (in addition to the horizontal drip rail above the door opening). Location(s): L1. | 1   |  |
| 3300-0223                  | Tri-Mark latches IPO quarter turn latches. Location(s): ladder tunnel door(s).                                                                                                                          | 1   |  |

| Salescode                      | Extended Description                                                                                                                                                                                                            | Qty |              |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------|
| <b>DOORS</b>                   |                                                                                                                                                                                                                                 |     |              |
| 3300-0289-019                  | Door double vertical hinged w/rotary latches - painted . Location(s): R5 Includes latch handle extension Installed on secondary door's interior latch with "PULL" tags using .125 plate.                                        | 1   |              |
| 3300-0292-004                  | Door double 3-point vertical hinged w/rotary latches - painted. Location(s): L2. Includes latch handle extension installed on secondary door's interior latch with "PULL" tags using .125 plate.                                | 1   |              |
| 3300-0292-016                  | Door double 3-point vertical hinged w/rotary latches - painted. Location(s): R2. Includes latch handle extension installed on secondary door's interior latch with "PULL" tags using .125 plate.                                | 1   |              |
| <b>TRAYS / TOOLBOARDS</b>      |                                                                                                                                                                                                                                 |     |              |
| 3380-0507                      | Pac Trac Vertical hinged swing-out toolboard PM-1000. Hinge along forward compartment wall (unless otherwise stated in location). Includes latch to secure in the closed position that is accessible from the ground. Location: | 1   | R3           |
| 3380-0515                      | PAC TRAC panels vertical stacked with tool mounting grooves orientated horizontal on wall of a compartment. Location:                                                                                                           | 1   | R3 back wall |
| <b>COVERS</b>                  |                                                                                                                                                                                                                                 |     |              |
| 3305-0001                      | Hosed cover aluminum (2) piece with recessed handles, SideStacker. Note: This option effects hose bed capacity.                                                                                                                 | 1   |              |
| 3305-0003                      | Single diamond plate cover for the crosslay area. Includes applicable grab handle(s) and (2) butterfly style latches.                                                                                                           | 1   |              |
| 3305-0004                      | Crosslay cover to be hinged forward.                                                                                                                                                                                            | 1   |              |
| 3305-0022-000-02               | Vinyl rear cover for diamond plate hose bed cover. Color: Red.                                                                                                                                                                  | 1   |              |
| 3305-0024-000-02               | Vinyl Red side covers for diamond plate crosslay cover.                                                                                                                                                                         | 1   |              |
| 3305-0119                      | Hold open device(s) for aluminum crosslay (single or bi-fold) cover. Locate as required based off options on module.                                                                                                            | 1   |              |
| <b>PUMP PANELS</b>             |                                                                                                                                                                                                                                 |     |              |
| 3134-0016                      | Stainless steel driver and officer side pump panels.                                                                                                                                                                            | 1   |              |
| 3134-0146                      | Officer side upper pump access panel to be horizontally hinged with stainless steel door. Includes (2) push button latches and hold open device(s).                                                                             | 1   |              |
| <b>MISC PUMP PANEL OPTIONS</b> |                                                                                                                                                                                                                                 |     |              |
| 4460-0003                      | Pump panel tags color coded per NFPA compliance.                                                                                                                                                                                | 1   |              |
| <b>PUMP MODULE OPTIONS</b>     |                                                                                                                                                                                                                                 |     |              |
| 3136-0000-202                  | Air horn switch at pump panel. Switch to be labeled "Evacuation Alert". Location: driver side pump panel.                                                                                                                       | 1   |              |

| Salescode                     | Extended Description                                                                                                                                                              | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>PUMP MODULE OPTIONS</b>    |                                                                                                                                                                                   |     |  |
| 3136-0005                     | The crosslay divider(s) to be notched both ends for ball handle nozzles.                                                                                                          | 1   |  |
| <b>WATER TANK</b>             |                                                                                                                                                                                   |     |  |
| 4010-0528                     | 270 gallon "T" water tank.                                                                                                                                                        | 1   |  |
| <b>TANK PLUMBING</b>          |                                                                                                                                                                                   |     |  |
| 4450-0010                     | 2" tank fill Akron manual valve.                                                                                                                                                  | 1   |  |
| 4450-0022                     | 3" tank to pump Akron manual valve.                                                                                                                                               | 1   |  |
| <b>LADDER STORAGE / RACKS</b> |                                                                                                                                                                                   |     |  |
| 3365-0037-5CV                 | Center mounted ladder tunnel. Ladder rack to hold: as specified.                                                                                                                  | 1   |  |
| <b>HANDRAILS / STEPS</b>      |                                                                                                                                                                                   |     |  |
| 3330-0002-050                 | Slide-out platform, rollerless. Includes chrome grab handle centered on the front face of the platform (includes hand rail as applicable). Located below driver side pump panel.  | 1   |  |
| 3330-0002-051                 | Slide-out platform, rollerless. Includes chrome grab handle centered on the front face of the platform (includes hand rail as applicable). Located below officer side pump panel. | 1   |  |
| 3330-0279-060                 | Innovative Controls dual lighted LED folding step. Location: officer side front compartment face. Each location requires a minimum of (1) handrail per NFPA.                      | 2   |  |
| 3330-0279-062                 | Innovative Controls dual lighted LED folding step. Location: driver side front compartment face. Each location requires a minimum of (1) handrail per NFPA.                       | 2   |  |
| <b>MISC BODY OPTIONS</b>      |                                                                                                                                                                                   |     |  |
| 3340-0027                     | Diamond plate corner guards for the driver and officer front compartment face. Guards to wrap around the corner and be full height of side assembly or to a max of 96".           | 1   |  |
| 3340-0090-000-13              | Turtle Tile Brand Black Floor Matting covering all applicable Compartment Floors, Shelves, and Rollout Trays. Does not include roof top compartments (Added separately)           | 1   |  |
| 3340-0093                     | Mud flaps, rear, black with E-ONE logo.                                                                                                                                           | 1   |  |
| 3340-0270                     | The painted aerial body side panels shall be smooth / flush. Applies to SideStacker HB side, panels next to water tank on MM, and upper body sides on RLP or RLX.                 | 1   |  |
| 3340-0653                     | Diamond plate tandem axle wheel well. Includes bolt-on composite wheel well liners and bolt-on polished alum fenderettes.                                                         | 1   |  |
| 3340-1632                     | Diamond plate corner guard for the rear compartment face forward of staircase(s). Guard to wrap around the corner. SideStacker or NPNT w/ side                                    | 1   |  |

| Salescode                         | Extended Description                                                                                                                                                                                         | Qty |  |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>MISC BODY OPTIONS</b>          |                                                                                                                                                                                                              |     |  |
| 3340-1648                         | staircase aerial bodies only.<br>Anodized aluminum trim on bottom edge of all body compartment openings including pump enclosure if applicable with painted edges.                                           | 1   |  |
| <b>SCBA BOTTLE STORAGE</b>        |                                                                                                                                                                                                              |     |  |
| 3320-0009                         | SCBA Bottle Storage. (8) Cast Product SCBA bottle storage with gasketed doors. (4) each side in rear wheel well area.                                                                                        | 1   |  |
| 3320-0100                         | Strap, loop style to retain SCBA bottle(s). Locate one per bottle in each exterior body storage compartment.                                                                                                 | 1   |  |
| <b>PUMPS</b>                      |                                                                                                                                                                                                              |     |  |
| 4005-0033                         | Rating 2000 GPM                                                                                                                                                                                              | 1   |  |
| 4005-0196                         | Hale QMAX 1000-2250 GPM single stage pump. Requires primer option.                                                                                                                                           | 1   |  |
| <b>PUMP CERTIFICATION</b>         |                                                                                                                                                                                                              |     |  |
| 4475-0000                         | Pump certification 750-2250 GPM                                                                                                                                                                              | 1   |  |
| <b>PUMP OPTIONS</b>               |                                                                                                                                                                                                              |     |  |
| 4015-0008                         | Zinc anodes for Hale pump (PR), (1) discharge side and (1) intake side.                                                                                                                                      | 1   |  |
| 4015-0014                         | Thermal Relief Valve - Hale TRV120.                                                                                                                                                                          | 1   |  |
| 4015-0022                         | Mechanical pump seal - Hale.                                                                                                                                                                                 | 1   |  |
| 4015-0053-198                     | Steamers to be Flush + 1". Location: driver's side.                                                                                                                                                          | 1   |  |
| 4015-0053-199                     | Steamers to be Flush + 1". Location: officer's side.                                                                                                                                                         | 1   |  |
| 4015-0073                         | Manual operated master pump drain. The master drain shall be clearly marked and placed in accessible location below running board on driver side (or area directly to rear of panel if no room below panel). | 1   |  |
| 4015-0210                         | Pump cooler with Innovative Control 1/4 turn valve with "T" handle and label.                                                                                                                                | 1   |  |
| 4015-0242                         | Trident primer W/3 barrel push button control. For use with 1250 GPM and larger pumps. Requires 15.6 CFM or larger engine air compressor.                                                                    | 1   |  |
| <b>INTAKES</b>                    |                                                                                                                                                                                                              |     |  |
| 4440-0005                         | 2.5" Left Intake Akron Manual Valve.                                                                                                                                                                         | 1   |  |
| <b>INTAKE OPTIONS</b>             |                                                                                                                                                                                                              |     |  |
| 4445-0048                         | Intake pressure relief valve, Task Force Tips.                                                                                                                                                               | 1   |  |
| <b>DISCHARGES AND PRECONNECTS</b> |                                                                                                                                                                                                              |     |  |
| 4415-0012-654                     | 1.5" Crosslay with Akron manual valve. Location: crosslay 1 & 2.                                                                                                                                             | 2   |  |

| Salescode                         | Extended Description                                                                                                                                  | Qty |  |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>DISCHARGES AND PRECONNECTS</b> |                                                                                                                                                       |     |  |
| 4415-0058-655                     | 2.5" Crosslay Akron Manual Valve. Location: crosslay 3.                                                                                               | 1   |  |
| 4415-0161-581                     | 2.5" Left Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop.<br>Location: left side discharge 1.                                            | 1   |  |
| 4415-0161-582                     | 2.5" Left Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop.<br>Location: left side discharge 2.                                            | 1   |  |
| 4415-0164-584                     | 2.5" Right Panel Discharge Akron Manual Valve w/30 Degree Chrome Droop.<br>Location: right side discharge 2.                                          | 1   |  |
| 4415-1219-583                     | 4" Panel discharge w/ Akron electric valve and cap. Requires valve controller option. Location: right side discharge 1.                               | 1   |  |
| 4415-1274                         | 4" waterway discharge w/ Akron electric valve. Requires valve controller option.                                                                      | 1   |  |
| <b>DISCHARGE OPTIONS</b>          |                                                                                                                                                       |     |  |
| 4417-0085                         | Thread Type: All 1.5" discharges to be NPSH threads.                                                                                                  | 1   |  |
| 4417-0175                         | Innovative Controls push/pull valve controls with locking T handles.                                                                                  | 1   |  |
| 4417-0176                         | Innovative Controls 3/4" bleeder/drain valve include lift lever with ergonomic grip.                                                                  | 8   |  |
| 4417-0185                         | Innovative Controls discharge and intake bezels with integral color code and verbiage for side mount pump panel.                                      | 1   |  |
| 4417-0313-359                     | Akron 9333 Navigator Pro 2 electric valve controller with full color LCD display.<br>Locate on pump operator panel to control waterway discharge.     | 1   |  |
| 4417-0313-583                     | Akron 9333 Navigator Pro 2 electric valve controller with full color LCD display.<br>Locate on pump operator panel to control right side discharge 1. | 1   |  |
| <b>PRESSURE GOVERNORS</b>         |                                                                                                                                                       |     |  |
| 4465-0011                         | Class 1 TPG pressure governor. Includes, water, oil, volt and tachometer.                                                                             | 1   |  |
| <b>GAUGES</b>                     |                                                                                                                                                       |     |  |
| 4435-0083                         | Innovative Controls 10 LED SL series water tank level gauge. On pump panel.                                                                           | 1   |  |
| 4435-0451                         | Innovative Controls TC Series 2.5" (63MM) pressure gauge with chrome bezel.                                                                           | 8   |  |
| 4435-0453                         | Innovative Controls TC Series 4" (100MM) Master pressure gauges with dual chrome bezel. Includes integrated test ports and alarm.                     | 1   |  |
| 4435-0458                         | Pump panel pressure gauges to be 0-400 / Master Intake gauge to be 30-0-400.                                                                          | 1   |  |
| <b>ELECTRICAL SYSTEMS</b>         |                                                                                                                                                       |     |  |
| 5010-0039                         | V-MUX Electrical system for aeriels.                                                                                                                  | 1   |  |
| 5010-0049                         | Vehicle data recorder - 2009 / 2016 NFPA compliant. Includes occupant detection shown in multiplex display. E-ONE chassis only.                       | 1   |  |

| Salescode                 | Extended Description                                                                                                                                                                                                           | Qty |  |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>ELECTRICAL SYSTEMS</b> |                                                                                                                                                                                                                                |     |  |
| 5010-0055-649             | Vista IV display for V-MUX electrical system. Location: driver's side engine cover.                                                                                                                                            | 1   |  |
| 5010-0094                 | Nanoprotech corrosion inhibiting spray coating to be applied on all exposed electrical connections.                                                                                                                            | 1   |  |
| <b>LIGHT BARS</b>         |                                                                                                                                                                                                                                |     |  |
| 5300-0506-000-4T          | Front light bar LED color: RED with CLEAR lenses (if applicable, includes side facing when colors are the same.)                                                                                                               | 1   |  |
| 5300-0514                 | Whelen MK3S short slide bolt bracket mount for mini front light bars (4).                                                                                                                                                      | 1   |  |
| 5300-0524-034             | Whelen F4 Mini-Freedom LED light bars (PR) 21.5" with 5 LEDs in each bar. Location: front cab corners.                                                                                                                         | 1   |  |
| <b>WARNING LIGHTS</b>     |                                                                                                                                                                                                                                |     |  |
| 5600-0078-290-4U          | Whelen Super LED beacon (PR) model L31H with RED with RED lenses domes. Location above L2/R2 compartments offset rearward to supplement upper rear warnings.                                                                   | 1   |  |
| 5600-0078-479-4U          | Whelen Super LED beacon (PR) model L31H with RED with RED lenses domes. Location rear upper body on aerial style brackets.                                                                                                     | 1   |  |
| 5600-0211-170             | Hazard (door ajar) light .75" LED red. Location: center overhead.                                                                                                                                                              | 1   |  |
| 5600-0306-3BF             | Opticom Emitter GTT 794H. LED emitter and control only. Location and activation: front of platform offset to officer side of monitor.                                                                                          | 1   |  |
| 5600-0787-3RH-4U          | Warning light Whelen M2W Wide Angle Super LED warning lights (PR). Surface mounted w/chrome flanges (if applicable). Location: (1) each side NFPA/ULC required lower zone rear side facing, color will be RED with RED lenses. | 1   |  |
| 5600-0948-3RE-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side NFPA/ULC required lower zone front facing.                                                                                   | 1   |  |
| 5600-0948-3RF-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side NFPA/ULC required lower zone forward side facing.                                                                            | 1   |  |
| 5600-0948-3RG-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side NFPA/ULC required lower zone midship side facing.                                                                            | 1   |  |
| 5600-0948-3RI-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side NFPA/ULC required lower zone rear facing.                                                                                    | 1   |  |
| 5600-0948-460-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side of cab centered over wheel well.                                                                                             | 1   |  |
| 5600-0948-463-4U          | Warning light Whelen M6 series Linear Super LED (PR) RED with RED lenses. Location: (1) each side in front quad inboard of NFPA warning light.                                                                                 | 1   |  |
| <b>SIRENS</b>             |                                                                                                                                                                                                                                |     |  |
| 5500-0009                 | Federal PA300 electronic siren recessed mounted.                                                                                                                                                                               | 1   |  |

| Salescode                                      | Extended Description                                                                                                                                                                       | Qty |  |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>SIRENS</b>                                  |                                                                                                                                                                                            |     |  |
| 5500-0011-209                                  | Federal Q2B siren - Pedestal mounted on bumper. Location: driver side front bumper. Requires activation switch.                                                                            | 1   |  |
| 5500-0024-Z10                                  | The primary electronic siren control is to be located center of center dash upper tier (recessed, if required).                                                                            | 1   |  |
| <b>SPEAKERS</b>                                |                                                                                                                                                                                            |     |  |
| 5510-0029-211                                  | Speaker, Federal Signal Dynamax ES100 with "E-ONE" grille through bumper. Location: officer side front bumper.                                                                             | 1   |  |
| <b>DOT LIGHTING</b>                            |                                                                                                                                                                                            |     |  |
| 5150-0017                                      | License plate light LED with chrome housing located at the rear of the body.                                                                                                               | 1   |  |
| 5150-0068                                      | Marker lights Britax LED amber/red rubber housed mounted on the rear body corners angled down.                                                                                             | 1   |  |
| 5150-0233                                      | Marker light package cab / body LED. Body lights to be .75" Dia TecNiq for custom cab with rear mount aerial platform bodies only. Includes (3) TecNiq marker lights on front of platform. | 1   |  |
| 5150-0271                                      | Bracket license plate at rear of body. Smooth plate sanded bracket.                                                                                                                        | 1   |  |
| 5150-0299-SWB                                  | Front (if applicable) and rear turn signal flash pattern: populated full light.                                                                                                            | 1   |  |
| 5150-0304                                      | Whelen M6 series LED horizontal mount tail lights. Includes LED stop/tail, turn and back-up lights individually mounted with weatherproof connectors. Requires turn signal flash pattern.  | 1   |  |
| <b>LIGHTS - COMPARTMENT, STEP &amp; GROUND</b> |                                                                                                                                                                                            |     |  |
| 5380-0280                                      | Ground light package TecNiq T440 4" LED - large.                                                                                                                                           | 1   |  |
| 5380-0285                                      | Step light package body TecNiq T440 4" LED - small.                                                                                                                                        | 1   |  |
| 5380-0302-004                                  | Additional TecNiq T440 4" LED ground light (EA). Location: Below L2.                                                                                                                       | 1   |  |
| 5380-0302-016                                  | Additional TecNiq T440 4" LED ground light (EA). Location: Below R2.                                                                                                                       | 1   |  |
| 5380-0325                                      | EON LED ladder tunnel light (EA).                                                                                                                                                          | 2   |  |
| 5380-0475                                      | Compartment light package TecNiq E45 LED for large bodies. Includes two lights per compartment (four if transverse).                                                                       | 1   |  |
| <b>LIGHTS - DECK AND SCENE</b>                 |                                                                                                                                                                                            |     |  |
| 5390-0222-444                                  | Deck light FireTech, model FT-WL3500-FT-W LED (PR) with white housing. Switched with work light switch in cab. Location: (1) each side over rear ladder tunnel.                            | 1   |  |
| 5390-0230                                      | Hose bed light FireTech model WL2000 LED with white housing. Locate center front of hose bed. Switched with work light switch in cab.                                                      | 1   |  |

| Salescode                      | Extended Description                                                                                                                                                                                | Qty |  |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>LIGHTS - DECK AND SCENE</b> |                                                                                                                                                                                                     |     |  |
| 5390-0231                      | Crosslay light FireTech model WL2000 LED with white housing. Locate to rear of crosslay (SM) and forward of crosslay (TM as applicable). Switched with work light switch in cab.                    | 1   |  |
| <b>LIGHTS - NON-WARNING</b>    |                                                                                                                                                                                                     |     |  |
| 5400-0008                      | (1) pump panel light over the pump control area to be wired to come on when pump shift is placed in pump. (Side mount forward light noted, Top Mount is center light.)                              | 1   |  |
| 5400-0150                      | Pump panel LED light package for side mount. Includes (6) Tecnig EON lights with S/S housings located (3) ea side. Includes S/S light shields (as applicable with intermediate steps).              | 1   |  |
| 5400-0185                      | LED pump compartment light (EA).                                                                                                                                                                    | 1   |  |
| 5400-0224                      | Engine compartment light Optonics LED Series ILL22 (EA).                                                                                                                                            | 1   |  |
| 5400-0242-270                  | Tecnig LED backing lights (PR) model E60-WS20-1flush mount docking/backing light. Location: rear wheel well offset to rear.                                                                         | 1   |  |
| <b>CONTROLS / SWITCHES</b>     |                                                                                                                                                                                                     |     |  |
| 5100-0006-198                  | Foot switch to control Q2B located driver's side.                                                                                                                                                   | 1   |  |
| 5100-0131                      | Foot switch(es) mounted on a 30 degree bracket.                                                                                                                                                     | 1   |  |
| 5100-0165                      | Audible door ajar alarm wired through door ajar light. For use with multiplex display(s) only.                                                                                                      | 1   |  |
| <b>CAMERAS / INTERCOM</b>      |                                                                                                                                                                                                     |     |  |
| 5350-0060                      | Diamond plate camera shield.                                                                                                                                                                        | 1   |  |
| 5350-0070                      | Voyager back-up camera. Video displays automatically when transmission is in reverse. Camera only - does not include monitor.                                                                       | 1   |  |
| 5350-0193                      | Voyager rear facing camera positioned on officer's side front cab corner (approx 31" bottom of camera to bottom of cab) interlocked with right turn signal. Camera only - does not include monitor. | 1   |  |
| 5350-0244-202                  | FRC ACT 3-way aerial intercom to provide communications between the turntable control station, the aerial tip and driver side pump panel.                                                           | 1   |  |
| <b>MISC ELECTRICAL</b>         |                                                                                                                                                                                                     |     |  |
| 5110-0017                      | Back-up alarm 97 dB.                                                                                                                                                                                | 1   |  |
| 5110-0219-762                  | Blue Sea 12V power distribution module model 5032. Location: behind officer's seat.                                                                                                                 | 1   |  |
| <b>LIGHTS - AREA</b>           |                                                                                                                                                                                                     |     |  |

| Salescode                              | Extended Description                                                                                                                                                                                                                  | Qty |  |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>LIGHTS - AREA</b>                   |                                                                                                                                                                                                                                       |     |  |
| 5450-0443-961                          | FireTech FT-SL-15-FT-W LED scene light. Head only (Requires separate pole option). Location: above forward area of L3.                                                                                                                | 1   |  |
| 5450-0443-K52                          | FireTech FT-SL-15-FT-W LED scene light. Head only (Requires separate pole option). Location: fixed cover ahead of hosebed.                                                                                                            | 1   |  |
| 5450-0520-666                          | FireTech 18" 12V mini brow light with white housing, 30 LED double stacked with flood optics. Includes switch in cab (driver and officer side facing lights switched separately). Location: each side over front cab doors.           | 2   |  |
| 5450-0662-961                          | Whelen PBAPEDD pedestal mount adaptor. Requires separate light head option. Location: above forward area of L3.                                                                                                                       | 1   |  |
| 5450-0662-K52                          | Whelen PBAPEDD pedestal mount adaptor. Requires separate light head option. Location: fixed cover ahead of hosebed.                                                                                                                   | 1   |  |
| <b>RECEPTACLES</b>                     |                                                                                                                                                                                                                                       |     |  |
| 5470-0004-546                          | Receptacle household 20A/110V duplex 3-prong NEMA 5-20 with cover plate interior mounted wired to inlet receptacle. Location: In cab officer side on 3 x 3 post rear facing just above engine cover (or seat riser if in a Hush).     | 1   |  |
| <b>AERIAL MODEL</b>                    |                                                                                                                                                                                                                                       |     |  |
| 6100-0035                              | Lower aerial turntable pedestal and boom support (CR100/95-Platform). Top of turntable support to top of torque box to be 32.875" (for use with a 58" high body).                                                                     | 1   |  |
| 6100-0144                              | Aerial jack leg beams and feet to be zinc flame spray coated before paint (4 sets).                                                                                                                                                   | 1   |  |
| 6100-0157                              | Platform 95 Rear-Mount. Includes fabricated SideStacker style turntable deck, platform with angled corners, left side turntable console, turntable mansaver bars and jack leg flood lights.                                           | 1   |  |
| <b>AERIAL HYDRAULIC SYSTEM OPTIONS</b> |                                                                                                                                                                                                                                       |     |  |
| 6150-0003-216                          | Gauge aerial hydraulic oil level. Electronic display to be located on pump operator's panel.                                                                                                                                          | 1   |  |
| 6150-0014                              | Aerial hydraulic pump to be upgraded to a variable displacement style pump                                                                                                                                                            | 1   |  |
| <b>AERIAL CONTROLS</b>                 |                                                                                                                                                                                                                                       |     |  |
| 6850-0037                              | Advanced Aerial Control System - Platform. Includes body protection, cradle alignment lt and 3.2" displays with flowmeter at each control console.                                                                                    | 1   |  |
| 6850-0043                              | Diamond plate turntable console mounted to tube style pedestal mount. Includes side hinged diamond plate cover with hinge on outboard side. Includes modified left side turntable handrail. (95-platform and HP/HPS100 Platform only) | 1   |  |
| 6850-0054                              | Handheld tethered control in platform for aerial movement. Includes storage area                                                                                                                                                      | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                  | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL CONTROLS</b>        |                                                                                                                                                                       |     |  |
|                               | recessed in console.                                                                                                                                                  |     |  |
| 6650-0061-5CV                 | Additional programming Instructions: as specified.                                                                                                                    | 1   |  |
| <b>MONITORS</b>               |                                                                                                                                                                       |     |  |
| 6300-0013                     | Monitor TFT electric 1250 GPM for platform with powder coated silver finish. Includes tip controls, base controls and butterfly valve.                                | 1   |  |
| <b>WATERWAY OPTIONS</b>       |                                                                                                                                                                       |     |  |
| 6350-0005                     | Rear 4" NST waterway Inlet for rear mounted aerals. Includes chrome cap.                                                                                              | 1   |  |
| 6350-0012-192                 | Akron 2.5" valve for platform. Valve to be located at the front of platform next to monitor.                                                                          | 1   |  |
| 6350-0014                     | 2.5" chrome elbow with 2.5" x 1.5" reducer and 1.5" cap for platform / ladder discharge valve.                                                                        | 1   |  |
| 6350-0162                     | Innovative Controls TC Series 2.5" (63MM) waterway inlet pressure gauge (0-400) with chrome bezel.                                                                    | 1   |  |
| <b>AERIAL WARNING LIGHTS</b>  |                                                                                                                                                                       |     |  |
| 6550-0002                     | Outrigger warning lights (4) LED, Truck-Lite model 91R.                                                                                                               | 1   |  |
| 6550-0032                     | Whelen M6 Super LED red warning lights (4). Located down low across front of platform wired to upper level lights.                                                    | 1   |  |
| <b>AERIAL LIGHTING</b>        |                                                                                                                                                                       |     |  |
| 6560-0041                     | Whelen LED model PFBP12C at base (PR).                                                                                                                                | 1   |  |
| 6560-0085-000-06              | Ladder climbing lights Luma Bar Pathfinder LED strip for 95-Platform and HP100 Platform (both sides). Color: Red.                                                     | 1   |  |
| 6560-0202-235                 | FireTech model FT-WL-X-9-FT-W-SH LED flood/spot light with white housing. Includes switch on lighthead and turntable console. Location: left side front of platform.  | 1   |  |
| 6560-0202-236                 | FireTech model FT-WL-X-9-FT-W-SH LED flood/spot light with white housing. Includes switch on lighthead and turntable console. Location: right side front of platform. | 1   |  |
| <b>AERIAL EQUIPMENT</b>       |                                                                                                                                                                       |     |  |
| 6500-0000-221                 | Hose box for 50' of 1.75" DJ hose located left side of platform.                                                                                                      | 1   |  |
| <b>AERIAL LADDER BRACKETS</b> |                                                                                                                                                                       |     |  |
| 6600-0004-2UY                 | Lift out style roof ladder bracket. Locate outside base section for a DRL-16 on right side of base section. Available on 95-Platform, 110, CR100/137 and HR100.       | 1   |  |
| 6600-0009                     | Parapet roof ladder bracket for platform. For use with Alcolite and Duo Safety                                                                                        | 1   |  |

| Salescode                     | Extended Description                                                                                                                                                                                                                                                        | Qty |  |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>AERIAL LADDER BRACKETS</b> |                                                                                                                                                                                                                                                                             |     |  |
|                               | roof ladders (not included). Available on HP100 Platform, HP95MM Platform and 95-Platform with angle corners. Note: Option is not compatible with Duo Safety fiberglass ladders.                                                                                            |     |  |
| <b>SIGN PLATES</b>            |                                                                                                                                                                                                                                                                             |     |  |
| 6750-0002-000-39              | Aerial sign plates 22 x 144 (PR). Does not include lettering. Color: Job Color.                                                                                                                                                                                             | 1   |  |
| <b>AERIAL TESTING</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 6900-0000                     | Aerial flow test - 3rd party.                                                                                                                                                                                                                                               | 1   |  |
| 6900-0007                     | Aerial 2016 NFPA Certification.                                                                                                                                                                                                                                             | 1   |  |
| <b>GROUND LADDERS</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 7800-0002                     | Alco-Lite FL-10, 10' folding ladder without shoes.                                                                                                                                                                                                                          | 1   |  |
| 7800-0021                     | Alco-Lite PEL-28' extension ladder.                                                                                                                                                                                                                                         | 2   |  |
| 7800-0024                     | Alco-Lite PEL-35' extension ladder.                                                                                                                                                                                                                                         | 1   |  |
| 7800-0102                     | Alco-Lite DRL-16' roof ladder.                                                                                                                                                                                                                                              | 2   |  |
| 7800-0112                     | Alco-Lite DRL-20' roof ladder.                                                                                                                                                                                                                                              | 1   |  |
| <b>MISC LOOSE EQUIPMENT</b>   |                                                                                                                                                                                                                                                                             |     |  |
| 7900-0014                     | DOT Required Drive Away Kit - Kit includes three (3) triangular warning reflectors with carrying case. This kit is for the end user and is to remain with the truck.                                                                                                        | 1   |  |
| <b>EXTERIOR PAINT</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 8100-0089                     | All applicable pump/pre-connect application modules are to have a sanded finish (not painted job color). Includes upper and lower pump modules, crosswalk module and/or speedlay/pre-connect module (as applicable). Rear mounted body/pump module to be painted job color. | 1   |  |
| 8100-0116                     | Rear body surface to have a sanded finish (not painted job color). Includes hinged doors that do not have discrete sales codes and removable panels.                                                                                                                        | 1   |  |
| 8100-0176-000-18              | Paint E-ONE chassis cab - Sikkens paint (non-metallic color). Color: FLNA 4006 E-ONE WHITE.                                                                                                                                                                                 | 1   |  |
| 8100-0183-000-18              | Paint Body - Large - For Aerials, T/A Tankers/Wetsides, Rear Mounts and Rescues. Sikkens paint (non-metallic color). Color: FLNA 4006 E-ONE WHITE.                                                                                                                          | 1   |  |
| 8100-0429-000-7W              | Paint lift cylinders, extension cylinders and upper turntable steelwork (does not apply to TT deck) (non-metallic color). Color: As Specified.                                                                                                                              | 1   |  |
| <b>INTERIOR PAINT</b>         |                                                                                                                                                                                                                                                                             |     |  |
| 8150-0011                     | The interior of the cab to be painted multi-tone gray finish.                                                                                                                                                                                                               | 1   |  |

| Salescode                                 | Extended Description                                                                                                                                                                                                                                                                                    | Qty |  |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|
| <b>STRIPING</b>                           |                                                                                                                                                                                                                                                                                                         |     |  |
| 8300-0001                                 | NFPA required reflective striping to be dealer/customer applied.                                                                                                                                                                                                                                        | 1   |  |
| 8300-0042                                 | White rubrail scotchlite insert.                                                                                                                                                                                                                                                                        | 1   |  |
| 8300-0274-000-17                          | Chevron "A" style 6" Reflexite V98 striping full width on rear of body. Includes rear facing extrusions, panels and doors. Colors to be Red/Fluorescent Yellow Green.                                                                                                                                   | 1   |  |
| 8300-0281-000-17                          | Chevron "A" style 6" Reflexite V98 striping on outriggers. Striping to alternate in an "A" pattern when viewed from the front or rear of the truck. Colors to be: Red/Fluorescent Yellow Green.                                                                                                         | 1   |  |
| 8300-0381                                 | Yellow perimeter marking to indicate designated standing / walking areas above 48" high in compliance with 2016 NFPA 1901 consisting of individual Reflexite diamonds approximately 1" wide. Steps, ladders and areas with a railing or structure at least 12" high are excluded from this requirement. | 1   |  |
| <b>GRAPHICS</b>                           |                                                                                                                                                                                                                                                                                                         |     |  |
| 8400-0033                                 | Logo E-ONE (PR) on aerial lift cylinder. Logo to be sign gold material approx 14" long located midway along outward surface of cylinder.                                                                                                                                                                | 1   |  |
| <b>WARRANTY / STANDARD &amp; EXTENDED</b> |                                                                                                                                                                                                                                                                                                         |     |  |
| 9100-0102                                 | Meritor 5 year unlimited miles, parts and labor rear drive single or rear drive tandem axle warranty.                                                                                                                                                                                                   | 1   |  |
| 9100-0104                                 | Dana 5 year unlimited miles, parts and labor front axle warranty.                                                                                                                                                                                                                                       | 1   |  |
| 9100-0117                                 | General One (1) year or 24,000 Miles Limited Warranty (RFW0001)                                                                                                                                                                                                                                         | 1   |  |
| 9100-0126                                 | Custom chassis One (1) Year or 18,000 Miles Limited Warranty (RFW0101).                                                                                                                                                                                                                                 | 1   |  |
| 9100-0131                                 | Regulated Emissions Systems Five (5) Years or 100,000 Miles Limited Warranty (RFW0140). N/A for California. For units going to California use 9100-0162 with L9 and 9100-0163 with X12/15.                                                                                                              | 1   |  |
| 9100-0132                                 | Electrical One (1) Year or 18,000 Miles Limited Warranty (RFW0201).                                                                                                                                                                                                                                     | 1   |  |
| 9100-0135                                 | Aerial Ladder Structure Twenty (20) years or 100,000 Miles Limited Warranty (RFW0403).                                                                                                                                                                                                                  | 1   |  |
| 9100-0136                                 | Body Structure Aluminum Ten (10) years or 100,000 Miles Limited Warranty (RFW0502).                                                                                                                                                                                                                     | 1   |  |
| 9100-0138                                 | Cab Structural Ten (10) Years or 100,000 Miles Limited Warranty (RFW0602).                                                                                                                                                                                                                              | 1   |  |
| 9100-0139                                 | Plumbing and piping (Stainless Steel) Ten (10) years or 100,000 Miles Limited Warranty (RFW0800).                                                                                                                                                                                                       | 1   |  |
| 9100-0140                                 | Paint and Finish (Exterior Clear coated) Ten (10) Years Limited Warranty (RFW0710).                                                                                                                                                                                                                     | 1   |  |
| 9100-0165                                 | Frame Rail Lifetime (50) Years or 250,000 Miles Limited Warranty (RFW0305).                                                                                                                                                                                                                             | 1   |  |

| Salescode                                         | Extended Description                                                                                    | Qty |  |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----|--|
| <b>SUPPORT, DELIVERY, INSPECTIONS AND MANUALS</b> |                                                                                                         |     |  |
| 9300-0009                                         | Manuals, Operator and Service in digital format.                                                        | 1   |  |
| 9300-0012                                         | Pump panel approval drawings. Will be provided on purchased units prior to construction.                | 1   |  |
| 9300-0016                                         | Approval Drawings-Standard.                                                                             | 1   |  |
| 9300-0031                                         | Dash/Console panel layout approval drawings. Will be provided on purchased units prior to construction. | 1   |  |
| 9300-0316                                         | Fire Apparatus Safety Guide published by FAMA, latest edition.                                          | 1   |  |
| <b>Dealer Supplied Equipment</b>                  |                                                                                                         |     |  |
|                                                   |                                                                                                         |     |  |



## Credit Application

203 E. Park Avenue, Libertyville, IL 60048 • Phone: 866-EXEMPT-1 • Fax: 866-2-FAX-APP

### CUSTOMER INFORMATION

Legal Name of Customer: \_\_\_\_\_ Federal ID# \_\_\_\_\_ - \_\_\_\_\_  
 Physical Address: \_\_\_\_\_  
 City: \_\_\_\_\_ County: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Website: \_\_\_\_\_  
 Mailing Address (If different than above): \_\_\_\_\_  
 Contact Name & Title: \_\_\_\_\_ E-Mail: \_\_\_\_\_  
 Phone #: \_\_\_\_\_ Ext: \_\_\_\_\_ Fax #: \_\_\_\_\_ Cell Phone #: \_\_\_\_\_

### TRANSACTION INFORMATION

Equipment Description: \_\_\_\_\_  
 New or Used?: \_\_\_\_\_ Anticipated Delivery Date: \_\_\_\_\_  
 Equipment Cost: \$ \_\_\_\_\_ Down Payment: \$ \_\_\_\_\_  
 From what fund is the down payment originating? \_\_\_\_\_  
 Trade-In: \$ \_\_\_\_\_ Financed Amount: \$ \_\_\_\_\_  
 From what fund will the lease payments originate? \_\_\_\_\_  
 Is the equipment replacing existing equipment? ☐ Yes ☐ No If "Yes", how old is the existing equipment? \_\_\_\_\_  
 For what purpose is the equipment being purchased? \_\_\_\_\_  
 Where will the equipment be located? \_\_\_\_\_

### LEASE INFORMATION

Requested Lease Term: \_\_\_\_\_ years  
 Payment Frequency: ☐ Monthly ☐ Quarterly ☐ Semi-Annual ☐ Annual ☐ Arrears or ☐ Advance

### FINANCIAL INFORMATION

Has the Customer issued or does the Customer intend to issue more than \$10,000,000 in tax-exempt leases or bonds in the current calendar year (January 1 – December 31)? ☐ Yes ☐ No

Please attach a copy of the following information for review:

1. Complete copy of audited financial statement from last three fiscal years
2. Copy of current interim financial statement (since last audit)
3. Equipment quote

Has the requested lease transaction been included in the current budget? ☐ Yes ☐ No

Has the Customer ever had an incident of non-appropriation or failed to complete any lease, loan, or borrowing obligation?

☐ Yes ☐ No If "Yes", please provide details: \_\_\_\_\_

To whom this application is made, or any credit bureau or other investigative agency employed by such person, is hereby authorized to investigate any references or information herein listed or statements or other data obtained from me or from any other person pertaining to the credit and financial responsibility of the customer listed on this application.

Authorized Signature: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Please forward the completed application and required financial info via  
 E-Mail (application@taxexemptleasing.com) or Fax (866-2-FAX APP (866-232-9277))**



**City of Gardner - *Executive Department***

**Mayor Michael J. Nicholson**

November 8, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Acceptance of MGL c.59, §5(22H)- Waiving Real Estate Taxes for Gold Star Parents

Dear Madam President and Councilors,

Over the last few years, the City has done a lot to increase our outreach and services to our City's veterans and their families.

As an acknowledgement of the sacrifices of our Gold Star Families – defined as the parents or guardians of military personnel (including members of the National Guard or active duty) who went missing in action during active duty and are presumed to have died, veterans who died as a proximate result of injuries sustained or illness contracted during active duty- I am requesting that the City Council accept Clause 22H of Section 5 of Chapter 59 of the General Laws of the Commonwealth.

The acceptance of this portion of the general laws would grant a 100% waiver of all real estate taxes for these Gold Star individuals. The ultimate sacrifice paid by the children of our Gold Star Families during their work in fighting to protect our freedom in the service of our country should be recognized and honored.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
2023 NOV -9 PM 12:53  
CITY OF GARDNER, MA

ACCEPTANCE OF CHAPTER 59, SECTION 5(22H)  
TO ESTABLISH TAX EXEMPTION FOR GOLD STAR FAMILIES

VOTED: To accept the provisions of Massachusetts General Law, Chapter 59,  
Section 5(22H), establishing tax exemption for Gold Star Families.



# TAXPAYER'S GUIDE TO LOCAL PROPERTY TAX EXEMPTIONS

## VETERANS

### Clauses 22, 22A, 22B, 22C, 22D, 22E, 22F, 22H

The Department of Revenue (DOR) has created this fact sheet to provide general information about local property tax exemptions for veterans. **It is not designed to address all questions or issues and does not change any provision of the Massachusetts General Laws. To find out about the specific eligibility and application requirements in your city or town, you must contact your local board of assessors.** The DOR cannot determine your eligibility or give you legal advice. Property taxes are assessed and collected by cities and towns, not by the DOR. Under state law, only your board of assessors, as the local tax administrator, can decide whether you qualify for an exemption. If you disagree with its decision, you may appeal to the state Appellate Tax Board (or county commissioners if your county's government has not been abolished).

### INTRODUCTION

Cities and towns may give property tax exemptions to some individuals as defined by state law. An exemption discharges the taxpayer from the legal obligation to pay all or a portion of the tax assessed for the fiscal year. Exemptions are found in various clauses of Massachusetts General Laws Chapter 59, Section 5 ([M.G.L. c. 59, § 5](#)).

Clauses 22, 22A, 22B, 22C, 22D, 22E, 22F and 22H provide exemptions to some veterans, their spouses who own the domicile and their surviving spouses, and some surviving parents and spouses of active duty military personnel who died during or due to military service.

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>APPLICATIONS</b>  | You must file an application for each fiscal year with the assessors in the city or town where your property is located. The application is due on April 1, or three months after the actual tax bills are mailed, whichever is later. <b><i>Filing on time is required. By law, the assessors may not waive this filing deadline, nor act on a late application, for any reason.</i></b> Filing an application does not entitle you to delay your tax payment.                   |
| <b>DOCUMENTATION</b> | You must provide the assessors with whatever information is reasonably required to establish eligibility. This information may include, but is not limited to: <ol style="list-style-type: none"> <li>1. Evidence of residency, ownership, domicile and occupancy.</li> <li>2. Certification of a service-connected disability or death from the U.S. Department of Veterans Affairs (VA) or branch of U.S. military service from which discharged or in which served.</li> </ol> |

**For more information, please contact your local assessors.**

## Local Property Tax Exemptions for Veterans

Rev. 7/2019

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NUMBER OF EXEMPTIONS</b>     | With limited exceptions, you may only receive one exemption under M.G.L. c. 59, § 5 for each fiscal year. If you qualify for more than one, you will receive the one that provides the greatest benefit. You may receive an exemption and if qualified, defer all or a part of the balance of the reduced tax.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>VETERAN</b>                  | Veterans are individuals who served on active duty in the Armed Forces of the United States for certain time periods during peace or wartime eras and were discharged from military service. Their last discharge or release must have been under other than dishonorable conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>ELIGIBILITY REQUIREMENTS</b> | You must satisfy tests relating to residency, domicile, ownership and service-connected disability or awards. <b>You must meet <u>all</u> eligibility requirements as of July 1 of the tax year.</b> ( <i>The fiscal year of cities and towns begins July 1 and ends the following June 30.</i> ) <b>If you do not meet all requirements as of July 1, you <u>cannot</u> receive all or any portion of the exemption for that tax year.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>RESIDENCY</b>                | Veterans must have (1) been domiciled in Massachusetts for at least 6 consecutive months before entering military service, <u>or</u> (2) lived in Massachusetts for at least 2 consecutive years before the tax year begins (or at least 1 consecutive year before the tax year begins, if the legislative body of your city or town has voted, subject to local charter, to accept this local option).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>DOMICILE</b>                 | You must occupy the property as your domicile. If you are a spouse of a veteran, you and the veteran must occupy the property as your domicile. Your domicile is where your principal and legal home is located, your family, social, civic and economic life is centered and you plan to return whenever you are away. You may have more than one residence, but only one domicile.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>OWNERSHIP</b>                | <p>You must own the property.</p> <ol style="list-style-type: none"> <li>1. Your ownership interest must be worth at least an amount ranging from \$2,000 to \$10,000, depending on the exemption. You may own this interest solely, as a joint owner or as a tenant in common.</li> <li>2. If you hold a life estate in the domicile, you are the owner.</li> <li>3. If your domicile is held in a trust, you are the owner only if: <ol style="list-style-type: none"> <li>a. You are a trustee or co-trustee of that trust, <b>and</b></li> <li>b. You have a sufficient beneficial interest in the domicile.</li> </ol> </li> </ol> <p>If the legislative body of your city or town has voted, subject to local charter, to accept a local option, and you do not hold title to your domicile under a trust (or conservatorship or other fiduciary arrangement), you may still be considered the owner.</p> |

## Local Property Tax Exemptions for Veterans

Rev. 7/2019

|                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>EXEMPTION CREDIT</b>                      | If the assessors decide you are eligible and grant an exemption, the amount granted is credited toward and reduces the tax assessed on your domicile for that fiscal year. <b>You will only receive a refund if the entire tax for the year has already been paid at the time the exemption is granted.</b>                                                                                                                                                                                                                                                                                                                               |
| <b>SALE OF DOMICILE</b>                      | If you are selling your domicile, you should make your attorney aware that you receive a property tax exemption that reduces the tax owed for the fiscal year. The sale is a private financial transaction and as a party, <b>you are responsible for seeing that the exemption is properly credited at the closing, through escrow or other arrangements, when the parties make adjustments for local property taxes or charges.</b> Your city or town is not responsible for seeing that you and the buyer allocate the property taxes so you get the benefit of the exemption.                                                         |
| <b>WHO IS ELIGIBLE AND EXEMPTION AMOUNTS</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Clause 22 - \$400</b>                     | <ol style="list-style-type: none"> <li>1. Veterans with a service-connected disability of 10% or more.</li> <li>2. Veterans awarded the Purple Heart.</li> <li>3. Surviving parents of military personnel who died in military service (Gold Star Parents).</li> <li>4. Spouses (where the domicile is owned by the veteran's spouse), and surviving spouses (who have never remarried), of veterans entitled to exemption under Clause 22.</li> <li>5. Surviving spouses (who have never remarried) of World War I veterans as long as their assets (whole worth), less any mortgage on the property, do not exceed \$20,000.</li> </ol> |
| <b>Clause 22A - \$750</b>                    | <ol style="list-style-type: none"> <li>1. Veterans who (1) suffered in the line of duty the loss or permanent loss of use of one foot or one hand or one eye, <b>or</b> (2) received the Congressional Medal of Honor, Distinguished Service Cross, Navy Cross or Air Force Cross.</li> <li>2. Prisoners of war.</li> <li>3. Spouses (where veteran's spouse owns the domicile) or surviving spouses of veterans entitled to exemption under Clause 22A.</li> </ol>                                                                                                                                                                       |
| <b>Clause 22B - \$1,250</b>                  | <ol style="list-style-type: none"> <li>1. Veterans who suffered in the line of duty the loss or permanent loss of use of both feet, both hands or both eyes.</li> <li>2. Spouses (where veteran's spouse owns the domicile) or surviving spouses of veterans entitled to exemption under Clause 22B.</li> </ol>                                                                                                                                                                                                                                                                                                                           |
| <b>Clause 22C - \$1,500</b>                  | <ol style="list-style-type: none"> <li>1. Veterans who suffered total disability in the line of duty <b>and</b> received assistance in acquiring "specially adapted housing" which they own and occupy as their domicile.</li> <li>2. Spouses (where veteran's spouse owns the domicile) or surviving spouses of veterans entitled to exemption under Clause 22C.</li> </ol>                                                                                                                                                                                                                                                              |

## Local Property Tax Exemptions for Veterans

Rev. 7/2019

|                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Clause 22D – Full</b>                                                                                                                                                                                                                                                                                                                                       | <p>Surviving spouses (who have never remarried) of (1) military personnel (including members of the National Guard on active duty) who went missing in action during active duty and are presumed to have died, or (2) military personnel (including members of the National Guard on active duty) or veterans who died as a proximate result of injuries sustained or illnesses contracted during active duty service.</p> <p>A surviving spouse must have lived in Massachusetts for at least 2 consecutive years before the tax year begins (or lived in Massachusetts for at least 1 consecutive year before the tax year begins, if the legislative body of your city or town has voted to accept this local option). If not, the deceased military or guard member or veteran had to have been domiciled in Massachusetts for at least 6 consecutive months before entering the service.</p> |
| <b>Clause 22E - \$1,000</b>                                                                                                                                                                                                                                                                                                                                    | <ol style="list-style-type: none"> <li>1. Veterans who have a service-connected disability of 100%.</li> <li>2. Spouses (where veteran's spouse owns the domicile) or surviving spouses of veterans entitled to exemption under Clause 22E.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Clause 22F – Full</b>                                                                                                                                                                                                                                                                                                                                       | <ol style="list-style-type: none"> <li>1. Veterans who are paraplegics, or have a 100% disability for service-connected blindness.</li> <li>2. Spouses (where veteran's spouse owns the domicile) or surviving spouses of veterans entitled to exemption under Clause 22F.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Clause 22H - Full</b>                                                                                                                                                                                                                                                                                                                                       | <p>If the legislative body of your city or town has voted, subject to local charter, to accept Clause 22H, a local option, surviving parents or guardians of (1) military personnel (including members of the National Guard on active duty) who went missing in action during active duty and are presumed to have died, or (2) military personnel (including members of the National Guard on active duty) or veterans who died as a proximate result of injuries sustained or illnesses contracted during active duty service.</p> <p>A surviving parent or guardian must have lived in Massachusetts for at least 5 consecutive years before the tax year begins. If not, the deceased military or guard member or veteran had to have been domiciled in Massachusetts for at least 6 consecutive months before entering the service.</p>                                                      |
| <p>Clause 22A, 22B, 22C, 22E and 22F exemptions are prorated for a domicile greater than a single-family house. The exemption is the same percentage of the tax as the part of the house occupied by the veteran, or if deceased, the surviving spouse, for example, 50% if one unit of a two-family house is occupied by the veteran or surviving spouse.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| APPEALS                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Appellate Tax Board</b>           | <p>The Appellate Tax Board (ATB) is an independent, quasi-judicial state board that hears taxpayer appeals from local assessors' decisions on property tax abatements and exemptions. If county government has not been abolished, appeals may be made to the county commissioners instead, but assessors may and usually do transfer those appeals to the ATB. ATB decisions may be appealed to the Appeals Court and, ultimately, to the Supreme Judicial Court.</p> <p>You can obtain the ATB's <a href="#">guide</a> to the property tax appeal process from its website (<a href="http://www.mass.gov/atb">www.mass.gov/atb</a>) or by calling 617-727-3100.</p>                                                                                                                                                                                                                                                                                              |
| <b>Appeal of Action of Assessors</b> | <p>You have three months from the date of the assessors' decision on your exemption application to appeal to the ATB. <b>This includes decisions to deny any exemption or to grant an exemption that provides a lesser benefit.</b> If the application was deemed denied, your appeal must be filed within three months of the deemed denied date. As a general rule, if the real estate tax on your domicile is over \$5,000, you must also have paid all preliminary and actual tax installments on time for the ATB to hear your appeal.</p> <p>The assessors may grant the exemption or higher exemption in final settlement of your application during the three month period for filing an appeal. In that case, you do not have to have filed an appeal with the ATB. However, if a settlement is not reached and an exemption not granted during that period, you must have filed your appeal by the deadline. If not, the ATB cannot hear the appeal.</p> |

## Local Property Tax Exemptions for Veterans

Rev. 7/2019

| <b>ASSESSMENT AND EXEMPTION CALENDAR</b>                                                             |                                                                                            |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <b>January 1</b>                                                                                     | Property Tax Assessment Date for Next Fiscal Year                                          |
| <b>July 1</b>                                                                                        | Fiscal Year Begins<br>Real Estate Exemption Eligibility Date for Fiscal Year               |
| <b>October - December</b>                                                                            | Actual Tax Bills Mailed for Fiscal Year                                                    |
| <b>November 1 (Semi-annual Payment Communities)<br/>February 1 (Quarterly Payment Communities)</b>   | 1 <sup>st</sup> Actual Tax Installment Payment Due <sup>1</sup>                            |
| <b>April 1, or 3 Calendar Months from Mailing of Actual Tax Bill if later</b>                        | Personal Exemption Applications to Assessors Due <sup>2</sup>                              |
| <b>3 Calendar Months from Filing of Application (or Date of Written Extension Given by Taxpayer)</b> | Assessors Grant or Deny Exemption<br>Application Deemed Denied if Assessors Have Not Acted |
| <b>3 Calendar Months from Assessors' Action on Application, or Deemed Denial of Application</b>      | Appeal to ATB Due                                                                          |

<sup>1</sup> Contact your assessors. The due date depends on the payment system used in your community and the date actual tax bills were mailed for fiscal year.

<sup>2</sup> Some assessors may accept applications before actual tax bills are mailed. If not, or your application is not approved, you must apply by this deadline to claim the exemption.

State Tax Form 96-4  
Revised 12/2022

The Commonwealth of Massachusetts

\_\_\_\_\_  
Name of City or Town

|                     |
|---------------------|
| 22                  |
| Assessors' Use only |
| Date Received       |
| Application No.     |
| Parcel Id.          |

**VETERAN**  
**FISCAL YEAR \_\_\_\_\_ APPLICATION FOR STATUTORY EXEMPTION**  
**General Laws Chapter 59, § 5**

THIS APPLICATION IS NOT OPEN TO PUBLIC INSPECTION  
(See General Laws Chapter 59, § 60)

**Return to: Board of Assessors**

Must be filed with assessors on or before April 1, or  
3 months after actual (**not** preliminary) tax bills are  
mailed for fiscal year if later.

**INSTRUCTIONS:** Complete the following. Please print or type.

**A. IDENTIFICATION.** Complete this section fully.

|                                                                                                                                                           |              |                                                                                                                                                |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Name of Applicant _____                                                                                                                                   |              |                                                                                                                                                |                |
| Telephone Number _____                                                                                                                                    |              | Marital Status _____                                                                                                                           |                |
| Legal Residence (Domicile) on July 1, _____                                                                                                               |              | Mailing Address (If different) _____                                                                                                           |                |
| No. _____                                                                                                                                                 | Street _____ | City/Town _____                                                                                                                                | Zip Code _____ |
| Location of Property: _____                                                                                                                               |              | No. of Dwelling Units: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> Other _____ |                |
| Did you own the property on July 1, _____? Yes <input type="checkbox"/> No <input type="checkbox"/>                                                       |              |                                                                                                                                                |                |
| If yes, were you: Sole Owner <input type="checkbox"/> Co-owner with Spouse Only <input type="checkbox"/> Co-owner with Others <input type="checkbox"/>    |              |                                                                                                                                                |                |
| Was the property subject to a trust as of July 1, _____? Yes <input type="checkbox"/> No <input type="checkbox"/>                                         |              |                                                                                                                                                |                |
| If yes, please attach trust instrument including all schedules.                                                                                           |              |                                                                                                                                                |                |
| Have you been granted any exemption in any other city or town (MA or other state) for this year? Yes <input type="checkbox"/> No <input type="checkbox"/> |              |                                                                                                                                                |                |
| If yes, name of city or town _____                                                                                                                        |              | Amount exempted \$ _____                                                                                                                       |                |

**DISPOSITION OF APPLICATION (ASSESSORS' USE ONLY)**

|                                     |                                        |                       |
|-------------------------------------|----------------------------------------|-----------------------|
| Ownership <input type="checkbox"/>  | GRANTED <input type="checkbox"/>       | Assessed Tax \$ _____ |
| Occupancy <input type="checkbox"/>  | DENIED <input type="checkbox"/>        | Exempted Tax \$ _____ |
| Status <input type="checkbox"/>     | DEEMED DENIED <input type="checkbox"/> | Adjusted Tax \$ _____ |
| Board of Assessors                  |                                        |                       |
| Date Voted/Deemed Denied _____      |                                        |                       |
| Certificate No. _____               |                                        |                       |
| Date Cert./Notice Sent _____        |                                        |                       |
| Exemption: Clause _____ Date: _____ |                                        |                       |

FILING THIS FORM DOES NOT STAY THE COLLECTION OF YOUR TAXES

THIS FORM APPROVED BY THE COMMISSIONER OF REVENUE

**B. EXEMPTION STATUS.** Check the status that applies to you and complete the questions that follow.☐ **VETERAN**☐ **VETERAN'S SPOUSE**

Veteran's Name \_\_\_\_\_

Was the property the veteran's domicile as of July 1, \_\_\_\_\_?

Yes ☐ No ☐

If no, where does the veteran reside? \_\_\_\_\_

☐ **VETERAN'S/SERVICEMEMBER'S/ NATIONAL  
GUARD MEMBER'S SURVIVING SPOUSE or  
SERVICEMEMBER'S SURVIVING PARENT  
(or otherwise qualified if local option(s) adopted  
pursuant to Clause 22G or 22H - See Assessors)**Deceased Veteran's/Servicemember's/National Guard member's  
Name \_\_\_\_\_

If first year of application, attach copy of death certificate.

If you are surviving spouse, have you remarried? Yes ☐ No ☐

Date Enlisted/Inducted \_\_\_\_\_

Date Discharged \_\_\_\_\_

Type of Discharge \_\_\_\_\_

If first year of application, attach copy of discharge papers.

Military Decorations or Awards \_\_\_\_\_

Did the veteran/service/national guard member live in Massachusetts for at least 6 months before entering the service?  
Yes ☐ No ☐ If no, list places and dates where veteran or member lived during the last 2 years or if deceased, the 2 years before  
death (1 year if local option adopted - See Assessors)

Address

Dates

|       |       |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Continue list on attachment in same format as necessary.

If yes to any of the next 2 questions and if first year of application, (1) attach documentation from U.S. Dept. of Veterans Affairs,  
branch of service and (2) list above places and dates where surviving spouse has lived during the last 2 years (1 year if local option  
adopted - See Assessors)Is the servicemember or national guard member missing in action and presumed dead? Yes ☐ No ☐Was the proximate cause of the veteran's, servicemember's or national guard member's death due to an active duty injury  
or illness? Yes ☐ No ☐

If yes to next question and first year of application, attach documentation from U.S. Dept. of Veterans Affairs or branch of service.

Has the servicemember or veteran ever been a prisoner of war? Yes ☐ No ☐If yes to next question and first year of application, attach Certificate of Disability from U.S. Dept. of Veterans Affairs or branch of  
service.Does the veteran have a 100% disability rating for service-connected blindness? Yes ☐ No ☐

If yes to any of the next 3 questions and

If first year of application, attach Certificate of Disability from U.S. Dept. of Veterans Affairs or branch of service.

If exemption granted previously, attach certificate only if disability rating is 100% or has changed.

Does the veteran have a service-connected disability? Yes ☐ No ☐Has the veteran acquired "specially adapted housing?" Yes ☐ No ☐Is the veteran a paraplegic? Yes ☐ No ☐

GO ON TO SECTION C

**C. SIGNATURE.** Sign here to complete the application.This application has been prepared or examined by me. Under the pains and penalties of perjury, I declare that to the  
best of my knowledge and belief, this return and all accompanying documents and statements are true, correct and  
complete.

Signature

Date

If signed by agent, attach copy of written authorization to sign on behalf of taxpayer.

---

## TAXPAYER INFORMATION ABOUT PERSONAL EXEMPTIONS

**PERSONAL EXEMPTIONS.** You may be eligible to reduce all or a portion of the taxes assessed on your domicile if you meet the qualifications for one of the personal exemptions allowed under Massachusetts law. Qualifications vary, but generally relate to age, ownership, residency, disability, income or assets.

You may be eligible for an exemption if you fall into any of these categories:

- Legally blind person
- Veteran with a service-connected disability
- Surviving spouse of servicemember, national guard member or veteran who died from active duty injury or illness
- Surviving spouse
- Minor child of a deceased parent
- Senior citizen age 70 and older (65 and older by local option)

More detailed information about the qualifications for each exemption may be obtained from your board of assessors.

**WHO MAY FILE AN APPLICATION.** You may file an application if you meet all qualifications for a personal exemption as of July 1. You may also apply if you are the personal representative of the estate, or trustee under the will, of a person who qualified for a personal exemption on July 1.

**WHEN AND WHERE APPLICATION MUST BE FILED.** Your application must be filed with the assessors on or before April 1, or 3 months after the actual bills were mailed for the fiscal year, whichever is later. An application is filed when (1) received by the assessors on or before the filing deadline, or (2) mailed by United States mail, first class postage prepaid, to the proper address of the assessors, on or before the filing deadline, as shown by a postmark made by the United States Postal Service. **THIS DEADLINE CANNOT BE EXTENDED OR WAIVED BY THE ASSESSORS FOR ANY REASON. IF YOUR APPLICATION IS NOT TIMELY FILED, YOU LOSE ALL RIGHTS TO AN EXEMPTION AND THE ASSESSORS CANNOT BY LAW GRANT YOU ONE.**

**PAYMENT OF TAX.** Filing an application does not stay the collection of your taxes. In some cases, you must pay all preliminary and actual installments of the tax when due to appeal the assessors' disposition of your application. Failure to pay the tax when due may also subject you to interest charges and collection action. To avoid any loss of rights or additional charges, you should pay the tax as assessed. If an exemption is granted and you have already paid the entire year's tax as exempted, you will receive a refund of any overpayment.

**ASSESSORS DISPOSITION.** Upon applying for an exemption, you may be required to provide the assessors with further information and supporting documentation to establish your eligibility. The assessors have 3 months from the date your application is filed to act on it unless you agree in writing before that period expires to extend it for a specific time. If the assessors do not act on your application within the original or extended period, it is deemed denied. You will be notified in writing whether an exemption has been granted or denied.

**APPEAL.** You may appeal the disposition of your application to the Appellate Tax Board, or if applicable, the County Commissioners. The appeal must be filed within 3 months of the date the assessors acted on your application, or the date your application was deemed denied, whichever is applicable. The disposition notice will provide you with further information about the appeal procedure and deadline.

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City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 9, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Notification of Upcoming Appropriation Request for Fire Department Roof Repairs

Dear Madam President and Councilors,

In the spirit of transparency and collaboration, I am writing to notify you that I have instructed Chief Lagoy of the Gardner Fire Department and Commissioner Zuppa of the Gardner Building Department to begin seeking price quotes to replace the roof on the Gardner Fire Department Headquarters Building located at 70 City Hall Avenue.

This roof has had substantial leaking issues, causing air quality and stability concerns in the building. The roof was patched in the early 2000s, but aside from that, it is originally to the 1980 construction.

Once price estimates are received, I plan to submit an appropriation request to the City Council from the City's stabilization account to pay for this urgent repair.

As you are aware, the City has financial administration policies that dictate that annually upon certification of free cash, the Administration will submit a request of an amount equivalent to five percent (5%) of certified free cash for the stabilization account. The Administration's current plan is to increase this to ten percent (10%) of certified free cash until the amount is fully paid back, once the appropriation is made.

The current balance of the City's stabilization account is \$3,532,486.54.

Again, while this is still in the early stages of its planning process, since I expect this to be a large expenditure, I wanted to notify the Council that this was taking place as early as possible to better prepare for this when it is submitted.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

# **INDOOR AIR QUALITY ASSESSMENT**

**Gardner Fire Department  
Headquarters Building  
70 City Hall Avenue  
Gardner, Massachusetts**



Prepared by:  
Massachusetts Department of Public Health  
Bureau of Environmental Health  
Indoor Air Quality Program  
November 2021

## Background

|                                                                                                                         |                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Building:</b>                                                                                                        | Gardner Fire Department (GFD)                                                                                                                                                                                                                                            |
| <b>Address:</b>                                                                                                         | 70 City Hall Ave. Gardner, MA                                                                                                                                                                                                                                            |
| <b>Assessment coordinated via:</b>                                                                                      | Lieutenant Mark Bettez, Systems Manager, GFD                                                                                                                                                                                                                             |
| <b>Reason for Request:</b>                                                                                              | General indoor air quality (IAQ)                                                                                                                                                                                                                                         |
| <b>Date of Assessment:</b>                                                                                              | September 28, 2021                                                                                                                                                                                                                                                       |
| <b>Massachusetts Department of Public Health/Bureau of Environmental Health (MDPH/BEH) Staff Conducting Assessment:</b> | Jason Dustin, Environmental Analyst, IAQ Program                                                                                                                                                                                                                         |
| <b>Date of Building Construction:</b>                                                                                   | This building was built in the 1970's.                                                                                                                                                                                                                                   |
| <b>Building/Site Description:</b>                                                                                       | The GFD is a two-story red brick building on concrete slab. Interior walls and ceilings are finished with gypsum wallboard, floors have both carpet and tile, some areas have suspended ceiling tile systems. Attached to the main building is a six-door apparatus bay. |
| <b>Building Population:</b>                                                                                             | This building is staffed 24/7 with a staff of ~40. The public also visits this building daily.                                                                                                                                                                           |
| <b>Windows:</b>                                                                                                         | Openable in most areas                                                                                                                                                                                                                                                   |

## Methods

Please refer to the IAQ Manual for methods, sampling procedures, and interpretation of results (MDPH, 2015).

## Results and Discussion

The following is a summary of indoor air testing results (Table 1).

- ***Carbon dioxide*** levels were below the MDPH guideline of 800 parts per million (ppm) in most areas. A few rooms were above or near the higher end of this level which indicates a lack of fresh air for the occupancy in these areas.
- ***Temperature*** was within or close to the MDPH recommended range of 70°F to 78°F in occupied areas.

- **Relative humidity** was above the MDPH recommended range of 40 to 60% in most occupied areas on the day of assessment and was reflective of outdoor humidity.
- **Carbon monoxide (CO)** levels were non-detect (ND) in all areas.
- **Particulate matter (PM<sub>2.5</sub>)** concentrations measured were below the National Ambient Air Quality (NAAQS) level of 35 µg/m<sup>3</sup> in all areas.
- **Total Volatile Organic Compounds (TVOCs)** levels were non-detect in all areas.

### **Ventilation**

A heating, ventilating and air conditioning (HVAC) system has several functions. First it provides heating and, if equipped, cooling. Second, it is a source of fresh air. Finally, an HVAC system will dilute and remove normally occurring indoor environmental pollutants by not only introducing fresh air, but by filtering the airstream and ejecting stale air to the outdoors via exhaust ventilation. Even if an HVAC system is operating as designed, point sources of respiratory irritants may exist and cause symptoms in sensitive individuals.

The GFD was recently equipped with newer hot water boilers. These units are gas-fired, sealed combustion boilers that supply forced hot water to radiators throughout the GFD. There is no air handling unit (AHU), nor any heat recovery ventilator units located in the building. Therefore, the only source of fresh air is opening windows. Window air conditioning units (ACs) were noted in most rooms of the GFD. These units may provide for some limited fresh air if set to the “fan only” mode. However, it is impractical to adequately control fresh air intake while maintaining thermal comfort and proper humidity levels with only open windows and/or AC units in the New England climate.

Ceiling-mounted exhaust vents were noted in the bathrooms and locker rooms, which exhaust air directly outside. A few were examined and found not to be drawing air, notably in the first-floor janitor closet and women’s room. The exhaust fans for the restrooms on the first floor were both wired to the women’s room light switch. The MDPH recommends that these exhaust vents are on continuously during occupied hours to adequately remove moisture and odors from these areas.

The engine bay is equipped with a tailpipe exhaust collection system (Plymovent™, Picture 1); some of these were observed to be in use at the time of the visit. However, it was

noted that several of the Plymo exhaust hoses were broken (Picture 2) and some vehicle bay areas were not equipped with Plymovent hoses. Collecting the exhaust directly at its source is recommended to best reduce the migration of gases and particulates to occupied areas of the GFD. Two large general exhaust vents are also present in the apparatus bay to supplement exhaust ventilation (Picture 3). IAQ staff did not locate a source for make-up ventilation for these vents. Utilizing the general exhaust fans without adequate make-up air may result in inefficient clearing of pollutants or make-up air coming from cracks in the slab foundation, wall cavities, or other uncontrolled sources. Opening bay doors opposite these fans a couple of feet should serve as an adequate temporary make-up air supply until a permanent system can be installed.

#### **Microbial/ Moisture Concerns**

At the time of this assessment, water leaks in the apparatus bay were reported. Leaks should be repaired when discovered, and any water-damaged materials dried promptly and cleaned or discarded as needed. It was noted that the apparatus bay had substantial water damage to the ceiling above most of the bay doors (Pictures 4 and 5). This ceiling is comprised of gypsum wallboard with paper-backed insulation above it. These materials are carbon-based and contain cellulose. When chronically moistened, these porous materials are susceptible to mold growth. It is recommended that porous material be dried with fans and heating within 24 to 48 hours of becoming wet (US EPA, 2008, ACGIH, 1989). If porous materials are not dried within this time frame, mold growth may occur. Water-damaged porous materials cannot be adequately cleaned to remove mold growth.

Ceilings were noted to be stained in other areas of the GFD including the dispatch area, the upstairs locker area, and some dorm areas (Pictures 6 and 7). It was reported that the roof of the GFD has been patched and they are looking into future roof replacement.

Floor drains were noted throughout the GFD. These drains should be cleaned/maintained regularly including adding water regularly to avoid dry drain traps and associated odors.

The GFD is equipped with a newer turnout gear washer and dryer. The dryer did not appear to be vented to the outside (Picture 8). Although this unit was reported to be electric, the exhaust from this unit may still contain considerable moisture and particulates during operation.

Some areas of the GFD had carpeting installed directly on the concrete slab. This carpeting may be subject to water damage due to condensation during extended humid weather events. In addition, in some areas there were cardboard boxes and other porous materials stored directly on the concrete slab where they may become moistened by condensation. Porous materials subjected to chronic moisture may become colonized with microbial growth.

The exterior of the building was examined for conditions that may lead to water infiltration.

- Some weep holes were noted to be just below the surface of the ground, which will prevent them from functioning effectively (Picture 9);
- The roof is designed with gutters embedded within the roof system above the roof edge which were found to be leaking into the apparatus bay (Picture 10);
- Other areas of the roof were reportedly in need of repair;
- The flashing around the main chimney appeared to be in disrepair;
- Only a single, small-diameter drain line was observed to serve each side of the roof (Picture 11);
- Some cracks in the brickwork and mortar were observed. These may allow for water infiltration into the building envelope (Picture 9).

## **Other IAQ Evaluations**

### *Vehicle Exhaust/Sources*

Under normal conditions, a firehouse can have several sources of environmental pollutants present from the operation of fire vehicles. These sources of pollutants can include:

- Vehicle exhaust containing carbon monoxide and soot;
- Vapors from diesel fuel, motor oil and other vehicle liquids which contain volatile organic compounds;
- Water vapor from drying hose equipment;
- Rubber odors from vehicle tires; and
- Residues from fires on vehicles, hoses, and fire-turnout gear.

Of particular importance is vehicle exhaust, which involves the process of combustion. As described above, the engine bays are equipped with a mechanical exhaust system to remove exhaust from vehicles. This equipment should be used each time a vehicle is operated in the bays and maintained in accordance with manufacturer's instructions.

Pathways between the engine bays and occupied areas should be sealed to the greatest extent possible. The main pathway for vehicle odors/fumes is the breaches in the gypsum wallboard ceiling caused by the chronic water damage. These breaches may allow the transport of fugitive odors and particulates through the ceiling plenum and walls leading into the bunk house area. The fire pole has some smaller gaps around the pole enclosure, allowing pollutants to migrate into the locker room directly above. Additionally, doors between the engine bay and occupied areas should remain closed and be tightly fitted with weather-stripping. If there are other pathways, such as gaps around pipes/utilities between the engine bay and other areas, these should also be sealed.

#### *Other Issues*

The GFD has carpeting in some areas. In general, it is not recommended for police departments and other emergency response agencies to have carpeted floors due to the possible cross-contamination that may occur from footwear contact with automotive products, chemicals, or biological contamination. The Institute of Inspection, Cleaning and Restoration Certification (IICRC) recommends twice-daily vacuuming and/or pile-lifting cleaning for commercial carpeting in heavy traffic areas. This frequency of cleaning of the building as well as the use of vacuum cleaners equipped with high-efficiency particulate arrestance (HEPA) filters would remove respirable dust from the indoor air. Carpets should be deep/extraction cleaned annually (or semi-annually in soiled/high traffic areas) in accordance with IICRC recommendations, (IICRC, 2012).

Most occupied rooms of the GFD contained a portable air purifier. These units contain filters that should be cleaned/changed per the manufacture's recommendations.

The dispatch area had a ceiling grate installed in the place of a ceiling tile so that personnel could better hear an alarm device within the ceiling (Picture12). Also, the mechanical room had a large hole cut in the ceiling which communicated with the ceiling plenum (Picture

13). These breaches can provide pathways for particulates and odors to enter the ceiling plenum and migrate into occupied areas.

## **Recommendations**

In view of the findings at the time of the visit, the following recommendations are made:

### **Ventilation Recommendations**

1. Consult with an HVAC engineering firm to determine the feasibility of installing a building-wide mechanical AHU system to supply the GFD with adequate fresh air ventilation while incorporating controlled heating, cooling, filtration, humidity control, and balanced supply/exhaust systems.
2. Use openable windows as needed for temperature control and fresh air; however, ensure they are closed during wet weather and when the air conditioning is operating to prevent water infiltration and condensation on cold surfaces. Ensure openable windows have intact screens to prevent pest entry.
3. Ensure that local exhaust vents are operating (e.g., bathrooms) and that exhaust is ejected outside the building. Consider re-wiring first floor restroom exhaust switches to operate continuously rather than by the women's room light switch.
4. Make repairs to any Plymo vent hoses that are broken. Consider installing Plymo vent hoses to vehicle bay areas that are lacking them. Use these systems whenever vehicles are running in the apparatus bay.
5. Operate the exhaust fans in the apparatus bay as needed. Open bay doors a couple of feet when utilizing these fans to provide for some controlled make-up air. Consider if make-up air vents can be installed in the apparatus bays to work along with these exhaust vents.

### **Water Damage Recommendations**

6. Repair leaking gutter/roof system over apparatus bay and remove/replace any water-damaged porous materials (e.g., gypsum wallboard, paper-backed insulation). Remediate any water-damaged building materials in accordance with the EPA guideline "Mold Remediation in Schools and Commercial Buildings" (USEPA, 2008).

7. Consider replacing the areas of water-damaged ceiling in the apparatus bay with nonporous/noncellulostic materials (e.g., rigid foam insulation, cement board etc.).
8. Investigate the source of the leaks where other water-damaged ceilings are found (e.g., dorm areas, dispatch, upper locker room). Make necessary repairs to stop the leaks and remove/replace water-damaged porous materials in these areas as well.
9. Continue with plans to consult contractor regarding roof repair vs replacement.
10. Consult manufacturer to determine if the electric turn out gear dryer can be vented directly outside to prevent discharge of moisture and particulates in the bays.
11. Consider having alarm in dispatch ceiling relocated into room so that the ceiling panel can be replaced to prevent dust/debris or odors from the ceiling plenum into occupied area.
12. Ensure the fire pole hatches have tightly fitted gaskets or remove completely and seal if not needed.
13. Ensure any other pathways between the engine bay and occupied areas are sealed (e.g., doorways, utility holes in common walls, breaches in ceiling/walls).
14. Consult a building envelope contractor to repair chimney flashing, cracks in brickwork/mortar, and ensure proper drainage of gutter system and weep holes.
15. Consider replacing carpeting located on the concrete slab (first floor) with a non-porous floor covering.
16. Avoid storing porous materials such as boxes directly on the floor in the lower level to prevent moistening due to condensation. Use shelving or pallets to keep items away from the floor.

#### **Other Recommendations**

17. Have the carpets deep cleaned regularly once or twice a year in accordance with IICRC recommendations and regularly vacuum with a HEPA-equipped vacuum cleaner.
18. Clean/change filters in portable air purifiers and AC units as per the manufacture's recommendations.
19. For buildings in New England, periods of low relative humidity during the winter are often unavoidable. Therefore, scrupulous cleaning practices should be adopted to minimize common indoor air contaminants whose irritant effects can be enhanced when

the relative humidity is low. To control for dusts, a high efficiency particulate arrestance (HEPA) filter equipped vacuum cleaner in conjunction with wet wiping of all surfaces is recommended. Avoid the use of feather dusters. Drinking water during the day can help ease some symptoms associated with a dry environment (throat and sinus irritation).

20. Refer to resource manual and other related indoor air quality documents located on the MDPH's website for further building-wide evaluations and advice on maintaining public buildings. These documents are available at <http://mass.gov/dph/iaq>.

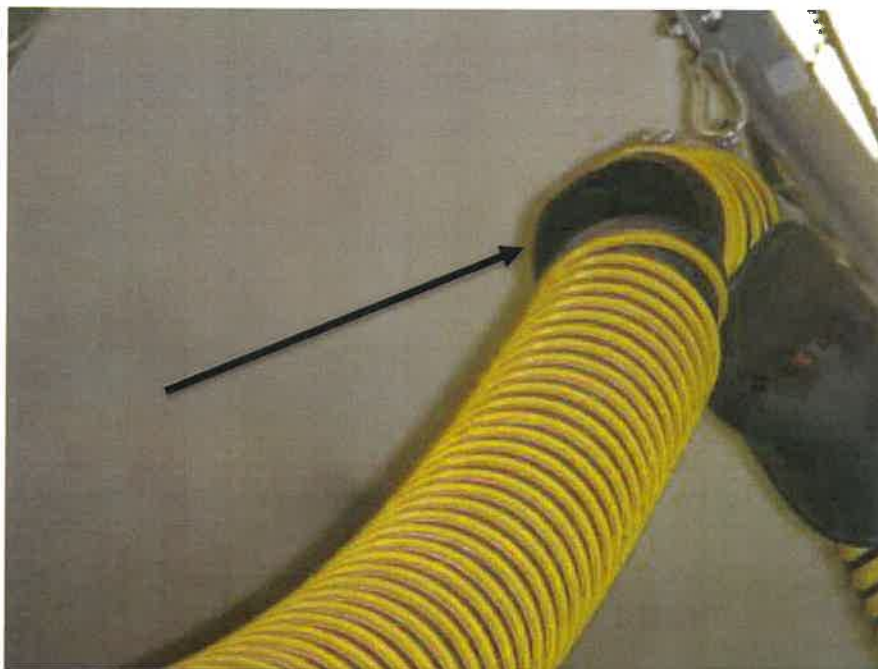
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IICRC. 2012. Institute of Inspection, Cleaning and Restoration Certification. *Carpet Cleaning: FAQ*.

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US EPA. 2008. "Mold Remediation in Schools and Commercial Buildings". Office of Air and Radiation, Indoor Environments Division, Washington, DC. EPA 402-K-01-001. September 2008. Available at: <http://www.epa.gov/mold/mold-remediation-schools-and-commercial-buildings-guide>.

**Picture 1****Plymovent™ vehicle exhaust system****Picture 2****Broken vehicle exhaust hose**

**Picture 3**



**General exhaust fan in the GFD apparatus bay**

**Picture 4**



**Water-damaged ceiling in the apparatus bay**

**Picture 5**



**Water-damaged ceiling in apparatus bay**

**Picture 6**



**Water-damaged ceiling in the dispatch area**

**Picture 7****Water-damaged ceiling in upstairs locker area****Picture 8****Turnout gear dryer not vented to the exterior**

**Picture 9**



**Building exterior; note partially obstructed weep holes and cracks in brick/mortar**

**Picture 10**



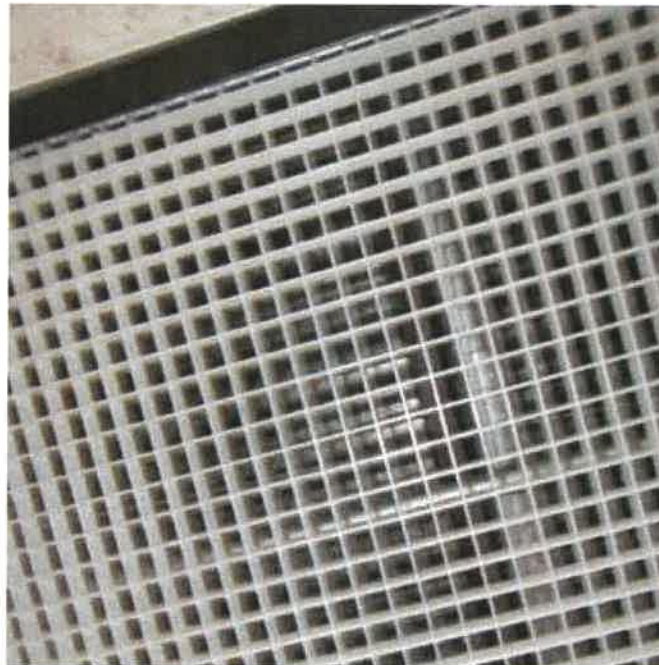
**Roof showing "embedded" gutter system**

**Picture 11**



**Single drain serving each side of roof/gutter system**

**Picture 12**



**Ceiling grate in dispatch area**

**Picture 13**



**Large hole in mechanical room**

**Location: Gardner Fire Department HQ**  
**Address: 70 City Hall Ave. Gardner, MA**

**Indoor Air Results**  
**Date: 9/28/2021**

**Table 1**

| Location       | Carbon Dioxide (ppm) | Carbon Monoxide (ppm) | Temp (°F) | Relative Humidity (%) | TVOCs (ppm) | PM2.5 (µg/m³) | Occupants in Room | Windows Openable | Ventilation |         | Remarks                                                    |
|----------------|----------------------|-----------------------|-----------|-----------------------|-------------|---------------|-------------------|------------------|-------------|---------|------------------------------------------------------------|
|                |                      |                       |           |                       |             |               |                   |                  | Supply      | Exhaust |                                                            |
| Background     | 393                  | ND                    | 67        | 76                    | ND          | 10            | -                 | -                | -           | -       | Overcast, light rain                                       |
| Apparatus Bays | 415                  | ND                    | 73        | 61                    | ND          | 8             | 3                 | Y                | N           | Y       | Plymo hoses broken, WD GW ceiling, pathways                |
| Union Office   | 798                  | ND                    | 72        | 66                    | ND          | 4             | 2                 | Y                | N           | N       | WAC, AI, boxes on tile floor                               |
| Kitchen        | 787                  | ND                    | 74        | 67                    | ND          | 4             | 2                 | Y                | N           | Y       | Stove exhaust, tile floor                                  |
| Captain        | 760                  | ND                    | 76        | 67                    | ND          | 3             | 3                 | Y                | N           | N       | DEM, tile floor                                            |
| Chief          | 760                  | ND                    | 73        | 64                    | ND          | 3             | 3                 | Y                | N           | N       | PAF, carpet on slab                                        |
| Dispatch       | 681                  | ND                    | 72        | 66                    | ND          | 4             | 3                 | Y                | N           | N       | WD CTs, ceiling grate pathway to plenum                    |
| Secretary      | 545                  | ND                    | 71        | 69                    | ND          | 3             | 3                 | Y                | N           | N       | Carpet on slab, fridge on carpet, WAC, PAF, boxes on floor |

µg/m³ = micrograms per cubic meter    AI = accumulated items    DEM = dry erase materials    ND = non detect    WAC = window air conditioning  
 ppm = parts per million    CT = ceiling tile    GW = gypsum wallboard    PAF = personal air filter    WD = water-damaged

**Comfort Guidelines**

Carbon Dioxide: < 800 ppm = preferable  
 > 800 ppm = indicative of ventilation problems

Temperature: 70 - 78 °F  
 Relative Humidity: 40 - 60%

Location: Gardner Fire Department HQ  
Address: 70 City Hall Ave. Gardner, MA

Indoor Air Results  
Date: 9/28/2021

Table 1 (continued)

| Location                    | Carbon Dioxide (ppm) | Carbon Monoxide (ppm) | Temp (°F) | Relative Humidity (%) | TVOCs (ppm) | PM2.5 (µg/m³) | Occupants in Room | Windows Openable | Ventilation |         | Remarks                             |
|-----------------------------|----------------------|-----------------------|-----------|-----------------------|-------------|---------------|-------------------|------------------|-------------|---------|-------------------------------------|
|                             |                      |                       |           |                       |             |               |                   |                  | Supply      | Exhaust |                                     |
| Front Dorm                  | 787                  | ND                    | 68        | 62                    | ND          | 4             | 2                 | Y                | N           | N       | WAC, PAF, carpet                    |
| EMS-Thunderdome             | 732                  | ND                    | 69        | 73                    | ND          | 4             | 4                 | Y                | N           | N       | PAFx2                               |
| Upper lockers/restroom area | -                    | ND                    | -         | -                     | ND          | -             | -                 | -                | -           | Y       | WD GW, small gaps around pole slide |
| Training                    | 665                  | ND                    | 72        | 72                    | ND          | 7             | 3                 | Y                | N           | N       |                                     |
| Back Dorm                   | 897                  | ND                    | 69        | 49                    | ND          | 5             | 2                 | Y                | N           | N       | WAC, carpet, PAF                    |
| Lt. Dorm                    | 773                  | ND                    | 69        | 71                    | ND          | 3             | 2                 | Y                | N           | N       | Carpeting, PAF                      |

µg/m³ = micrograms per cubic meter      AI = accumulated items      DEM = dry erase materials      ND = non detect      WAC = window air conditioning  
ppm = parts per million      CT = ceiling tile      GW = gypsum wallboard      PAF = personal air filter      WD = water-damaged

**Comfort Guidelines**

Carbon Dioxide: < 800 ppm = preferable

> 800 ppm = indicative of ventilation problems

Temperature: 70 - 78 °F

Relative Humidity: 40 - 60%

Table 1, Page 2



City of Gardner - *Executive Department*  
Mayor Michael J. Nicholson

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November 9, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: City Charter Amendments Home Rule Petition

Dear Madam President and Councilors,

As you are aware, that the Regular City Election of November 7, 2023, the voters of the City voted in favor of the ballot question with regard to the proposed home rule petition to amend the City Charter. (Election Results Attached)

As a result, I hereby request that the City Council vote to send the home rule petition to the Great and General Court of the Commonwealth of Massachusetts for consideration to move this proposal on to the next step in the process.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

**CITY OF GARDNER**  
**VOTE OF THE CITY COUNCIL**

**I hereby certify that the following action taken under Item No. \_\_\_\_\_ of the regularly scheduled meeting of the City of Gardner City Council held on \_\_\_\_\_, August \_\_\_\_\_, 2023 and adjourned on August \_\_\_\_\_, 2023.**

**VOTED:** That a petition to the General Court, accompanied by a bill for a special law relating to the City of Gardner to be filed with an attested copy of this vote be, and hereby is approved under Clause (1) of Section 8 of Article 2, as amended, of the Amendments to the Constitution of the Commonwealth of Massachusetts, to the end that legislation be adopted precisely as follows, except for clerical or editorial changes of form only.

**Section 1.** The Charter of the City of Gardner, being c. 119 of the Acts of 1921 as amended, is further amended as follows:

Making the following changes to the City Charter:

- Section 4:** Strike the second sentence “He shall hold office for the term of two years from the first Monday in January following his election and until his successor is elected and qualified.” and replace it with “The Mayor shall hold office for the term of two years from the first Monday in January following the election and until a successor is elected and qualified.”
- Section 7:** Strike the existing language and replace it with the following: “In making appointments, the mayor shall sign and file with the city clerk a certificate in the following form:

**CERTIFICATE OF APPOINTMENT**

I appoint (name of appointee) to the position of (name of office), and I certify that in my opinion (name of appointee) is a recognized expert in the work which will devolve in the course of official duties, and that I make the appointment solely in the interest of the city.

Mayor.

Or the following form, as the case may be:

I appoint (name of appointee) to the position of (name of office), and I certify that in my opinion (name of appointee) is a person specially fitted by education, training or experience to perform the duties of said office, and that I make the appointment solely in the interest of the city.

Mayor.”

- Section 8: Strike the existing language and replace it with the following: “The mayor may, with the approval of a majority of the members of the city council, remove any head of a department or member of a board before the expiration of the appointee’s term of office, except members of the school committee, officers elected by the city council, officers whose election is provided for by this act, and officials appointed by the governor. The person removed shall receive a copy of the reasons for such removal in writing and may contest the same at a hearing to be given by the city council, at which the person removed shall have the right to be represented by counsel.”
- Section 11: Strike the first paragraph in its entirety and replace it with the following: “The mayor shall receive for services such salary as the city council by ordinance shall determine and shall receive no other compensation from the city. The mayor’s salary shall not be increased or diminished during the term to which the mayor was elected.
- Section 12: Strike "fourth" and replace with "seventh".
- Section 13: Strike the first paragraph in its entirety and replace it with the following: “Any person who is qualified to vote for a candidate for any office mentioned in this act, and who is a candidate for nomination for that office, may have the name as such candidate printed on the official ballot to be used at a preliminary election; provided that, at least twenty-eight (G.L. Chap. 53 sec. 10 as amended) days prior to the preliminary election, the person shall file with the city clerk a statement in writing of such candidacy, and with it the petition of at least fifty voters of the city, qualified to vote for a candidate for the said office. Said statement and petition shall be in substantially the following form:
- And be further amended by striking the second sentence of the first paragraph under the heading “PETITION ACCOMPANYING STATEMENT OF CANDIDATE and replacing it with the following: “We further state that we believe this person to be of good moral character and qualified to perform the duties of the office.”
- Section 15: Strike the first paragraph in its entirety and replace it with the following: “The name of each person, and of none other, who has filed a statement and accompanying petition as aforesaid with the official residence and the title and term of the office for which the individual is a candidate for nomination, shall be printed on said ballots under the designation of office in the order in which they may be drawn by the city clerk, whose duty it shall be to make such drawing and to give each candidate an opportunity to be present in person or by one representative. Blank space shall be left at the end of each list of candidates for nomination for the different offices

equal to the number to be nominated therefore, in which the voter may insert the name of any person not printed on the ballot for whom the voter desires to vote for nomination for such office. There shall be printed on said ballots such directions as will aid the voter, as to wit: "vote for one", "vote for not more than two", and the like. (G.L. Chap 54, sec. 42 as amended).

- Section 16: Strike the existing language and replace it with the following: "No ballot used at any preliminary, special or regular city election shall have printed thereon any party or other political designation or mark, and there shall not be appended to the name of any candidate any such party or other political designation or mark, or anything showing the method of nomination, or indicating the candidate's views or opinions. (See also G.L. Chap. 53, sec. 34 as amended).
- Section 18: Strike the existing language and replace it with "The City Clerk shall canvas returns from election officers and post them in a conspicuous place in City Hall and in other manners consistent with city practices."
- Section 19: Strike the second sentence in the second paragraph in its entirety and replace it with the following: "In case two or more candidates should receive an equal number of votes for the same office at any preliminary election held under this act and one of such candidates would otherwise be entitled to the candidate's name upon the official ballot, then the names of all such persons shall be placed on the ballot."
- Section 24: Strike the second sentence in paragraph 3 in its entirety and replace it with the following: "The city clerk shall keep the records of the meetings of the council.
- Section 25: Strike the first sentence in its entirety and replace it with the following: "The city council may at any time request from the mayor specific information upon any municipal matter within its jurisdiction, and may request the mayor's presence to answer written questions relating thereto at a meeting to be held not earlier than one week after the date of the receipt by the mayor of said questions."
- Section 29: Strike the words "in full" in paragraph one, line two, and replace with "in summary". In lines two and three, strike "in at least one newspaper of the city" and strike "additional" in line three.

In paragraph 2 insert the phrase "in summary" after "and completed".

Section 30: Strike the existing language and replace it with the following: "Every order, ordinance, resolution and vote relative to the affairs of the city, adopted or passed by the city council, shall be presented to the mayor for approval. If the mayor approves, then the mayor shall sign it; if the mayor disapproves, it shall be returned to the city council in writing with the mayor's objections, which the city council shall enter at large on its records, and again consider it. If the city council, notwithstanding such disapproval of the mayor, shall again pass such order, ordinance, resolution or vote by a two-thirds vote of all the members of the city council, it shall then be in force, but such vote shall not be taken for seven days after its return to the city council. Every such order, ordinance, resolution or vote shall be in force if it is not returned by the mayor within ten days after it was presented. This section shall not apply to budgets submitted under section thirty-two of chapter forty-four of the General Laws or to appropriations by the city council under section thirty-three of said chapter."

Section 31: Strike the existing language and replace it with the following: "The civil service laws shall not apply to the appointment of the mayor's secretaries nor of stenographers, clerks, telephone operators and messengers connected with the mayor's office, and the mayor may remove such appointees without a hearing and without making a statement of the cause for their removal."

Section 32: In the first paragraph strike all references to "six" and replace with "twelve".

In the fourth paragraph strike the existing language and replace it with the following: "If the Mayor is absent or unable from any cause temporarily to perform the duties of the office, or if the office is vacant during the first twelve months of the term, the mayor's duties shall be performed by the president of the city council. The person upon whom such duties shall devolve shall be called "acting mayor", and shall possess the powers of mayor only in matters not admitting of delay, but shall have no power to make permanent appointments. In the event that the office of Mayor shall be vacated due to resignation or death prior to the end of the term, the acting Mayor shall be entitled to the compensation as city council President in addition to seventy-five (75%) of the then current rate of compensation of the Mayor."

In the fifth paragraph, strike all existing language and replace it with the following: "Should an appointive officer of the city be temporarily unable for any cause to perform official duties, the mayor or the city council, whichever has the power of original appointment, may make a temporary appointment of some person to act until the official shall resume duties. (Section 32 is given as amended by Chap.590 Acts of 1975.)"

Section 33: In the first paragraph strike the words “the nature of his interest in such contract,” and replace with “the nature of the interest in such contract.”

Section 34: Delete in its entirety.

Section 35: Delete in its entirety.

Section 37. In the first paragraph strike the words “who shall be chairman,” and replace with “who shall be chairperson,”

Section 38: Strike the word "elect" and replace with "appoint" in line one.

Strike the second sentence in its entirety and replace with “No member of the school committee, except the mayor, shall hold any other office or position the salary or compensation for which is payable out of the city treasury during the elected term of office.

Strike the term “vice-chairman” in the third sentence and replace with “vice-chairperson.”

Section 51: Delete in its entirety.

**Section 2** Upon passage by the Council, a question approving the submission of the Petition to the Commonwealth of Massachusetts Legislature shall be submitted to the Voters of the City of Gardner as a non-binding referendum in accordance with Massachusetts law.

Witness my hand and seal of the City of Gardner on this \_\_\_\_\_ day of August 2023.

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Titi Siriphan

City of Gardner City Clerk

## CITY OF GARDNER

Home Rule Petition for Special Legislation as below, per the attached certified vote of the City of Gardner City Council taken at the August \_\_\_\_, 2023 City of Gardner City Council Meeting.

“An Act Amending the Charter of the City of Gardner”

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of same, as follows:

**Section 1.** The Charter of the City of Gardner, being c. 119 of the Acts of 1921 as amended, is further amended as follows:

Making the following changes to the City Charter:

- Section 4: Strike the second sentence “He shall hold office for the term of two years from the first Monday in January following his election and until his successor is elected and qualified.” and replace it with “The Mayor shall hold office for the term of two years from the first Monday in January following the election and until a successor is elected and qualified.”
- Section 6: Strike the phrase "but the city solicitor" and replace it with "all members of the Law Department".
- Section 7: Strike the existing language and replace it with the following: “In making appointments, the mayor shall sign and file with the city clerk a certificate in the following form:

### CERTIFICATE OF APPOINTMENT

I appoint (name of appointee) to the position of (name of office), and I certify that in my opinion (name of appointee) is a recognized expert in the work which will devolve in the course of official duties, and that I make the appointment solely in the interest of the city.

Mayor.

Or the following form, as the case may be:

I appoint (name of appointee) to the position of (name of office), and I certify that in my opinion (name of appointee) is a person specially fitted by education, training or experience to perform the duties of said office, and that I make the appointment solely in the interest of the city.

Mayor.”

- Section 8: Strike the existing language and replace it with the following: “The mayor may, with the approval of a majority of the members of the city council, remove any head of a department or member of a board before the

expiration of the appointee's term of office, except members of the school committee, officers elected by the city council, officers whose election is provided for by this act, and officials appointed by the governor. The person removed shall receive a copy of the reasons for such removal in writing and may contest the same at a hearing to be given by the city council, at which the person removed shall have the right to be represented by counsel."

- Section 11: Strike the first paragraph in its entirety and replace it with the following:  
 "The mayor shall receive for services such salary as the city council by ordinance shall determine and shall receive no other compensation from the city. The mayor's salary shall not be increased or diminished during the term to which the mayor was elected.
- Section 12: Strike "fourth" and replace with "seventh".
- Section 13: Strike the first paragraph in its entirety and replace it with the following:  
 "Any person who is qualified to vote for a candidate for any office mentioned in this act, and who is a candidate for nomination for that office, may have the name as such candidate printed on the official ballot to be used at a preliminary election; provided that, at least twenty-eight (G.L. Chap. 53 sec. 10 as amended) days prior to the preliminary election, the person shall file with the city clerk a statement in writing of such candidacy, and with it the petition of at least fifty voters of the city, qualified to vote for a candidate for the said office. Said statement and petition shall be in substantially the following form:
- And be further amended by striking the second sentence of the first paragraph under the heading "PETITION ACCOMPANYING STATEMENT OF CANDIDATE and replacing it with the following:  
 "We further state that we believe this person to be of good moral character and qualified to perform the duties of the office."
- Section 15: Strike the first paragraph in its entirety and replace it with the following:  
 "The name of each person, and of none other, who has filed a statement and accompanying petition as aforesaid with the official residence and the title and term of the office for which the individual is a candidate for nomination, shall be printed on said ballots under the designation of office in the order in which they may be drawn by the city clerk, whose duty it shall be to make such drawing and to give each candidate an opportunity to be present in person or by one representative. Blank space shall be left at the end of each list of candidates for nomination for the different offices equal to the number to be nominated therefore, in which the voter may insert the name of any person not printed on the ballot for whom the voter desires to vote for nomination for such office. There shall be printed on said ballots such directions as will aid the voter, as to wit: "vote for one",

“vote for not more than two”, and the like. (G.L. Chap 54, sec. 42 as amended).

- Section 16: Strike the existing language and replace it with the following: “No ballot used at any preliminary, special or regular city election shall have printed thereon any party or other political designation or mark, and there shall not be appended to the name of any candidate any such party or other political designation or mark, or anything showing the method of nomination, or indicating the candidate’s views or opinions. (See also G.L. Chap. 53, sec. 34 as amended).
- Section 18: Strike the existing language and replace it with "The City Clerk shall canvas returns from election officers and post them in a conspicuous place in City Hall and in other manners consistent with city practices."
- Section 19: Strike the second sentence in the second paragraph in its entirety and replace it with the following: “In case two or more candidates should receive an equal number of votes for the same office at any preliminary election held under this act and one of such candidates would otherwise be entitled to the candidate’s name upon the official ballot, then the names of all such persons shall be placed on the ballot.”
- Section 24: Strike the second sentence in paragraph 3 in its entirety and replace it with the following: “The city clerk shall keep the records of the meetings of the council.
- Section 25: Strike the first sentence in its entirety and replace it with the following: “The city council may at any time request from the mayor specific information upon any municipal matter within its jurisdiction, and may request the mayor’s presence to answer written questions relating thereto at a meeting to be held not earlier than one week after the date of the receipt by the mayor of said questions.”
- Section 29: Strike the words "in full" in paragraph one, line two, and replace with "in summary". In lines two and three, strike "in at least one newspaper of the city" and strike "additional" in line three.
- In paragraph 2 insert the phrase "in summary" after "and completed".
- Section 30: Strike the existing language and replace it with the following: “Every order, ordinance, resolution and vote relative to the affairs of the city, adopted or passed by the city council, shall be presented to the mayor for approval. If the mayor approves, then the mayor shall sign it; if the mayor disapproves, it shall be returned to the city council in writing with the

mayor's objections, which the city council shall enter at large on its records, and again consider it. If the city council, notwithstanding such disapproval of the mayor, shall again pass such order, ordinance, resolution or vote by a two-thirds vote of all the members of the city council, it shall then be in force, but such vote shall not be taken for seven days after its return to the city council. Every such order, ordinance, resolution or vote shall be in force if it is not returned by the mayor within ten days after it was presented. This section shall not apply to budgets submitted under section thirty-two of chapter forty-four of the General Laws or to appropriations by the city council under section thirty-three of said chapter."

Section 31: Strike the existing language and replace it with the following: "The civil service laws shall not apply to the appointment of the mayor's secretaries nor of stenographers, clerks, telephone operators and messengers connected with the mayor's office, and the mayor may remove such appointees without a hearing and without making a statement of the cause for their removal."

Section 32: In the first paragraph strike all references to "six" and replace with "twelve".

In the fourth paragraph strike the existing language and replace it with the following: "If the Mayor is absent or unable from any cause temporarily to perform the duties of the office, or if the office is vacant during the first twelve months of the term, the mayor's duties shall be performed by the president of the city council. The person upon whom such duties shall devolve shall be called "acting mayor", and shall possess the powers of mayor only in matters not admitting of delay, but shall have no power to make permanent appointments. In the event that the office of Mayor shall be vacated due to resignation or death prior to the end of the term, the acting Mayor shall be entitled to the compensation as city council President in addition to seventy-five (75%) of the then current rate of compensation of the Mayor."

In the fifth paragraph, strike all existing language and replace it with the following: "Should an appointive officer of the city be temporarily unable for any cause to perform official duties, the mayor or the city council, whichever has the power of original appointment, may make a temporary appointment of some person to act until the official shall resume duties. (Section 32 is given as amended by Chap.590 Acts of 1975.)"

Section 33: In the first paragraph strike the words "the nature of his interest in such contract," and replace with "the nature of the interest in such contract."

Section 34: Delete in its entirety.

Section 35: Delete in its entirety.

Section 37. In the first paragraph strike the words “who shall be chairman,” and replace with “who shall be chairperson,”

Section 38: Strike the word "elect" and replace with "appoint" in line one.

Strike the second sentence in its entirety and replace with “No member of the school committee, except the mayor, shall hold any other office or position the salary or compensation for which is payable out of the city treasury during the elected term of office.

Strike the term “vice-chairman” in the third sentence and replace with “vice-chairperson.”

Section 51: Delete in its entirety.

**Section 2** This act shall take effect upon its passage.

Note that the City of Gardner vote also included the following, which is not part of the Home Rule Petition but relates thereto.

A. The General Court may make clerical or editorial changes of form only to the bill unless the Gardner City Council approves amendments to the bill before enactment by the General Court.

If there are any questions or concerns, please contact John M. Flick, Esq., City Solicitor at 978-632-7948, [jflick@flicklawgroup.com](mailto:jflick@flicklawgroup.com)



**CITY OF GARDNER, MASSACHUSETTS**  
**NOVEMBER 7, 2023 CITY ELECTION**  
**Official Results**

The following is a result of the votes cast in the various precincts in the City of Gardner at the City Election held on November 7, 2023, as returned by the Precinct Clerks and tabulated by the City Clerk:

| MAYOR                         | 1A         | 1B         | 2A         | 2B         | 3A         | 3B         | 4A         | 4B         | 5A         | 5B         | TOTAL        |
|-------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>BALLOTS CAST</b>           | <b>536</b> | <b>228</b> | <b>405</b> | <b>450</b> | <b>334</b> | <b>427</b> | <b>320</b> | <b>253</b> | <b>301</b> | <b>481</b> | <b>3,735</b> |
| KIMBERLY ANN BLAKE            | 137        | 61         | 126        | 144        | 122        | 130        | 108        | 92         | 92         | 177        | 1,189        |
| MICHAEL JOSEPH NICHOLSON      | 381        | 165        | 271        | 291        | 206        | 289        | 204        | 158        | 202        | 292        | 2,459        |
| Josh Cormier (Write-in)       | 2          | -          | -          | -          | -          | -          | -          | -          | -          | -          | 2            |
| Martin Gray (Write-in)        | -          | -          | 4          | -          | -          | -          | -          | -          | -          | -          | 4            |
| Neil Jansen (Write-in)        | -          | -          | -          | 1          | -          | -          | -          | -          | -          | -          | 1            |
| Dwayne Bouchard (Write-in)    | -          | -          | -          | 1          | -          | -          | -          | -          | -          | -          | 1            |
| Scott Graves (Write-in)       | -          | -          | -          | 1          | -          | -          | -          | -          | -          | -          | 1            |
| Mark Hawke (Write-in)         | -          | -          | -          | -          | -          | -          | -          | -          | 1          | -          | 1            |
| April Agnelli (Write-in)      | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 1            |
| Jonathan Tekon (Write-in)     | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 1            |
| Anthony Agnelli (Write-in)    | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 1            |
| Gerald St. Hilaire (Write-in) | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 1            |
| BLANKS                        | 16         | 2          | 4          | 12         | 6          | 8          | 8          | 3          | 6          | 8          | 73           |

| COUNCILLOR AT LARGE           | 1A         | 1B         | 2A         | 2B         | 3A         | 3B         | 4A         | 4B         | 5A         | 5B         | TOTAL        |
|-------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| <b>BALLOTS CAST</b>           | <b>536</b> | <b>228</b> | <b>405</b> | <b>450</b> | <b>334</b> | <b>427</b> | <b>320</b> | <b>253</b> | <b>301</b> | <b>481</b> | <b>3,735</b> |
| CAROLYN A. KAMUDA             | 192        | 92         | 177        | 236        | 150        | 196        | 156        | 132        | 138        | 227        | 1,696        |
| GEORGE C. TYROS               | 302        | 102        | 189        | 201        | 158        | 238        | 144        | 110        | 148        | 226        | 1,818        |
| RONALD F. CORMIER             | 288        | 97         | 167        | 204        | 150        | 223        | 149        | 108        | 135        | 221        | 1,742        |
| ELIZABETH J. KAZINSKAS        | 351        | 120        | 246        | 246        | 184        | 220        | 192        | 125        | 162        | 248        | 2,094        |
| BRAD E. HEGLIN                | 251        | 75         | 155        | 180        | 120        | 164        | 130        | 99         | 131        | 192        | 1,497        |
| JUDY A. MACK                  | 291        | 103        | 188        | 212        | 156        | 210        | 156        | 119        | 141        | 231        | 1,807        |
| JAMES M. HUNT                 | 153        | 72         | 128        | 149        | 112        | 130        | 102        | 76         | 114        | 161        | 1,197        |
| CALVIN D. BROOKS              | 291        | 92         | 187        | 202        | 159        | 164        | 145        | 93         | 117        | 233        | 1,683        |
| CRAIG R. CORMIER              | 273        | 104        | 168        | 194        | 157        | 221        | 157        | 110        | 137        | 201        | 1,722        |
| Brian Andrew (Write-in)       | -          | -          | 1          | -          | -          | -          | -          | -          | -          | -          | 1            |
| Glenn Rediker (Write-in)      | -          | -          | -          | -          | -          | 1          | -          | -          | -          | -          | 1            |
| Katherine Margoles (Write-in) | -          | -          | -          | -          | -          | -          | 1          | -          | -          | -          | 1            |
| Bruce Chester (Write-in)      | -          | -          | -          | -          | -          | -          | -          | -          | 1          | -          | 1            |
| Scott J. Graves (Write-in)    | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 1            |
| BLANKS                        | 824        | 511        | 824        | 876        | 658        | 795        | 588        | 546        | 582        | 945        | 7,149        |



CITY OF GARDNER, MASSACHUSETTS  
NOVEMBER 7, 2023 CITY ELECTION  
Official Results

The following is a result of the votes cast in the various precincts in the City of Gardner at the City Election held on November 7, 2023, as returned by the Precinct Clerks and tabulated by the City Clerk:

|                              | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A | 5B | TOTAL |
|------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----|----|-------|
| <b>WARD ONE COUNCILLOR</b>   |     |     |     |     |     |     |     |     |    |    |       |
| <b>BALLOTS CAST</b>          | 536 | 228 |     |     |     |     |     |     |    |    | 764   |
| DAVID R. THIBAUT-MUNOZ       | 263 | 92  |     |     |     |     |     |     |    |    | 355   |
| JAMES F. WALLGREN            | 227 | 106 |     |     |     |     |     |     |    |    | 333   |
| Peter Sargent (Write-in)     | 1   | -   |     |     |     |     |     |     |    |    | 1     |
| BLANKS                       | 45  | 30  |     |     |     |     |     |     |    |    | 75    |
| <b>WARD TWO COUNCILLOR</b>   |     |     |     |     |     |     |     |     |    |    |       |
| <b>BALLOTS CAST</b>          | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A | 5B | TOTAL |
| DANA M. HEATH                |     |     | 405 | 450 |     |     |     |     |    |    | 855   |
| John M. Curran (Write-in)    |     |     | 299 | 347 |     |     |     |     |    |    | 646   |
| Guy McDonald (Write-in)      |     |     | -   | 1   |     |     |     |     |    |    | 1     |
| Val Cormier (Write-in)       |     |     | -   | 1   |     |     |     |     |    |    | 1     |
| Kylee Caruso (Write-in)      |     |     | -   | 1   |     |     |     |     |    |    | 1     |
| Ed Perry (Write-in)          |     |     | -   | 1   |     |     |     |     |    |    | 1     |
| Steve Rockwood (Write-in)    |     |     | -   | 1   |     |     |     |     |    |    | 1     |
| BLANKS                       |     |     | 106 | 97  |     |     |     |     |    |    | 203   |
| <b>WARD THREE COUNCILLOR</b> |     |     |     |     |     |     |     |     |    |    |       |
| <b>BALLOTS CAST</b>          | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A | 5B | TOTAL |
| JEFFREY MICHAEL PALMIERI     |     |     |     |     | 334 | 427 |     |     |    |    | 761   |
| PAUL GERARD TASSONE          |     |     |     |     | 139 | 183 |     |     |    |    | 322   |
| Scott Rak (Write-in)         |     |     |     |     | 156 | 217 |     |     |    |    | 373   |
| Pryore Felse (Write-in)      |     |     |     |     | 1   | -   |     |     |    |    | 1     |
| BLANKS                       |     |     |     |     | -   | 1   |     |     |    |    | 1     |
|                              |     |     |     |     | 38  | 26  |     |     |    |    | 64    |
| <b>WARD FOUR COUNCILLOR</b>  |     |     |     |     |     |     |     |     |    |    |       |
| <b>BALLOTS CAST</b>          | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A | 5B | TOTAL |
| KAREN G. HARDERN             |     |     |     |     |     |     | 320 | 253 |    |    | 573   |
| Mark Monahan (Write-in)      |     |     |     |     |     |     | 226 | 195 |    |    | 421   |
| Mark Metzger (Write-in)      |     |     |     |     |     |     | 2   | -   |    |    | 2     |
| Mark White (Write-in)        |     |     |     |     |     |     | 2   | -   |    |    | 2     |
| Tim Horrigan (Write-in)      |     |     |     |     |     |     | 1   | -   |    |    | 1     |
| Mike Horrigan (Write-in)     |     |     |     |     |     |     | 1   | -   |    |    | 1     |
| Matthew P. Jee (Write-in)    |     |     |     |     |     |     | 1   | -   |    |    | 1     |
| Tony Hawk (Write-in)         |     |     |     |     |     |     | -   | 1   |    |    | 1     |
| BLANKS                       |     |     |     |     |     |     | 87  | 56  |    |    | 143   |



**CITY OF GARDNER, MASSACHUSETTS**  
**NOVEMBER 7, 2023 CITY ELECTION**  
**Official Results**

The following is a result of the votes cast in the various precincts in the City of Gardner at the City Election held on November 7, 2023, as returned by the Precinct Clerks and tabulated by the City Clerk:

| WARD FIVE COUNCILLOR      | 1A | 1B | 2A | 2B | 3A | 3B | 4A | 4B | 5A  | 5B  | TOTAL |
|---------------------------|----|----|----|----|----|----|----|----|-----|-----|-------|
| BALLOTS CAST              |    |    |    |    |    |    |    |    | 301 | 481 | 782   |
| ALEKSANDER H. DERNALOWICZ |    |    |    |    |    |    |    |    | 227 | 350 | 577   |
| Daniel Forte (Write-in)   |    |    |    |    |    |    |    |    | -   | 1   | 1     |
| BLANKS                    |    |    |    |    |    |    |    |    | 74  | 130 | 204   |

| SCHOOL COMMITTEE              | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A  | 5B  | TOTAL |
|-------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| BALLOTS CAST                  | 536 | 228 | 405 | 450 | 334 | 427 | 320 | 253 | 301 | 481 | 3,735 |
| JOHN M. LaFRENIERE            | 215 | 104 | 167 | 193 | 141 | 211 | 147 | 111 | 146 | 228 | 1,663 |
| STEPHEN P. SANDOVAL           | 124 | 61  | 100 | 112 | 87  | 92  | 98  | 66  | 78  | 115 | 933   |
| ROBERT J. SWARTZ              | 210 | 83  | 144 | 172 | 145 | 171 | 138 | 82  | 80  | 177 | 1,402 |
| MARGARET BISSENETTE           | 175 | 62  | 141 | 183 | 127 | 144 | 114 | 101 | 110 | 173 | 1,330 |
| BRANDON RICHARD HUGHEY        | 188 | 64  | 122 | 152 | 100 | 130 | 93  | 72  | 95  | 139 | 1,155 |
| RACHEL ANN CORMIER            | 357 | 129 | 193 | 234 | 162 | 243 | 177 | 129 | 165 | 236 | 2,025 |
| Jason Carl (Write-in)         | 1   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 1     |
| Ayesha Coaxum (Write-in)      | -   | -   | 2   | -   | -   | -   | 1   | -   | 1   | -   | 4     |
| Mark Monahan (Write-in)       | -   | -   | -   | -   | -   | -   | 1   | -   | -   | -   | 1     |
| Joseph R. Lyman II (Write-in) | -   | -   | -   | -   | -   | -   | -   | 1   | -   | -   | 1     |
| Bruce Chester (Write-in)      | -   | -   | -   | -   | -   | -   | -   | -   | 1   | -   | 1     |
| BLANKS                        | 338 | 181 | 346 | 304 | 240 | 290 | 191 | 197 | 227 | 375 | 2,689 |

| QUESTION 1   | 1A  | 1B  | 2A  | 2B  | 3A  | 3B  | 4A  | 4B  | 5A  | 5B  | TOTAL |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| BALLOTS CAST | 536 | 228 | 405 | 450 | 334 | 427 | 320 | 253 | 301 | 481 | 3,735 |
| YES          | 322 | 135 | 212 | 221 | 165 | 226 | 154 | 110 | 146 | 237 | 1,928 |
| NO           | 138 | 72  | 143 | 179 | 130 | 152 | 119 | 98  | 114 | 175 | 1,320 |
| BLANKS       | 76  | 21  | 50  | 50  | 39  | 49  | 47  | 45  | 41  | 69  | 487   |

|                                                 |        |        |        |        |        |        |        |        |        |        |        |
|-------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| NO. OF VOTERS CASTING BALLOTS                   | 536    | 228    | 405    | 450    | 334    | 427    | 320    | 253    | 301    | 481    | 3,735  |
| NO. OF REGISTERED VOTERS                        | 1,519  | 887    | 1,513  | 1,548  | 1,513  | 1,501  | 1,371  | 1,345  | 1,313  | 1,562  | 14,072 |
| PERCENTAGE OF REGISTERED VOTERS CASTING BALLOTS | 35.29% | 25.70% | 26.77% | 29.07% | 22.08% | 28.45% | 23.34% | 18.81% | 22.92% | 30.79% | 26.54% |

A True Copy, Attest:

*Titi Siriphan*

Titi Siriphan, City Clerk



**City of Gardner - *Executive Department***

**Mayor Michael J. Nicholson**

---

November 14, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Adoption of District Improvement Financing Districts

Dear Madam President and Councilors,

On behalf of the Administration, I would like to thank you for taking the time to have the two informal meetings on June 20<sup>th</sup>, 2023, and September 5<sup>th</sup>, 2023 regarding our proposal to create two District Improvement Financing Districts in Gardner.

The preparation work and presentation done by our consultant on this project were funded through a grant received from the Community One Stop for Growth grant program given by the Commonwealth's Office of Economic Development.

It is my belief that this program, which essentially would create two specialized economic development stabilization accounts for the Downtown and Mill Street Urban Renewal Districts, is in the best interest of the City and I ask that the City Council vote to adopt these measures.

By adopting this measure prior to January 1, 2024, we can capitalize on all of the growth that has taken place for the full 2023 calendar year as we plan ahead for projects from this account.

A copy of the packets of both of the informal meetings on this topic and copies of the Downtown and Mill Street Urban Renewal Plans are attached to this correspondence for your information.

Respectfully Submitted,

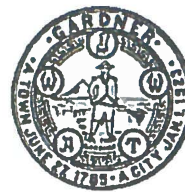
Michael J. Nicholson  
Mayor, City of Gardner

CREATION OF DISTRICT IMPROVEMENT FINANCING DISTRICTS FOR THE  
DOWNTOWN AND MILL STREET URBAN RENEWAL AREAS

VOTED: To create two district improvement financing districts with one located within the same boundaries of the Downtown Urban Renewal District as adopted by the City Council in July of 2011 and the Mill Street Urban Renewal District as adopted by the City Council in August of 2012, in accordance with the provisions of Chapter 40Q of the General Laws of the Commonwealth.

# CITY OF GARDNER

DEPARTMENT OF COMMUNITY DEVELOPMENT AND PLANNING



October 4, 2023

President Elizabeth J. Kazinskas  
c/o Titi Siriphan, City Clerk  
City Hall  
95 Pleasant Street  
Gardner. MA 01440

RE: District Improvement Financing (DIF) Adoption Letter

Dear President Kazinskas:

Thank you for holding a second informal meeting in September for Camoin Associates and me to present the draft DIF plans to you. The next step in the process is the formal adoption of the two proposed DIF districts, Downtown and Mill Street.

This process requires a resolution designating the Community Development and Planning Department as the responsible entity for managing DIF, and approving the creation of each district, Downtown and Mill Street. If in agreement with this concept, the City Council should approve the creation of a DIF fund account for each district in the city budget, and the percentage of new growth to allocate to the accounts. Enclosed are a FAQs sheet with answers to all questions the City Council has asked about the DIF to date, and the proposed resolution.

It is imperative that the DIF be implemented by the end of the calendar year as the DIF is based on the assessed value of a property and any new growth associated with improvements. The first project eligible for the DIF is slated to be completed in January. If the DIF is not implemented before then, this and any other eligible project completed between January 1, 2024, and June 30, 2024 will no longer be included in the DIF due to city being a Chapter 653 community.

If you have any questions or concerns, please do not hesitate to contact me.

Respectfully,

Jessica DeRoy

Economic Development Coordinator  
978-991-5872  
jderoy@gardner-ma.gov

City Hall Annex, 115 Pleasant Street, Room 201, Gardner, Massachusetts 01440  
Telephone: (978) 630-4011 ♦ Facsimile: (978) 632-1905 ♦ CDBG (978) 632-3800

## **District Improvement Financing (DIF) FAQs**

**Q: Why is Bent's Pond part of the DIF? Was it needed to get to some kind of area threshold? I'm assuming this was the portion that was undevelopable.**

A: Bent's Pond is included as part of the DIF only because the S. Bent parcel includes the Pond, so when we utilized the GIS assessors map to account for the parcels in the urban renewal areas it was incorporated. You are correct in this being the undevelopable land.

**Q: Why are only the downtown and Mill Street areas included? With the other Commercial areas, Is there a reason that Timpany Plaza, Timpany Crossroads, Old Southside, other properties South Down 68, etc weren't included. I can guess on some reasons; already developed, so no increased tax base, focus on a completely undeveloped/need for redevelopment section.**

A: We started with the two urban renewal areas for the DIF as many of the ongoing or upcoming projects are heavily concentrated in the downtown and future projects are possible on the vacant Garbose and Mill Street properties owned by the GRA. Your guesses also played in a role in the designation of the districts as Timpany Crossroads was already completed and most of the area is built out. The other reason being that the DIF funds are to be utilized on public projects within the same district, like the trail extensions, Maki or Park Street Parks, etc. and there are not currently any of these projects planned for that area.

We have only encompassed 1.41% of Gardner's area at this point, but if Council does approve and adopt the DIF we can certainly expand the area, as we are allowed to include up to 25% of our total area. To make these changes would simply require an amendment with the standard Council approval process.

**Q: What does the business relocation plan that was referenced look like? Superior Kitchen, Auto-detail place, Horseshoe Club. Is the project around relocating electric, gas, sewer, water at 151 Mill Street for the property next to Superior Kitchen? Are there further details around that?**

A: The relocation is a hypothetical project now so there are no set plans. When the Urban Renewal Plans were created Superior Kitchens and the other businesses were spoken with about the potential sale and build out of the two Mill Street properties the GRA owns. The Superior Kitchen warehouse is currently on the land between these two properties and Trevor/the GRA discussed the possibility of Superior Kitchens moving this building to the other side of the street between their main building and the solar farm in case a developer comes in that would be interested in purchasing the warehouse parcel as well. It was a conversation that was briefly discussed but has not been broached again since. It was included on the DIF project list to account for all possibilities for those parcels.

**Q: How is the DIF fund different from a stabilization fund?**

A: A stabilization fund is created for unforeseen needs or capital projects and can only be up to ten percent of the city's prior year tax levy funds. The DIF on the other hand is created as another account within the city's annual budget for each of the DIF districts. The purpose being to allot a percentage of the assessed value increases from private projects in the districts to public economic development and infrastructure projects within those DIF districts. The money in these new DIF accounts can only be spent in those districts.

**Q: The City Council Informal Meeting presentation showed public projects that would cost far beyond the amount of money generated by the private projects in the proposed DIF districts. How do you plan on funding the rest of the costs and is it feasible?**

A: The plan includes every potential and planned project for both the public and private sectors for now through 2037. Many of the costs associated with the projects are estimated based on today's costs and are not exact amounts needed to complete the future projects. The remaining funds needed to cover the difference will come from state and federal grants applied for and managed by the Community Development and Planning Department. It is feasible to assume that we will be able to acquire the necessary funds as all projects will be spread out over the next fifteen years. The only difference in these projects versus current and past projects is that the city portion will come from the DIF funds rather than the general fund.

**Q: The Draft DIF Plans have 75 percent of new growth being allocated to the DIF funds. Does it have to be 75 percent?**

A: Council can determine what percentage of the new growth to allocate to the DIF fund. It can be as low or as high a percentage as desired. With the number of projects happening in the districts in the next couple of years, it is recommended that a higher percentage, 50 percent or more, be allocated.

If Council approves a certain percentage, it is not set in stone, if Council desires to increase or decrease the amount, an amendment will need to be passed through the standard Council procedures. This change would need to be in effect prior to the projects being completed.

**Q: Can Council move funds out of the DIF Fund if funds are needed elsewhere?**

A: Yes, if there are more funds in the DIF accounts than needed to cover costs of projects, the funds can be moved back into the General Fund through the standard Council procedures.

## **DIF Plan Implementation Council Resolution Needed**

This resolution shall establish two District Improvement Financing (DIF) Districts and take other actions pursuant to the documents titled "City of Gardner Downtown District Improvement Financing Master Plan" and "City of Gardner Mill Street District Improvement Financing Master Plan" which are incorporated herein for reference. The DIF implements Mass. Gen. Law Ch. 40Q District Improvement Financing. The following actions do not include authorizations for expenditure of funds, in any form or manner, without appropriation.

Whereas, the City has received a \$10,000 Real Estate Technical Assistance Grant through MassDevelopment to conduct a DIF feasibility study contracting with Camoin Associates.

Whereas, Camoin Associates overall recommendation is that the City of Gardner would benefit from DIF, but should plan the adoption for 2023 when private projects are closer to completion.

Whereas, the City has received a \$40,000 Real Estate Technical Assistance Grant through MassDevelopment to prepare DIF master plans for the Downtown DIF District and the Mill Street DIF District contracting with Camoin Associates.

Whereas, Camoin Associates conducted an information session through an Informal Council Meeting on Tuesday, June 20, 2023 to introduce DIF in preparation for preparing the DIF master plans.

Whereas, Camoin Associates presented the draft City of Gardner Downtown District Improvement Financing Master Plan and City of Gardner Mill Street District Improvement Financing Master Plan at an Informal Council Meeting on Tuesday, September 5, 2023.

Whereas, the City of Gardner has an opportunity to leverage new growth from development in the Downtown and Mill Street Urban Renewal Areas.

Whereas, the DIF, as outlined in the documents cited herein, will provide opportunities to leverage new growth to complete public projects which will complement new growth.

Therefore, this resolution shall establish two DIF Districts and take other actions pursuant to the documents titled "City of Gardner Downtown District Improvement Financing Master Plan" and "City of Gardner Mill Street District Improvement Financing Master Plan" with the Base Value as per the Assessors Certification. The DIF shall fulfill the purpose of leveraging funds to complete public projects, including parks and infrastructure, pursuant to the above documents as may be amended.

*Resolved* that the Gardner City Council designates the Mayor, acting as and through the Department of Community Development and Planning, as the responsible entity for developing proposed development districts, invested revenue districts, development programs, and invested revenue district development programs and seeking local approval for said items under the District Improvement Financing statute (M.G.L. c.40Q) on behalf of the City Council pursuant to the Council's authority under the provisions of the City Charter, Acts 1921, Chap. 119, as amended.

*Resolved* that the Gardner City Council approves the creation and designation of the proposed 142.07-acre Downtown DIF District and the associated Development Program as described within the Downtown District Improvement Financing Plan for a period of 30 years.

*Resolved* that the Gardner City Council approves the creation and designation of the proposed 56.88-acre Mill Street DIF District and the associated Development Program as described within the Mill Street District Improvement Financing Plan for a period of 30 years.

*Resolved* that the Gardner City Council approves 75 percent of new growth be invested in each District's DIF Fund, due to the expected high number of private projects to be completed in the next five years and the need for public investment to support this new growth.

**PRESIDENT**  
 Elizabeth J. Kazinskas

**COUNCILLORS AT LARGE**  
 James S. Boone  
 Craig R. Cormier  
 Ronald F. Cormier  
 Elizabeth J. Kazinskas  
 Judy A. Mack  
 George C. Tyros

**CITY OF GARDNER**  
**MASSACHUSETTS 01440-2630**

OFFICE OF THE  
 CITY COUNCIL



**WARD 1 COUNCILLOR**  
 James M. Walsh, Esq.

**WARD 2 COUNCILLOR**  
 Dana M. Heath

**WARD 3 COUNCILLOR**  
 Paul Tassone

**WARD 4 COUNCILLOR**  
 Karen G. Hardern

**WARD 5 COUNCILLOR**  
 Aleksander Dernalowicz, Esq.

June 15, 2023

**CITY COUNCIL INFORMAL MEETING**

**Date:** Tuesday, June 20, 2023  
**Time:** 6:45 P.M.  
**Location:** City Council Chambers, Room 219, City Hall

**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 City Clerk, pursuant to the Open Meeting and Public Records Law. All documents shall become part of the official record of the meeting.

Presentation by Camoin Associates Regarding District Improvemnt Financing (DIF) Study

CITY COUNCIL OF GARDNER  
*Elizabeth J. Kazinskas*  
 ELIZABETH J. KAZINSKAS  
 Council President

**NOTICE:** The listing of Agenda items are those reasonably anticipated by the Chair which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.



City of **GARDNER**  
City Presentation

City of Gardner, MA



# AGENDA

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- Introductions
- What Has Been Done So Far
- What is District Increment Financing
- How has DIF been used
- Next Steps
- Questions & Discussion

# WHAT HAS BEEN DONE SO FAR

# WHAT HAS BEEN DONE SO FAR

- 2011 –Urban Renewal Plan
- 2012 – Urban Renewal Plan, Mill Street Corridor
- 2022 – District Increment Financing Feasibility Analysis
  - Found DIF would generate funds to offset public investment
- 2023 (ongoing) – Phase 2 of the DIF analysis
  - Refine assumptions
  - Create DIF Master Plan

# WHAT IS DIF?

# WHAT IS DISTRICT IMPROVEMENT FINANCING (DIF)?

- Financing method to **catalyze economic development**
- Allows some or all of future property tax revenues from development to be dedicated to support infrastructure, projects, and programs related economic development
- Property tax increment can be used to help finance public development costs
- Portion of incremental revenues not dedicated for DIF can be transferred to General Fund and once DIF expires, all revenues go to general fund





It is ***not*** a new tax or a special assessment  
on top of the existing property tax.



It ***is*** a tool that enables a community to identify and capture tax revenue from new private investment that has been *catalyzed* by public investment.

# KEY DIF TERMS

| Development District                                                                                                                                                                 | Development Program                                                                                                                                                                                                               | New Growth                                                                                                                                                                            | Tax Increment Revenue                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A specified area within the corporate limits of a city or town which is to be developed by the municipality under a Development Program. Also referred to as a <b>DIF District</b> . | A statement of means and objectives designed to improve the quality of life, the physical facilities and structures and the quality of pedestrian and vehicular traffic control and transportation within a Development District. | Increases to the assessed value of a property, as a result of development or other changes.<br><br>New Growth generates new tax revenue and enables you to raise your tax levy limit. | All annual increases in the municipality's limit on total taxes assessed that are attributable to parcels within the DIF District.<br><br><i>Tax Increment Revenue</i> is additional revenue that is collected because of New Growth in the DIF District. |

# WHAT DIF DOES

Establishes the Original  
Assessed Value of the  
District,

Measures New Growth  
each year and the  
cumulative increases, or  
Tax Increment

Calculates and captures  
revenues from the Tax  
Increment

## Mechanics of DIF

1. Identify a district
2. Identify public projects and estimated costs
3. Estimate revenues from increased assessed values from new private investment
4. Make policy choices on revenue capture, capital plan, duration of district
5. Adopt through local process
6. Manage over time: identify, collect, and spend revenues, complete public projects

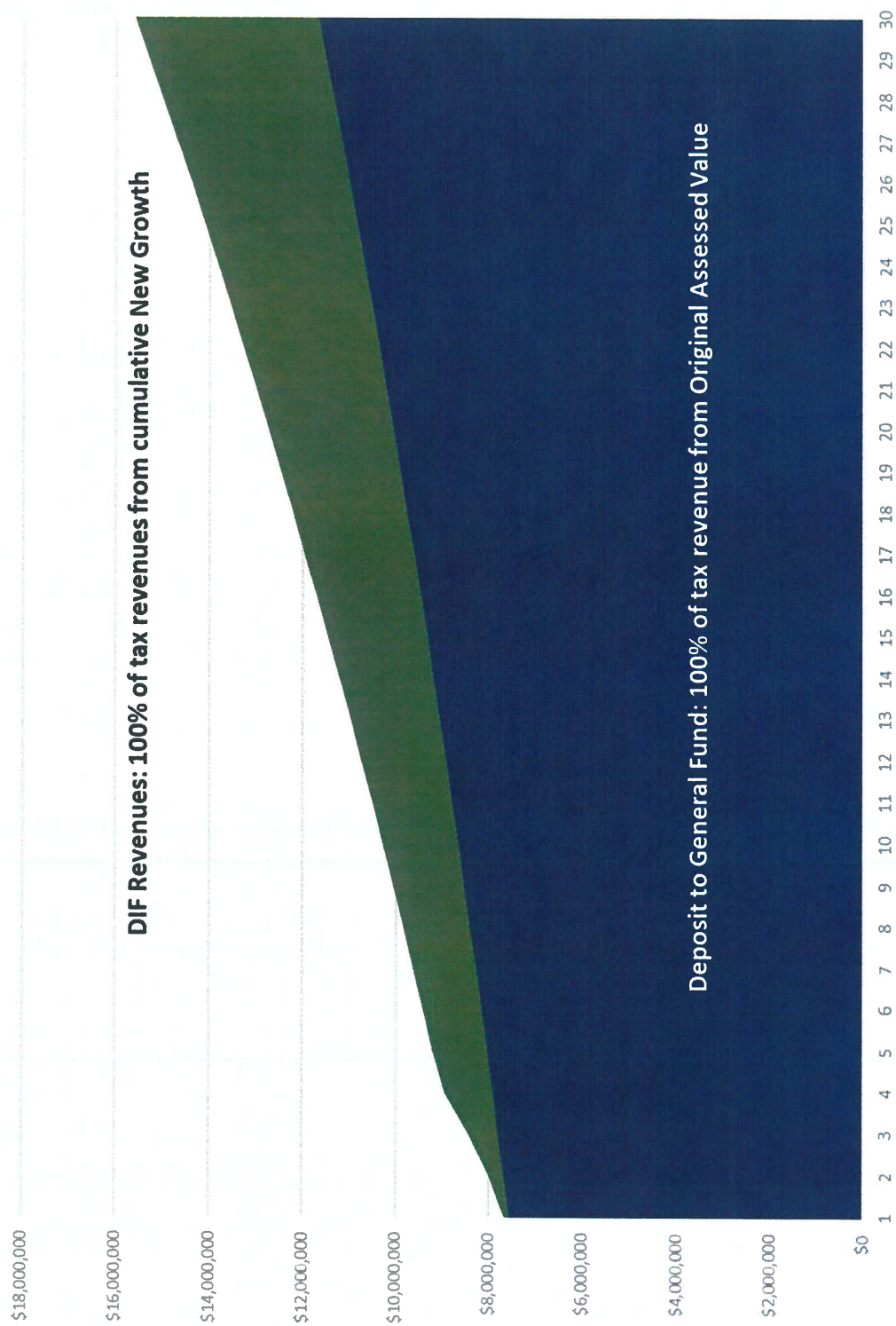
# HOW DIF PAYS FOR ECONOMIC DEVELOPMENT

**Communicates** that a district is targeted for growth, and states a community's goals

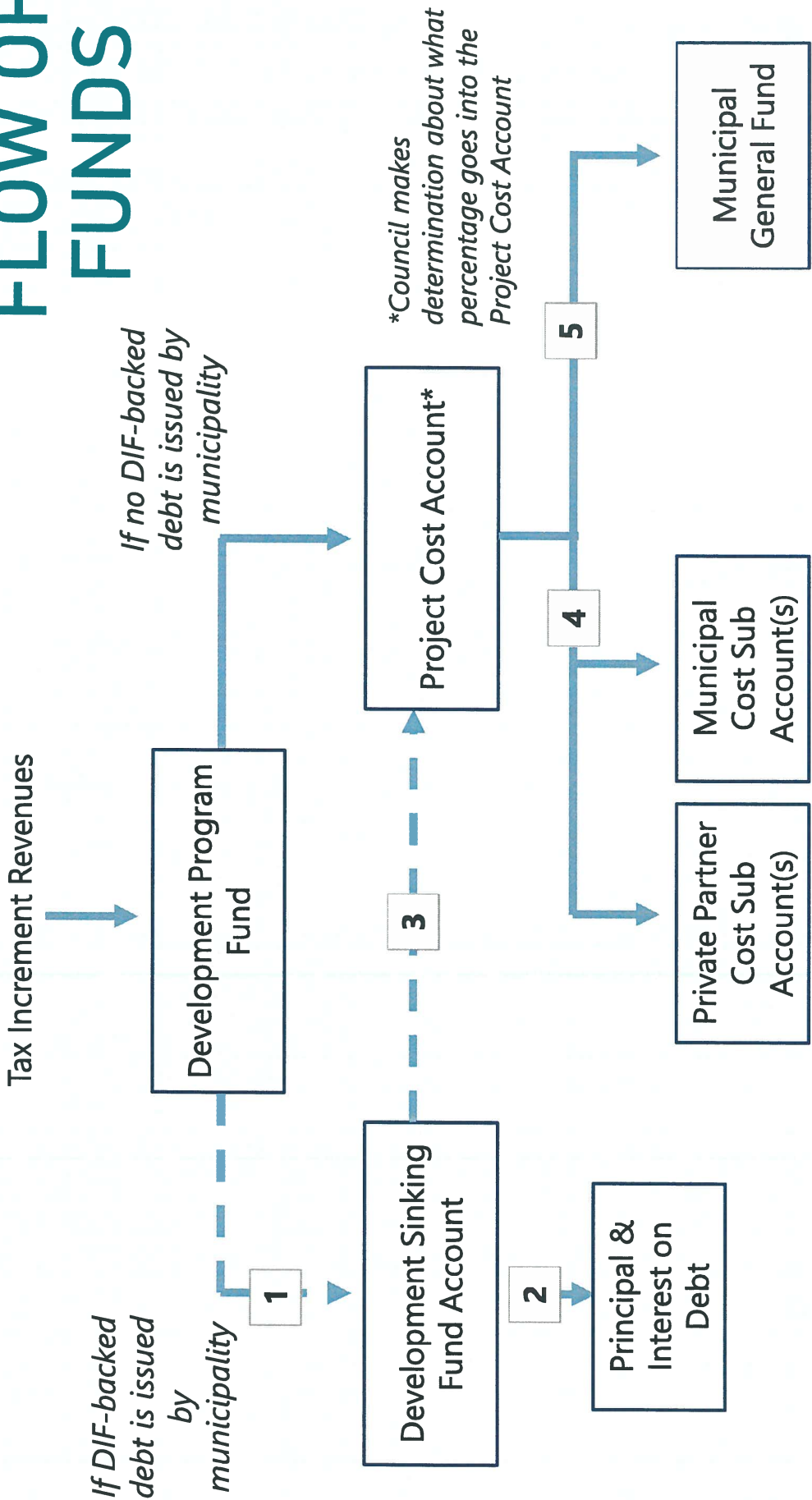
**Attracts** new private investment by improving the district with infrastructure, and initiatives such as workforce training

**Captures new tax revenues** from the New Growth and makes them available to fund the projects that drive growth

## DIF Revenues and the General Fund



# FLOW OF FUNDS



# TYPES OF INVESTMENT

Eligible Public Project Costs



Capital &  
Workforce  
Investment



Land & Leasing



DIF Creation &  
Administration

# HOW ARE COMMUNITIES USING IT?

# WHAT ARE MASSACHUSETTS COMMUNITIES DOING WITH DIF?

- Revitalize downtowns
- Support long-term infrastructure plans
- Return under/unused property to taxable use
- Encouraging community-desired mix of business, housing, recreation



**Town of Dedham, Adopted May 20, 2019**  
*Providence Highway District*

- *DIF District Adoption to catalyze community conversation*
- *Work with MassDot to improve Route 1*
- *Connect to greenspace at Wigwam Pond and Charles River*
- *Adopt Development Program after Town Master Plan complete*

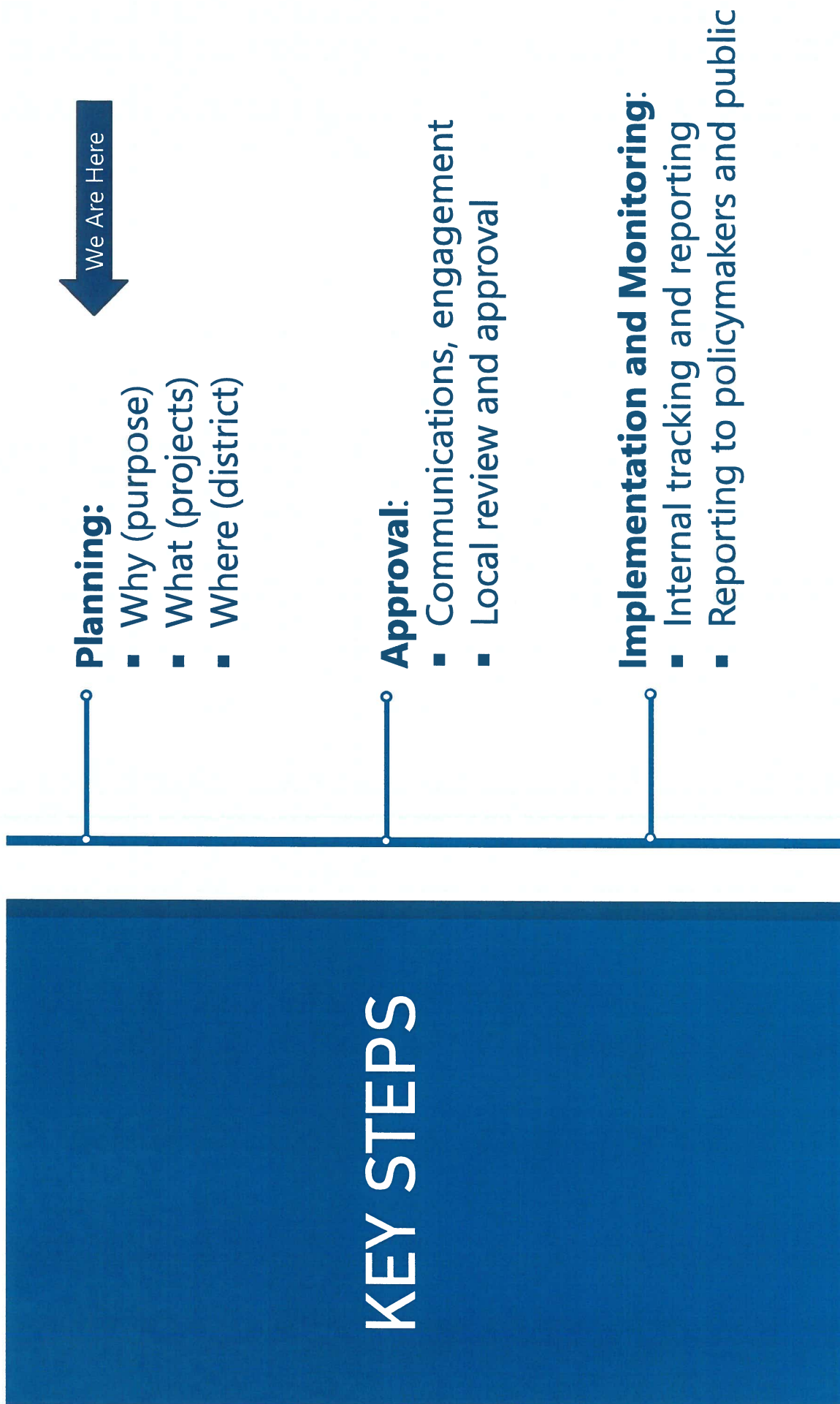
**City of Amesbury, South Hunt DIF, Adopted February 13, 2019**  
*Atlantic Center Youth Sports Facility with Office, Restaurant*

- *\$400,000 MassWorks grant facilitated by DIF*
- *Tax Increment Financing Approved*
- *\$40 million private investment*
- *DIF will fund road improvements to support project*



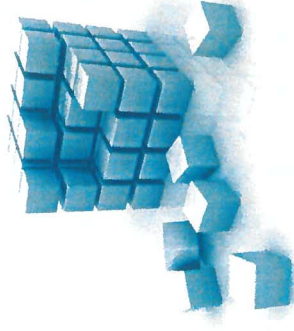
**Town of Easton, Adopted May 20, 2019**  
*Five-Corners District*

- *Implements Envision Easton plans for vibrant mixed use*
- *Reduces betterments for critical sewer infrastructure costs*
- *Sidewalks, streetscapes, connectivity can be funded*



# NEXT STEPS

- Refine public and private project list
- Update build out analysis
- Measure the potential new revenue and potential uses of funds
- Draft of legislative documents
- Council approval process



# QUESTIONS & DISCUSSION

*Rachel Selsky, Project Manager  
Jim Damicis, Principal  
Camoin Associates*

*518 899-2608*

*Rachel@camoinassociates.com  
jim@camoinassociates.com*



# HOW DIF GENERATES AND CAPTURES REVENUE

## **Original Assessed Value (OAV): \$3 million**

Property Taxes Paid on OAV: \$59,850  
(\$3 million X tax rate at 19.95 per \$1,000 of value)  
Available to General Fund: \$59,850

## **Assessed Value (AV) of New Growth: \$10 million**

Tax Revenues from New Growth in Year 1: \$199,500 (\$10 million x tax rate of 19.95)  
\$997,500 of Cumulative New Growth with DIF, by Year 5  
*(assumes no other New Growth or tax rate changes)*

**PRESIDENT**

Elizabeth J. Kazinskas

**COUNCILLORS AT LARGE**

James S. Boone

Craig R. Cormier

Ronald F. Cormier

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Karen G. Hardern

**WARD 5 COUNCILLOR**

Aleksander Dernalowicz, Esq.

**CITY OF GARDNER**  
**MASSACHUSETTS 01440-2630**

OFFICE OF THE  
**CITY COUNCIL**



August 31, 2023

**CITY COUNCIL INFORMAL MEETING**

**Date:** Tuesday, September 5, 2023

**Time:** 6:30 P.M.

**Location:** City Council Chambers, Room 219, City Hall

**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 City Clerk, pursuant to the Open Meeting and Public Records Law. All documents shall become part of the official record of the meeting.

- I. A Communication from Economic Development Coordinator Requesting an Informal Meeting Regarding District Improvement Financing (DIF).
- II. **11024** – A Communication from the Community Development & Planning Director Relative to an Update to the Open Space and Recreation Plan. *(In the City Council and Referred to Committee of the Whole 6/20/2023; More Time 7/3/2023, 8/7/2023)*

CITY COUNCIL OF GARDNER

*Elizabeth J. Kazinskas*

ELIZABETH J. KAZINSKAS

Council President

**NOTICE:** The listing of Agenda items are those reasonably anticipated by the Chair which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law.

# City of Gardner DIF City Presentation

City of Gardner, MA  
September 5, 2023



# AGENDA

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- Update on Project Status
- What is District Increment Financing
- Gardner DIF Master Plan
- Questions & Discussion

# PROJECT UPDATE

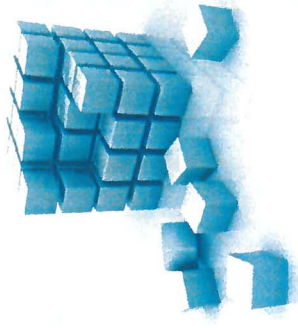
# WHAT HAS BEEN DONE SO FAR

- Establishment of two districts
  - Downtown Development District
  - Mill Street Development District
- Camoin Associates hired to assist with DIF Documents, including:
  - Build Out Scenario – what projects are in the pipeline
  - DIF Revenue Modeling – how much revenue could be generated
  - DIF Expense Modeling – what public projects will be funded
  - DIF Master Plan – outline of where, what, why of DIF

# WHAT IS DIF?

# WHAT IS DISTRICT IMPROVEMENT FINANCING (DIF)?

- Financing method to catalyze economic development
- Allows some or all of future property tax revenues from development to be dedicated to support infrastructure, projects, and programs related economic development
- Property tax increment can be used to help finance public development costs
- Portion of incremental revenues not dedicated for DIF can be transferred to General Fund and once DIF expires, all revenues go to general fund





It is ***not*** a new tax or a special assessment  
on top of the existing property tax.

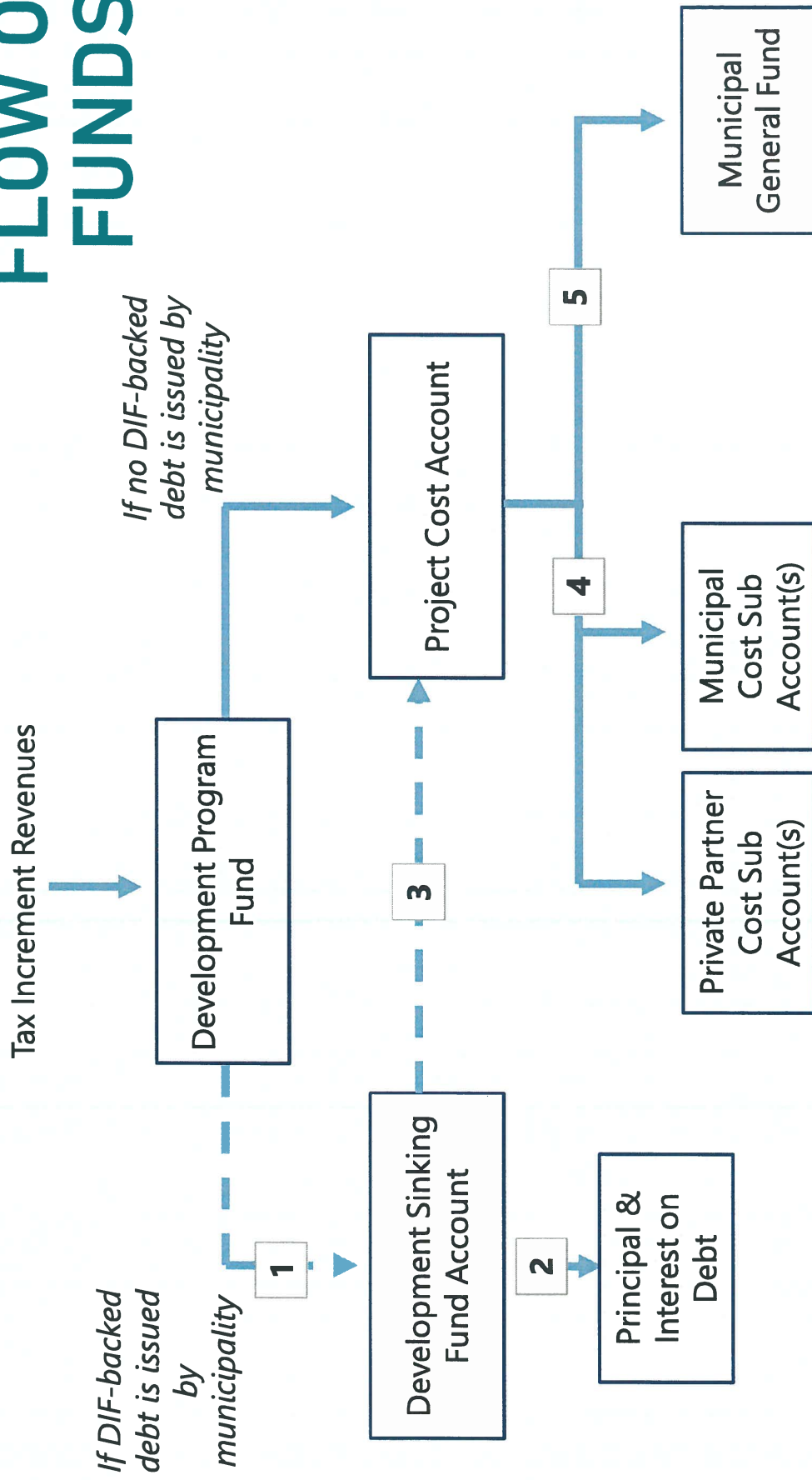


It ***is*** a tool that enables a community to identify and capture tax revenue from new private investment that has been *catalyzed* by public investment.

# KEY DIF TERMS

| Development District                                                                                                                                                                 | Development Program                                                                                                                                                                                                               | New Growth                                                                                                                                                                             | Tax Increment Revenue                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A specified area within the corporate limits of a city or town which is to be developed by the municipality under a Development Program. Also referred to as a <b>DIF District</b> . | A statement of means and objectives designed to improve the quality of life, the physical facilities and structures and the quality of pedestrian and vehicular traffic control and transportation within a Development District. | Increases to the assessed value of a property, as a result of development or other changes.<br><br>New Growth generates new tax revenue, and enables you to raise your tax levy limit. | All annual increases in the municipality's limit on total taxes assessed that are attributable to parcels within the DIF District.<br><br><i>Tax Increment Revenue</i> is additional revenue that is collected because of New Growth in the DIF District. |

# FLOW OF FUNDS



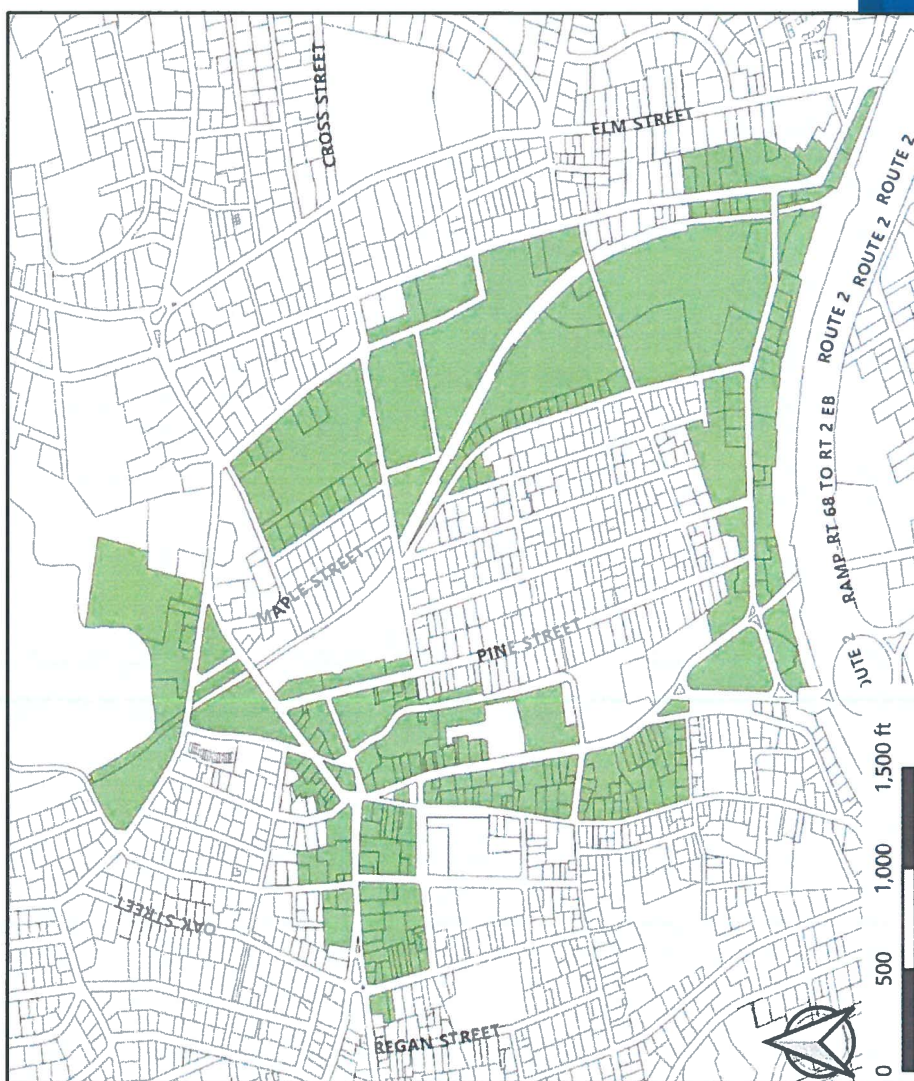
# GARDNER DIF MASTER PLANS

## PARTS OF THE DIF MASTER PLAN

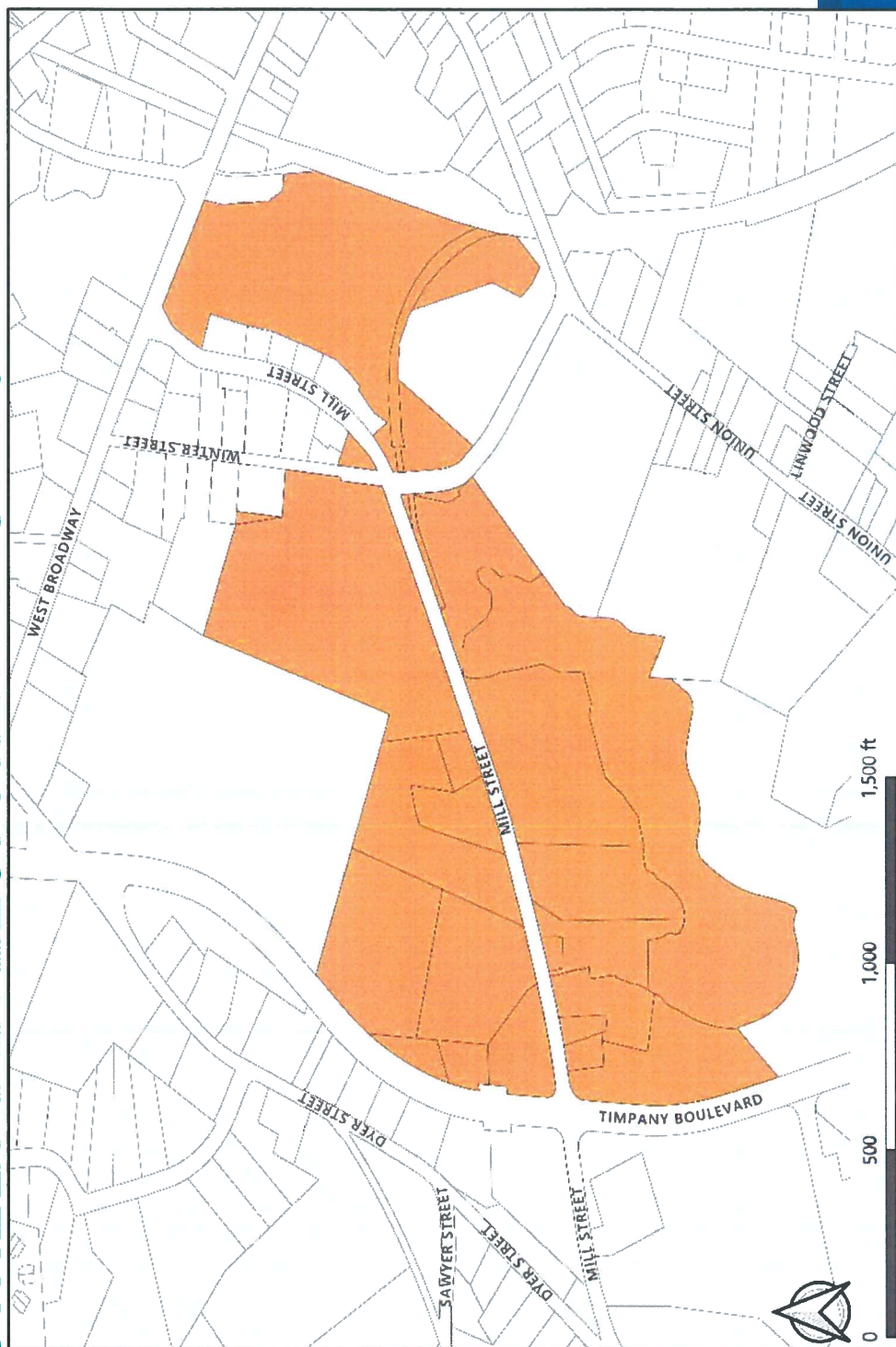
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- Establish the DIF District parcels
- Determine the DIF revenue to be generated (from build out scenario)
- Define the DIF Development Program and expenses
- Compare the DIF Revenue to the Development Program expenses
- Establish processes and protocols for DIF management

# DOWNTOWN DEVELOPMENT DISTRICT



# MILL STREET DEVELOPMENT DISTRICT



# GARDNER DIF DEVELOPMENT DISTRICTS

| Use Category           | # of       |               | Total                |                      | Taxable              |                      |
|------------------------|------------|---------------|----------------------|----------------------|----------------------|----------------------|
|                        | Parcels    | Acres         | Assessed Value       | Assessed Value       | Assessed Value       | Assessed Value       |
| Commercial             | 153        | 46.66         | \$68,067,400         | \$68,067,400         | \$68,067,400         | \$68,067,400         |
| Commercial/Residential | 1          | 0.65          | \$629,700            | \$629,700            | \$629,700            | \$629,700            |
| Industrial             | 15         | 46.58         | \$24,269,700         | \$24,269,700         | \$24,269,700         | \$24,269,700         |
| Residential            | 66         | 15.84         | \$18,946,700         | \$18,946,700         | \$18,946,700         | \$18,946,700         |
| Rural Residential      | 1          | 1.25          | \$45,900             | \$45,900             | \$45,900             | \$45,900             |
| Tax Exempt, Any Use    | 31         | 31.09         | \$17,122,700         | \$17,122,700         |                      |                      |
| <b>Totals</b>          | <b>267</b> | <b>142.07</b> | <b>\$129,082,100</b> | <b>\$129,082,100</b> | <b>\$111,959,400</b> | <b>\$111,959,400</b> |

| Use Category        | # of      |              | Total              |                    | Taxable            |                    |
|---------------------|-----------|--------------|--------------------|--------------------|--------------------|--------------------|
|                     | Parcels   | Acres        | Assessed Value     | Assessed Value     | Assessed Value     | Assessed Value     |
| Commercial          | 10        | 13.55        | \$837,300          | \$837,300          | \$837,300          | \$837,300          |
| Industrial          | 7         | 23.72        | \$670,700          | \$670,700          | \$670,700          | \$670,700          |
| Tax Exempt, Any Use | 7         | 19.61        | \$590,100          | \$590,100          | \$190,600          | \$190,600          |
| <b>Totals</b>       | <b>24</b> | <b>56.88</b> | <b>\$2,098,100</b> | <b>\$2,098,100</b> | <b>\$1,698,600</b> | <b>\$1,698,600</b> |

City of Gardner Total Acres

**14,145**

Downtown DIF District Total  
Acres

**142.07**

Mill Street DIF District Total  
Acres

**56.88**

DIF District Share of City Total

**1.41%**

# GARDNER DIF DEVELOPMENT DISTRICTS – KNOWN PROJECT BUILDOUT

| Project                                   | A                      |                          | B                                      |                            | C                           |                                   | D                      |                           | E |  | F |  |
|-------------------------------------------|------------------------|--------------------------|----------------------------------------|----------------------------|-----------------------------|-----------------------------------|------------------------|---------------------------|---|--|---|--|
|                                           | New Taxable Land Value | Existing Taxable Improv. | Demolition of Existing Taxable Improv. | New Buildout (units or SF) | Estimated AV per unit or SF | New Taxable Improv. Value (C x D) | New Growth (A + B + E) | Estimated Completion Date |   |  |   |  |
| Downtown District                         |                        |                          |                                        |                            |                             |                                   |                        |                           |   |  |   |  |
| Rear Main Apartments                      | \$ 72,086              | \$ -                     | -                                      | 56                         | \$ 100,000                  | \$ 5,600,000                      | \$ 5,672,086           | 2025                      |   |  |   |  |
| School Street Redevelopment               | \$ 263,700             | \$ -                     | -                                      | 25                         | \$ 100,000                  | \$ 2,500,000                      | \$ 2,763,700           | 2026                      |   |  |   |  |
| Parker Street Apartments                  | \$ 146,200             | \$ -                     | -                                      | 28                         | \$ 100,000                  | \$ 2,800,000                      | \$ 2,946,200           | 2023                      |   |  |   |  |
| Price Chopper Expansion                   | \$ -                   | \$ -                     | -                                      | 60,000                     | \$ 100                      | \$ 6,000,000                      | \$ 6,000,000           | 2027                      |   |  |   |  |
| Dental Office                             | \$ 83,900              | \$ (184,200)             |                                        | 5,000                      | \$ 100                      | \$ 500,000                        | \$ 399,700             | 2025                      |   |  |   |  |
| Old Gardner News Building                 | \$ -                   | \$ -                     | -                                      | 5 units<br>3,511 SF        |                             | \$ 851,100                        | \$ 851,100             | 2025                      |   |  |   |  |
| Bank of America Building                  | \$ -                   | \$ (380,088)             |                                        | 6,336                      | \$ 100                      | \$ 633,600                        | \$ 253,512             | 2024                      |   |  |   |  |
| Garbose Building                          | \$ -                   | \$ (235,795)             |                                        | 8 units<br>3,500 SF        |                             | \$ 1,150,000                      | \$ 914,205             | 2025                      |   |  |   |  |
| Flat Iron Building                        | \$ -                   | \$ (174,942)             |                                        | 10,036                     | \$ 100                      | \$ 1,003,600                      | \$ 828,658             | 2024                      |   |  |   |  |
| 14-24 Parker Street                       | \$ -                   | \$ (152,918)             |                                        | 8                          | \$ 100,000                  | \$ 800,000                        | \$ 647,082             | 2024                      |   |  |   |  |
| Downtown District Total                   | \$ 565,886             | \$ (1,127,943)           |                                        |                            |                             | \$ 18,251,100                     | \$ 17,689,042          |                           |   |  |   |  |
| Mill Street District                      |                        |                          |                                        |                            |                             |                                   |                        |                           |   |  |   |  |
| Relocation of Superior Kitchens Warehouse | \$ 105,300             | \$ (60,000)              |                                        | 10,000                     | \$ 50                       | \$ 500,000                        | \$ 545,300             | 2026                      |   |  |   |  |
| 155 Mill Street                           | \$ 190,600             | \$ (281,300)             |                                        | 110,000                    | \$ 50                       | \$ 5,500,000                      | \$ 5,409,300           | 2027                      |   |  |   |  |
| Mill Street District Total                | \$ 295,900             | \$ (341,300)             |                                        |                            |                             | \$ 6,000,000                      | \$ 5,954,600           |                           |   |  |   |  |

# GARDNER DIF BUILD OUT SCENARIO

| Category                             | Downtown District |              | Mill Street District |             | Total, Both Districts |              |
|--------------------------------------|-------------------|--------------|----------------------|-------------|-----------------------|--------------|
|                                      | Parcels           | Acres        | Parcels              | Acres       | Parcels               | Acres        |
| Limited Future Development Potential |                   |              |                      |             |                       |              |
| Public Facility/Project              | 7                 | 12.0         | 3                    | 1.0         | 10                    | 13.0         |
| Parking Lot - Current or Future      | 13                | 8.4          |                      |             | 13                    | 8.4          |
| Not Physically Developable           |                   |              | 1                    | 8.1         | 1                     | 8.1          |
| Residential Zoning                   | 70                | 18.3         |                      |             | 70                    | 18.3         |
| Currently Utilized to Potential      | 105               | 64.5         | 4                    | 13.6        | 109                   | 78.0         |
| Future Development Likely            |                   |              |                      |             |                       |              |
| Known Private Project                | 14                | 26.7         | 8                    | 19.9        | 22                    | 46.6         |
| Mid-Term Dev. Potential              | 20                | 6.6          | 8                    | 14.4        | 28                    | 20.9         |
| Long-Term Dev. Potential             | 38                | 5.7          |                      |             | 38                    | 5.7          |
| <b>Total</b>                         | <b>267</b>        | <b>142.1</b> | <b>24</b>            | <b>56.9</b> | <b>291</b>            | <b>198.9</b> |

# GARDNER DIF BUILD OUT SCENARIO

|                          | Downtown             |                      | Mill Street         |                      | Timeframe           |
|--------------------------|----------------------|----------------------|---------------------|----------------------|---------------------|
|                          | Low                  | High                 | Low                 | High                 |                     |
| Known Private Projects   | \$ 17,689,042        | \$ 17,689,042        | \$ 5,954,600        | \$ 5,954,600         | 2023–2027           |
| Mid-Term Dev. Potential  | \$ 381,250           | \$ 7,514,200         | \$ 3,129,630        | \$ 9,380,490         | 2028–2032           |
| Long-Term Dev. Potential | \$ 5,705,572         | \$ 11,965,144        | \$ -                | \$ -                 | 2033–2037           |
| <b>Total New Growth</b>  | <b>\$ 23,775,864</b> | <b>\$ 37,168,386</b> | <b>\$ 9,084,230</b> | <b>\$ 15,335,090</b> | <b>Through 2037</b> |

# GARDNER DIF DEVELOPMENT PROGRAMS

| Project Name                    | Anticipated Costs   |
|---------------------------------|---------------------|
| Greenwood Memorial Pool         | \$7,700,000         |
| City Plaza and Parking Lot      | \$6,000,000         |
| North Central Pathway Extension | \$6,000,000         |
| Visitors' Center                | \$500,000           |
| Maki Park                       | \$425,000           |
| Park Street Park                | \$338,000           |
| <b>Total</b>                    | <b>\$20,963,000</b> |

Source: City of Gardner

- Downtown Assumptions**
- 15 Year Municipal Bond
  - 5% Interest
  - 75% of DIF revenue to bond
  - Other sources of revenue needed

| Project Name                                            | Anticipated Costs  |
|---------------------------------------------------------|--------------------|
| Mill Street Bridge                                      | \$2,000,000        |
| 155 Mill Street Sewer Relocation, Water, Gas, Utilities | \$1,500,000        |
| Recreation Trail                                        | \$1,000,000        |
| <b>Total</b>                                            | <b>\$4,500,000</b> |

Source: City of Gardner

- Mill Street Assumptions**
- 30 Year Municipal Bond
  - 5% Interest
  - 75% of DIF revenue to pay bond
  - Other sources of revenue needed

# COMPARE TAX INCREMENT TO DMO EXPENSES DOWNTOWN DISTRICT

| FY<br>Ending  | New Growth          |     |            | Low-Growth Scenario |                                   |                    |                    | High-Growth Scenario |                                    |                    |                 |
|---------------|---------------------|-----|------------|---------------------|-----------------------------------|--------------------|--------------------|----------------------|------------------------------------|--------------------|-----------------|
|               | FY Expense          | DIF | Revenue to | DIF                 | Revenues                          | Gap/Excess         | To General Fund    | DIF                  | Revenues                           | Gap/Excess         | To General Fund |
| 6/30/2024     | \$0                 | 75% |            |                     | \$0                               | \$0                | \$0                |                      | \$0                                | \$0                | \$0             |
| 6/30/2025     | \$2,019,623         | 75% |            |                     | \$35,642                          | (\$1,983,982)      | \$11,881           |                      | \$35,642                           | (\$1,983,982)      | \$11,881        |
| 6/30/2026     | \$2,019,623         | 75% |            |                     | \$57,771                          | (\$1,961,852)      | \$19,257           |                      | \$57,771                           | (\$1,961,852)      | \$19,257        |
| 6/30/2027     | \$2,019,623         | 75% |            |                     | \$152,580                         | (\$1,867,043)      | \$50,860           |                      | \$152,580                          | (\$1,867,043)      | \$50,860        |
| 6/30/2028     | \$2,019,623         | 75% |            |                     | \$186,014                         | (\$1,833,609)      | \$62,005           |                      | \$186,014                          | (\$1,833,609)      | \$62,005        |
| 6/30/2029     | \$2,019,623         | 75% |            |                     | \$258,599                         | (\$1,761,024)      | \$86,200           |                      | \$258,599                          | (\$1,761,024)      | \$86,200        |
| 6/30/2030     | \$2,019,623         | 75% |            |                     | \$259,522                         | (\$1,760,102)      | \$86,507           |                      | \$276,780                          | (\$1,742,844)      | \$92,260        |
| 6/30/2031     | \$2,019,623         | 75% |            |                     | \$260,444                         | (\$1,759,179)      | \$86,815           |                      | \$294,960                          | (\$1,724,663)      | \$98,320        |
| 6/30/2032     | \$2,019,623         | 75% |            |                     | \$261,366                         | (\$1,758,257)      | \$87,122           |                      | \$313,141                          | (\$1,706,482)      | \$104,380       |
| 6/30/2033     | \$2,019,623         | 75% |            |                     | \$262,289                         | (\$1,757,335)      | \$87,430           |                      | \$331,322                          | (\$1,688,302)      | \$110,441       |
| 6/30/2034     | \$2,019,623         | 75% |            |                     | \$263,211                         | (\$1,756,412)      | \$87,737           |                      | \$349,502                          | (\$1,670,121)      | \$116,501       |
| 6/30/2035     | \$2,019,623         | 75% |            |                     | \$277,016                         | (\$1,742,607)      | \$92,339           |                      | \$378,452                          | (\$1,641,172)      | \$126,151       |
| 6/30/2036     | \$2,019,623         | 75% |            |                     | \$290,821                         | (\$1,728,803)      | \$96,940           |                      | \$407,401                          | (\$1,612,222)      | \$135,800       |
| 6/30/2037     | \$2,019,623         | 75% |            |                     | \$304,625                         | (\$1,714,998)      | \$101,542          |                      | \$436,351                          | (\$1,583,272)      | \$145,450       |
| 6/30/2038     | \$2,019,623         | 75% |            |                     | \$318,430                         | (\$1,701,194)      | \$106,143          |                      | \$465,301                          | (\$1,554,323)      | \$155,100       |
| 6/30/2039     | \$2,019,623         | 75% |            |                     | \$332,234                         | (\$1,687,389)      | \$110,745          |                      | \$494,250                          | (\$1,525,373)      | \$164,750       |
| 6/30/2040     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2041     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2042     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2043     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2044     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2045     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2046     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2047     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2048     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2049     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2050     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2051     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2052     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2053     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| 6/30/2054     | \$0                 | 75% |            |                     | \$332,234                         | \$332,234          | \$110,745          |                      | \$494,250                          | \$494,250          | \$164,750       |
| <b>Totals</b> | <b>\$30,294,351</b> |     |            |                     | <b>\$8,504,080 (\$21,790,270)</b> | <b>\$2,834,693</b> | <b>\$3,950,608</b> |                      | <b>\$11,851,823 (\$18,442,527)</b> | <b>\$3,950,608</b> |                 |

# COMPARE TAX INCREMENT TO DMO EXPENSES MILL STREET DISTRICT

| FY<br>Ending | New Growth  |                   |     | Low-Growth Scenario |               |                    | High-Growth Scenario |               |                    |
|--------------|-------------|-------------------|-----|---------------------|---------------|--------------------|----------------------|---------------|--------------------|
|              | FY Expense  | Revenue to<br>DIF | DIF | Revenues            | Gap/Excess    | To General<br>Fund | Revenues             | Gap/Excess    | To General<br>Fund |
| 6/30/2024    | \$0         | 75%               |     | \$0                 | \$0           | \$0                | \$0                  | \$0           | \$0                |
| 6/30/2025    | \$302,051   | 75%               |     | \$0                 | (\$302,051)   | \$0                | \$0                  | (\$302,051)   | \$0                |
| 6/30/2026    | \$302,051   | 75%               |     | \$0                 | (\$302,051)   | \$0                | \$0                  | (\$302,051)   | \$0                |
| 6/30/2027    | \$302,051   | 75%               |     | \$0                 | (\$302,051)   | \$0                | \$0                  | (\$302,051)   | \$0                |
| 6/30/2028    | \$302,051   | 75%               |     | \$6,597             | (\$295,455)   | \$2,199            | \$6,597              | (\$295,455)   | \$2,199            |
| 6/30/2029    | \$302,051   | 75%               |     | \$72,036            | (\$230,016)   | \$24,012           | \$72,036             | (\$230,016)   | \$24,012           |
| 6/30/2030    | \$302,051   | 75%               |     | \$79,608            | (\$222,443)   | \$26,536           | \$94,732             | (\$207,320)   | \$31,577           |
| 6/30/2031    | \$302,051   | 75%               |     | \$87,180            | (\$214,871)   | \$29,060           | \$117,428            | (\$184,623)   | \$39,143           |
| 6/30/2032    | \$302,051   | 75%               |     | \$94,752            | (\$207,299)   | \$31,584           | \$140,124            | (\$161,927)   | \$46,708           |
| 6/30/2033    | \$302,051   | 75%               |     | \$102,324           | (\$199,727)   | \$34,108           | \$162,820            | (\$139,231)   | \$54,273           |
| 6/30/2034    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2035    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2036    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2037    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2038    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2039    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2040    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2041    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2042    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2043    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2044    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2045    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2046    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2047    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2048    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2049    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2050    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2051    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2052    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2053    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| 6/30/2054    | \$302,051   | 75%               |     | \$109,896           | (\$192,155)   | \$36,632           | \$185,516            | (\$116,535)   | \$61,839           |
| Totals       | \$9,061,542 |                   |     | \$2,750,323         | (\$6,311,219) | \$916,774          | \$4,489,578          | (\$4,571,964) | \$1,496,526        |

# DIF MANAGEMENT

## DIF Advisory Committee

- Economic Development Coordinator,
- Director of Community Development and Planning,
- Gardner Assessor,
- Representative from the Department of Public Works,
- Gardner Treasurer or Auditor.

## Responsibilities

- Administering capital projects
- Overseeing public/private partnerships
- Overseeing Tax Increment and DIF Revenues are correctly calculated

## Timeline

- Starts from date of DIF Adoption
- 30 years from that date

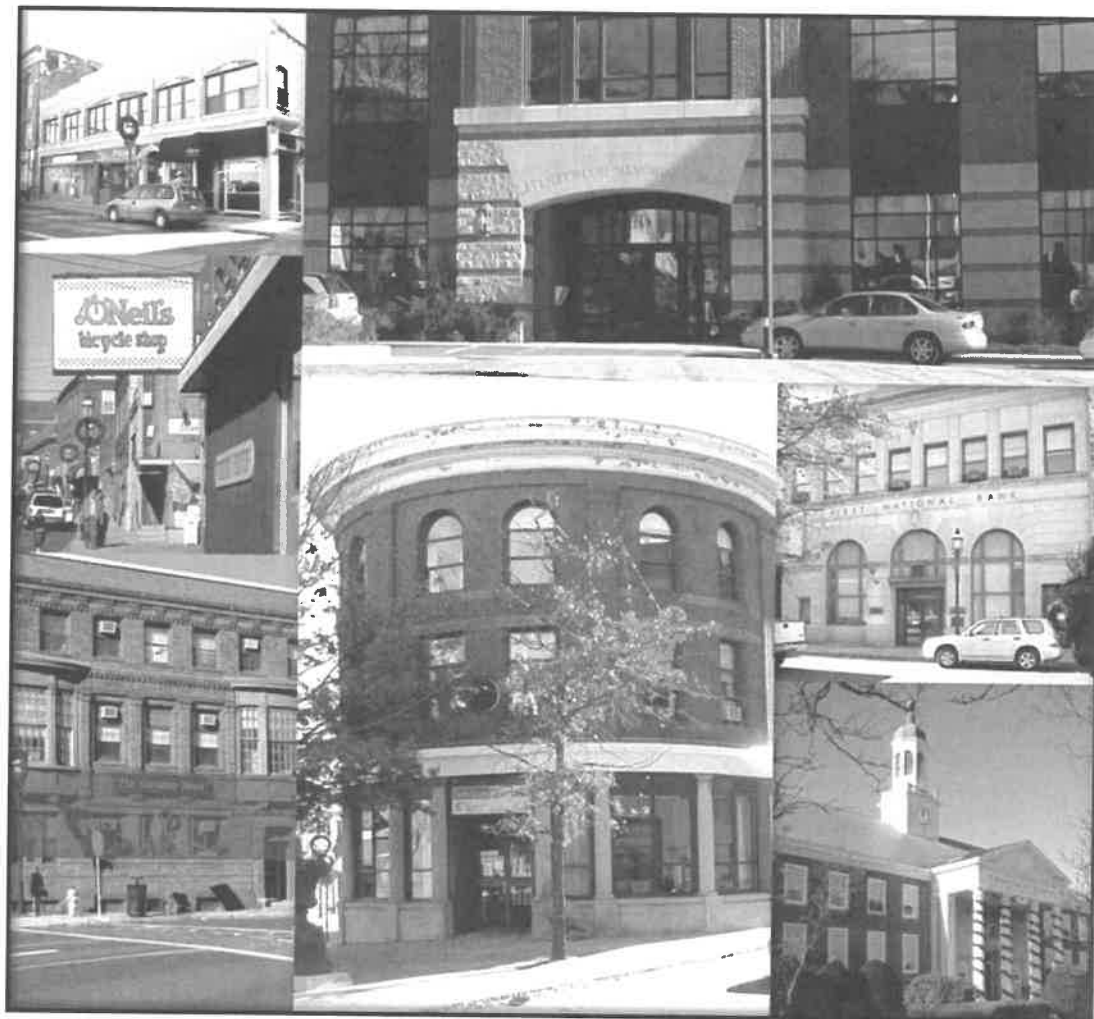
# QUESTIONS & DISCUSSION

*Rachel Selsky, Project Manager  
Camoin Associates*

*518 899-2608  
Rachel@camoinassociates.com*



# URBAN RENEWAL PLAN GARDNER, MA July 2011



**SUBMITTED TO:**  
DEPARTMENT OF HOUSING AND  
COMMUNITY DEVELOPMENT  
100 CAMBRIDGE STREET, SUITE 300  
BOSTON, MA 02114

**PREPARED FOR:**  
CITY OF GARDNER  
GARDNER REDEVELOPMENT AUTHORITY  
115 PLEASANT STREET  
GARDNER MA 01440

**PREPARED BY:**  
BSC GROUP  
33 WALDO STREET  
WORCESTER, MA 01608

*in association with*

McCABE ENTERPRISES  
12 PRIMROSE STREET  
BOSTON, MA 02131

 **BSC GROUP**

**McCABE ENTERPRISES**

Making your vision a reality - one building at a time



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### List of Acronyms

CDBG – Community Development Block Grant  
 DIF – District Increment Financing  
 DHCD – Massachusetts Department of Housing and Community Development  
 EEA – Massachusetts Executive Office of Energy and Environmental Affairs  
 EDIP – Massachusetts Economic Development Incentive Program  
 EOA – Economic Opportunity Area  
 EOHED – Massachusetts Executive Office of Housing and Economic Development  
 GRA – Gardner Redevelopment Authority  
 IRD – Invested Revenue District  
 MART – Montachusett Area Regional Transit  
 MassDOT – Massachusetts Department of Transportation  
 MCP – Massachusetts Contingency Plan  
 MEPA – Massachusetts Environmental Policy Act  
 MHC – Massachusetts Historical Commission  
 MWCC – Mount Wachusett Community College  
 URP – Urban Renewal Plan  
 URA – Urban Renewal Area

## Gardner Urban Renewal Plan

### Executive Summary

#### I. Introduction

##### Background

With the implementation of this Urban Renewal Plan (URP), Gardner is poised to promote revitalization opportunities within a significant portion of the greater Downtown area, including areas of commercial/retail, office, residential, manufacturing and public space land uses. Gardner is the central city of a seven-town region in northwest Worcester County. Gardner is known as “Chair City” in recognition of its historic status as a major center for chair fabrication, with many manufacturing facilities situated within or close to central Downtown. From the late 19<sup>th</sup> to mid-20<sup>th</sup> century, commercial/retail venues, worker housing and employment were heavily interdependent and concentrated in the densely developed Downtown area. Essentially, people lived, worked and shopped in a localized area.

After the 1950s, the Downtown area saw a steady decline due to increased suburban and “automobile oriented” retail destinations. The City’s furniture manufacturing simultaneously declined over the past thirty years, a point underscored by the recent closing of the large Nichols & Stone manufacturing facility within the Urban Renewal Area (URA) defined in this study. Further, recent growth in Gardner has occurred at a significantly slower rate than the rest of the region. For example, Gardner’s population has grown just 2.8 percent over the past twenty years while the region’s population has increased 13.7 percent. Cumulatively, these trends have led to higher rates of commercial and residential vacancies and blight in the Downtown, as well as large tracts of underutilized manufacturing buildings nearby. Reinvestment in Downtown housing stock has suffered, leading to increased substandard housing conditions and tax delinquent properties.

It should be noted that while large-scale furniture manufacturing has essentially ceased<sup>1</sup>, Gardner has evolved by successfully rebranding the greater Gardner area as the “Furniture Capital of New England.” Four of the six regional furniture outlet showrooms are located in Gardner, and two of those are within the URA. The showrooms draw shoppers from all over New England. Manufacturing is still an important part of the local economy, but it has moved away from the concentration in chairs and furniture manufacturing to be more diversified. One example is New England Woodenware, which manufactures corrugated containers and high quality displays and packaging.

Gardner has long sought to improve the City’s Downtown to reestablish historic vitality, and in so doing provide enhanced opportunities for urban economic development, improved quality and diversity of housing, and increased livability and amenities with additional open space and recreation options. This

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<sup>1</sup> The one active furniture manufacturer remaining in Gardner is not located within the URA.

URP is an outgrowth of many recent studies and recommendations, in particular the 2007 Phase I Urban Revitalization Plan; the Rear Main Street Corridor Plan and Revitalization Strategy, 1998; the Downtown Parking Assessment, 2003; and the Derby Drive Traffic and Parking Study, 2009. See Attachment F for a summary overview of the Phase I report and a list of accomplishments to-date associated with Phase I recommendations. See Attachment H for a list of studies relevant to urban renewal in Gardner.

The Phase I Urban Revitalization Plan was initiated in 2005 with the formation of the Urban Revitalization Plan Steering Committee. This group is comprised of residents, business owners and municipal officials. Beginning in March 2007, the Steering Committee and consultant team conducted a multi-part planning process that assessed the following elements: housing condition indicators; key economic development conditions indicators; historic trends and future projections for demographic and market data elements; building conditions within the defined urban renewal area; non-residential property owner and business establishments surveys; and downtown revitalization case studies of other New England communities.

The Phase I Urban Revitalization Plan defined three goals.

- 1) Provide a Plan of Work to enhance, reposition and redevelop properties within Gardner's URA.
- 2) Stimulate and encourage private investment in the URA through strategic public investments.
- 3) Enhance the sense of community and pride in the Downtown and provide a place where residents and visitors come to live, shop, eat and recreate.

Using the framework from Phase I recommendations, the City has embarked on a series of initiatives to establish the policy and regulatory process for redevelopment as well as set forth a series of public improvements that together with private investment will transform Gardner into a thriving 21<sup>st</sup> Century City. Key policy and regulatory initiatives include the following.

- **Zoning: Updates:** The City has adopted a Development Overlay District to assist growth and development within economically stressed areas zoned Industrial I and Commercial I. The program provides for additional uses as a "matter of right" or allowable with Special Permit, as well as relaxes dimensional requirements, thus allowing for an appropriate level of flexibility to encourage development within the overlay district.
- **Sign and Façade Design Guidelines:** For the Downtown area, the City intends to adopt the guidelines outlined in the 2007 report entitled "City of Gardner Signage and Façade Design Guidelines" by the Cecil Group. In concert with the City's Sign & Façade Improvement program, a financial incentive program for business owners, implementation of the Sign and Façade Design Guidelines will provide a coherent and attractive business and civic environment within the historic core of the community. Based on the premise that improving visual quality for the Downtown area will encourage further reinvestment, the general goals of the guidelines are to: restore and protect the historic character; enhance the City center as a commercial area; and reinforce the City center as a civic place. Attachment G presents the guidelines report. Design guidelines for other concentration areas of the URA will be developed and adopted by the City.

- **EDIP:** The City is participating in the MA Economic Development Incentive Program (EDIP), a tax incentive program that involves a partnership between the company, the City and MA Executive Office of Housing and Economic Development (OHED). Gardner is a state-designated Economic Target Area, and the URA has been designated an Economic Opportunity Area (EOA) where certified projects can be located. Businesses that develop or expand in an EOA may be eligible for EDIP incentives intended to encourage further investment.
- **DIF:** The City applied for and secured approval for an Invested Revenue District (IRD), the first step in the District Improvement Financing (DIF) approval process that included the entire URA, for the purposes of advancing much of the Urban Renewal agenda. The IRD was approved on December 30, 2008 by the MA Economic Assistance Coordinating Council.

This URP examines the condition of the traditional commercial zone (upper Main Street), as well as the historically connected areas of lower Main Street and the Sherman/Chestnut Street Industrial area. The City believes that overall, this zone (i.e., the URA or the Project Area) has the most potential for private investment. The City is committed to implementing public strategy to cohesively rebrand the area; allow assemblage of parcels for development; and make investments and public space improvements to bring this about.

#### **Role of the City and the GRA in Urban Renewal Implementation**

The City of Gardner and the Gardner Redevelopment Authority (GRA) have worked collaboratively in the development of the Gardner URP. The City and GRA intend to continue this collaborative approach throughout the implementation of the URP with shared staffing. The City and GRA both have distinct responsibilities in plan development and implementation.

The City of Gardner is responsible for plan approval. The City through the City Council will be actively involved in zoning changes, including any amendments to the Zoning Ordinance. The City's Planning Board will consider and promulgate zoning amendments as required to implement the goals and objectives of the URP, as well as review development and site plans. The City's Public Works Department will be an active partner in transportation improvements, including pedestrian walkways, extension of bicycle paths, roadway and intersection improvements, particularly the construction of Derby Drive, the improvement of Willow and Main Streets at the Gateway; and improvement of Main, Parker and Central. In addition, in the event that the City of Gardner opts to issue local bonds for implementation of URP activities, a two-thirds vote of the City Council will be required to authorize any bonding. Gardner's Conservation Commission, Historical Commission and Board of Health will continue to have jurisdiction in the URA and will take appropriate actions, as needed.

The GRA will be responsible for day-to-day implementation of the URP, including project development and management, land assemblages and disposition. The GRA will seek development partners and evaluate development proposals as to the consistency with the URP, and how prospective development proposals best advance the goals and vision of the URP. Both the City and the GRA will actively seek funding for elements and overall implementation of the URP.

Additionally, Gardner Square Two, Inc. is an active proponent of revitalization and a community-focused vehicle for promoting such initiatives. Gardner Square Two, Inc. is an engaged, voluntary, non-profit organization committed to returning its Downtown to an economically vital business, cultural and residential district. The organization will partner with the City and the GRA to implement activities focusing on the Downtown. These are expected to include Downtown celebrations and special events; facilitating small business and property owner use of a planned economic incentive fund; as well as the continued encouragement of business owner use of the existing sign and façade program.

## II. Urban Renewal Area Description

The boundaries of the URA, as presented in **Section 12.02 (1) Characteristics**, were defined based on the historic character of the City – the integration of the residential, business and manufacturing districts within a reasonably walkable area. As **Section 12.02 (2) Eligibility** notes, the overall URA spans a large area with varied uses, and proposed URP activities are grouped within the below-listed “concentration areas”. There are 337 parcels comprising 151 acres within the URA.

- Park Street Area
- Downtown
- Rear Main Street
- Gateway
- Lower Main Street
- Sherman/Chestnut Industrial Area
- Lynde and School Streets

**Section 12.02 (1) Characteristics** contains all of the maps associated with this URP. *Map 12.02 (1) S-1: Project Area Location* presents a locus map, while *Map 12.02 (1) S-2: URA Concentration Areas* depicts the concentration areas discussed throughout this report. Large and diverse, the Project Area contains all of the elements that have historically coexisted in Gardner’s Downtown, as well as looks to future opportunities for public rail access and transit oriented development fostered by the railroad tracks situated just south of lower Main Street. By encompassing all of these elements, as opposed to just a small piece of the “Main Street” Downtown, the URP effectively addresses the complexity and interconnected dynamic of Gardner.

## III. Statement of Need

This URP evaluates data from a variety of sources to support its recommendation that the Project Area meets the eligibility standards defined in M.G.L. Chapter 121B for consideration as a “decadent” area, and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. The data evaluated include parcel ownership, land and building assessments, parcels size and condition. The finding that the URA is decadent is based upon all properties within the URA, not only the properties slated for acquisition. The following statements synthesize the findings based on the assembled data.

1. The loss of the manufacturing economic base in the URA has resulted in substantial detriment to local economic and business conditions, with current commercial vacancy rates, currently estimated to range from 20 to 30 percent<sup>2</sup>.
2. Residual contamination and small-scale hazardous waste sites mean that redevelopment projects require site assessment, and developers are often unwilling to accept the uncertainty associated with potential cleanup efforts.
3. Predominantly small and irregularly shaped lot sizes with diverse ownership limits the ability of businesses to develop or expand in the URA and thwarts land assemblage.
4. Over 50 acres in the URA are undeveloped, vacant and underutilized.
5. With 88 percent of the structures predating World War II, there are significant structural maintenance requirements which exceed the financial capabilities of owners to reinvest.
6. Approximately 38 percent of the properties with buildings in the URA were found to be in moderate or severe disrepair.
7. In certain areas, pedestrian access has been inhibited due to limited interconnections and the perception that vacant, underutilized areas are unsafe.

While previous planning activities have provided an important framework, the ongoing national economic crisis has taken a toll on the City's ability to implement the full range of recommendations. The City has concluded that the ordinary operations of private enterprise, without public investment and designation as an urban renewal area, will not be sufficient to stimulate sufficient activity. The purpose of this URP is to set forth a series of City initiatives intended to stimulate private investment to restore vitality within the URA and overall improve the "quality of life" experience for those who live, work and visit Gardner.

#### IV. Public Action Proposed

Gardner seeks to transform its economy from the dislocation associated with the decline of the furniture-manufacturing and industrial transition to a vibrant 21<sup>st</sup> century urban center and economy. Gardner looks to reinforce its role as a regional employment center by reinvigorating and strengthening the Downtown commercial, retail and civic foundation. Gardner URA also strives to be a residential community of choice. In essence, Gardner's URP is a tool for building healthier work and living spaces with a sustainably strong core that will generate a robust economy, environment and community. The proposed URP activities are completely consistent with the City's most recent comprehensive plan.

#### Project Goals & Principles

The URA contains a wide range of urban elements – residential, commercial, industrial and recreational – and the scope of the URP Project Goals and Objectives reflect this range. The following urban renewal

<sup>2</sup> Source: Gardner Economic Development Coordinator based on survey of local commercial real estate brokers.

goals will be achieved by implementing the specific objectives listed in **12.02 (3) Section 1 Urban Renewal Area Goals and Objectives.**

1. *To foster an environment for businesses to thrive and create sustainable jobs.*
2. *Celebrate and embrace Downtown Gardner and promote its sustainable characteristics.*
3. *Reinforce the URA as the civic, business, and cultural nexus of Gardner and surrounding communities.*
4. *Transform Gardner's historic manufacturing economic base to serve 21<sup>st</sup> century industry through the reuse and redevelopment of existing industrial properties, and in so doing increase the number and diversity of well-paying jobs in the URA.*
5. *Encourage and preserve residential and economic diversity and quality of life with safe, attractive housing serving a diversity of incomes and lifestyles.*
6. *Increase real estate tax income generating properties in the URA.*
7. *Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.*
8. *Facilitate land assembly to advance the goals, objectives and activities of the URP.*

In addition to these goals, Gardner's strategy proposes to implement general area-wide principles for redevelopment and design principles for each concentration area that are incorporated into the specific urban renewal projects. The area-wide principles include:

- create jobs;
- improve natural environment;
- promote energy efficiency and renewable energy sources;
- upgrade access and circulation; and
- advocate community health.

These area-wide principles will be integral to each renewal project.

The design principles are specific to concentration areas, but include the following considerations:

- linkage between concentration areas;
- promote pedestrian activity;
- appropriate scale and massing;
- emphasis on streetscape aesthetics;
- enhanced accessibility;
- rehabilitate and reuse existing structures, where feasible;
- promote multimodal transportation options; and
- encourage mixed-use buildings.

## Proposed Activities

**Section 12.02 (3) Section 1 Objectives** describes the proposed urban renewal projects and puts forth an implementation schedule. Below is a brief overview of the projects for each concentration.

- *Park Street Area:* extend North Central Pathway recreational bike trails into Downtown; redevelop the National Grid substation area as recreational open green space; upgrade the Greenwood Memorial Bath House; continue and expand a seasonal farmer's market; and improve wayfinding to enhance the connection between Downtown and recreational features/visitors.
- *Downtown:* celebrate Downtown and promote its sustainable features through a series of enhancements and projects, including redevelopment of the Goodnow-Pearson building, the Maki building, and 86-96 Main Street into mixed-use structures; demolition of the rear of the former theater on Parker Street with rehabilitation of the street-front portion; and redevelopment of the police station after the new station is completed. Urban renewal in the Downtown also includes creation of a new public plaza connecting Main Street with Pleasant Street in front of City Hall; in-fill and rehabilitation of existing housing; support rehabilitation of second-story residential dwellings; signage and façade improvement, entrepreneurial incentives and assistance; streetscape enhancement; circulation improvements for autos, transit, bikes and pedestrians; and wayfinding for parking and enhanced parking management. The City will support and strengthen volunteer efforts to promote and celebrate Downtown Gardner, as exemplified by efforts of Gardner Square Two, Inc. The reopened visitor center on Lake Street will be utilized as multi-purpose cultural center for visitor hospitality, information and the arts.
- *Rear Main Street:* provide key linkages in and around Downtown, the Gateway area, and lower Main Street with strong connectivity with Main Street and the residential area to the east; improve pedestrian access; extend Derby Drive; extend bicycle path; develop parking to support the existing historic Downtown; construct a new police station and office/commercial building fronting Main Street at the southern end of the new Derby Drive; encourage new business space with access from Rear Main Street; and redevelop Heywood Wakefield III and IV into residential and assisted living.
- *Gateway:* implement intersection improvements; limited street widening; possibly create a green median in Main Street; enhance sidewalk and streetscape elements; upgrade lighting and improve traffic flow; assemble land to accommodate two new buildings for commercial/retail development situated on the east and west sides of Main Street at Willow Street; redevelop the Travers Welding facility at the Gateway into a mixed-use, retail, medical-office with parking; and enhance the aesthetics of the Gateway area at Timpany Boulevard and lower Main Street.
- *Lower Main Street:* emphasize area as a connector and buffer with improved streetscape (inclusive of sidewalks); strengthen the presence of transit operator Montachusett Area Regional Transit (MART) with multi-modal service (bus and eventually commuter rail service with pedestrian, bicycle and vehicular connections); adapt the auto-oriented street to be more friendly to all modes of transportation; intersection improvements at Chestnut and Main Street; brownfields redevelopment, including demolition of select buildings to allow retail development

at Sherman and Main Streets; and encourage appropriate in-fill development/redevelopment of commercial, mixed-use, retail and housing; small business and local entrepreneurial incentives and assistance.

- *Sherman/Chestnut Industrial Area:* Reopen Sanborn Street and connect to Cross Street; brownfields assessment and remediation; streetscape improvements accommodating vehicles and pedestrians with buffers for the adjacent residential area; maximize opportunities for intermodal transport; and encourage in-fill development sites along lower Main Street to focus on commercial activity that will create jobs and complement the existing industrial/commercial base. Rehabilitate select structures abutting the industrial area along the east side of Sherman Street. Local entrepreneurial and small business incentives to be used as needed to foster investment and create jobs. Some retail is envisioned to be incorporated into the lower Main Street and Sherman/Chestnut Industrial Area.
- *Lynde and School Streets:* develop Gardner Housing Authority property on Lynde Street as new in-fill housing that features universally-accessible family housing, potentially capitalizing on the Mount Wachusett Community College (MWCC) program assisting re-entry of injured war veterans and their families into the community.

In terms of implementation, short-term projects are anticipated to occur within a 5-year timeframe; mid-term project within 6 to 12 years; and long-term projects between 13 and 25 years. The short-, mid- and long-term are also referred to as Phase 1, Phase 2 and Phase 3, respectively, particularly with respect to the financial plan.

### Financial Approach

The financial plan for the Gardner URP is based on financial cost estimates of the programs and projects contained within each concentration area and the activities to fulfill the goals and objectives. **Section 12.02 (4) Financial Plan** outlines the cost elements for three phases of the URP. The major components are land assembly, site preparation costs, proposed public improvements, and relocation expense.

The total projected costs for land assembly for all three phases of the URP is \$6,165,000, although a detailed appraisal will be secured by professional and licensed appraisers to evaluate the current property values before any action for acquisition is undertaken. Site preparation costs include site assessment, demolition (inclusive of partial demolitions, building demolition, foundation removal, and clearance), environmental compliance and clean-up, where necessary, as well as public safety measures, such as temporary fencing when appropriate. Since much of the URA historically consisted of manufacturing and industrial uses, and nearly all the buildings in the area were built prior to lead paint regulations, it is presumed that environmental site assessment and clean-up costs will be necessary for all parcels to some extent. There are approximately 151 acres within the URA exclusive of streets and public ways.

Public Improvements are planned for all seven concentration areas, Park Street Area; Downtown; Rear Main Street; Gateway; lower Main Street; the Sherman/Chestnut Industrial Area; and the School-Lynde Street area over three phases. The total projected project cost for all three phases is \$117,023,000 for the

twenty-five year plan. Short-Term/Phase 1 budget is \$78,108,000. Mid-Term/Phase 2 budget is \$20,541,800. Long-Term/Phase 3 budget is \$18,374,000. A \$2.5 million entrepreneurial incentive and assistance fund will be created and operated during all three phases of the URP, and is included as part of Project costs. Design and engineering along with related soft costs are being estimated at twenty percent of project costs. A twenty percent contingency is also carried, since proposed public improvement cost estimates are based on early-stage conceptual plans and reflect order of magnitude cost estimates.

In terms of relocation expense, the URP anticipates some limited relocation expenses for residents and perhaps a business to be incurred during implementation of the plan. Relocation expenses are estimated to be \$1,470,000 over the duration of the URP. Additional costs, including funding for additional studies and evaluations, legal fees, and administration, total an estimated \$4,791,000 for the three phases. This includes funding for appraisals, market analyses, feasibility studies, swimming pool and Park Street area master plans, shared-use parking study, and planning for commuter rail expansion to Gardner. Legal and administrative expenses are estimated to be \$574,000 and \$2,870,000, respectively, during the 25-year implementation period of the URP.

The gross project budget is estimated to be \$132,919,800. This budget is detailed as to the three phases with the Phase 1 budget projected to be \$84,804,000; Phase 2 at \$26,236,800; and Phase 3 to be \$21,879,000. The gross project budget includes: public improvement costs; land assembly costs; site preparation costs; relocation costs; funds for additional studies and evaluation; legal costs, administration costs, and capitalizing the entrepreneurial incentive fund.

Implementation of the Gardner URP relies significantly on public-private partnerships, with the public sector through the URP investing in public infrastructure, assisting with land assembly and site preparation. It is envisioned that the private sector will take the initiative to commence land assembly and site preparation activities, which are not included in the project budget. It is anticipated that during the course of the plan that the City, through the GRA, may recoup \$500,000 to \$1,000,000 through land sales or leasing that can offset anticipated project costs, estimated for purposes of this study at \$750,000. Thus, the net cost of the URP less projected sales and lease revenue is \$132,169,800.

### **Implementation and Economic Benefits**

Implementation of the URP is anticipated to have cumulatively significant economic benefits for the City. The recent \$3 million new private investment in a foreclosed commercial property on Main Street resulted in over twenty newly renovated market rate residential rental units (now 100 percent occupied); creation of three new commercial spaces on Main Street (unleased as of July 2011); and a rear access commercial space (leased as Laundromat). This project was the first new private investment in the downtown area in nearly twenty-five years. In addition to creating momentum and rehabilitating a boarded-up building, the Goodnow-Pearson building created eight construction jobs, one permanent job, and new customers for downtown businesses.

The urban renewal process recently served as a catalyst to rejuvenate the longstanding project for redevelopment of a former Heywood Wakefield mill building on Pine Street into an assisted living

complex. The project, situated in the Rear Main Street area of the URA, involves the third phase of renovations to former factory complex facilities. Although the project had initially received \$10 million in federal funding in 2002, activity had languished for many years due to additional funding needs. The structure, a historic building within the Heywood Wakefield Company Complex National Register District, has significantly deteriorated in the interim. Recent federal tax credit financing has allowed the developers to raise the additional \$12.5 million needed and the renovation of about half of the building into 78 apartments. In addition to providing much-needed housing, the project will also create approximately 45 to 49 temporary construction positions and 13 permanent positions.

Another significant Downtown project involves the Travers Welding facility at 354 Main Street, which until recently consisted of a vacant and condemned warehouse building along with a brick structure. The property, which is situated in the Gateway section of the URA, is undergoing redevelopment for use as office/commercial space. The project is state-funded through the MA Opportunity Relocation and Expansion Jobs Capital Program, and will create an estimated 15+ jobs.

The Gardner URP intends to reinforce and support the continuation of this incremental private investment that can yield long-term and lasting results with a mix of public and private investment. In the URP, **12.02 (3) Section 3: Implementation Schedule** presents information relative to which projects will be undertaken in the short-, mid- and long-term timeframe, also referred to as Phase 1, Phase 2 and Phase 3, respectively.

#### *Short-Term (Phase 1), 0 to 6 years*

Short-term projects include construction to extend Derby Drive; rehabilitate the Heywood Wakefield III and IV properties into assisted living units (now underway); develop a commercial/medical office building and new retail; undertake housing rehabilitation and energy conservation; and commence transportation access improvements with a total estimated public cost of \$54.7 million. This public investment (local, state and federal) will generate approximately 200 construction jobs of three-year duration with construction wages typical of Gardner. It is anticipated that public investment will spur private activity and new private investment conservatively projected to be \$27 million in the short-term. This could generate an additional 80 to 90 construction jobs. Permanent jobs to be created are estimated to range between 199 and 287 jobs to be incrementally created throughout the initial efforts of the URP. The significant public investment projected in the short-term will establish an environment more conducive and ready for private investment over the long-term, as well as encouraging existing small businesses to grow and expand in Gardner in the URA. To further foster small business stability and expansion, the City and GRA will establish an entrepreneurial incentive fund to spur local growth and private investment.

In addition to the permanent and construction jobs created by the URP and related private investment, the City of Gardner's tax base will be substantially enhanced. Although there may be some temporary reduction in some building values due to demolition of deteriorated properties, the effects on the tax base attributable to demolition will likely be minimal. Private redevelopment and new construction in the

short-term may yield an additional \$335,000 annually in new real estate taxes by the conclusion of that phase, based on current tax rates. An example of this is the contemplated retail center development on the former Nichols and Stone property.

*Mid-Term (Phase 2), 7 to 13 years and Long-Term (Phase 3), 14 to 25 years*

The URP is a 25-year plan of action. An additional 250 construction jobs are projected during the latter two phases from both public and private investment. The creation of permanent jobs is forecasted with increased occupancy in the Sherman/Chestnut Industrial Area, new mixed-use and retail development in downtown and lower Main Street areas. This plan anticipates that much of the growth will be internally generated from the greater Gardner region, so that new permanent job creation will be accomplished in small increments with approximately an additional 200 permanent jobs. An additional \$560,000 annually in new tax revenues are estimated to result from the projected private investment.

There are also qualitative benefits that will contribute and support the economic revitalization of the URA. These benefits include increased walkability and an enhanced bike path system, enabling residents, workers and visitors to traverse the URA by a variety of modes. This will reduce out-of-pocket transportation costs for local residents. The enhanced bike path connection with the North Central bike path system will help draw visitors to the downtown generating additional retail and food sales. The URP also calls for energy conservation and rehabilitation of housing and commercial facilities which will reduce long-term operating costs for both residents and businesses.

## V. Commonwealth's Sustainable Development Principles

The Commonwealth has established ten principles that encourage smart growth and sustainable development. Below is a discussion of how effectively the Gardner URP promotes these principles using redevelopment, open space and transportation improvements to attract economic development to the URA.

### **Concentrate Development and Mix Uses**

*Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.*

The Gardner URP advances the principle of concentrating development and mixed uses. The focus is to revitalize Downtown Gardner and the surrounding area while preserving its historic character. It promotes the rehabilitation and reuse of historic properties in the Downtown, including the former Heywood-Wakefield mill buildings, and the redevelopment of the theater and Maki buildings. The URP enhances pedestrian connections and walkability throughout the URA as well as encourages mixed-uses. The URA is wholly situated in a previously developed and built-up area with known contamination issues, and the Plan calls for extensive brownfields remediation. There is not a lot of vacant or open land

available for industrial or commercial development within the URA. Thus the City is focused on reusing and redeveloping existing commercial and industrial properties that are no longer functional.

### **Advance Equity**

*Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.*

The Gardner URP focuses on improving one of the most economically-disadvantaged sections of Gardner. As such, the URP seeks to advance public and private investment in a community of need. The City of Gardner has undertaken outreach to include residents, stakeholders and advocates, and incorporated their input into the URP. The planned activities of the URP include expanding accessibility, particularly for physically-challenged residents; increasing job opportunities for local residents; undertaking housing rehabilitation; and implementing energy conservation measures. These URP activities promote equity for current and future generations of Gardner residents.

### **Make Efficient Decisions**

*Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.*

The City of Gardner has adopted a streamlined permitting process to promote efficient and coordinated decision-making, which is being used for all development in the URP. The rear Main Street area of the Gardner URP is a designated 43D site, which was provisionally approved by the Massachusetts Interagency Permitting Board on September 24, 2008. Thus, the URP complies with the Make Efficient Decisions Principle.

### **Protect Land and Ecosystems**

*Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.*

A significant URP activity that protects natural resources is the relocation of the current National Grid electric substation on the southern shore of Crystal Lake, the City of Gardner's primary water supply, and restoration of this area as open space. National Grid has approached the City to discuss relocating the substation away from Crystal Lake, a significant step in long-term water resource protection. This move will occur by mutual agreement between the City and National Grid, and may involve a land swap for a parcel on a nearby railroad ROW. Some of the lines feeding into the substation have structural foundations in Crystal Lake. Moving the substation (and associated feed lines) eliminates the need for underwater work associated with the rehabilitation of these pole supports. In addition, the URP provides for investment to rehabilitate and preserve historic structures and augment amenities in the Downtown Gardner Historic District. The Gardner URP furthers the principle of protecting land and ecosystems.

### **Use Natural Resources Wisely**

*Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.*

The Gardner URP seeks to use natural resources wisely by promoting connections between the built environment and natural areas, such as Crystal Lake and Winchendon State Forest with an expanded bike path system. Reinvestment in the URA promotes the efficient use of land, energy, water and materials since it is a previously developed area and concentrates development in the center of Gardner. Thus, the Gardner URP adheres to the principle of using natural resources wisely.

### **Expand Housing Opportunities**

*Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.*

A key component of the Gardner URP is the rehabilitation of existing housing units and the diversification of housing types in the URA. The URP calls for upper-story housing in downtown Gardner; assisted living housing, and upgrade of existing housing units through rehabilitation and energy conservation programs. Both affordable and market-rate housing units will be created through URP activities. With the URP, Gardner seeks to strengthen itself as a residential community of choice. The URA is presently served by bus transit operated by MART, but Gardner is not presently served by commuter rail. However, the long-term plan is for expansion of commuter rail services to Union Square, the southeast corner of the URA, which will become a transit-oriented development area. The Gardner URP clearly embraces and advances the expansion of housing opportunities principle.

### **Provide Transportation Choice**

*Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.*

The Gardner URP explicitly advances transportation choices throughout the URA by extending the existing North Central bike path to Downtown; increasing walkability and extending sidewalks in the URA; increasing pedestrian linkage from Rear Main Street to Main Street; improving three key traffic intersections to improve compatibility and flow for all transport modes and reduce congestion at Willow and Main Street, at Main and Chestnut, and at Main, Central, Lynde and Parker; transforming Rear Main Street, now a gravel-dirt road to Derby Drive, a multi-modal street; upgrading bus stop areas and enhancing transit services of MART, whose Gardner's hub is situated within the URA; and by long-term

planning for expanded transit and commuter rail. Freight service is also a component of the Gardner URP with existing and future freight rail access to the Sherman/Chestnut Industrial Area and lower Main Street. The Gardner URP embraces the principle of providing transportation choice.

### **Increase Job and Business Opportunities**

*Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.*

The underlying thrust of the Gardner URP is to retain jobs and business opportunities, and create the foundation for new job and business opportunities. The URA is centrally-located in the Greater Gardner region with a strong transportation network, adjacent to residential neighborhoods. The URP targets support of existing small businesses, particularly in Downtown Gardner; provides for relatively low-cost flexible space to enable new business growth; and connects with MWCC to provide opportunities for twenty-first century manufacturing and business opportunities, as well as employment training. New medical-offices are also a key aspect of the redevelopment strategy for the Gardner URP. The Gardner URP advances the principle of increasing job and business opportunities.

### **Promote Clean Energy**

*Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.*

The URP calls for energy conservation to be incorporated in all projects, particularly housing rehabilitation, commercial renovation and redevelopment. The Gardner URP also connects with MWCC to capitalize on opportunities for twenty-first century manufacturing and business opportunities, including those in the renewable energy field. Thus, the Gardner URP incorporates the clean energy principle.

### **Plan Regionally**

*Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.*

Gardner is the regional employment center and is a net employer, with slightly more jobs in the City itself than resident work force. The focus on economic revitalization in the central city of the seven-town region strengthens the region. The document *Building a Better Montachusett: Montachusett Region Comprehensive Economic Development Strategy, Five Year Annual Report, Evaluation and Workplan* (Draft), September 2009 was prepared by the Montachusett Regional Planning Commission (MRPC) contains nine goals for promoting regional growth. Gardner's URP proposal is consistent with these regional growth strategies, which focus on economic development through transportation system

improvements, housing opportunities, business sector and employment growth, education and health care development. In addition, the Gardner URP supports the expansion of the North Central Bike Path connecting Gardner and Winchendon, thereby advancing the *Massachusetts Bicycle Transportation Plan*. The URP also furthers Gardner's Open Space and Recreation Plan. Thus, the Gardner URP furthers the principle encouraging regional planning.

## 12.02 (1) Characteristics

### 12.02 (1) Section 1: List of Urban Renewal Area Maps

The maps in this section depict existing characteristics of the Urban Renewal Area (URA or “Project Area”) and vicinity, and support the finding that the area meets the qualifications to be considered an URA. In addition to the maps depicting existing conditions, some of the plans included in this section present potential future conditions and recommendations. Attachment A presents a list of property owners of parcels within the Gardner URP, as well as Maps depicting parcel locations and parcel owners.

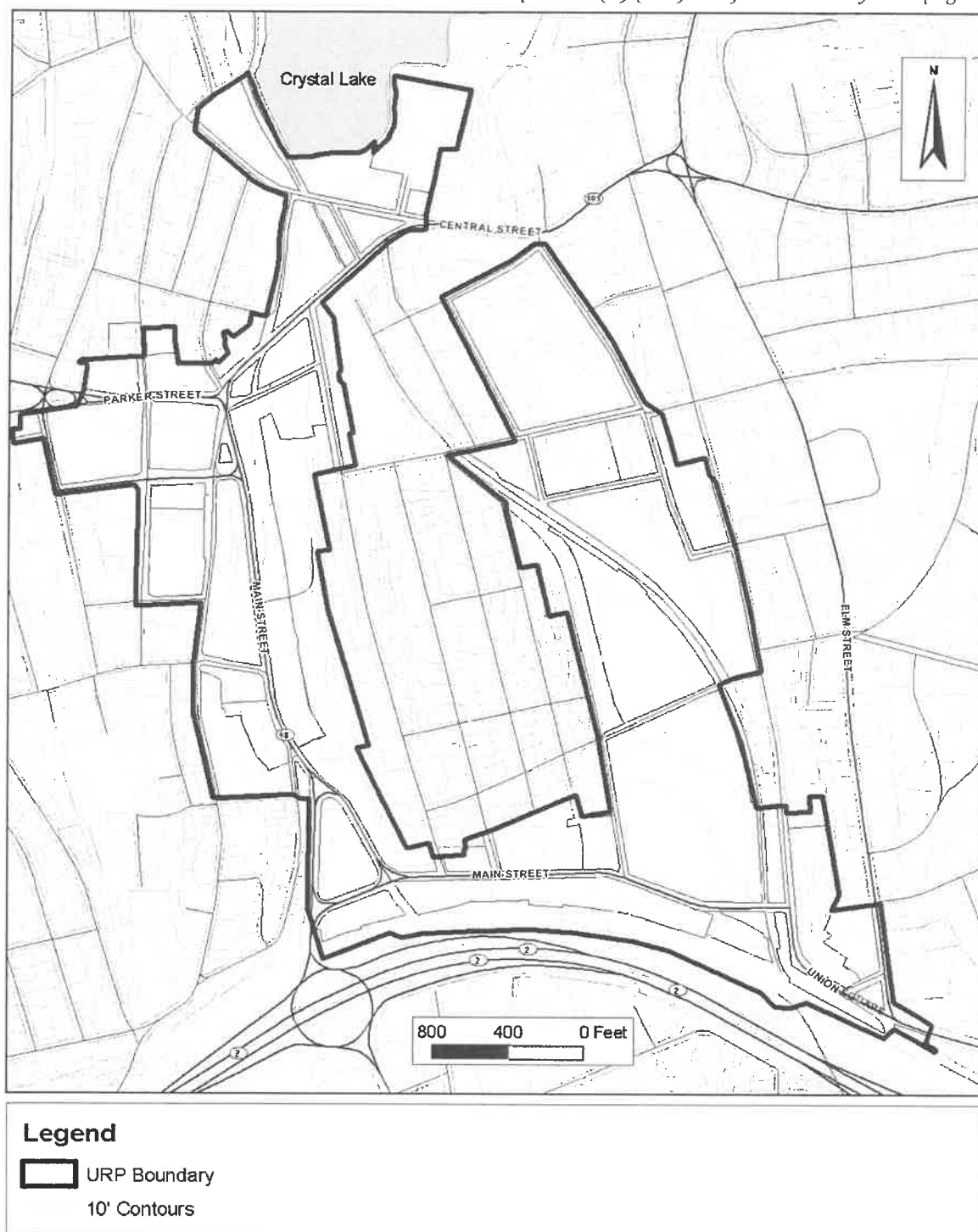
#### Map List

Map 12.02 (1) (A-1): Project Boundary & Topography  
 Map 12.02 (1) (A-2): Aerial View of Project Area  
 Map 12.02 (1) (B): Boundaries of Proposed Clearance and Rehabilitation Areas  
 Map 12.02 (1) (C-1): Existing Property Lines/Building Footprints & Parking Areas  
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 Map 12.02 (1) (D-1): Existing Land Use  
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 Map 12.02 (1) (E-1): Proposed Land Uses  
 Map 12.02 (1) (E-2): Proposed Zoning  
 Map 12.02 (1) (F-1): Existing Roadways, Easements & ROWs  
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#### Supplemental Maps

Map 12.02 (1) (S-1): Project Area Location  
 Map 12.02 (1) (S-2): Concentration Areas  
 Map 12.02 (1) (S-3): West Gardner Square Historic District  
 Map 12.02 (1) (S-4): Structure Age in the URA  
 Map 12.02 (1) (S-5): MassDEP Oil and/or Hazardous Material Sites  
 Map 12.02 (1) (S-6): Census Tracts  
 Map 12.02 (1) (S-7): Conceptual Design

Map 12.02 (1) (A-1): Project Boundary &amp; Topography



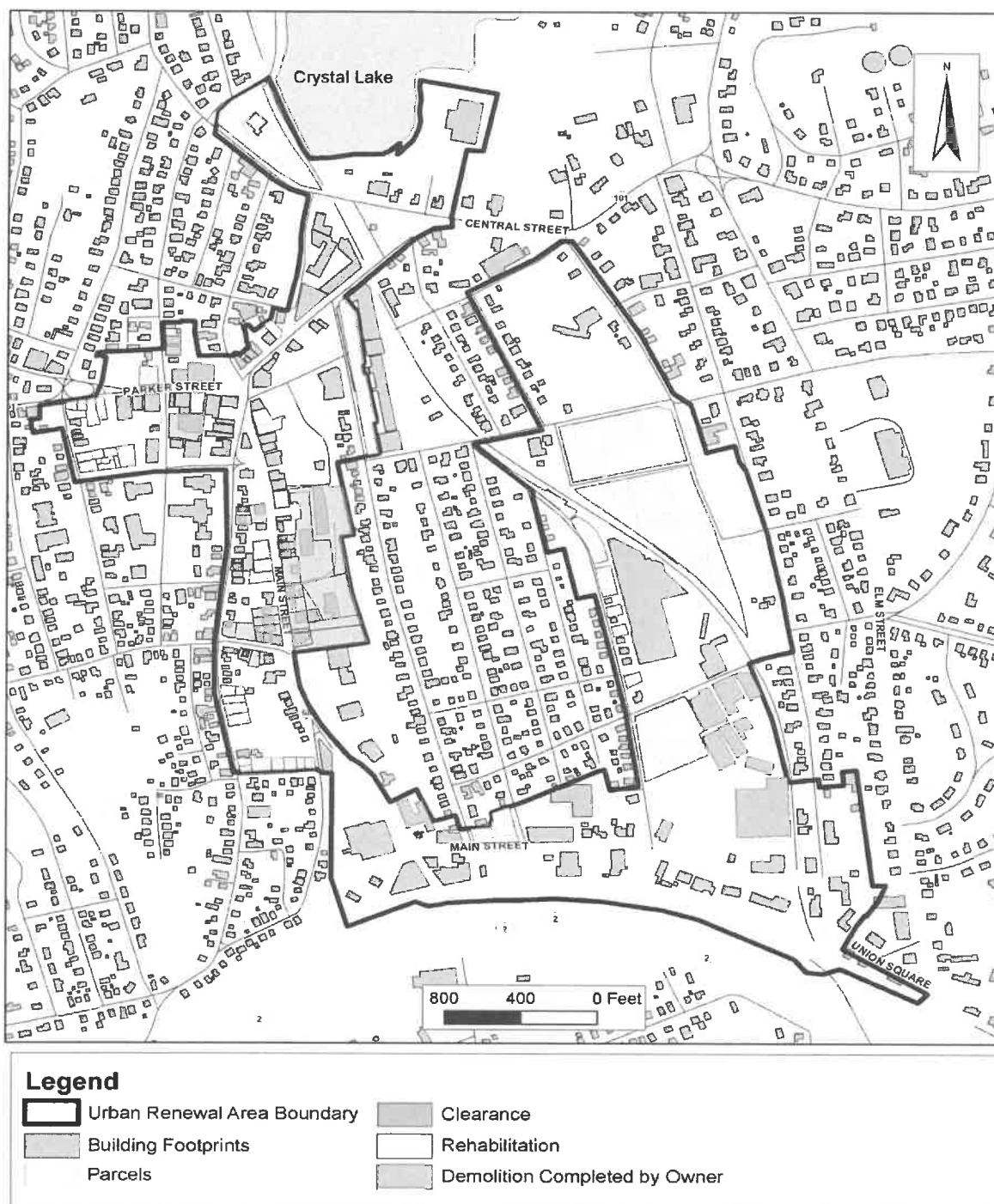
Map 12.02 (1) (A-2): Aerial View of Project Area



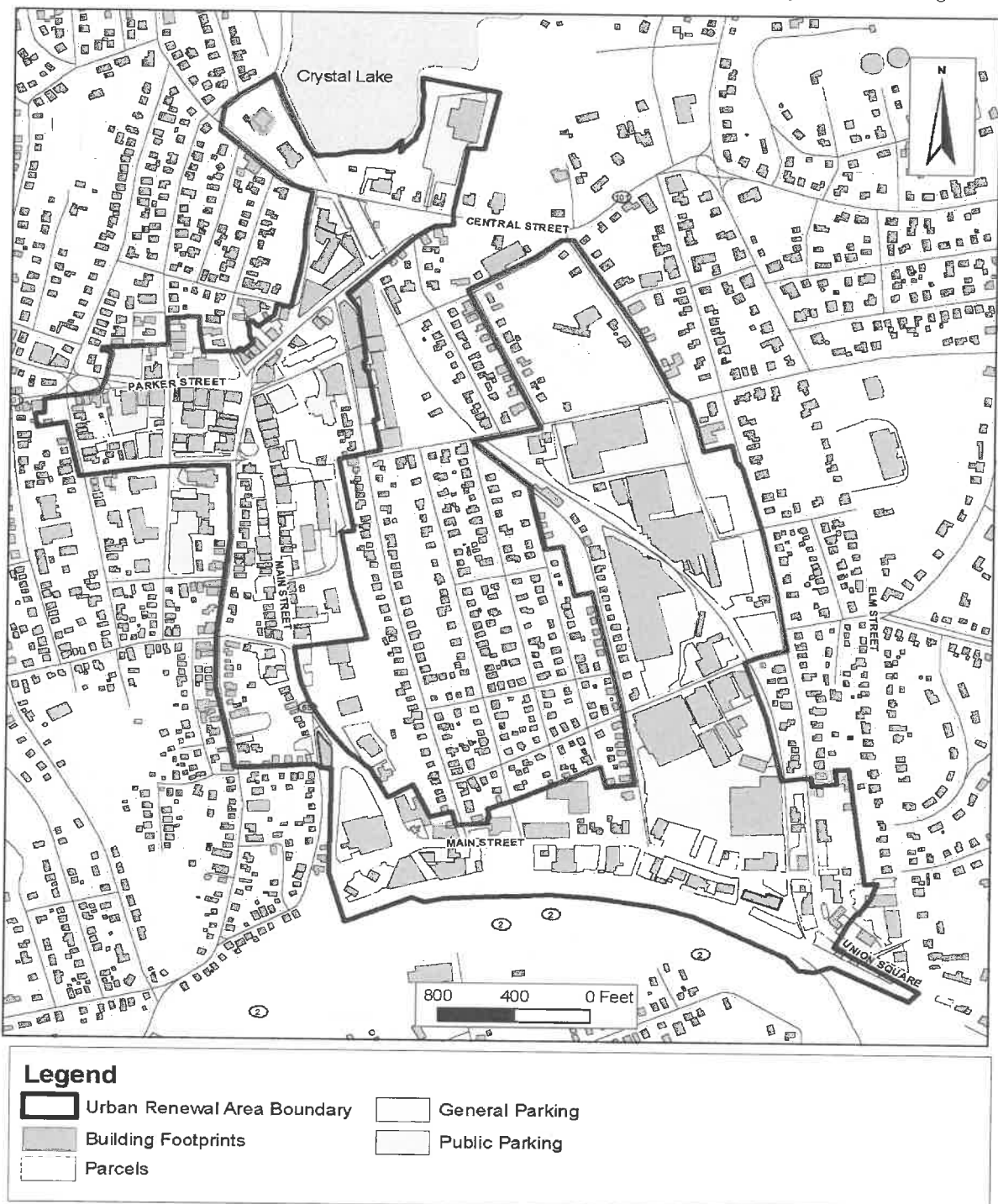
### Legend

 URP Boundary

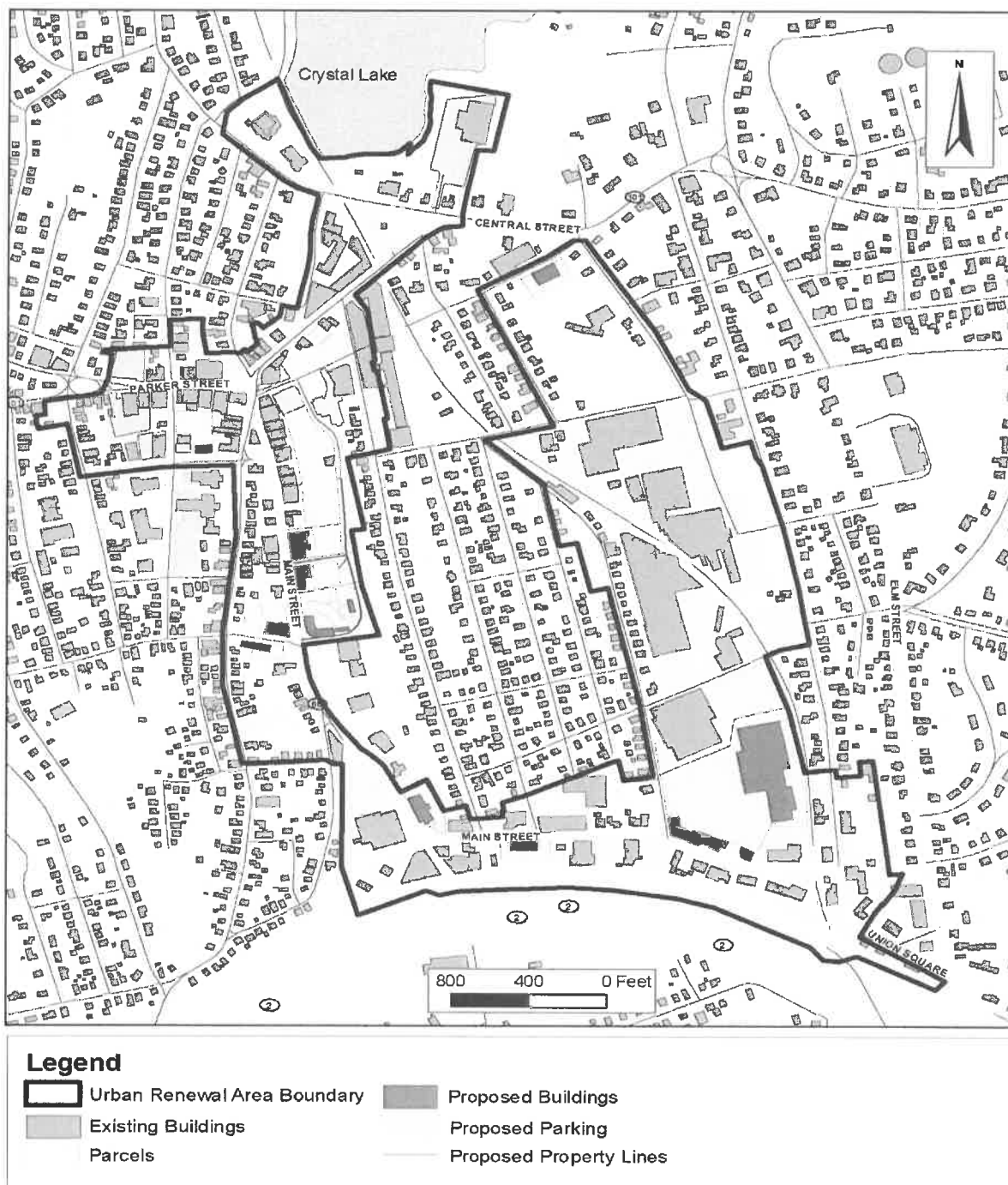
Map 12.02 (1) (B): Boundaries of Proposed Clearance and Rehabilitation Areas



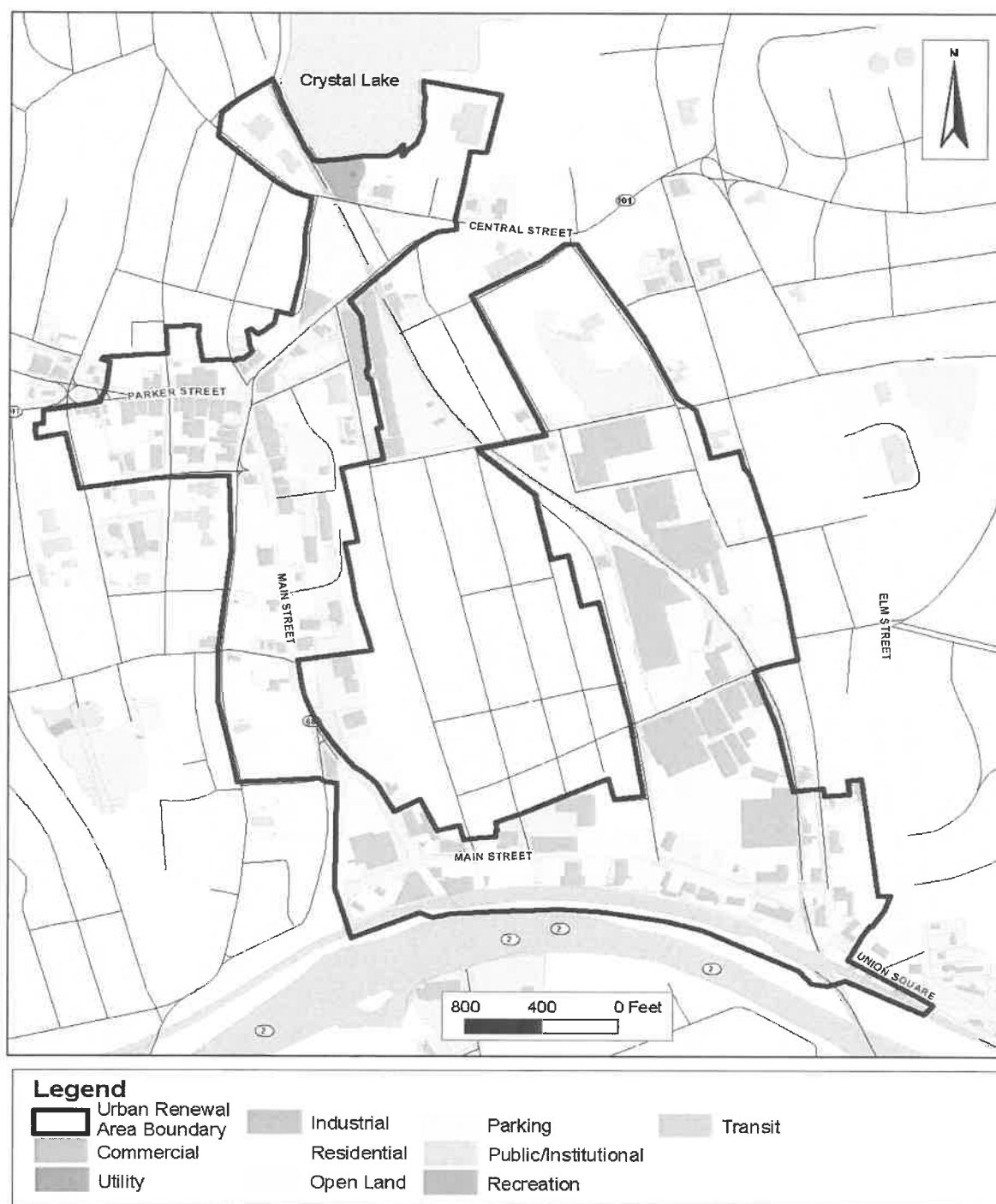
Map 12.02 (1) (C-1): Existing Property Lines/Building Footprints & Parking Areas



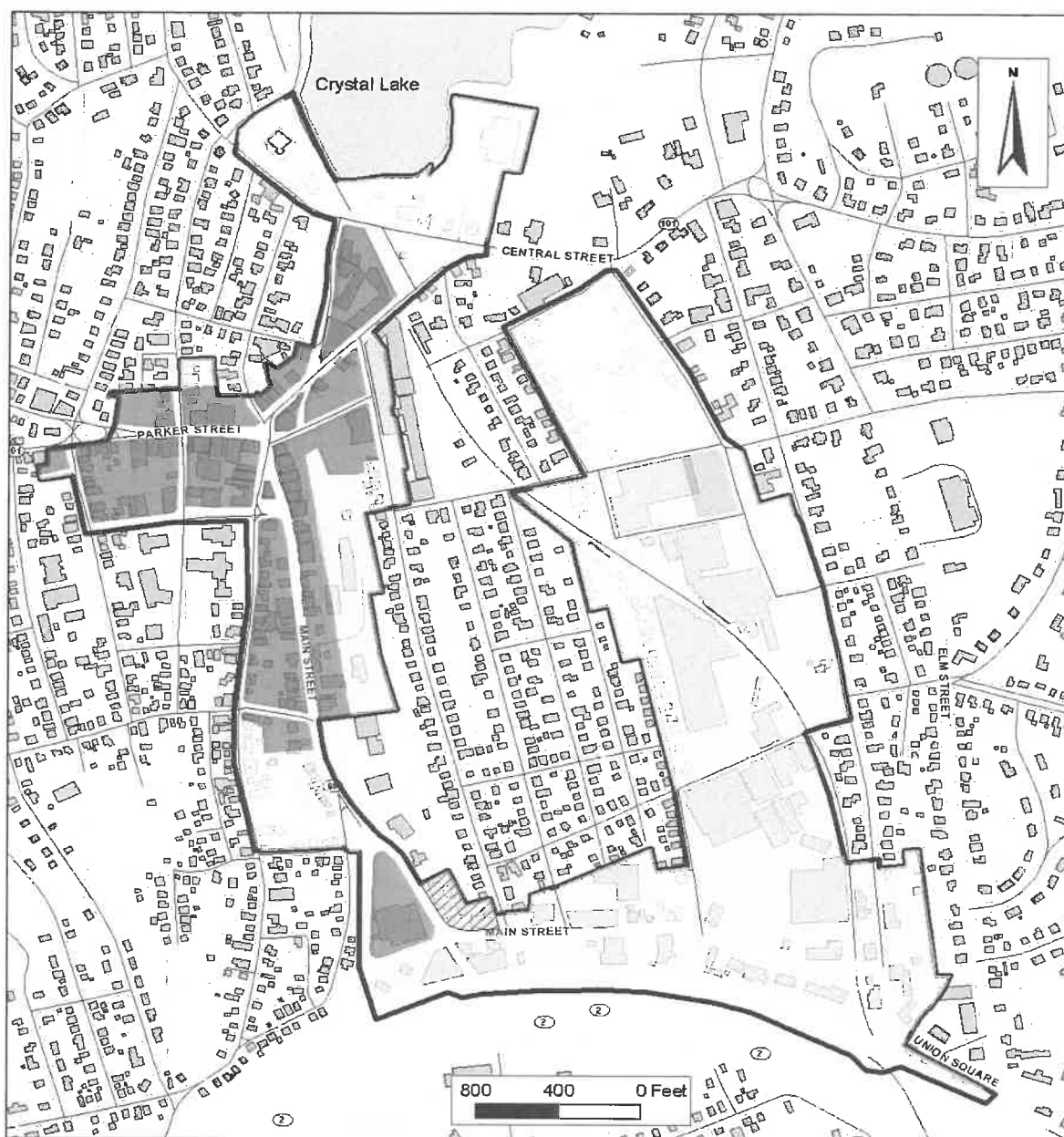
Map 12.02 (1) (C-2): Proposed Property Lines/Building Footprints, & Parking Areas



Map 12.02 (1) (D-1): Existing Land Use



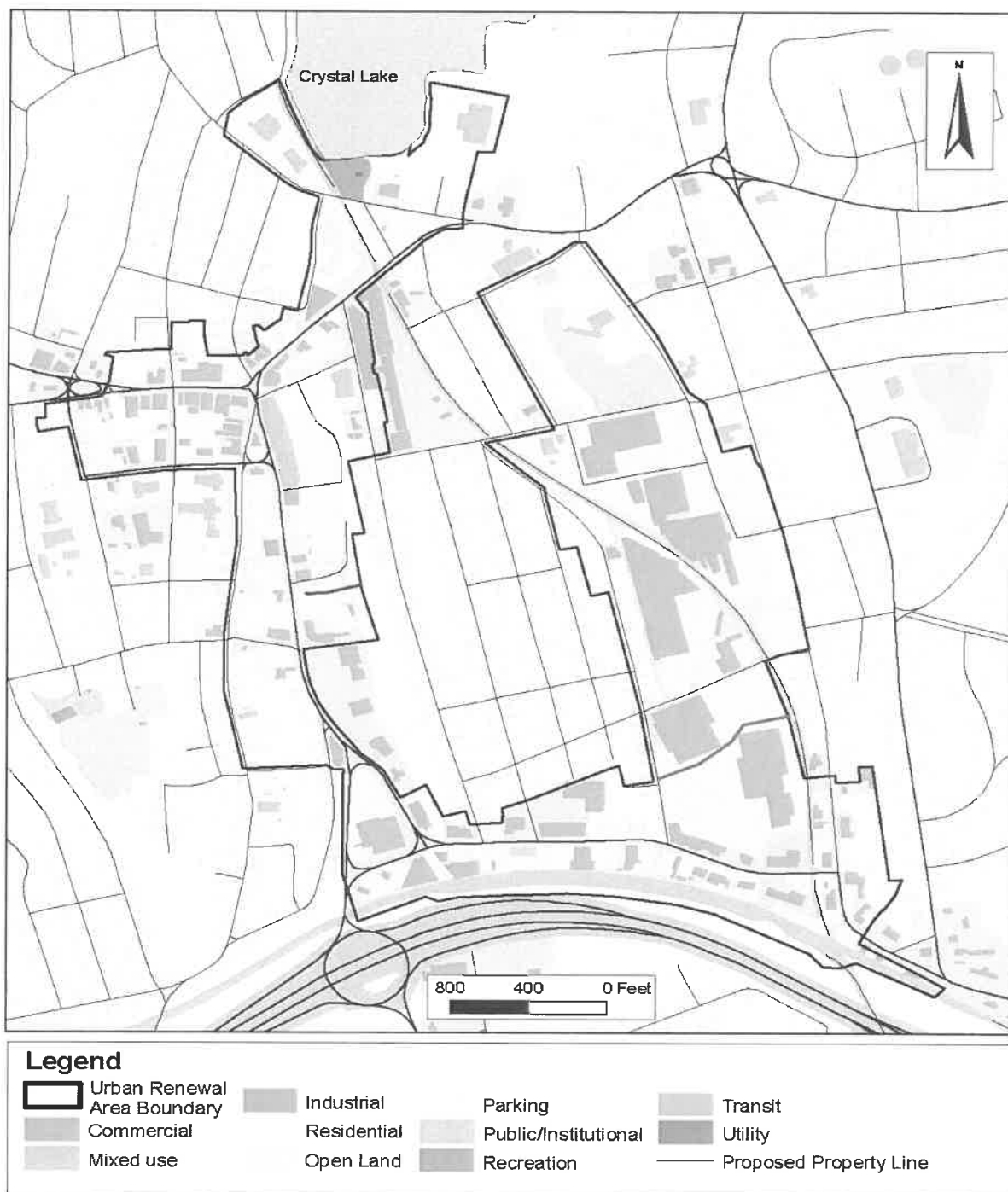
Map 12.02 (1) (D-2): Existing Zoning (adopted January 2, 2007)



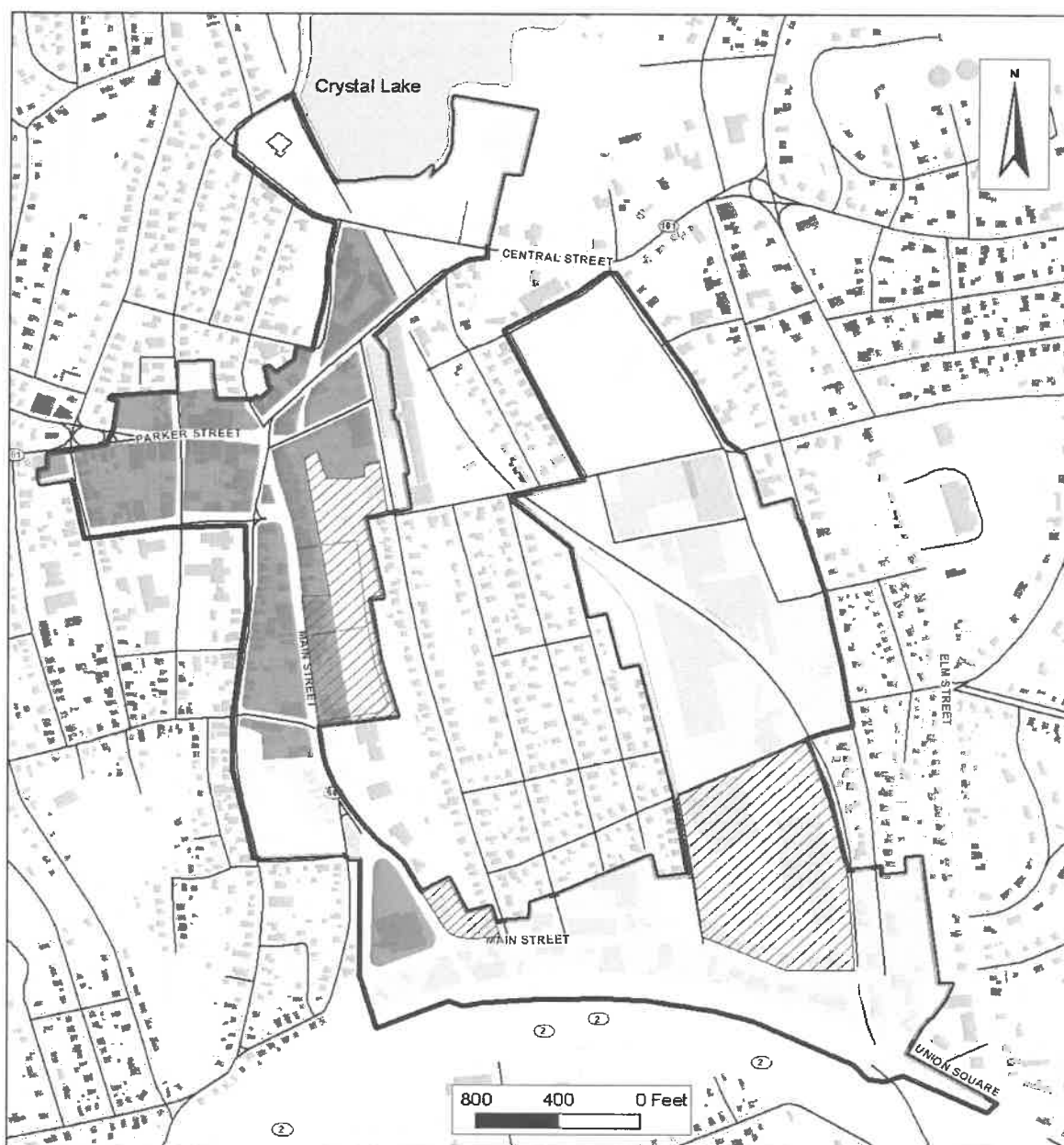
### Legend

|  |                             |  |              |  |                              |
|--|-----------------------------|--|--------------|--|------------------------------|
|  | Urban Renewal Area Boundary |  | Commercial 1 |  | Industrial 1                 |
|  | Building Footprints         |  | Commercial 2 |  | Industrial 2                 |
|  | Parcels                     |  | Residential  |  | Development Overlay District |

Map 12.02 (1) (E-1): Proposed Land Uses



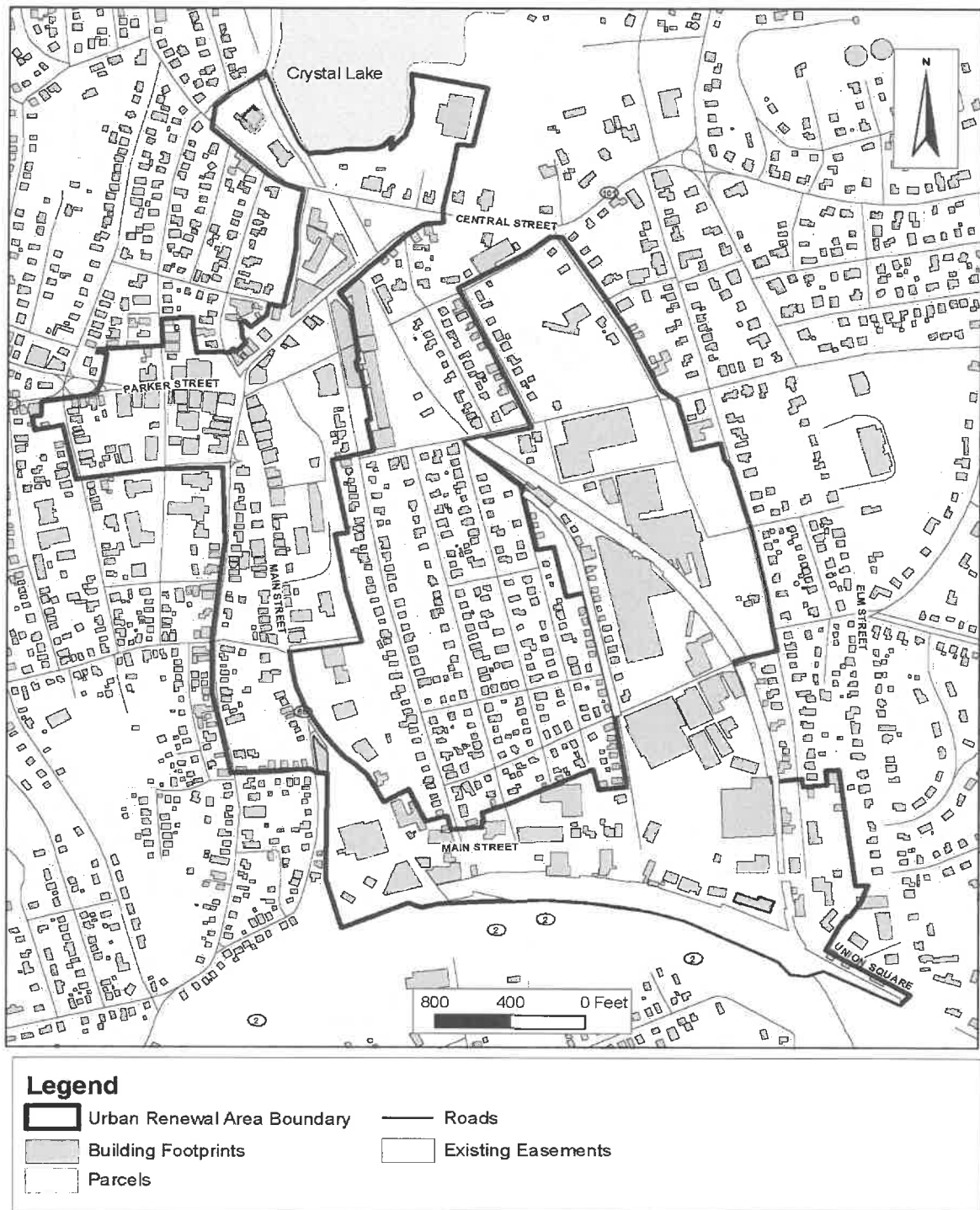
Map 12.02 (1) (E-2): Proposed Zoning



### Legend

|                             |              |                              |
|-----------------------------|--------------|------------------------------|
| Urban Renewal Area Boundary | Commercial 1 | Industrial 1                 |
| Building Footprints         | Commercial 2 | Industrial 2                 |
| Parcels                     | Residential  | Development Overlay District |

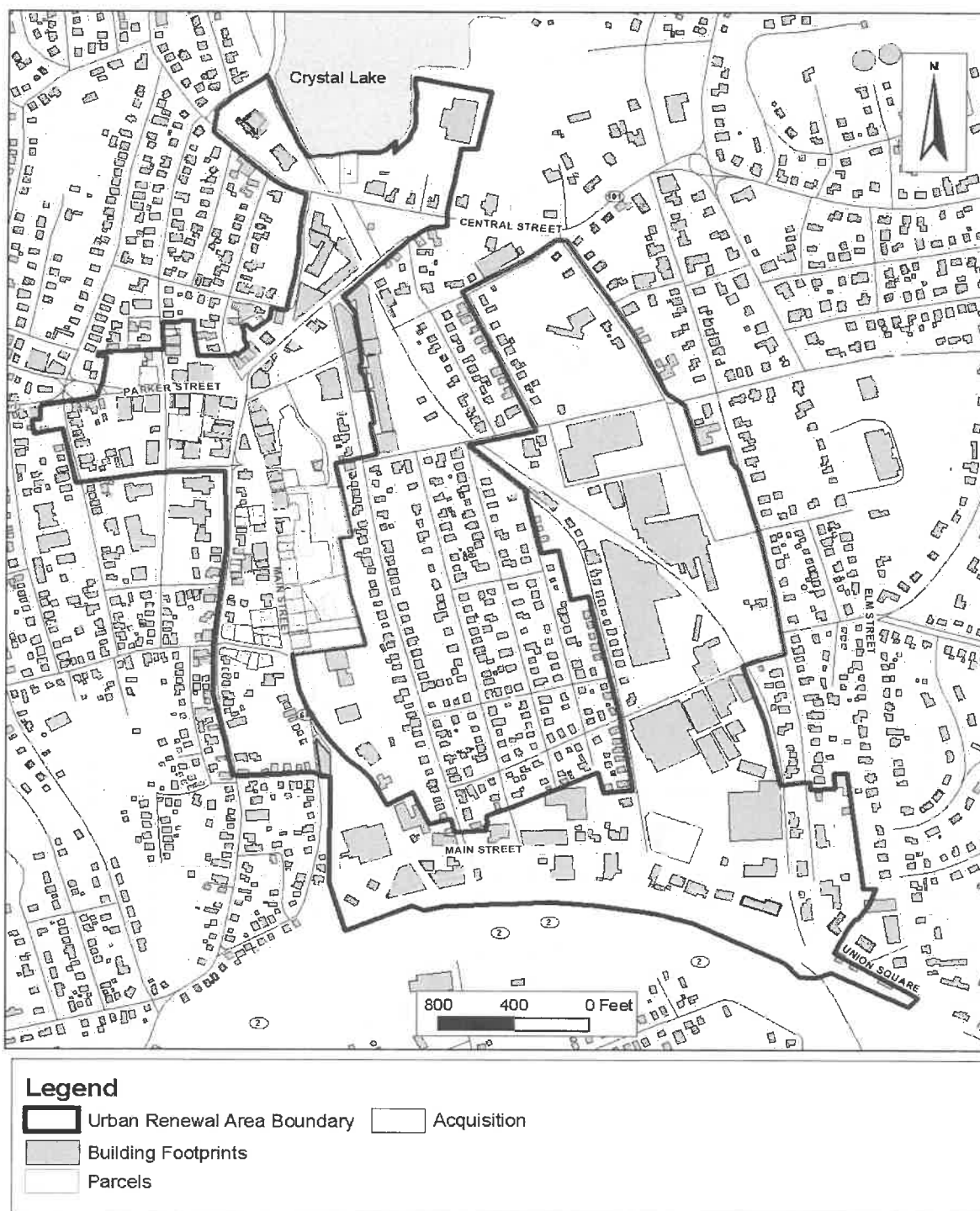
Map 12.02 (1) (F-1): Existing Roadways, Easements &amp; ROWs



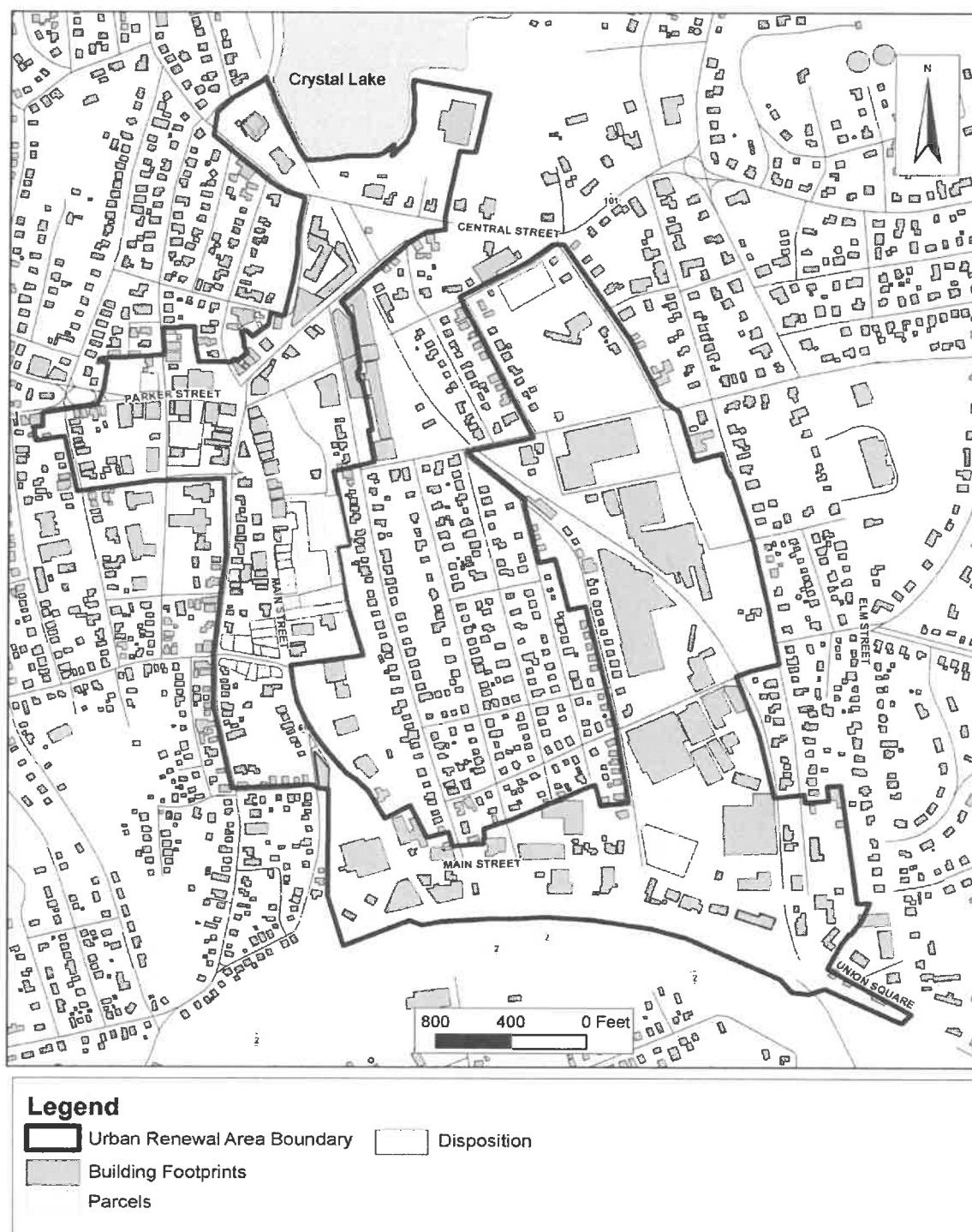
Map 12.02 (1) (F-2): Proposed Roadways, Easements &amp; ROWs



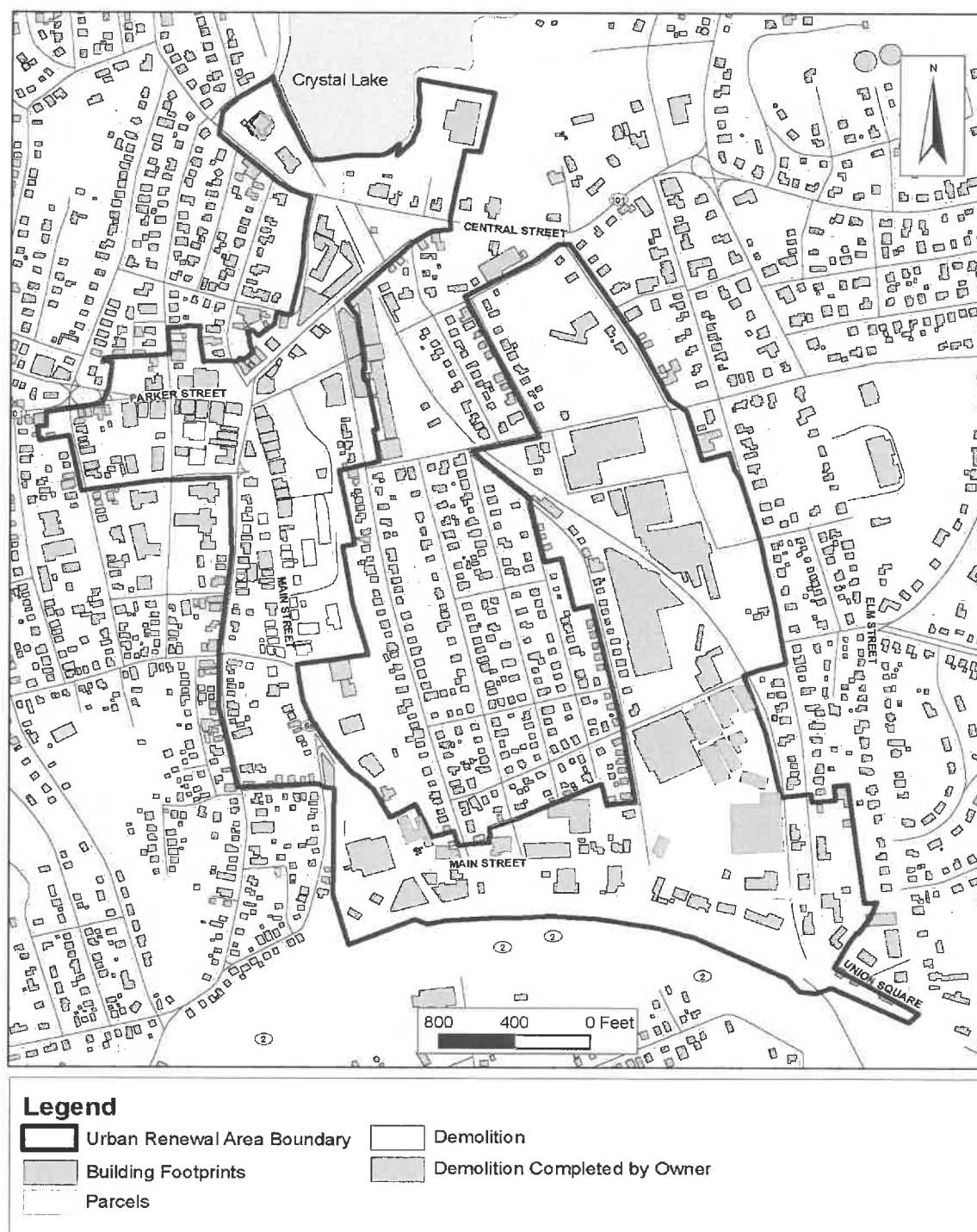
Map 12.02 (1) (G): Parcels to be Acquired



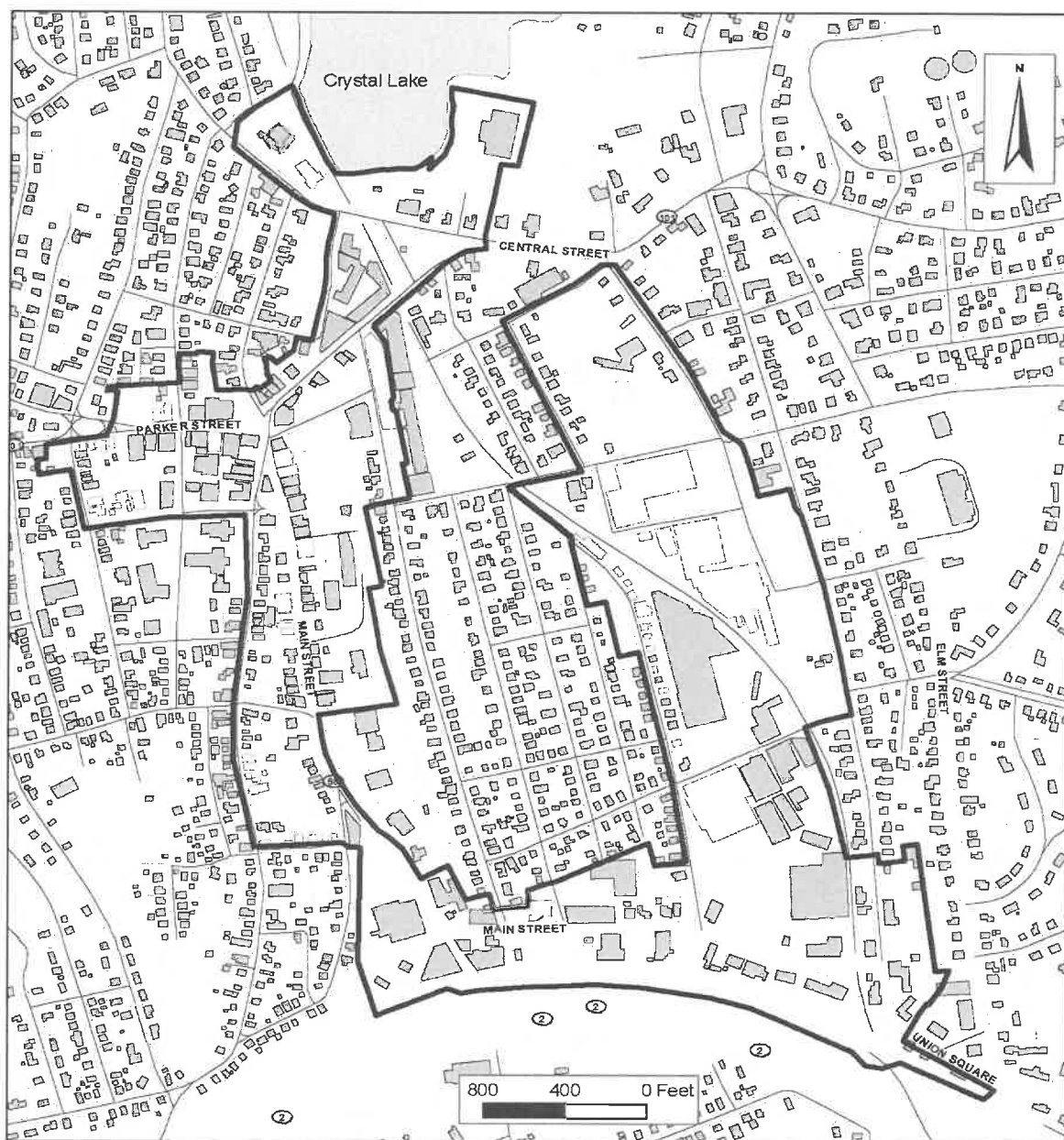
Map 12.02 (1) (H): Lots to be Created for Disposition



Map 12.02 (1) (I): Buildings to be Demolished



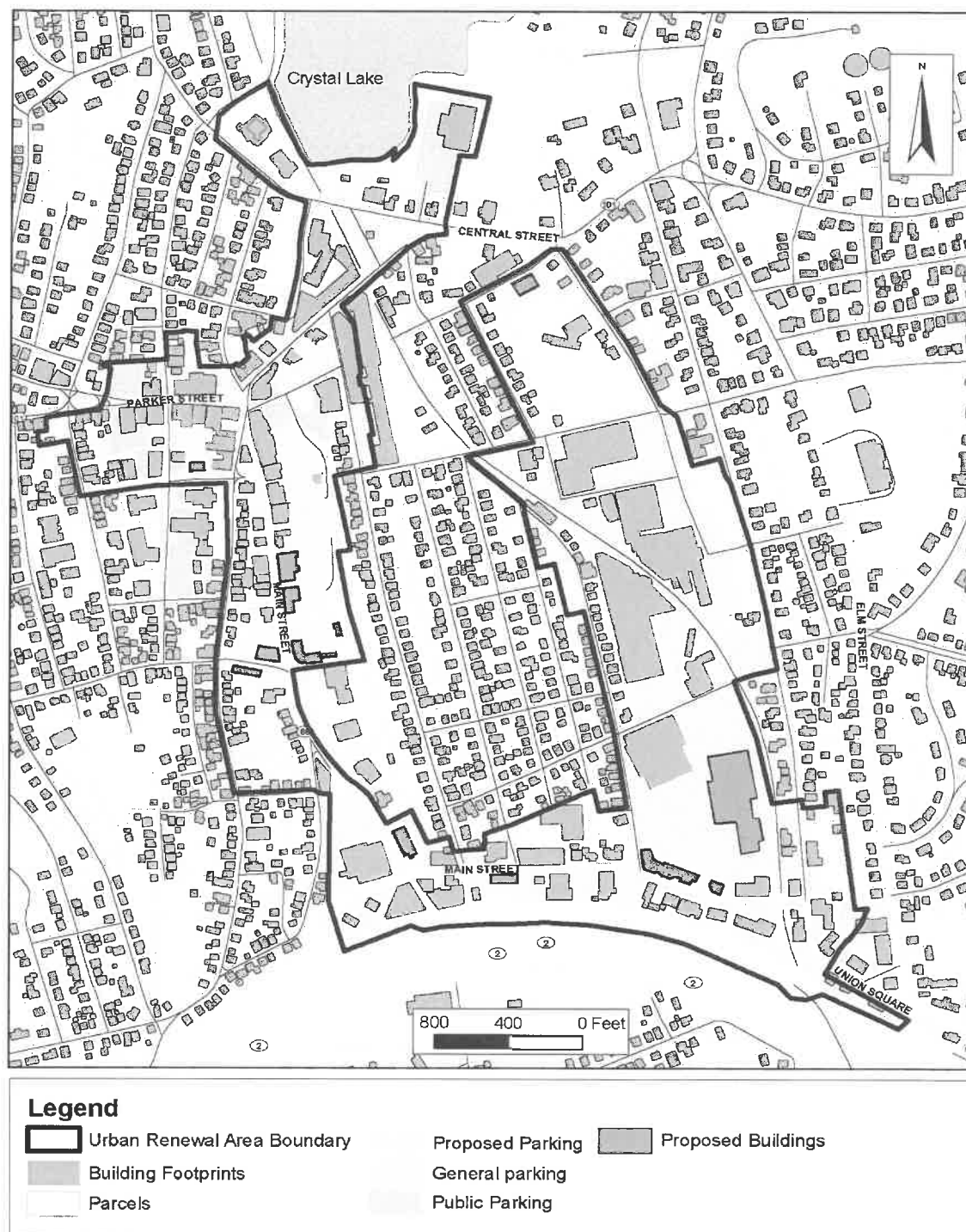
Map 12.02 (1) (J): Buildings to be Rehabilitated



### Legend

- Urban Renewal Area Boundary
- Building Footprints
- Building Rehabilitation
- Parcels

Map 12.02 (1) (K): Buildings to be Constructed



Map 12.02 (1) (S-1): Project Area Location



### Legend

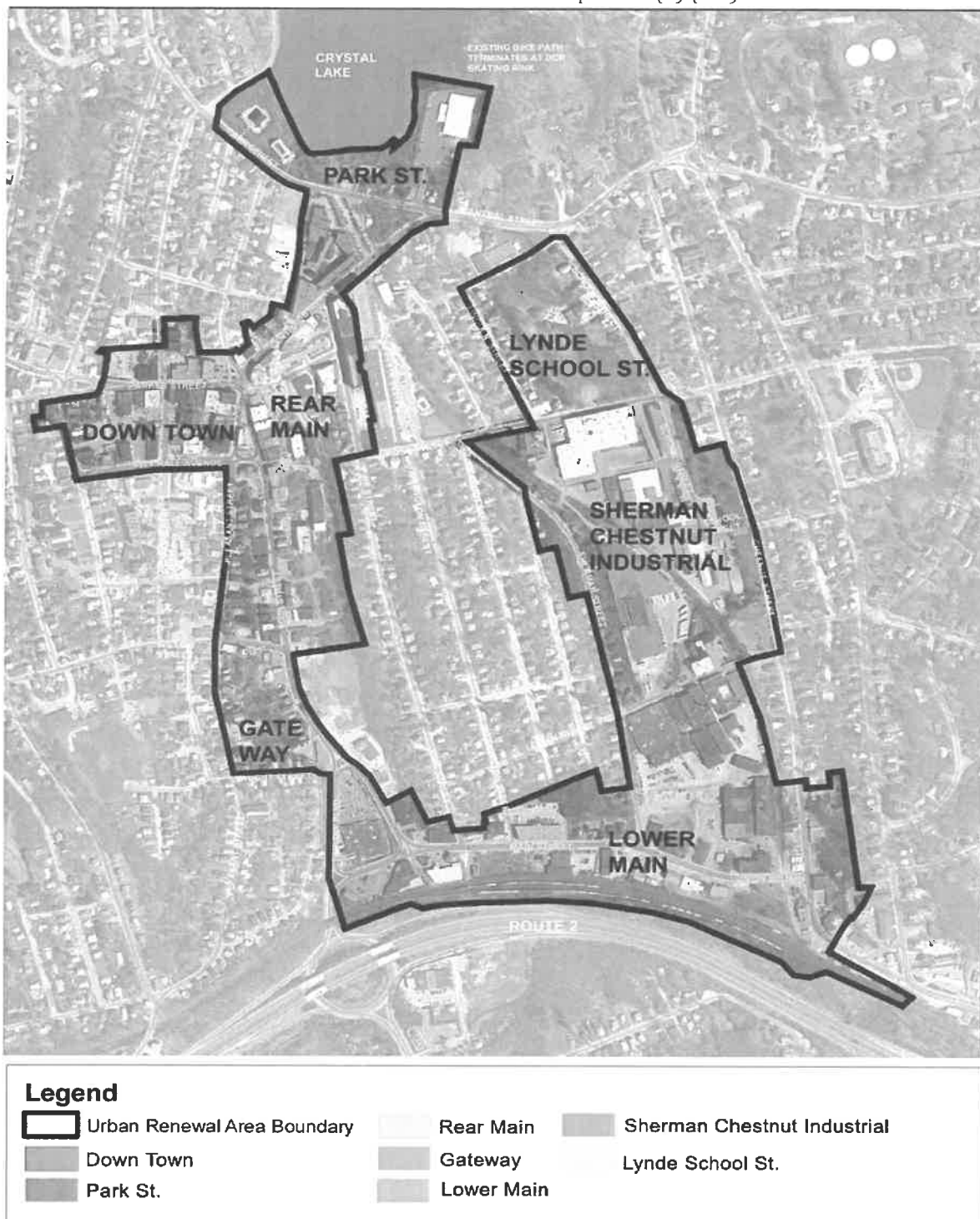
 URP Boundary



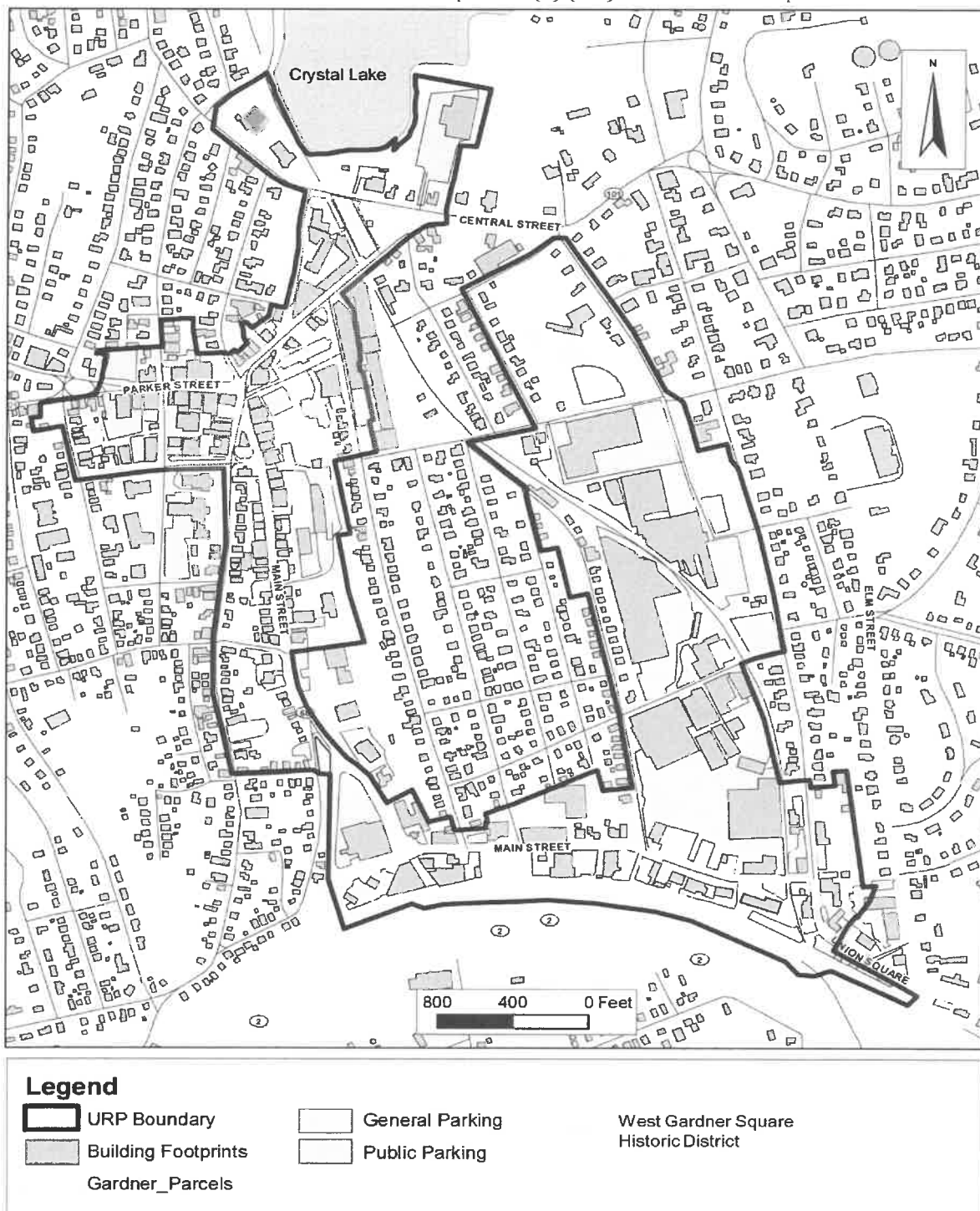
Gardner, MA  
Urban Renewal Plan  
July 2011

12.02 (1) Characteristics

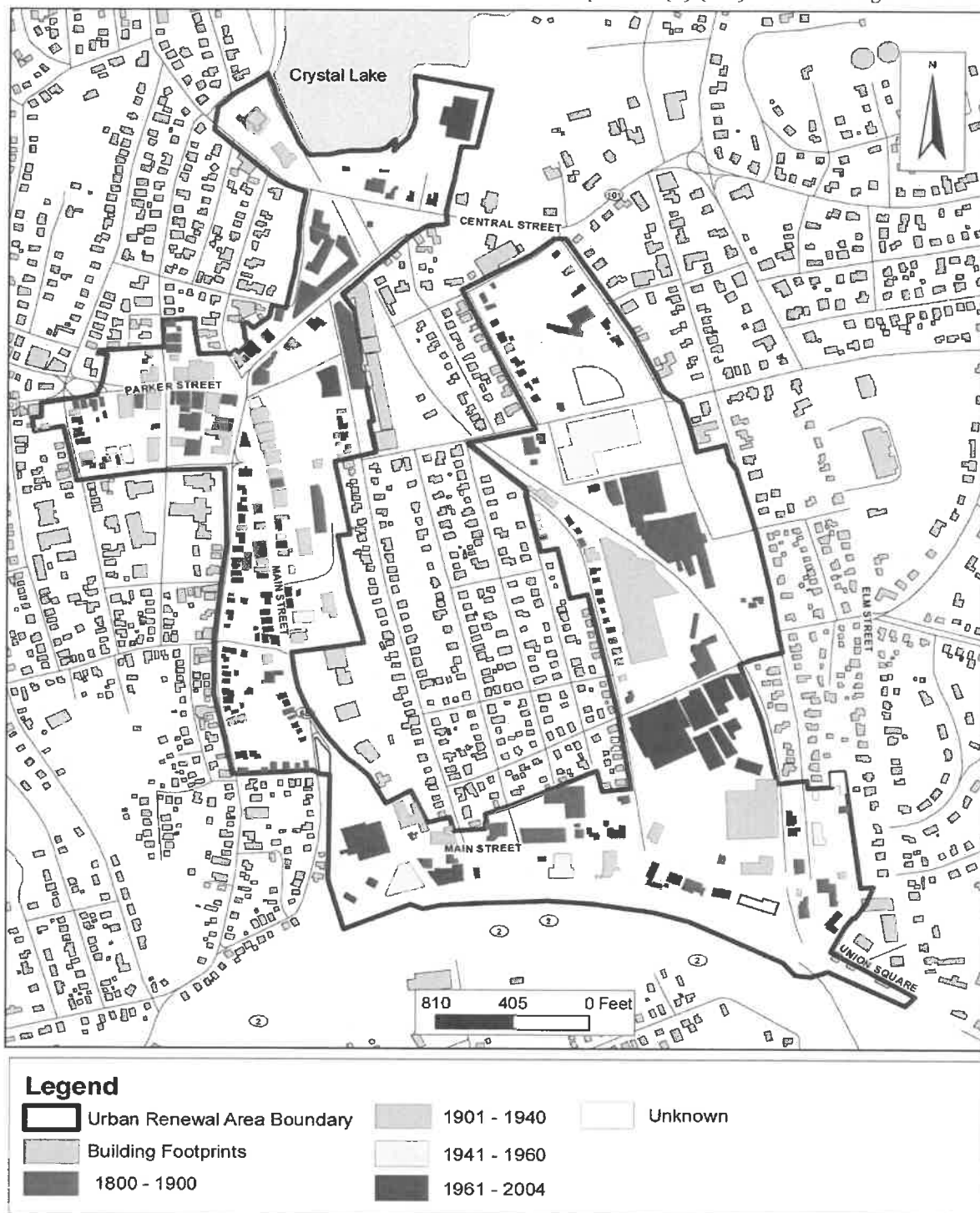
Map 12.02 (1) (S-2): URA Concentration Areas



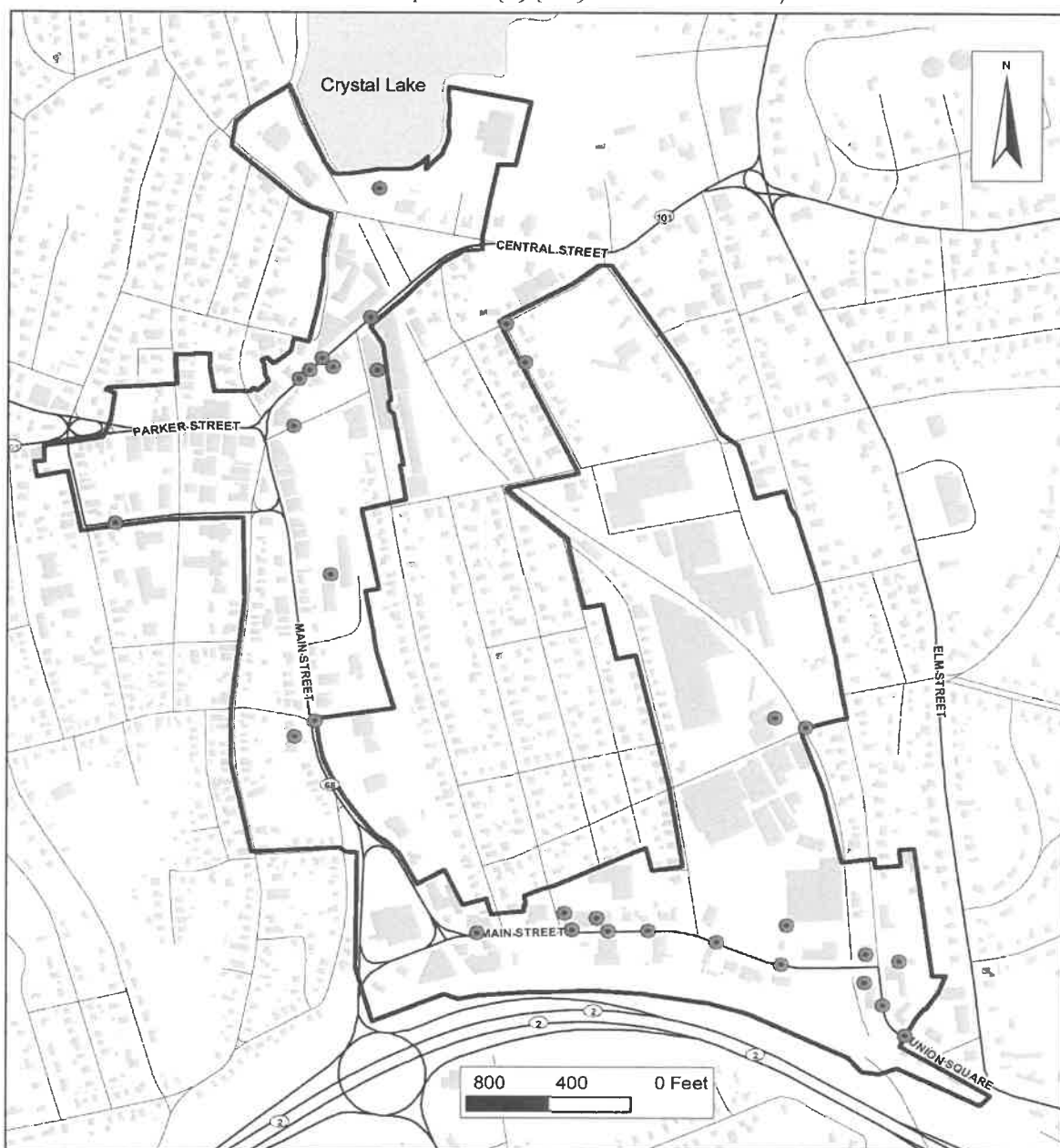
Map 12.02 (1) (S-3): West Gardner Square Historic District



Map 12.02 (1) (S-4): Structure Age in the URA



Map 12.02 (1) (S-5): MassDEP Oil and/or Hazardous Material Sites

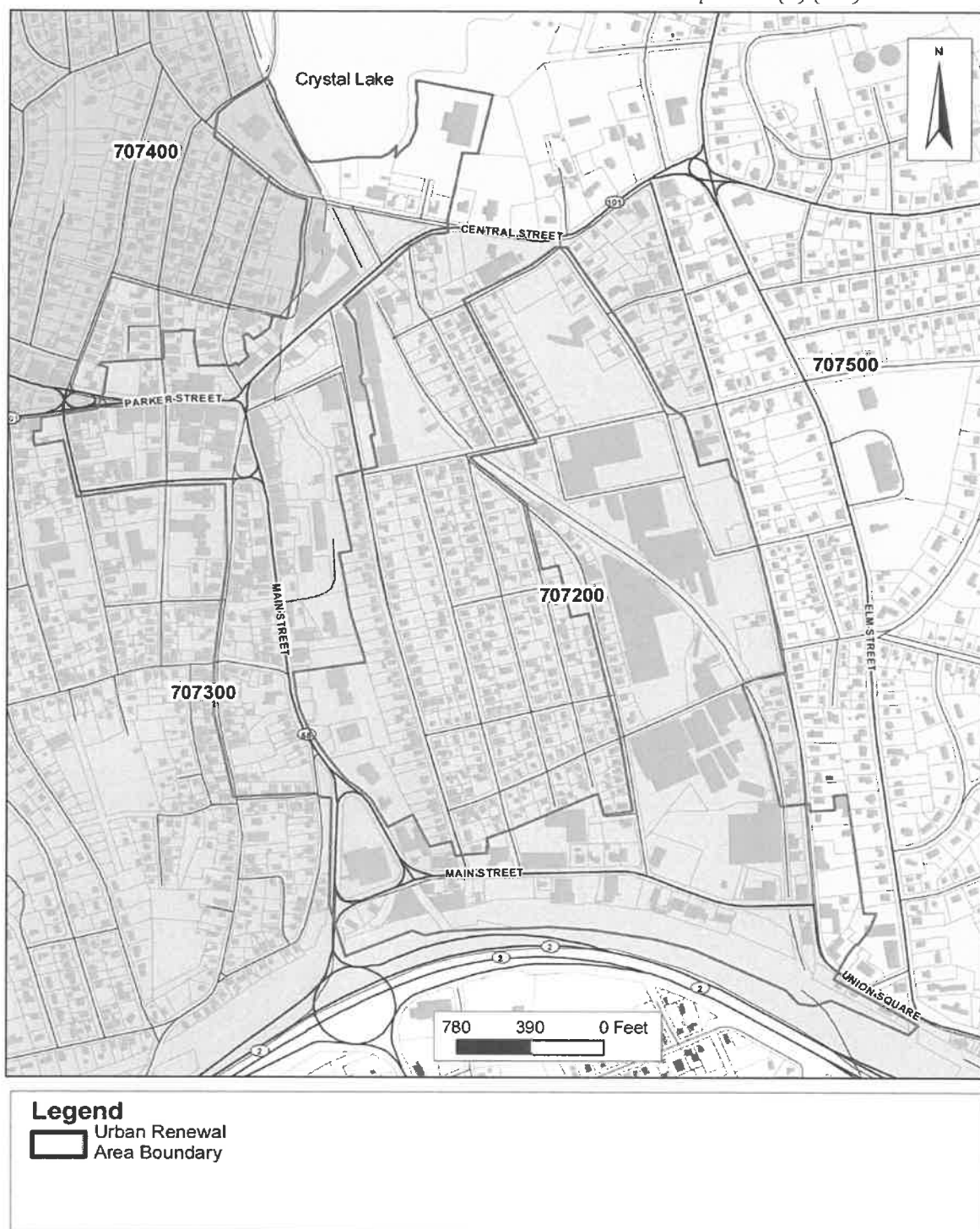


### Legend

- URP Boundary
- MassDEP Oil and/or Hazardous Material Sites\*

\* Indicates Approximate Locations

Map 12.02 (1) (S-6): Census Tracts



*Map 12.02 (1) (S-7): Conceptual Design*

## 12.02 (1) Section 2: Existing Characteristics

Most of the maps are self-explanatory, but some warrant a brief narrative. This section describes the Project Area and expands on the information presented in the above listed maps, as appropriate.

### Discussion of Map Contents

#### *Map A-1: Project Boundary & Topography*

**Project Boundary:** The URA is shown in the above referenced maps and generally outlined by the streets listed below, starting in the upper northeast segment of the “U-shaped” Project Area, then following the “U” south, then due east, and finally northward. The URA encompasses approximately 337 parcels totaling 151 acres, as well as approximately 34 acres of City streets and right of ways (ROWs).

- From Park Street at Crystal Lake and Monument Park, encompassing Greenwood Memorial Pool, the National Grid substation on Crystal Lake, and the DCR Veteran’s Skating Rink.
- Western boundary of upper U-shape formed by Lake Street, Central Street, Parker Street, Nichols Street, City Hall Avenue and Pleasant Street to Wright Street, finally intersecting with Timpany Boulevard near the Route 2 rotary for Exit 22.
- Eastern boundary of the east segment of the U-shape formed by Central Street, Pine Street, and Main Street.
- The bottom of the U-shape is bounded by lower Main Street to the north and Route 2 to the south.
- The west segment of the U-shape is bounded by Sherman Street, Cross Street and Lincoln Street on the west side, West Lynde Street at the top northernmost point, then School Street and Chestnut Street before intersecting again with lower Main Street at Union Square.

The residential area separating each side of the U-shaped URA (President’s Hill) was not included as part of the project area as it is a Neighborhood Strategy Area targeted by the City’s Community Development Block Grant (CDBG) program for streetscape improvements and home rehabilitation assistance. President’s Hill includes Pine, Washington and Peabody, Grant and Sherman Streets. The City of Gardner intends to continue undertaking neighborhood improvement activities, principally housing rehabilitation, energy conservation, and accessibility in the Washington Hill area and the neighborhoods surrounding the URA using a neighborhood conservation approach.

**Topography:** The topography within the Project Area varies as it generally slopes from an elevation of about 345 ft at the northernmost point of the Project Area (Crystal Lake) to about 315 ft at lower Main Street, a grade change of about 6 percent. Across from City Hall there is a downward slope to Main Street, and Rear Main Street is at a slightly lower elevation than Main Street. While the variation in slope across the Project Area presents challenges in terms of integrating redevelopment projects into the Downtown mainstream, it does not significantly inhibit Downtown development.

Outside of the project area, essentially in the middle of the “U” described above, is President’s Hill, a steeply sloped residential area rising sharply on the west side from Rear Main to the rear of the Pine

Street properties, and on the east side from Sherman Street across from the manufacturing area. These steep slopes provide a natural boundary between the Downtown business and residential districts on the west and the residential and industrial districts on the east.

*Map A-2: Aerial View of Project Area*

The URA is highly disturbed and, for the most part, densely developed. The aerial view of the Project Area clearly illustrates the distinct types of development, activities and the scale of the URA's existing conditions. For example, the recreational facilities are visible adjacent to Crystal Lake; a high concentration of small buildings cluster the Downtown along Parker and Main Streets; and the massing of large structures on the east side of the URA depicts the seemingly haphazard layout of the industrial area.

*Map 12.02 (1) (G) Parcels to be Acquired*

This map depicts an overall view of the parcels within the URA planned for acquisition. *Table 12.02 (1)-1: List of Acquisition Parcels* presents all properties identified for acquisition, including street address; owner; parcel size; and current parcel use. Please note that only portions of some parcels are to be included in the acquisition and disposition. Parcels already owned by the City are not included in this list.

*Map S-1: Project Area Location*

The City of Gardner is located in north Central Massachusetts approximately 30 miles north of Worcester and 60 miles west/northwest of Boston. Gardner, with a land area of approximately 23 square miles, is bordered by Winchendon and Ashburnham to the north, Westminster to the east, Hubbardston to the south and Templeton to the west. Route 2, a major east-west state highway, runs through the City at the southern end of downtown. State Highway Routes 68 (Timpany Blvd, Main Street and West Street) and 101 (Parker Street and Central Street) also run through Downtown Gardner.

Gardner is part of Worcester County and is home to 20,770 people with a population density of approximately 900 people per square mile (2000 US Census). Gardner is the center of a seven-town region in northwest Worcester County, consisting of the towns of Ashburnham, Hubbardston, Phillipston, Templeton, Westminster, Winchendon and Gardner, with a total population of 58,311 (2008 American Community Survey), with a regional population density of 239 persons per square mile, and a local density of approximately 900 persons per square mile. Nearby cities include Leominster and Fitchburg. Leominster, located about 15 miles to the southeast, has a population of approximately 41,000 residents. Fitchburg, which abuts Leominster to the north, is located just over 12 miles east of Gardner with a population of approximately 40,000 residents. Thus, Gardner is viewed as a small city within the region and the county. Additional information about Gardner is presented in **Section 12.02 (2) Eligibility**.

Table 12.02 (1)-1: List of Parcels to be Acquired

| LOCATION              | PARCEL ID    | ACRES | OWNER                          | CO OWNER                         | CURRENT USE                         |
|-----------------------|--------------|-------|--------------------------------|----------------------------------|-------------------------------------|
| 53 PARK ST            | P-26-98-1    | 0.87  | MASS ELEC CO                   | C/O PROPERTY TAX DEPT            | Elec Substa                         |
| 32 PARKER ST          | O-24-3-24    | 0.78  | TAJ MAHAL REALTY LLC           |                                  | Former cinema<br>Retail > 10,000 SF |
| 57-67 PARKER ST       | O-24-121-7   | 0.25  | FALITE JUDITH TRUSTEE OF       | MAKI BUILDING TRUST              | Apt Over 8                          |
| 58 MAIN ST REAR       | O-24-37C-44A | 1.73  | RHO LTD                        |                                  | Vac Land Dev                        |
| 99 MAIN ST            | O-23-96-29   | 0.20  | REYES JONATHAN                 |                                  | Apt 4 to 8 Unit                     |
| 122 MAIN ST           | O-23-16-38   | 0.09  | MANNA JOHN H                   | PATRICIA A MANNA                 | Apt 4 to 8 Unit                     |
| 126 MAIN ST           | O-23-17-39   | 0.08  | BRASK TIMOTHY S                | CAROL J BRASK                    | Retail < 10,000 SF                  |
| 136 MAIN ST           | O-23-18-40   | 0.09  | STRAZDAS RAYMOND E             | SHIRLEY A STRAZDAS               | Apt 4 to 8 Unit                     |
| 150 MAIN ST           | O-23-19-41   | 0.29  | PARK CHAE                      | KEE PARK                         | Retail < 10,000 SF                  |
| 158 MAIN ST REAR      | P-23-21-2    | 1.80  | BUSHWOOD LLC                   |                                  | Ind Warehouse                       |
| 168 MAIN ST           | O-22-24-55   | 0.16  | COUNTRYWIDE HOME LOANS INC     |                                  | Three Family                        |
| 178 MAIN ST           | O-22-25-56   | 0.18  | AUKSTIKALNIS JAMES TRS OF      | A & A REALTY TRUST               | Apt 4 to 8 Unit                     |
| 183 MAIN ST           | O-22-87-52   | 0.15  | SAKOUNMOUNG PHUNG              |                                  | Apt                                 |
| 191 MAIN ST           | O-22-86-51   | 0.16  | DEUTSCHE BANK TRUST            |                                  | Apt                                 |
| 196-198 MAIN ST       | O-22-26-57   | 0.23  | KRASKOUSKAS JOHN J & KATHERINE | CO TRUSTEES JONKIT REALTY TR     | Office C                            |
| 199 MAIN ST           | O-22-85-50   | 0.15  | ROME JOSEPH L & SYLVIA E       | CO-TR H.J. & J.L. ROME REALTY TR | Apt 4 to 8 Unit                     |
| 202 MAIN ST           | O-22-29-60   | 0.05  | ROME JOSEPH L & SYLVIA E TRS   | H J & J L ROME RLTY TRUST        | Office C                            |
| 205-213 MAIN ST       | O-22-84-49   | 0.14  | ROME JOSEPH L & SYLVIA E TRS   | HJ & J L ROME RLTY TRUST         | Office C                            |
| 210 MAIN ST           | O-22-30-61   | 0.18  | ROME JOSEPH L & SYLVIA E TRS   | HJ & J L ROME RLTY TRUST         | Office C                            |
| 492 MAIN ST           | O-20-48-6    | 1.33  | COLLIER-KEYWORTH CO            | C/O LEGGETT & PLATT              | Ind Warehouse                       |
| MAIN ST               | P-23-37B-1   | 1.53  | RHO LTD                        |                                  | Vac Land Dev                        |
| MAIN ST               | O-22-28-58   | 1.32  | KRASKOUSKAS J J & KATHERINE V  | CO-TRUSTEES OF JONKIT RLTY TR    | Ind Warehouse                       |
| MAIN ST               | O-22-27-59   | 0.09  | KRASKOUSKAS J J & KATHERINE V  | CO-TR JONKIT REALTY TRUST        | Vac Land Unb                        |
| 82-84 MAIN ST<br>REAR | O-23-10-32   | 0.22  | SARGENT PETER T                |                                  | Office C                            |
| 214 MAIN ST REAR      | O-22-32-63   | 0.36  | KRASKOUSKAS J J & KATHERINE V  | CO-TR JONKIT REALTY TR           | Vac Land Unb                        |
| 94 PLEASANT ST        | O-23-4-15    | 0.09  | RA REALTY TRUST                | C/O LAWRENCE PETRICCA SR         | Apt 4 to 8 Unit                     |
| 104 PLEASANT ST       | O-23-5-16    | 0.10  | RENES ANTOINE W                | WANDA F RENES                    | Single Family<br>MDL-01             |
| 138 PLEASANT ST       | O-23-9-20    | 0.04  | R.J.M. DEVELOPMENT INC         | C/O ALFRED FRAUMENI JR           | Blighted<br>Three Family            |
| 142 PLEASANT ST       | O-23-10-21   | 0.06  | FALITE JUDITH TRUSTEE OF       | NEWBURYPORT REALTY TRUST         | Blighted<br>Two Family              |
| 194 PLEASANT ST       | O-22-16-46   | 0.14  | SPOFFORD JORDAN D              | MARNE L SPOFFORD                 | Single Family<br>MDL-01             |
| 7 WILLOW ST           | O-22-3-74    | 0.10  | MCCUSKER ROBERT E              | CAROLE A MCCUSKER                | Apt > 8 Units                       |
| WILLOW ST             | O-22-2-73    | 0.11  | MCCUSKER ROBERT E              | CAROLE A MCCUSKER                | Vacant Land Dev                     |
| 10-12 WILLOW ST       | O-22-5-48    | 0.06  | RELISTAB BRIAN J               |                                  | Other Motor SS C                    |
| 15 WILLOW ST          | O-22-1-72    | 0.12  | CROWLEY KATHLEEN               |                                  | Auto Repair                         |
| WILLOW ST             | O-22-4-47    | 0.23  | KRASKOUSKAS J J & KATHERINE    | CO-TR JONKIT REALTY TRUST        | Vac Land Dev                        |

### *Map S-3: URA West Gardner Square Historic District*

The northwest segment of the URA contains the West Gardner Square Historic District, listed as a National Register Historic District in 1985. The District contains 53 properties and is roughly bounded by City Hall Avenue, Pleasant, Connors, Parker and Central Streets, and the Providence and Worcester Railroad tracks.

The following buildings and/or complexes within the West Gardner Square Historic District had been listed to the National Register prior to 1985:

- Lake Street Fire Station (*2 Lake Street; DCR Heritage State Park Building, within WGSHD*), NRIND 03/25/1980
- Heywood Wakefield Company Complex (*206 Central Street, within WGSHD*), NRDIS 09/15/1983, 5 properties
- Gardner News Building (*309 Central Street, within WGSHD*), NRIND 11/14/1979, 1 property
- Garbose Building (*3 Pleasant Street and 3-10 Parker Street, within WGSHD*), NRIND 04/12/1983, 1 property

In addition, the following property, also located within the URA, is National Register listed:

- Blue Moon Diner (*102 Main Street*), NRIND 12/04/2003, also Diners of Massachusetts NRMPs 12/04/2003, 1 property.

An online search of the Massachusetts Cultural Resource Information System (MACRIS) was conducted to identify inventoried properties within the URA. According to the MHC website, MACRIS data are compiled from a variety of records and files maintained by the Massachusetts Historical Commission (MHC), including but not limited to, the Inventory of Historic Assets of the Commonwealth, National Register of Historic Places nominations, State Register of Historic Places listings, and local historic district study reports. In addition, a review of the MHC inventory files for Gardner was conducted at MHC's office in Boston. There are a number of inventoried properties within the URA, including the following:

- Greenwood Memorial Pool and Bathhouse, circa 1914, determined potentially eligible for the National Register in 2009;
- former Congregation Ohave Shalom Synagogue, 152 Pleasant Street, circa 1912, now the Gardner Music Hall;
- former Colonial Hotel at Pleasant Street and City Hall Avenue, circa 1923, now apartments; and
- former Goodnow-Pearson Store at 14-34 Main Street, circa 1907, now apartments and commercial.

There are also a number of public monuments included on the Inventory that are within the URA, including the Soldier's Monument at Park and Central Streets and various monuments on Pleasant Street.

## 12.02 (2) Eligibility

There are specific criteria established by the Commonwealth of Massachusetts which must be met in order for an area to be designated as an urban renewal area. This section provides an overview of the City of Gardner and its history, followed by a description of the trends and conditions within the URA that demonstrate the physical and economic deterioration which has accompanied its decline. This information presents data and other descriptive material which demonstrate that the project area is a blighted open, a decadent, and/or a substandard area within the definitions of MGL Ch. 121 B, Section 1.

### 12.02 (2) Section 1: Eligibility - Background Information

#### URA Location

As noted in **Section 12.02 (1) Characteristics**, the City of Gardner is located in north Central Massachusetts approximately 30 miles north of Worcester and 60 miles west/northwest of Boston. Gardner has a land area of approximately 23 square miles and is bordered by Winchendon and Ashburnham to the north; Westminster to the east; Hubbardston to the south; and Templeton to the west.

Gardner is part of Worcester County and is home to 20,770 people with a population density of approximately 900 people per square mile (2000 US Census). Gardner is the center of a seven-town region in northwest Worcester County, consisting of the towns of Ashburnham, Hubbardston, Phillipston, Templeton, Westminster, Winchendon and Gardner, with a total population of 58,311 (2008 American Community Survey), with a regional population density of 239 persons per square mile. The nearest cities to Gardner are Leominster and Fitchburg. Leominster, located about 15 miles to the southeast, has a population of approximately 41,000 residents. Fitchburg, located just over 12 miles east of Gardner, has a population of approximately 40,000 residents. Thus, Gardner is viewed as a small city within the region and the county.

The City's main highway connection is State Route 2, also known as the Mohawk Trail, which is a major regional east/west highway serving northern Massachusetts communities linking Boston to New York and provides access to Interstate 91 in Greenfield. There are two Gardner exits from Route 2, with exit rotary ramps located respectively at the southwestern edge and just a quarter-mile beyond the southeastern boundary of the Gardner URA. Interstate 190 lies 15 miles east of Gardner and interconnects with the Massachusetts Turnpike and Route 290 in Worcester.

Gardner is served by freight rail service, which played a major role in the industrial history of the City known for its furniture manufacturing. The Montachusett Regional Transit Authority (MART) provides bus service to the greater Gardner area, with routes within the City as well as intercity routes connecting to Orange, Winchendon, Fitchburg and Leominster. In addition to scheduled service, MART offers dial-a-ride for the elderly, handicapped and medical trips. Currently, Gardner does not have commuter rail service to Boston; the closest commuter rail stop is the Intermodal Center located in Fitchburg, and an extension to Wachusett Station located nine miles east of Gardner is in the planning/design phase.

Gardner is home to MWCC, a public two-year community college offering over 40 associate degrees and certificates, as well as a wide range of continuing education opportunities, located on a 269-acre campus. MWCC recently donated about 10 acres to the newly opened LEED-certified Northeast Veteran Training and Rehabilitation Center. The privately-funded facility serves recovering veterans and their families by combining rehabilitation services, housing and opportunities for academic advancement. Veterans are also allowed a tuition waiver.

Heywood Hospital, initially opened in 1907, is also located in Gardner. The hospital provides a broad range of medical, surgical, obstetrical, pediatric and psychiatric services on an inpatient and outpatient basis. The hospital is currently undergoing a \$30 million dollar expansion.

### Local History

The City of Gardner, settled in 1764 and incorporated in 1785, was named in honor of Col. Thomas Gardner, a Massachusetts political figure and soldier from the American Revolution who was mortally wounded in the Battle of Bunker Hill. When incorporated, Gardner received land grants from the surrounding towns of Ashburnham, Westminster, Templeton and Winchendon.

By 1805 Gardner had become a center for lumber and the furniture industry. The Heywood-Wakefield chair factory complex was created and expanded between 1870 and 1897 and remained for better part of the next century a major factor in the City's economy. Gardner was also the home of the Conant-Ball furniture factory. The Nichols & Stone Chair Company originated in 1762 in nearby Westminster and moved to Gardner at the turn of the 20th century. The middle years of the 19th century brought an influx of immigrants from England, Ireland and Canada. Russians, Finns, Swedes and Poles joined them in the 1890s as the chair-making industry expanded. In 1896, evening naturalization classes established in the City to help immigrants become citizens were commended by the state.

The Simplex Company was founded in Gardner, Massachusetts in 1894 as a time clock company. Simplex operated for over a century under the private ownership of the Watkins family, expanding its business in the 1950s into fire alarm and other building systems. Simplex was acquired in December 2000 by Tyco International. Shortly after the acquisition by Tyco International, Simplex operations in the Sherman/Chestnut Industrial Area were shuttered. Mt. Gardner Seminary, a college for women, was formed in 1884 and the free public library was created in 1886. The City also has a rich history of hand wrought sterling silversmithing begun in 1905 by Arthur J. Stone, widely considered to be the Dean of American Silversmiths. Around the same time period, the State Colony for the Insane at Gardner was constructed, pioneering the use of cottage residences rather than one huge building for patients. The facility is now the North Central Correctional Institution. Gardner was reincorporated as a City in 1923.

### Project Area

**Section 12.02 (1) 2.2** included a detailed description of the U-shaped boundaries of the URA. Because the overall URA spans a large area with varied uses, proposed URP activities are grouped within the below-listed "concentration areas".

- **Park Street Area:** *Park Street and Monument Park; includes Greenwood Memorial Pool complex, DCR Veteran's Skating Rink and a National Grid Company electrical substation. Adjacent to Crystal Lake.*
- **Downtown:** *traditional Downtown, Parker Street, Central Street and Main Street; mixed use with residential and commercial.*
- **Rear Main Street:** *situated behind Main Street extending from West Lynde Street to the Rite Aid parking lot; includes former industrial areas the Heywood Wakefield buildings, parking and the new Levi Heywood Memorial Library.*
- **Gateway:** *from Route 2's Exit 22 rotary at Timpany Boulevard to Willow Street; mixed use.*
- **Lower Main Street:** *along the portion of Main Street and railroad tracks that run parallel to Route 2 from Timpany Boulevard to Union Square; primarily commercial and industrial uses.*
- **Sherman/Chestnut Industrial Area:** *includes former Nichols & Stone and Simplex facilities and active New England Wooden Ware office and factory; primarily industrial with perimeter residential and small warehouse uses along the east side of Sherman Street.*
- **Lynde and School Streets:** *block bounded by Lincoln Street, West Lynde Street, School Street and Cross Street; includes residential along Lincoln Street, CAPS School area and adjacent park along School Street.*

President's Hill, the residential area separating each side of the U-shaped URA, was not included as part of the project area as it is a Neighborhood Strategy Area targeted by the City's CDBG program for streetscape improvements and housing rehabilitation assistance. This area includes Pine, Washington, Grant, Sherman and Peabody Streets. The City of Gardner intends to continue undertaking neighborhood improvement activities, principally housing rehabilitation, energy conservation, and accessibility in the President's Hill area and the neighborhoods surrounding the URA using a neighborhood conservation approach.

The URA encompasses what was historically the nexus of commerce and manufacturing in the City. Once a thriving mix of residential, commercial, and manufacturing activities, the residents of the URA often live, work, and shop all within a compact and walkable urban environment. Government uses, including City Hall, the US Postal Service facilities and various state agencies also once clustered within the URA and brought people into the Downtown vicinity.

Over time, a number of factors have cumulatively resulted in reduced URA activity, higher business vacancy rates, abandoned manufacturing facilities and an increase in substandard housing. These factors have included manufacturing facilities closures, associated job losses in the local economy, the development of automobile-centered strip malls, and new residential subdivisions outside of the City center. In addition, a significant blow to downtown vitality was the loss of state government offices and related jobs in the early 1990's. Closures included a large welfare office and a branch registry office, and staff reductions occurred at a state employment services office. The Gardner District Court also relocated northeast from Downtown to a facility near MWCC. Although Gardner continues to be the economic center for a seven-town region with a population of 58,000, the urbanized center of Gardner and its Downtown has experienced economic disinvestment during the past twenty-five years of outward sprawl.

### *Business Context*

Three points relative to the business environment are important to note in the discussion of Gardner's urban renewal eligibility. First, the once thriving downtown commercial area has lost its vibrancy. According to local broker estimates, storefront vacancy rates are currently between 20 and 30 percent, resulting in a derelict appearance of some areas, as well as poor upkeep and disrepair as building owners defer maintenance. Secondly, the now-closed major furniture manufacturers left behind vacant and obsolete mill buildings - even successor users like Simplex have long-since moved to more modern facilities elsewhere. While some unused buildings have been slated for reuse for specialty housing (e.g., assisted living at Heywood Wakefield III), others sit vacant, dilapidated and even condemned. *Map 12.02 (1) (S-4): Structure Age in the URA* presents an overview of when structures within the URA were built. Finally, during Gardner's manufacturing heyday there was little or no regulatory oversight regarding the use, storage and disposal of hazardous materials. Residual contamination and small-scale hazardous waste sites are known to be present in the former manufacturing districts. This is reflected in conditions shown in *Map 12.02 (1) (S-5): MassDEP Oil and/or Hazardous Material Sites*. Almost every redevelopment project proposed in Gardner's URA requires site assessment with current owners and developers often unwilling to accept the uncertainty associated with potential cleanup efforts. Thus, the combination of deferred maintenance, obsolete structures and potential hazardous sites has resulted in a prevalence of decadent building conditions.

The current low cost of space in the URA has been the most compelling factor in the attraction and retention of businesses. However, the lease rates required to support rehabilitation, reuse, redevelopment, demolition, and/or remediation are higher than what can be charged under current market conditions, thereby significantly inhibiting such efforts if left to market forces.

### *Housing Context*

The URA has historically benefited from the close proximity of housing (predominately multi-family with some single family dwellings), which allows residents to access employment and shopping opportunities within convenient walking distance. The majority of the existing housing stock is over fifty years old and much of it has not been properly maintained. Much of this housing is considered "market rate" housing, but it is important to note that the market rents are actually less than the quoted maximum

rents for an “affordable” housing unit, as defined by US Department of Housing & Urban Development’s Fair Market Rents schedule for the Fitchburg-Leominster area, which includes Gardner. This can lead to a situation where a newly constructed or rehabilitated “affordable” unit may, in fact, charge a higher rental rate than an existing market rate unit. This poses a serious challenge for the City in promoting affordable and diverse housing. Gardner, like many communities, is experiencing significant foreclosures. The two census tracts which encompass the URA and the immediately abutting residential neighborhood have had 119 foreclosure starts in the past two years, per the MA Department of Housing and Community Development’s (DHCD) Neighborhood Stabilization Plan amendment, which is an 18.2 percent foreclosure rate for Census Tract 7073 and a 17.0 percent rate for Census Tract 7072.

### *Historic Context*

The West Gardner Square Historic District overlays the northwest portion of the URA, as shown in *Map 12.02 (1) S-3: West Gardner Square Historic District*. According to the 1984 National Register of Historic Places nomination form, the district encompasses about 34 acres, and “represents the business and civic node associated with Gardner’s industrial ventures.” Forty-eight individual buildings and three industrial complexes associated with the former Heywood Wakefield Factory are contained within the District. The commercial and industrial areas of the historic district are characterized by multistory buildings fronting directly on the sidewalk; the civic area is distinguished by two-story buildings on large lots with tree-shaded, landscaped lawns at the front and side of each building. Most of the structures date from the early 20<sup>th</sup> century, and are largely in the classical or Colonial Revival styles. The district also contains a number of monuments.

Another National Register-listed structure in the URA is the Blue Moon Diner at 102 Main Street. The diner dates to 1949 and is part of the Diners of Massachusetts Multiple Property Listing Submission. Additional information pertaining to the age of structures within the URA is presented later in this section.

### **Municipal Demographic Data**

*Table 12.02 (2)-1: Demographic Data*, below, summarizes demographic data for Gardner and the URA based on information from the 2000 US Census and the 2006-2008 American Community Survey. As of the 2000 US Census, the population of Gardner was 20,770, with 8,282 households and 5,085 families residing in the City. The population density of the City was approximately 900 people per square mile (362.4/km<sup>2</sup>). The census indicates the presence of 8,838 housing units at an average density of 398.3/sq mi (153.8/ km<sup>2</sup>). The racial makeup of Gardner was 93.13 percent White, 2.29 percent African American, 0.34 percent Native American, 1.37 percent Asian, 0.08 percent Pacific Islander, 1.22 percent from other races, and 1.58 percent from two or more races. Hispanic or Latino of any race constituted 4.08 percent of the population, while 19.6 percent were of French Canadian decent, 17.6 percent of French decent, and 12.7 percent of Irish ancestry, according to Census 2000.

The URA is located in US Census Tract (CT) 7072 on the west and Census Tract 7073, Block Group (BG) 1 on the east, as depicted in *Map 12.02 (1) (S-6): Census Tracts* in **Section 12.02 (1) Characteristics**. There are 4,286 residents in the URA and the immediate residential area according to

the 2000 US Census. The racial make-up of the URA area is similar to the City of Gardner as a whole, with slightly more white residents, 94.7 percent compared to 93.1 percent citywide.

The Census indicates the presence of 8,282 households, of which 30.3 percent had children under the age of 18 living with them; 44.4 percent were married couples living together; 12.7 percent had a female household with no husband present; and 38.6 percent were non-families. As of 2000, 32.4 percent of all households were made up of individuals and 13.5 percent had someone living alone who was 65 years of age or older. The average household size was 2.35 and the average family size was 2.97. There are 1,958 households in the URA, of which 49.6 percent were family households. About 25 percent of households have persons less than 18 years of age in the URA. The URA has 30.5 percent of married-couple family households, and 13.7 percent of households headed by a female with no husband present.

The age of the City's population was spread out, with 23.7 percent under the age of 18; 7.7 percent from 18 to 24; 31.8 percent from 25 to 44; 20.7 percent from 45 to 64; and 16.1 percent were 65 years of age or older. The median age was 38 years. For every 100 females there were 105.1 males; for every 100 females age 18 and over, there were 103.7 males. The median age for the URA is 34.5 years, slightly younger than the citywide median. The age cohorts for the URA compared to Gardner citywide are depicted in *Figure 12.02 (2)-1: Age Cohorts in Gardner and the URA Neighborhood*, below.

The 2000 Census median income for a household in Gardner was \$37,334. The median household income for the URA is significantly lower than the citywide median. Median household income for CT 7072 is \$33,393, which is 89.4 percent of the Gardner median, and the household median income for CT 7073 BG 1 is \$27,197, which is 81.4 percent of the citywide median. Gardner's median household income per the 2000 Census was 78 percent of the median household income for Worcester County.

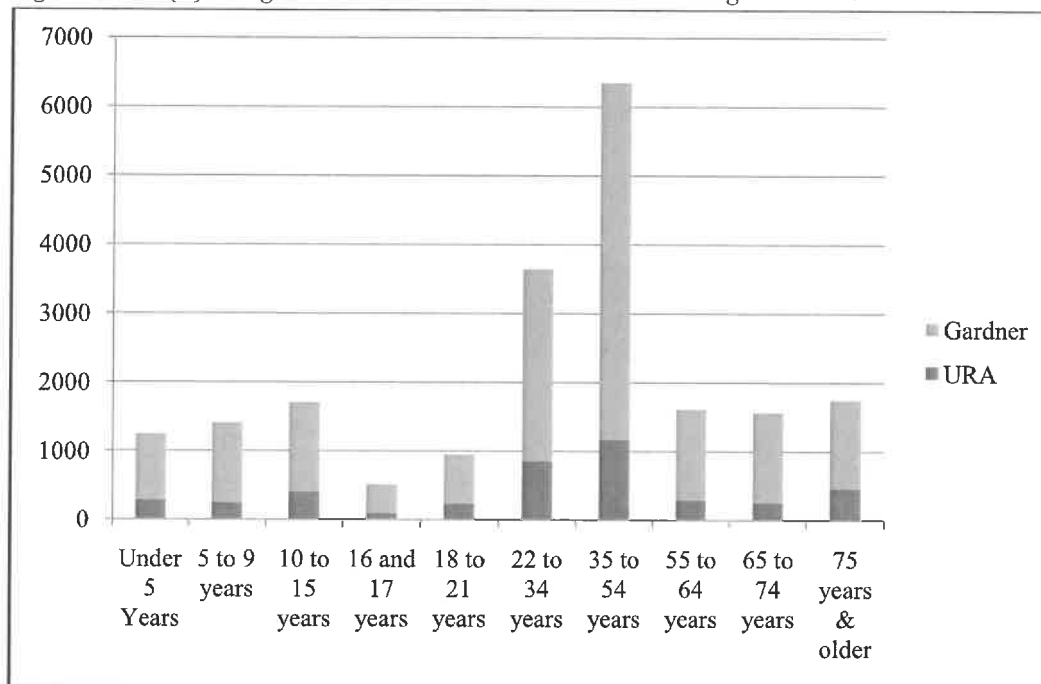
The 2000 Census per capita income was \$18,624. The income of about 7.0 percent of families and 9.6 percent of the population was below the poverty line, including 12.8 percent of those under age 18 and 11.7 percent of those ages 65 or over. The per capita income for URA residents is lower than the citywide rate as reported by the 2000 Census. The per capita income for the URA is \$16,833. The poverty rate in the URA area is 16.7 percent compared to a city rate of 9.6 percent.

Table 12.02 (2)-1: Demographic Data

|                                            | City of Gardner<br>2000 Census | City of Gardner<br>2006-2008<br>American<br>Community<br>Survey | Urban Renewal Area<br>Neighborhood<br>2000 Census<br>(Census Tract 7202<br>and Census Tract<br>7203, Block Group<br>1) |                         |
|--------------------------------------------|--------------------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-------------------------|
| <b>Population</b>                          | 20,770                         | 20,682                                                          | 4,286                                                                                                                  |                         |
| <b>Households</b>                          | 8,312                          | 8,404                                                           | 1,958                                                                                                                  |                         |
| <b>Median Household Income</b>             | \$37,334                       | \$47,630                                                        | <b>CT 7202</b>                                                                                                         | <b>CT 7203<br/>BG 1</b> |
|                                            |                                |                                                                 | \$33,393                                                                                                               | \$27,197                |
| <b>Per Capita Income</b>                   | \$18,624                       | \$24,938                                                        | \$16,833                                                                                                               |                         |
| <b>Individuals Below Poverty<br/>Level</b> | 9.6%                           | 10.4%                                                           | 16.7%                                                                                                                  |                         |
| <b>Housing Units</b>                       | 8,838                          | 8,944                                                           | 2,266                                                                                                                  |                         |
| <b>Occupied</b>                            | 8,282                          | 8,404                                                           | 2,029                                                                                                                  |                         |
| <b>Vacant</b>                              | 556                            | 540                                                             | 237                                                                                                                    |                         |
| <b>Owner-Occupied</b>                      | 54.6%                          | 58.9%                                                           | 27.6%                                                                                                                  |                         |
| <b>Renter-Occupied</b>                     | 45.4%                          | 41.1%                                                           | 72.4%                                                                                                                  |                         |
| <b>Educational Attainment</b>              |                                |                                                                 |                                                                                                                        |                         |
| <b>High School Graduate or<br/>Higher</b>  | 78.2%                          | 82.1%                                                           | 70.3%                                                                                                                  |                         |
| <b>Bachelor's Degree or<br/>Higher</b>     | 15.2%                          | 20.3%                                                           | 11.2%                                                                                                                  |                         |
| <b>Median Age</b>                          | 37.5 years                     | 37.4 years                                                      | 34.5 years                                                                                                             |                         |
| <b>Foreign Born</b>                        | 7.1%                           | 12.5%                                                           | 7.7%                                                                                                                   |                         |

Source: US Census 2000 and 2006-2008 American Community Survey

Figure 12.02 (2)-1: Age Cohorts in Gardner and the URA Neighborhood



Source: 2000 US Census

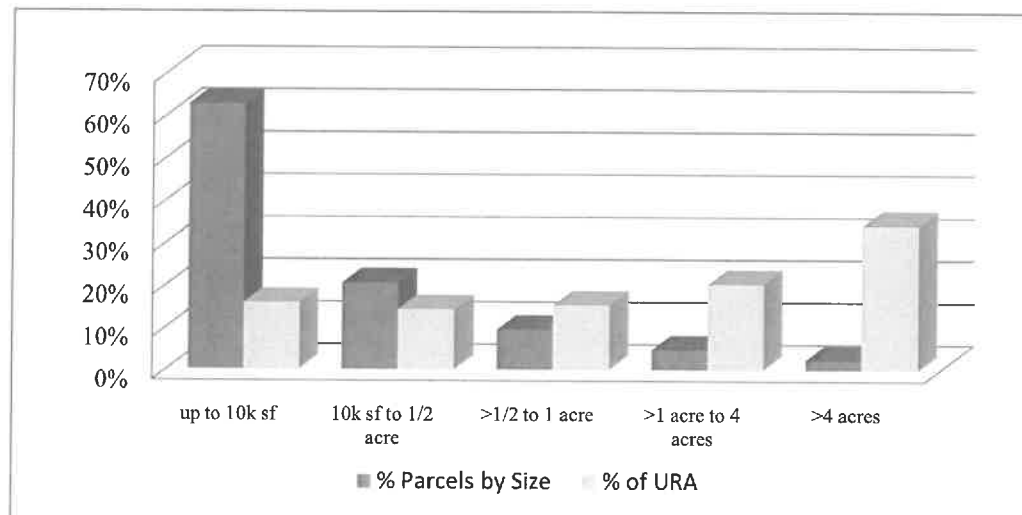
### Property Characteristics and Ownership

Using parcel data provided by the City, properties were evaluated in terms of parcel size, ownership, structure age and condition. Each element is discussed below. Data indicates that the URA contains approximately 337 parcels comprising 151 acres (not including roadways or ROWs).

#### Parcel Size

Parcel size ranges from 1,100 square feet to just over eight acres. *Figure 12.02 (2)-2: Parcel Size Distribution*, below, presents parcel size distribution by breaking down the URA by parcel size and by the cumulative area for that size category. This graph shows that the number of some parcel types is disproportionate to the acreage for that type. For example, 211 of the parcels (63 percent) measure less than 10,000 ft<sup>2</sup>. However, while the 63 percent of the parcels are small, their cumulative acreage is only 28 acres, or 16 percent of the overall URA. Conversely, only eight of the 337 parcels (2.4 percent) are greater than 4 acres, but cumulatively those eight parcels total 53 acres, or 34 percent, of the URA.

Figure 12.02 (2)-2: Parcel Size Distribution



Source: City of Gardner

The lots are also inconsistently sized within the URA. Smaller parcels tend to be concentrated in along the Downtown section of Main Street, as well as to the west of Main Street and south of Willow Street. There is also a concentration of smaller parcels in the Sherman/Chestnut Industrial Area on the east side of Sherman Street backing onto the railroad spur. Larger parcels tend to be situated behind – almost hidden behind – buildings along the main streets. Without adequate connections between the main thoroughfares and the parcels it is difficult to redevelop these parcels. In addition, it's notable that even within the industrial areas, there are small, oddly shaped parcels interspersed with the larger tracts.

### Parcel Ownership

A review of available records indicates that property ownership is widely distributed. Approximately 211 parties own the 337 parcels within the URA; of these, about 158 parties (75 percent) own just one parcel, and 53 parties (25 percent) own multiple parcels. Attachment A presents a list of property owners. The dual factors of diverse ownership and predominantly small lot size have proven to be major impediments to land assemblage for redevelopment in the ordinary course of business.

The largest property owner is the City of Gardner, with 21 parcels comprising 15.9 acres of noncontiguous land throughout the URA. The largest City-owned tracts are a seven-acre parcel on School Street (the CAPS School and surrounding area) and a three-acre parcel on Park Street (Greenwood Memorial Pool). Other large property owners with noncontiguous parcels include Liberty Properties, with three parcels in the Sherman/Chestnut Industrial Area totaling six acres, and the State of Massachusetts with three parcels in the URA totaling 4.9 acres, of which 4.6 acres is associated with the DCR Veteran's Skating Rink on Park Street.

Private owners of larger tracts of contiguous parcels are primarily situated within the Sherman/Chestnut Industrial Area and include Black Point Realty with 14.6 acres on Sherman Street; the Urquhart Family

LLC with 10.5 acres at School and Sanborn Streets, and New England Woodenware with 6.8 acres. In addition, Boston & Maine Railroad owns 9.7 acres of property on the south side of lower Main Street.

### *Structure Age*

Within the URA, approximately 220 parcels contain 283 structures. These 220 properties containing structures comprise approximately 100 acres, or 65 percent, of the URA. Some structures are situated on more than one parcel, and some parcels contain more than one structure. *Table 12.02 (2)-2: Age of Structures*, below, breaks down the data by age of structures.

*Table 12.02 (2)-2: Age of Structures*

| <b>Year Built</b> | <b>Number of Structures</b> | <b>% of Total</b> |
|-------------------|-----------------------------|-------------------|
| Pre-1900          | 175                         | 62.6%             |
| 1901 to 1940      | 72                          | 25.4%             |
| 1941 to 1960      | 12                          | 4.2%              |
| 1961 to Present   | 23                          | 8.1%              |
| Unknown           | 2                           | 0.7%              |
| <b>TOTAL</b>      | <b>283</b>                  | <b>100%</b>       |

*Source: City of Gardner*

The overwhelming majority of structures were built prior to 1900, with about 88 percent of the structures predating World War II. Thus the URA is dominated by older properties originally built without the benefit of current building and life safety codes and zoning requirements. *Map 12.02 (1) (S-4): Structure Age in the URA*, presented in **Section 12.02 (1) Characteristics**, illustrates structure age throughout the URA. The age of the building stock presents an enormous maintenance challenge which has proven overwhelming to many property owners, as evidenced by the property condition survey discussed below.

### *Property Conditions*

A building condition survey of properties in the URA was conducted by a licensed architect. The 220 properties containing structures, i.e., “improved” properties, were evaluated in terms of the condition of those structures based on the below-described rating system classifications. If a property had more than one structure in varying conditions, it was rated based on the predominant condition of the primary building.

- **ACCEPTABLE:** *Conditions of the parts of the building span from new to “kept up” so as to appear new, well cared for, and in no need of cleaning or maintenance.*
- **SERVICEABLE:** *Condition of the building parts are in deteriorating shape, in need of paint, washing, caulking, re-pointing, scraping rust, etc. Structure is still able to function at its intended purpose. The condition/deterioration is surficial.*
- **MODERATE DISREPAIR:** *Conditions have worsened past cosmetic repairs. Thin cracks in masonry walls would allow potential for moisture penetration. Damaged exterior walls would be*

*indicative of constant dampness or interior moisture reaching into the interior. The need for repair and attention to the underlying causes would represent moderate disrepair. Broken glass, damaged frames, missing roof shingles, broken, disrupted, or sagging cornice, eaves, and gutters are individual items of this category. These items can be repaired or replaced. Yet entire systems of enclosures have not failed.*

- **SEVERE DISREPAIR:** *Worsening conditions are now past the weather protecting exterior materials of the building. Water/ice entering under or behind these exterior materials will or has degraded the entire structure. Severe disrepair include wide cracks in masonry walls, a sinking foundation, the broken or rotted out conditions of walls, sills, windows, doors, eaves, metal fasteners severely reduced by rust, and entire roofing assemblies missing. It would be disrepair at a level that indicates, or at least suggests, compromised structural integrity.*

The types of structures present in the URA included single and multi-family residential, retail, commercial, manufacturing, storage, warehouse, public and institutional uses. The structural elements of buildings included wood frame, masonry, and steel frame systems. Exterior sheathing included brick, wood, stucco, vinyl, and aluminum. Exterior components evaluated included windows, doors, foundations, roof, cornices/eaves, balcony, porches, exterior stairs, and general outside conditions. Building height ranged from one- to six-stories.

Applying the classification rating system to building conditions indicates that 83 of the 220 properties with buildings fall into the Moderate to Severe Disrepair categories. Thus approximately 38 percent of the properties with buildings in the URA have significant repair and condition issues.

## **12.02 (2) Section 2: Area Eligibility Designation as Decadent**

According to Massachusetts state statutes, M.G.L. Chapter 121B, an urban renewal area must meet the definition of “blighted open”, “decadent”, or “substandard” to be eligible for urban renewal. Such a designation will enable the City to undertake certain revitalization activities to stimulate economic development within the URA. Consequently, this URP evaluates data from a variety of sources to support its recommendation that the Project Area meets the eligibility standards for consideration as a decadent area and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. The data, discussed in the previous section, includes City records identifying parcel ownership, land and building assessments, square footage of parcels and structures, usage, and easements. In addition, site inspections and evaluations were completed for property in the URA.

### Definitions for Defining an Urban Renewal Area as Decadent

A decadent area is defined by M.G.L. Ch 121B as: “an area which is detrimental to safety, health, morals, welfare or sound growth of a community because of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, or obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold or taken for nonpayment of taxes or upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions.”

To summarize, a decadent area is predominated by the following conditions:

- out of repair facilities;
- physical deterioration of buildings;
- buildings unfit for human habitation;
- obsolete structures;
- buildings requiring major maintenance or repair;
- properties subject of recent foreclosure;
- properties taken for nonpayment of taxes;
- area where buildings have been demolished and are unlikely to be replaced due to business and economic conditions;
- obsolete street patterns, irregular lot sizes or diversity of ownership; and/or
- presenting major redevelopment obstacles.

The City Council and GRA have evaluated the assembled data presented earlier in this section and conclude that said data supports the finding that the URA is, in fact, decadent and that it is improbable that the area will be redeveloped by the ordinary operations of private enterprise due to those conditions.

### The Findings

The finding of decadence is based upon all properties within the URA, not only the properties slated for acquisition. The following statements synthesize the findings based on the assembled data.

1. The loss of the manufacturing economic base in the URA has resulted in substantial detriment to local economic and business conditions, with current commercial vacancy rates locally estimated at between 20 to 30 percent.
2. Residual contamination and small-scale hazardous waste sites mean that redevelopment projects require site assessment, and developers are often unwilling to accept the uncertainty associated with potential cleanup efforts.
3. Predominantly small and irregularly shaped lot sizes with diverse ownership limits the ability of businesses to develop or expand in the URA and thwarts land assemblage.

4. Over 50 acres in the URA are undeveloped, vacant and underutilized.
5. With 88 percent of the structures predating World War II there are significant structural maintenance requirements, but the financial capabilities of owners to reinvest continues to decline.
6. Approximately 38 percent of the properties with buildings in the URA were found to be in moderate or severe disrepair.
7. In certain areas, pedestrian access has been inhibited due to limited interconnections and the perception that vacant, underutilized areas are unsafe.

Each finding is substantiated by supporting documentation below.

**1. The loss of the manufacturing economic base in the URA has resulted in substantial detriment to local economic and business conditions, with current commercial vacancy rates locally estimated at between 20 and 30 percent.**

As previously described, the Gardner URA was once a thriving economic and commercial center driven primarily by the manufacturing of furniture. During the 19<sup>th</sup> and early 20<sup>th</sup> century the URA was a vibrant nexus which provided employment and housing for the local population and a commercial center for business and civic affairs. The City evolved prior to the advent of the automobile, and the development pattern was compact and conducive to pedestrian travel. In the mid- to late-20<sup>th</sup> century, with the rise of the automobile and the gradual loss of manufacturing jobs, the URA began to experience substantial changes to its economic and social underpinnings.

Old manufacturing buildings became vacant. Sporadic reuse, especially on the first floor, occurred, but full reuse has never gained momentum. Many of the mill buildings are currently vacant, in disrepair, or have been recently demolished, leaving open parcels with concrete pads. The Downtown commercial center has continued to lose market share to outlying auto-oriented strip malls and centers which offer abundant parking and spacious new facilities. The City's Economic Development Coordinated estimates current commercial vacancy rates at about 20 percent based on a survey of local commercial real estate brokers.

With the rise of the automobile allowing longer commutes and the loss of the urban employment base, it is no longer necessary to live in the URA in order to be close to work and services. Also, culturally it is no longer common to live in a multi-unit (e.g., a triple-decker) dwelling with extended family as many immigrant families once did. Many of those who could afford it have moved to outlying sections of Gardner and surrounding towns – the “suburban” areas and commute to work and shopping trips via automobile. Those remaining in the URA often are not able to afford the cost of higher living costs associated with a suburban-style single-family home and/or automobile ownership.

**2. Residual contamination and small-scale hazardous waste sites mean that redevelopment projects require site assessment, and developers are often unwilling to accept the uncertainty associated with potential cleanup efforts.**

As shown in *Map 12.02 (1) (S-5)*, quite a few 21E sites have been identified in the URA. The historic manufacturing activities occurred during a time when regulatory oversight was nonexistent, and has resulted in the need for site investigations and increased potential for cleanup activities. Redevelopment within the URA, particularly in industrial areas, is likely to reveal the presence of additional hazardous materials. Because this situation brings with it a level of uncertainty, and potential redevelopers are unwilling to assume a potential liability, redevelopment becomes less likely. Once designated an urban renewal area, the City and GRA can undertake appropriate steps to assess and mitigate the potential for hazardous materials, thus allowing a level of assurance that will promote Brownfield redevelopment.

**3. Predominantly small and irregularly shaped lot sizes with diverse ownership limits the ability of businesses to develop or expand in the URA and thwarts land assemblage.**

A legacy from the timeframe of Gardner's urban development, which pre-dates zoning, is that the URA is comprised of irregularly sized and shaped lots, which has inhibited consolidation and assemblage. As described previously, property ownership is widely distributed with 211 parties owning the 337 parcels within the URA such that 75 percent own just one parcel and 25 percent own multiple parcels. Small parcels are prevalent, with 63 percent measuring less than 10,000 ft<sup>2</sup> and fully 93 percent measuring less than one acre. Further, segments of the URA with larger parcels (i.e., former industrial areas) are interspersed with oddly shaped smaller parcels.

Diverse ownership and predominantly small or irregularly shaped lot size have proven to be major impediments to land assemblage for redevelopment in the ordinary course of business. Businesses that wish to expand or develop in the URA are thwarted due to lack of expansion space or inability to assemble multiple parcels.

**4. Over 50 acres in the URA are undeveloped, vacant and underutilized.**

Recent demolition activities have removed some of the unsafe structures from Rear Main Street and the Sherman/Chestnut Industrial Area. In addition, some of the larger parcels contain buildings which have become functionally obsolete due to age and neglect, but not been replaced or renovated and under existing conditions it is unlikely. A major obstacle is that these parcels are situated behind buildings on main thoroughfares, and there is a significant lack of access. Diversity of ownership and inconsistent lot size pose additional challenges for land assemblage. In Rear Main Street, for example, the former Gem Industries buildings were recently demolished and the property remains vacant. The URP contemplates the assemblage of these properties with adjacent parcels in order to extend Derby Drive to allow access and create much needed parking for existing and proposed Downtown commercial and mixed use development. Derby Drive would replace the current rear Main Street, an unimproved dirt and gravel road. This type of activity will only occur with the implementation of the URP.

**5. With 88 percent of the structures predating World War II there are significant structural maintenance requirements, but the financial capabilities of owners to reinvest and maintain continues to decline.**

City records reveal that over 63 percent of all structures in the URA were constructed prior to 1900. Another 25 percent were constructed between 1900 and 1941. With approximately 88 percent of structures predating World War II, the overwhelming majority of structures can be considered obsolete in terms of design, functionality, code compliance and adaptability to contemporary living and/or working conditions. The structures predating 1900 have likely been retrofitted to some extent with modern building systems (e.g., HVAC, mechanical, electrical and communication systems) that were never contemplated when the buildings were constructed. As the age of the structures advances, the need for significant upkeep and maintenance becomes more pronounced. At the same time owners face major expenses they also face reduced property values and rental revenues based on market forces, with an overall impact of reducing their ability to reinvest.

**6. Approximately 38 percent of the properties with buildings in the URA were found to be in moderate or severe disrepair.**

Based on the building survey described above, a significant number of properties contain buildings with significant repair deficiencies. These conditions are distributed throughout the URA. The deficiencies point to serious concerns regarding health and safety. Fire is a particular concern as the older buildings have repeatedly been retrofitted to accommodate modern efficiencies.

**7. In certain areas, pedestrian access has been inhibited due to limited interconnections and the perception that vacant, underutilized areas are unsafe.**

In evaluating the overall URA condition, it becomes apparent that the larger properties associated with the former manufacturing activities were situated in such a way that they are close to main streets but still somewhat hidden, and access was likely limited on purpose. As the buildings have decayed, there is a pervasive sense of urban disinterest, bringing with it the perception of unsafe conditions. Urban renewal offers the significant opportunity to build connections between the main thoroughfares and the vacant, underutilized areas. Improved access, in conjunction with the application of pedestrian-friendly development design standards, will provide a springboard to rehabilitate and constructively utilize parcels.

## **12.02 (2) Section 3: Area Eligibility Clearance and Rehabilitation**

### **Clearance and Spot Clearance**

Based on inspections of the buildings recommended for demolition, it is reasonable to assert that well over 50 percent of the floor area of the buildings is functionally obsolete, structurally substandard or is not reasonably capable of being rehabilitated for productive use. Some of the buildings were torn down by private owners during the preparation of this study; others have been declared unsafe or condemned by the City. Areas were designated for clearance as a last resort because rehabilitation and reuse is not a feasible option. In addition, given the age and industrial history of the structures, it is likely there are issues with hazardous materials that must be addressed to achieve successful brownfields reuse. *Table 12.02 (2)-3* (see next page) presents a list of the acquisition, clearance, rehabilitation and disposition parcels. Clearance is necessary and justified because more than 50 percent of the floor area of the

buildings proposed for clearance is functionally obsolete, structurally substandard, or not reasonably capable of being rehabilitated for productive use.

Per the guidance materials for M.G.L. Chapter 121B, if conditions warranting clearance do not exist, the appropriate treatment may be spot clearance to remove substandard buildings and blighting influences or spot clearance to provide land for project improvements and supporting facilities that are necessary to achieve the objectives of the Urban Renewal Plan. Spot clearance may involve buildings that are in good condition but whose demolition is necessary to achieve Plan objectives (e.g., reduce density, infrastructure improvements to improve access to and within the area).

The Gardner URP identifies two clearance areas and five “spot” clearance areas. (see last column of *Table 12.02 (2)-3*). Each is discussed below.

#### *Rear Main Street Clearance Area*

The parcels included in the Rear Main Street Clearance Area are listed in *Table 12.02 (2)-3* and shown in *Map 12.02 (1) (b): Boundaries of Proposed Clearance and Rehabilitation Areas*. There are currently ten existing buildings in the clearance area, all of which are deficient. The buildings size totals 116,771 sf, of which 107,959 sf is deficient, representing 92 percent.

#### *Gateway Clearance Area*

The parcels included in the Gateway Clearance Area are listed in *Table 12.02 (2)-3* and shown in *Map 12.02 (1) (b): Boundaries of Proposed Clearance and Rehabilitation Areas*. There are currently eight existing buildings in the clearance area, all if which are deficient. The buildings total 45,295 sf, of which 30,926 sf is deficient, representing 68 percent.

#### *Spot Clearance Areas*

**City Hall Plaza:** Three parcels designated for spot clearance are associated with the proposed City Hall Plaza (parcels O-23-96-29, O-23-5-16 and O-23-4-15). Development of this new public space is necessary to achieve the URP objectives outlined in **Section 12.02 (3) Objectives**. A new urban outdoor space will provide an important anchor for the center of Downtown. The plaza’s connection to Main Street and Pleasant Street in front of City Hall will reinforce the existing strong civic presence and increase Downtown open space. The plaza will provide a pedestrian link and visual connection between Pleasant Street/City Hall and Main Street as well as provide a gathering spot for community gatherings and events, contribute toward creating a “sense of place” in the center of Downtown and strengthen connections between Main Street and the governmental services area (the current employment center) of Downtown.

**138 & 142 Pleasant Street:** These two adjacent parcels each contain a blighted dwelling (parcels O-23-1021 and O-23-9-20, respectively). The properties are privately owned and the structures are vacant and condemned. The City plans to acquire the parcels to clear the sites such that they are suitable for private commercial redevelopment. This will remove a public nuisance and potential hazard from a densely developed mixed use neighborhood.

National Grid Substation: A “spot clearance” parcel is the electric substation in the Park Street Concentration Area (parcel P-26-98-1). The relocation of the National Grid Substation from the southern shore of Crystal Lake will provide visual and open space enhancement for the URA by connecting the lakefront to Downtown. As the City has been approached by NGRID regarding a relocation of this aging substation, relocation is anticipated to occur by mutual agreement between the City and National Grid, and may involve a land swap for a parcel on a nearby railroad ROW. Some of the stanchions supporting utility lines feeding into the substation have structural foundations in Crystal Lake, and those structures are due for rehabilitation or replacement. Moving the substation (and associated feed lines) eliminates the need for underwater work associated with these structures. This open space amenity will open up a long obstructed vista to Crystal lake and complement the adjacent municipal pool, City Common, and bikeway recreation amenities. Relocating the substation away from Crystal Lake is significant step in long-term water resource protection as well as open space and recreation.

Former Gardner Cinema: The rear portion of the former cinema at 32 Parker Street (parcel O-24-3-24), virtually destroyed by fire and since condemned by the City, is slated for clearance, while the street-front portion would be stabilized by the City and sold to a developer/owner to be rehabilitated for an appropriate commercial reuse.

Gardner Police Station: The existing Gardner Police Station at 31 City Hall Avenue (parcel O-24-7-15), considered outdated and inadequate, will be subject to clearance after a new station is constructed along the east side of Main Street in the Rear Main Street concentration area. The City Hall Avenue parcel can be privately redeveloped as a commercial or mixed use building.

### *Brownfields*

A Phase II Environmental Assessment was conducted on the municipally-owned property used for parking situated off West Lynde Street in the Rear Main Street area. The assessment identified contaminants exceeding reportable thresholds under the Massachusetts Contingency Plan (MCP). Such results were not unexpected, as Rear Main Street was historically used by various manufacturers in the 19<sup>th</sup> and 20<sup>th</sup> centuries. Much of the processing and handling of products and by-products of the manufacturing process pre-dates current knowledge and protocols associated with hazardous materials. Previous assessments undertaken in the Rear Main Street area, e.g., the recently constructed Rite Aid also encountered reportable concentrations of MCP-regulated hazardous materials. Therefore, it is anticipated that remediation is likely to be required as part of the site clearance and preparation activities.

Table 12.02 (2)-3: Parcels for Acquisition, Clearance, Rehabilitation and Disposition

| Property Location | Concentration Area | MAP_PAR_ID   | OWNER_CHR                        | LOCATION         | Lot Area       | USE_DESCR          | Total Bldg Area | Substandard, Obsolete, Not Rehabilitate Bldg Area% | No. of Bldgs | Proposed Use                       | Comments                      | DUF | No. | BUS |
|-------------------|--------------------|--------------|----------------------------------|------------------|----------------|--------------------|-----------------|----------------------------------------------------|--------------|------------------------------------|-------------------------------|-----|-----|-----|
| Civic Plaza       | Civic Plaza        | O-23-96-29   | REYES JONATHAN                   | 99 MAIN ST       | 0.20           | Appt 4 to 8 Unit   | 4,398           | 0                                                  | 1            | Spot Clearance for Civic plaza     | 4 Units                       | 4   |     |     |
| Civic Plaza       | Civic Plaza        | O-23-5-16    | REYES JONATHAN                   | 104 PLEASANT ST  | 0.10           | Single Fam MDL-01  | 1,983           | 0                                                  | 1            | Spot Clearance for Civic plaza     | Single Family                 | 1   |     |     |
| Civic Plaza       | Civic Plaza        | O-23-4-15    | RA REALTY TRUST                  | 94 PLEASANT ST   | 0.09           | Appt 4 to 8 Unit   | 3,787           | 50%                                                | 1            | Spot Clearance for Civic plaza     | 4 Units                       | 4   |     |     |
| Rear Main         | Rear Main St       | O-23-19-41   | PARK CHAE                        | 150 MAIN ST      | 0.29           | Retail < 10,000 SF | 12,780          | 100%                                               | 1            | Commercial Bldg                    | Chairs                        | 1   |     |     |
| Rear Main         | Rear Main St       | O-22-24-55   | COUNTRYWIDE HOME LOANS INC       | 168 MAIN ST      | 0.17           | Three Family       | 7,255           | 100%                                               | 1            | Commercial Bldg                    | 3 Units                       | 3   |     |     |
| Rear Main         | Rear Main St       | O-23-11-39   | BRASKE TIMOTHY S                 | 126 MAIN ST      | 0.09           | Retail < 10,000 SF | 4,037           | 50%                                                | 1            | Commercial Bldg                    | Comm Res Tavern Vacant        | 3   |     |     |
| Rear Main         | Rear Main St       | O-22-18-40   | STRAZDAS RAYMOND E               | 136 MAIN ST      | 0.09           | Three Family       | 3,952           | 100%                                               | 1            | Commercial Bldg                    | Triple Decker Vacant?         | 3   |     |     |
| Rear Main         | Rear Main St       | O-22-29-60   | ROME JOSEPH L & SYLVIA E TRS     | 202 MAIN ST      | 0.05           | Office C           | 2,213           | 100%                                               | 1            | Police Station                     | Vacant HR Block               | 3   |     |     |
| Rear Main         | Rear Main St       | O-22-26-57   | KRASKOUSKAS JOHN J & KATHERINE   | 196-198 MAIN ST  | 0.25           | Office C           | 10,924          | 75%                                                | 1            | Police Station                     | Comm Bldg                     | 2   |     |     |
| Rear Main         | Rear Main St       | O-22-30-61   | ROME JOSEPH L & SYLVIA E TRS     | 210 MAIN ST      | 0.18           | Office C           | 7,928           | 100%                                               | 1            | Police Station                     | Ch of Comm Partially Vacant   | 2   |     |     |
| Rear Main         | Rear Main St       | O-22-27-59   | KRASKOUSKAS JOHN J & KATHERINE V | MAIN ST          | see O-22-27-57 | Vac Land Unb       | see O-22-27-57  | 100%                                               | 1            | Commercial Bldg                    | 4 Units                       | 4   |     |     |
| Rear Main         | Rear Main St       | O-23-16-38   | MANNNA JOHN H                    | 122 MAIN ST      | 0.10           | Appt 4 to 8 Unit   | 4,277           | 100%                                               | 1            | Police Station                     | 6 Units                       | 6   |     |     |
| Rear Main         | Rear Main St       | O-22-25-56   | AUKSTIKALNIS JAMES TRS OF        | 178 MAIN ST      | 0.19           | Appt 4 to 8 Unit   | 8,126           | 50%                                                | 1            | Police Station                     | Vacant Bldg/Storage           | 1   |     |     |
| Rear Main         | Rear Main St       | O-22-28-58   | KRASKOUSKAS J J & KATHERINE V    | MAIN ST          | 1.32           | Ind Warehouse      | 6,691           | 100%                                               | 1            | RMS                                | Vacant Land                   | 3   |     |     |
| Rear Main         | Rear Main St       | P-23-37B-1   | RHO LTD                          | MAIN ST          | 2.31           | Vac Land Unb       | 0               | 0                                                  | 1            | RMS                                | Gym Partially Vacant Bldg     | 1   |     |     |
| Rear Main         | Rear Main St       | O-22-32-63   | KRASKOUSKAS JOHN J & KATHERINE V | 214 MAIN ST REAR | see O-22-28-58 | Vac Land Unb       | see O-22-28-58  | 100%                                               | 1            | RMS                                | Vacant Land                   | 3   |     |     |
| Rear Main         | Rear Main St       | P-23-21-2    | BUSHWOOD LLC                     | 158 MAIN ST REAR | 1.72           | Ind Warehouse      | 48,588          | 100%                                               | 1            | RMS                                | Gym Partially Vacant Bldg     | 1   |     |     |
| Rear Main         | Rear Main St       | O-24-37C-44A | RHO LTD                          | 58 MAIN ST REAR  | see P-23-37B-1 | Vac Land Dev       | see P-23-37B-1  | 100%                                               | 1            | RMS                                | Vacant Land                   | 3   |     |     |
| Rear Main         | Rear Main St       | O-23-10-32   | SARGENT PETER                    | 82-84 MAIN ST    | 0.14           | Single Fam MDL-01  | 6,091           | 50%                                                | 1            | Partial taking of rear of parcel   | Vacant land                   | 1   |     |     |
| Willow St         | Gateway            | O-22-10-46   | SPOFFORD JORDAN D                | 194 PLEASANT ST  | 0.12           | Auto Repair        | 5,192           | 100%                                               | 1            | St Alignment and Commercial Dev    | 1 Unit                        | 1   |     |     |
| Willow St         | Gateway            | O-22-1-72    | CROWLEY KATHLEEN                 | 15 WILLOW ST     | 0.12           | Vacant Land Dev    | 5,192           | 100%                                               | 1            | St Alignment and Commercial Dev    | Freder's Auto Body            | 1   |     |     |
| Willow St         | Gateway            | O-22-2-73    | MCCUSKER ROBERT E                | WILLOW ST        | see O-22-3-74  | Vacant Land Dev    | see O-22-3-74   | 100%                                               | 1            | St Alignment and Commercial Dev    | Vacant Mixed Use Bldg         | 9   |     |     |
| Willow St         | Gateway            | O-22-5-48    | RELLSTAB BRIAN J                 | 10-12 WILLOW ST  | 0.06           | Other Motor SS C   | 2,445           | 100%                                               | 1            | St Alignment and Commercial Dev    | Vacant Land                   | 9   |     |     |
| Willow St         | Gateway            | O-22-4-47    | KRASKOUSKAS J J & KATHERINE      | WILLOW ST        | 0.23           | Vac Land Dev       | 0               | 0                                                  | 1            | St Alignment and Commercial Dev    | Partially Vacant/Nextel       | 3   |     |     |
| Willow St         | Gateway            | O-22-3-74    | MCCUSKER ROBERT E                | 7 WILLOW ST      | 0.10           | Appt > 8 Units     | 4,530           | 75%                                                | 1            | St Alignment and Commercial Dev    | 3 Units                       | 3   |     |     |
| Willow/Main       | Gateway            | O-22-48-49   | ROME JOSEPH L & SYLVIA E TRS     | 208-213 MAIN ST  | 0.15           | Office C           | 6,655           | 100%                                               | 1            | St Alignment and Commercial Dev    | 3 Units                       | 3   |     |     |
| Willow/Main       | Gateway            | O-22-86-51   | DEUTSCHE BANK TRUST              | 191 MAIN ST      | 0.16           | Three Family       | 6,957           | 50%                                                | 1            | St Alignment and Commercial Dev    | 3 Units                       | 3   |     |     |
| Willow/Main       | Gateway            | O-22-85-50   | ROME JOSEPH L & SYLVIA E         | 199 MAIN ST      | 0.15           | Three Family       | 6,725           | 50%                                                | 1            | St Alignment and Commercial Dev    | 3 Units                       | 3   |     |     |
| Willow/Main       | Gateway            | O-22-87-52   | SAKOUNMOUNG PHUNG                | 183 MAIN ST      | 0.15           | Three Family       | 6,700           | 50%                                                | 1            | St Alignment and Commercial Dev    | 3 Units                       | 3   |     |     |
| Leggett Platt     | Lower Main St      | O-20-48-6    | COLLIER-KIEWORTH CO              | 402 MAIN ST      | 1.36           | Ind Warehouse      | Vacant          | 100%                                               | 1            | St Alignment and Commercial Dev    | Vacant Land Haz Mat           | 3   |     |     |
| Chenno            | Downtown           | O-24-121-7   | FALITE JUDITH TRUSTEE OF         | 57-67 PARKER ST  | 0.25           | Vacant Comm Bldg   | 10,773          | 50%                                                | 1            | Rehab                              | Maki Building Vacant          | 1   |     |     |
| Blighted          | Downtown           | O-24-3-24    | TAJ MAHAL REALTY LLC             | 32 PARKER ST     | 0.78           | Retail > 10,000 SF | 33,788          | 50%                                                | 1            | Spot Clearance/Prtd Demo and Rehab | Theater Building Vacant       | 1   |     |     |
| Blighted          | Downtown           | O-23-10-21   | FALITE JUDITH TRUSTEE OF         | 142 PLEASANT ST  | 0.06           | Three Family       | 2,480           | 100%                                               | 1            | Spot Clearance/Commercial Bldg     | Vacant                        | 1   |     |     |
| Grid              | Downtown           | O-23-9-20    | R.J.M. DEVELOPMENT INC           | 138 PLEASANT ST  | 0.04           | Three Family       | 1,620           | 100%                                               | 1            | Spot Clearance/Commercial Bldg     | Condemned Vacant              | 1   |     |     |
| Grid              | Park St            | P-26-98-1    | MASS ELEC CO                     | 53 PARK ST       | 0.87           | Elec Substation    | NA              | 100%                                               | 1            | Spot Clearance/Community Uses      | NGrid Sub Station             | NA  | NA  | NA  |
| Total             |                    |              |                                  |                  | 11.76          |                    | 220,895         | 85.76%                                             | 24           |                                    | Yellow Denotes Owner Occupied | 44  | 8   | 2   |

## Summary by Concentration Area

|               |       |        |         |    |                |
|---------------|-------|--------|---------|----|----------------|
| Civic Plaza   | 0.38  | NA     | 1,894   | 3  | Spot Clearance |
| Rear Main St  | 6.76  | 92%    | 107,959 | 10 |                |
| Gateway       | 1.27  | 68%    | 30,926  | 8  |                |
| Lower Main St | 1.36  | 100%   | Vacant  |    |                |
| Downtown      | 1.12  | 100%   | 48,661  | 3  | Spot Clearance |
| Park St       | 0.87  | 100%   | NA      |    | Spot Clearance |
| Total         | 11.76 | 85.76% | 189,439 | 24 |                |

## Rehabilitation

The age of the structures within the URA presents both challenges and opportunities during URP implementation. Since many of the URA's structures pre-date the automobile, the existing land use pattern and mix of uses already embodies the desired urban form, containing elements such as pedestrian-friendly streets; mixed uses; pleasing and compatible architectural styles; and highly concentrated development. However, the age of the buildings, in combination with deferred maintenance and neglect, cumulatively pose significant challenges, including functional obsolescence; visual blighting influence; accessibility; and safety code compliance.

The former Gardner Cinema (street-front portion) and the Maki Building, both on Parker Street, are the only rehabilitation projects slated to be acquired by the City. It is anticipated that after acquisition, the City will stabilize the buildings then market them to developers/owners who will rehabilitate the properties. The rest of the properties have been identified as being in need of rehabilitation, with the expectation that they will remain under private ownership and the GRA will provide assistance to owners to facilitate such activities. Overall, the properties identified for rehabilitation do not meet the standards for blighted or decadent, and rehabilitation is proposed to retain and enhance the real estate assets, as well as restore their role in positively contributing to the community fabric and historic context of the URA.

Private rehabilitation efforts will be encouraged and facilitated by the GRA, who will work with the City of Gardner's various boards and departments (e.g., Planning Board; Department of Public Works) to build consensus and establish conditions such that rehabilitation is encouraged. In addition, both the City and the GRA will actively seek funding for elements and overall implementation of the URP including CDBG. Gardner Square Two, Inc., an active proponent of revitalization, will continue to implement activities focusing on Downtown businesses, including celebrations and special events; facilitating small business and property owner use of a planned economic incentive fund; and continued encouragement of business owners to take advantage of the existing sign and façade program. In addition, the Gardner Community Development Corp will look for opportunities for residential redevelopment and Downtown housing opportunities. There are a number of examples that reflect the success of the City's approach, including:

- the Goodnow-Pearson Building Rehabilitation;
- the CDBG on Sherman Street near the industrial area;
- recent façade improvements; and
- proposed CDC mixed use rehabilitation on Main Street.

## 12.02 (2) Section 4: URP Conformity with Local Comprehensive Plan

This URP is in conformance with the Gardner Community Development Plan (2004), which is the most recent comprehensive plan undertaken for the City. The following are key elements of the plan:

- **Housing:** The City should develop affordable and market rate senior housing and assisted living facilities; promote the redevelopment of historic mill buildings through efforts such as the Rear

Main Street project; facilitate the redevelopment of vacant lots and abandoned buildings in and near downtown; and continue to facilitate the rehabilitation of existing housing.

- **Economic Development:** The City should encourage and facilitate retention and expansion of Gardner's businesses; diversify local economy and increase employment by facilitating the attraction of new businesses; conduct strategic planning efforts to reinvest in older industrial and commercial properties; offer development incentives and create unique opportunities for reinvestment in older industrial and commercial properties; enhance community amenities and promote positive image to improve quality of City life; and encourage regional collaboration.
- **Transportation:** Improve selected intersections, including Union Square.
- **Open Space:** Protect Gardner's natural resources; and improve Gardner's recreation resources and facilities. The open space improvements contained in the URP also advance the goals of Gardner's 2006 Open Space and Outdoor Recreation Plan.

The URP's Goals and Objectives, described in **Section 12.02 (3) Objectives**, reflect and promote the above listed action items from the comprehensive plan.

## 12.02 (3) Project Objectives

The Project Objectives discussion contains the following sections:

- **12.02 (3) Section 1 – Urban Renewal Area Goals and Objectives** - introduces the eight goals and associated objectives defined through the urban renewal planning process. The URP addresses a broad range of issues, reflecting the URA's varied conditions and needs. Concerns include housing, business development, job creation, transportation and transit, recreation and the health of community residents.
- **12.02 (3) Section 2 Overall Redevelopment Strategy** - defines Gardner's overall vision plan and addresses general URP topics (i.e., design principles, area-wide principles), then delves into the City's vision for a number of projects. This section highlights the areas where the City plans to focus development efforts and provides a blueprint for the City's decision-making going forward.
- **12.02 (3) Section 3 Implementation Schedule** – presents a table with the City's general outlook for implementation of the URP over a 25-year planning period.
- **12.02 (3) Section 4 Economic Benefit** – forecasts the approximate number of jobs that will be retained, how many will be created as a result of the proposed renewal and redevelopment.

The discussion herein relies on the maps presented in **Section 12.02 (1) Characteristics**. This URP is an outgrowth of many recent studies and recommendations, in particular the 2007 Phase I Urban Revitalization Plan; the Rear Main Street Corridor Plan and Revitalization Strategy, 1998; the Downtown Parking Assessment and Garage Feasibility/Design Studies, 2003; and the Derby Drive Traffic and Parking Study, 2009. See Attachment F for a summary overview of the Phase I report, a list of accomplishments to-date associated with Phase I recommendations, as well as selected sections of the document. See Attachment H for a list of studies relevant to urban renewal in Gardner.

### 12.02 (3) Section 1: Urban Renewal Goals and Objectives

The URA was once a thriving mix of residential, commercial, government and manufacturing activity; residents essentially lived, worked and shopped within a fairly concentrated urban area comprised of single and multi-family homes, mills and manufacturing facilities, and concentrations of small supporting businesses. Government uses, including City Hall, the US Postal Service facilities and various state agencies also brought people into the Downtown vicinity. Over time, a number of factors have cumulatively resulted in reduced URA activity, higher business vacancy rates, abandoned manufacturing facilities and an increase in substandard housing. These factors have included manufacturing facilities closures, associated job losses in the local economy, development of automobile-centered strip malls, and new residential subdivisions outside of the City center. In addition, a significant blow to downtown vitality was the loss of state government offices and related jobs in the early 1990's. Closures included a large welfare office and a branch registry office, as well as staff reductions at a state employment services

office. The Gardner District Court also relocated northeast from Downtown to a facility near MWCC. Although Gardner continues to be the economic center for a six-town region with a population of 58,000, the urbanized center of Gardner and its Downtown has experienced economic disinvestment during the past twenty-five years of outward sprawl. Nonetheless, Downtown Gardner and vicinity have many positive attributes and sustainable features. To use a cliché, the City has “good bones,” and the URP proposes to use this advantage to spur significant redevelopment.

The City’s approach to urban renewal has been systematic and comprehensive, as well as extremely dynamic, continuously adjusting to shifting market forces and economic conditions at the local, regional and state levels. Gardner’s long-term efforts have resulted in a number of small-scale successes in the Downtown, e.g., the new Levi Heywood Memorial Library and the recently renovated Goodnow-Pearson Building. While generally pleased with the progress to-date, stakeholders concur that the City needs a DHCD-approved urban renewal plan take on larger-scale redevelopment opportunities and fully realize their vision for the City’s future. Such an approval would provide the basic tools and framework for moving forward in a meaningful way.

Citizen participation has been an integral component of the URP process. **Section 12.02 (11) Citizen Participation**, supplemented by Attachment I: Public Participation, describe the public outreach process since Phase I. In 2009, two public meetings and three Steering Committee meetings were held to disseminate information, refocus the City’s vision plan, and update the project’s overall goals and objectives. The Steering Committee continues to meet on a regular basis, with two meetings held during winter/spring 2010 and more anticipated in the future.

The URA contains a wide range of urban elements – residential, commercial, industrial and recreational – and the scope of the URP Project Goals and Objectives reflect this range. Below is a list of the eight goals for urban renewal in Gardner, followed by a discussion of the supporting implementation objectives.

#### Gardner’s URP Goals and Objectives

The URP Goals are first listed below, followed by a discussion of each goal with the specific objectives which support it. These goals are subsequently referred to by number (e.g., Goal #1).

1. *To foster an environment for businesses to thrive and create sustainable jobs.*
2. *Celebrate and embrace Downtown Gardner and promote its sustainable characteristics.*
3. *Reinforce the URA as the civic, business, and cultural nexus of Gardner and surrounding communities.*
4. *Transform Gardner’s historic manufacturing economic base to serve 21<sup>st</sup> century industry through the reuse and redevelopment of existing industrial properties, and in so doing increase the number and diversity of well-paying jobs in the URA.*
5. *Encourage and preserve residential and economic diversity and quality of life with safe, attractive housing serving a diversity of incomes and lifestyles.*
6. *Increase real estate tax income generating properties in the URA.*

7. *Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.*
8. *Facilitate land assembly to advance the goals, objectives and activities of the URP.*

The goals and supporting objectives are detailed below.

**1. Goal: To foster an environment for businesses to thrive and create sustainable jobs.**

**Objectives:**

- Continue the District Increment Financing (DIF) approval process for the URA such that funds can be channeled into redevelopment.
- Continue to participate in the MA Economic Development Incentive Program (EDIP) such that businesses within the Economic Opportunity Area of Gardner can take advantage of tax incentives to encourage business growth and increase job opportunities.
- Encourage businesses to utilize streamline permitting and one-stop service at City Hall by publicizing availability through businesses resources (e.g., Greater Gardner CDC website <http://www.ggcdc.org/>) and online government resources (e.g., the City's Economic Development homepage <http://www.grow.gardner-ma.gov/Pages/index>).
- Facilitate private investment by connecting the private sector with both private and public financing tools (e.g., Grow Gardner Fund).
- Implement a new entrepreneurial incentive fund program designed to: support local entrepreneurial growth; reduce vacancy rates for Downtown commercial storefronts; fill vacancies throughout the URA; and increase/retain jobs by fostering local small business growth and productivity.
- Link employers with job training and workforce incentive tools, including programs at MWCC and the North Central Massachusetts Workforce Investment Board.
- Institute permitting predictability and transparency through zoning and design guidelines, which put forth the community's vision for revitalization and promote sound site planning and building design and development.
- Create accessible development sites to enhance marketability and promote redevelopment of under-utilized land by improving wayfinding, conducting site assessment and cleanup, and land assemblage.
- Eliminate eyesores and blighted buildings to improve URA aesthetics, promote redevelopment and infill, and work towards boosting overall perception of the City as a thriving, safe, sustainable urban center. This will be facilitated with construction of much-needed modern police facilities along Main Street/ rear Main Street.
- As a state-certified Green Community, Gardner will encourage energy conservation measures and the use of renewable energy throughout the URA, as well as contribute to reduction of greenhouse gas impacts and improve long-term environmental sustainability.

**2. Goal: Celebrate and embrace Downtown Gardner and promote its sustainable characteristics.**

**Objectives:**

- Continue to cultivate a local “pride of place” by encouraging special events throughout the year that draw a variety of demographics (e.g., families, students, seniors) and/or interest groups (e.g., artists, athletes) into the Downtown, and provide for new public gathering space in the heart of the Downtown’s core. Positive experiences at special events expose visitors to Downtown amenities, provide a strong sense of place and encourage return visits.
- Foster the long-established and successful partnership between the City and Gardner Square Two, Inc., a privately funded business organization that sponsors many improvement projects as well as Downtown events drawing thousands of visitors from all over the state. Annual events include the Sidewalk Sale, Oktoberfest, Halloween Stroll and Season’s Greetings/Memorial Lights Program.
- Enhance outdoor spaces and recreational opportunities to attract visitors to the Downtown. Examples of proposed projects that support this objective include the reopening of the visitor center for a multi-use cultural arts and hospitality facility; development of a new City Hall Plaza, a new civic park connecting Main Street to Pleasant Street; and expansion of the bicycle route from near Crystal Lake to Downtown’s Main Street area.
- Implement streetscape improvements, including lighting, landscaping, walkways and similar elements that enrich the historic character and quality of Downtown.
- Implement design guidelines and appropriate coordination with the Gardner Historical Commission to promote sensitively designed spaces, including adherence to the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties for properties and districts listed on the National Register of Historic Places.
- Improve Downtown’s pedestrian-friendly elements by developing multiple pedestrian access points using existing alleys and walkways between Main Street and the Rear Main Street Corridor’s parking areas, as well as to the Pine Street residences (e.g., Sullivan’s Way).
- Improve Downtown’s overall accessibility by encouraging expanded transit service, and user-friendly bus stops. Improve accessibility for vehicles with parking that is easy to find and allows for appropriate parking capacity.
- Improve environmental sustainability by implementation of an overall energy conservation program, promotion of renewable energy throughout the URA, and support of multi-modal transit opportunities.
- Facilitate the volunteer resources and energy of Gardner Square Two, Inc. where possible, including: supporting Downtown activity and celebrations; business assistance and expansion; and improving distribution of small business resources, including the entrepreneurial incentive fund and the façade and signage assistance program.
- Create new lower-cost commercial space in the Rear Main Street area by opening up the rear exposures of buildings on the east side of Main Street, increasing public activity and creating an

inviting environment, thereby providing new small-business opportunities and additional revenue for building owners.

- Increase building occupancy (and eliminate the eyesore of abandoned buildings Downtown) by the redevelopment of the Maki Building, the former Gardner Cinema, and Heywood Wakefield III and IV.
3. *Goal: Reinforce the URA as the civic, business, and cultural nexus of Gardner and surrounding communities.*

**Objectives:**

- Redevelop Rear Main Street, extend Derby Drive, and rehabilitate the historic Heywood Wakefield buildings. These projects are adjacent to the beautiful new Levi-Heywood Memorial Library and associated park on West Lynde Street, and will increase visibility and usage of this important community resource. The library was a Brownfield's project constructed on the former Conant Ball property which launched the City's redevelopment efforts embodied in this URP.
- Improve wayfinding for automobiles, bicycles and pedestrians throughout the URA, as well as support expanded transit opportunities, to allow Gardner to become a multi-modal community. Wayfinding is essentially a user-friendly and systematic approach for orienting and guiding people to specific destinations. A destination could be a district (e.g., business district, medical district) or a use (e.g., parking, library, police station, or City Hall). Wayfinding is needed at differing scales for pedestrians, bicyclists, transit users, and vehicles.
- Encourage opportunities for improved visibility and access to government facilities in Downtown Gardner, including wayfinding and the new City Hall Plaza extending to Main Street.
- Implement design guidelines, create new open spaces, and improve streetscape elements to protect Gardner's rich architectural and historic heritage, celebrate Gardner's cultural heritage and attract people to the Downtown.
- Reopen the visitor center on Lake Street as a hospitality and visitor center with cultural and arts exhibits to expand Downtown attractions and increase Downtown activity. This project may involve a partnership with the Greater Gardner Chamber of Commerce. Other cultural activities could include public events at the proposed City Hall Plaza and a farmer's market.
- Establish a Parking Management District to supplement the existing designated parking meter fund to generate revenues and support continued parking management and accessibility improvements Downtown, including snow removal on sidewalks.

- 4. Goal: Transform Gardner's historic manufacturing economic base to serve 21<sup>st</sup> century industry through the reuse and redevelopment of existing industrial properties, and in so doing increase the number and diversity of well-paying jobs in the URA.**

**Objectives:**

- Foster the redevelopment and repositioning of key properties to increase employment and focus on 21<sup>st</sup> century industry (e.g., technological upgrading and innovation, environmental sustainability and dealing with climate change) to increase the number and diversity of well-paying jobs in the URA.
- Develop and utilize public and private incentives to spur private investment, e.g., DIF and EDIP.
- Develop and administer an entrepreneurial incentive fund to foster local small business growth, productivity and expansion.
- Strategically transfer tax title properties and redevelop into income-producing properties with housing, commercial and industrial uses.
- Initiate land assemblage, site preparation (e.g., infrastructure, site investigations/cleanup) and discussions with prospective businesses to support and encourage redevelopment in key locations.

- 5. Goal: Encourage and preserve residential and economic diversity and quality of life with safe, attractive housing serving a diversity of incomes and lifestyles.**

**Objectives:**

- Code enforcement by City officials, first working with property owners to achieve voluntary compliance and, if necessary, by pursuing legal action if a violation is not corrected. This will improve neighborhoods by improving health and safety, as well as the aesthetic appearance. The result fosters orderly community development and improved economic vitality.
- Housing rehabilitation for low, moderate and private market initiatives, emphasizing increasing and the number of owner-occupied units in the URA.
- Incorporate the concept of "workforce housing" into the City's overall approach to fostering stronger residential markets for diverse income levels. By providing quality workforce housing, Gardner looks to encourage workers to stay in the community, to support local business and increase the local tax base. A healthy mix of quality workforce housing would be both affordable and market rate.
- Adaptive reuse of historic buildings using a mixed-use approach fostering upper-story housing in Downtown Gardner.
- Infill development and rehabilitation of market rate, affordable and workforce housing in appropriate areas of the URA will be encouraged by utilizing available local, state or federal housing initiatives or programs.
- Promote a sustainable, healthier community by strengthening connections between recreational facilities at the Greenwood pools, DCR Veteran's Skating Rink, North Central Bike Path, etc. and

the URA. Improve pedestrian- and bicycle-friendly conveniences, and provide amenities, e.g., downtown bicycle racks, reopen visitor center for hospitality, hold seasonal farmer's market.

- Improve the quality of community life in Gardner by promoting street-level community-serving retail to provide the type of environment in which local economic activities can thrive.

**6. Goal: Increase real estate tax income generating properties in the URA.**

**Objectives:**

- Strategically transfer tax title properties and redevelop into income-producing properties with housing, commercial and industrial uses. .
- Redevelop and reposition key properties throughout the URA to attract new businesses to the URA, thus increase employment and focus on 21<sup>st</sup> century industry. Specific opportunities for creative reuse include the Maki Building, former Gardner Cinema building, Heywood Wakefield III and IV, the Travers Welding property, and a number of buildings in the lower Main Street and Sherman/Chestnut Industrial Area.
- Develop vacant parcels into active, productive properties by initiating Brownfield's cleanup and tearing down blighted buildings, as appropriate.
- Develop and administer a revolving loan and incentive fund for façade, signage, and energy conservation improvements for commercial and mixed-use properties.
- Acquire tax delinquent and abandoned properties to stimulate reuse.

**7. Goal: Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.**

**Objectives:**

- Implement the URP-proposed activities to stimulate the creation of development sites that offer adequate land area, safe access, site improvements and supporting infrastructure such that redevelopment is appealing to the private sector. For example, by taking the initiative to conduct Brownfield site assessments and cleanups at prominent but potentially contaminated properties across the URA the GRA will make strategic public investment likely to encourage private reinvestment by eliminating the role of hazardous substances as a barrier to redevelopment by private interests.
- Connect the private sector with both public and private financing options and incentives to facilitate private investment.
- Improve public infrastructure in the URA, which mutually promotes public presence and private development. For example, the extension of Derby Drive and the Rear Main Street area redevelopment will address a comprehensive parking strategy for Downtown that supports businesses and residences, details the construction of aesthetically pleasing new shared-use parking facilities which incorporates sidewalks, bicycle paths, and landscaping. Introduce the possibility of developing walk-out retail, residential or even restaurant space with outdoor seating

from the basement level of Main Street buildings due to the naturally lower elevation of the proposed parking area.

- Eliminate eyesores and blighted buildings by either rehabilitation or demolition to significantly improve urban perceptions of safety, economic activity, and quality of life.
- Increase visibility, connectivity and access throughout the URA by implementing wayfinding and multi-modal access opportunities, with a “Complete Streets” approach to integrate cars, busses, pedestrians, and bicyclists.

**8. Goal: Facilitate land assembly to advance the goals, objectives and activities of the URP.**

**Objectives:**

- Acquire selected URP parcels to foster the creation of sites of sufficient size and with appropriate access and improvements such that new construction is encouraged and sound redevelopment is facilitated.
- Ensure that developers follow the Gardner zoning and design guidelines, which put forth the community’s vision for URA revitalization and promote sound site planning and building design and development.

## **12.02 (3) Section 2: Overall Redevelopment Strategy**

This URP establishes the approximately 185-acre Gardner URA (151 acres of parcels and 34 acres of streets and ROWs), which is comprised of interdependent commercial, residential and industrial areas. Taking into consideration a variety of market-driven forces since 2007, in particular the significant economic downturn in 2008, as well as the Needs Assessment described in **Section 12.02 (2) Eligibility**, Gardner’s strategy proposes general area-wide approaches to redevelopment, as well as specific urban renewal projects within areas of concentrated effort. Design principles appropriate for each concentrated area are also developed. This URP compiles information necessary to assist private investors in understanding the City’s work with the community and to develop goals, objectives and requirements for development in the URA. This plan will also give the GRA the ability to negotiate directly with potential developers for the development of parcels, and will provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Finally, the strategy herein identifies certain public actions necessary to make the Gardner URA a sustainable, pedestrian-friendly and healthier community.

### **Gardner’s Redevelopment Vision Statement**

Gardner seeks to transform its economy from the dislocation associated with the decline of the furniture-manufacturing and industrial transition, to a vibrant 21<sup>st</sup> century urban center and economy. Gardner looks to reinforce its role as a regional employment center by reinvigorating and strengthening the Downtown commercial, retail and civic foundation. Gardner URA also strives to be a residential community of choice. In essence, Gardner’s URP is a tool for building healthier work and living spaces with a sustainably strong core that will generate a robust economy, environment and community.

### URA Concentration Areas

The boundaries of the URA, as presented in **Section 12.02 (1) Characteristics**, were defined based on the historic character of the city – the integration of the residential, business and manufacturing districts within a reasonably walkable area. As noted in **Section 12.02 (2) Eligibility**, the overall URA spans a large area with varied uses, and proposed URP activities are grouped within the below-listed “concentration areas”. *Map 12.02 (1) (S-2): URA Concentration Areas* depicts the seven URA concentration areas.

- Park Street Area
- Downtown
- Rear Main Street
- Gateway
- Lower Main Street
- Sherman/Chestnut Industrial Area
- Lynde and School Streets

### Design Principles

Design Principles for this project are important to consider at the beginning of the redevelopment discussion, as they provide the basic building block for Gardner’s overall vision. Because design principles are location-specific (i.e., design standards vary by land use) the discussion focuses on the URP Concentration Areas listed above. *Table 12.02 (3)-1 Gardner URA Design Principles*, below, presents a brief description of each concentration area and an overview of the general design principles associated to be applied within. This discussion focuses primarily on general design guidelines the City will apply to encourage development that is appropriate to the surrounding area’s characteristics in size and scale, and be reflected in/consistent with the zoning ordinances

### Area-Wide Principles for Improvements

There are some approaches to urban renewal that are appropriate to apply across the entire URA in an ongoing manner. While not presented as individual projects, per se, these principles are integrated into the Plan’s objectives as well as provide structure and support to the City’s vision plan by creating incremental, but cumulatively significant improvements. *Table 12.02 (3)-2: Gardner URP Area-Wide Principles for Improvement* summarizes the general principles that will be applied as each improvement project evolves from conception through design to actual implementation.

### URP Redevelopment Strategy

The following sections discuss specific improvements and activities proposed to support the URP within each concentration area. The discussion for each area concludes by referencing the project goals supported by the proposed projects. The goals were presented earlier in **Section 12.02 (3) Section 1**.

### *Park Street Area*

The URA is adjacent to a magnificent natural feature, Crystal Lake, an integral part of the City's water supply system. Although direct access to the 150-acre lake is restricted, there is still a significant opportunity to take advantage of its beautiful scenic features. To capitalize on this asset and strengthen opportunities to link the natural environment to Downtown and Rear Main Street, the URP supports the following projects:

- Extend the existing North Central Pathway recreational bike trails linking downtown Gardner with MWCC and downtown Winchendon, as well as Dunn Pond, to and through Downtown Gardner along Rear Main Street. The extended bike trail will include a rest and hospitality stop at the re-opened visitor center on Lake Street in the Downtown concentration area.
- Redevelop the National Grid electric substation (parcel P-26-98-1) as a recreational open green space to open up the vista of Crystal Lake from northern Main Street, Cottage Street and Park Street. Although National Grid's specific plans for relocating the substation are not determined, it is anticipated that new facilities will be situated to the north along the existing utility line.
- Upgrade the eighty-year old Greenwood Memorial Bath House, a public pool and home to the renowned Greenwood Memorial Swim Club. The pool facility is also used by the swim club to host competitive swim meets, drawing visitors to Gardner from Massachusetts as well as southern New Hampshire.
- Continue and expand a seasonal farmer's market to bring surrounding rural farms into the Downtown to sell fresh products to urban residents and employees.
- Improve wayfinding to enhance the connection between Downtown and recreational features/visitors, creating an additional market for Downtown shopping and dining.

These activities directly support Goal #2, Goal #3, Goal #5 and Goal #6 by improving the aesthetics of the Downtown, increasing open space and recreational opportunities, linking existing recreational facilities with the Downtown residential and commercial areas, and promoting an overall healthier community.

Table 12.02 (3)-1: Gardner URA Design Principles

| Concentration Areas                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Park St.                                                                                                                                                                                                                                                                                                                                                                                                                                     | Downtown                                                                                                                                                                                                                                                                                                                                                                                                                                | Rear Main                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Gateway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Lower Main St. Area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Sherman/Chestnut Industrial                                                                                                                                                                                                                                                           | Lynde St./School St.                                                                                                                                                                                                                               |
| Park St; pool, skating rink and substation.                                                                                                                                                                                                                                                                                                                                                                                                  | Traditional Downtown, Parker St., Central St. and Main St.                                                                                                                                                                                                                                                                                                                                                                              | Rear of Main St. from West Lynde St. to the intersection Willow and Main Streets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | From Route 2/Timpany Blvd. to Willow St.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Main St. & railroad from Timpany Blvd. to Union Square                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Former Nichols & Stone & Simplex.                                                                                                                                                                                                                                                     | CAPS School area and adjacent park.                                                                                                                                                                                                                |
| Principles To Be Applied For Design                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                    |
| <ul style="list-style-type: none"><li>- Strongly link Downtown with recreational facilities and opportunities such that visitors to recreational facilities are encouraged to visit Downtown.</li><li>- Landscape viewsheds that emphasize natural elements and engage passive and active recreation.</li><li>- Encourage activities that promote a healthy community.</li><li>- Expand multi-use trail and pedestrian connections</li></ul> | <ul style="list-style-type: none"><li>- Promote pedestrian activity.</li><li>- Control scale and massing so infill &amp; new buildings are compatible with adjacent buildings, historic elements &amp; pedestrian scale.</li><li>- Implement sign/ façade guidelines for consistency and aesthetics.</li><li>- Encourage mixed-use buildings.</li><li>- Adhere to US Secretary of Interior Standards for Historic Properties.</li></ul> | <ul style="list-style-type: none"><li>- Strongly link Downtown with extended Derby Drive and associated parking areas.</li><li>- Encourage ground floor Rear Main St. business opportunities.</li><li>- Emphasize streetscape aesthetics and sidewalk access to commercial establishments.</li><li>- Integrate larger and smaller footprints on a consistent scale.</li><li>- Promote pedestrian activity.</li><li>- Control scale and massing so infill &amp; new buildings are compatible with historic elements and pedestrian scale.</li><li>- Implement façade guidelines for consistency and aesthetics.</li><li>- Encourage mixed-use buildings.</li></ul> | <ul style="list-style-type: none"><li>- Emphasize streetscape aesthetics and sidewalk access to commercial establishments.</li><li>- Integrate larger and smaller footprints on a consistent scale.</li><li>- Promote pedestrian activity.</li><li>- Control scale and massing so infill &amp; new buildings are compatible with historic elements and pedestrian scale.</li><li>- Implement façade guidelines for consistency and aesthetics.</li><li>- Encourage mixed-use buildings.</li></ul> | <ul style="list-style-type: none"><li>- Limit paved expanses with landscape</li><li>- Consolidate ingress and egress points &amp; promote interconnectivity of adjoining parcels.</li><li>- Avoid repetitive architectural elements.</li><li>- For larger footprint retailers, place smaller storefronts close to the street creating sections of more traditional street frontage.</li><li>- Long-term plan for transit-oriented development at Union Square</li><li>- Multi-modal connections.</li></ul> | <ul style="list-style-type: none"><li>- Rehabilitate and reuse existing structures, where feasible.</li><li>- Design for flexibility of small but growing businesses.</li><li>- Promote access to multimodal transportation options.</li><li>- Buffering residential areas.</li></ul> | <ul style="list-style-type: none"><li>- Design for universal accessibility.</li><li>- Promote open space opportunities.</li><li>- Promote interconnection of accessible housing and recreation.</li><li>- Connect with Park Street area.</li></ul> |

Table 12.02 (3)-2: Gardner URP Area-Wide Principles for Improvements

|                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Job Creation</b>                                    | <ul style="list-style-type: none"> <li>• Every URP project to consider the short- and long-term potential for creating and sustaining employment opportunities.</li> <li>• Focus on creating an environment which provides a foundation for small business and entrepreneurs to create and retain good-paying jobs.</li> <li>• Create an entrepreneurial incentive fund to foster job creation and small business growth, productivity, expansion and marketability.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                             |
| <b>A Clean, Safe, Physical and Natural Environment</b> | <ul style="list-style-type: none"> <li>• Facilitate providing residents, workers and visitors with a clean, safe physical and natural environment.</li> <li>• Increase code enforcement and housing rehabilitation throughout URA.</li> <li>• Rehabilitate, where feasible, including façade improvements.</li> <li>• Address the City's past as a manufacturing center by proactively conducting Brownfields site assessments and remediation activities, particularly focusing on key URP parcels for redevelopment.</li> <li>• Focus on public safety improvements.</li> </ul>                                                                                                                                                                                                                                                                           |
| <b>Energy Efficiency and Renewable Energy</b>          | <ul style="list-style-type: none"> <li>• Energy conservation efforts will occur throughout the URA to minimize energy and fuel usage and costs, including encouraging energy retrofitting during commercial and residential rehabilitation, and the incorporation of renewable energy technologies into development and redevelopment opportunities.</li> <li>• Focus attention on enhancing alternative modes of transport, in particular pedestrian- and bicycle-friendly connections, and public transit options.</li> </ul>                                                                                                                                                                                                                                                                                                                             |
| <b>Access and Circulation</b>                          | <ul style="list-style-type: none"> <li>• Wayfinding to utilize a combination of signs, landmarks, entry portals and pathways for pedestrians, bikes, transit-riders, automobiles and freight trucks throughout the URA, as well as establish stronger connections to nearby hospital and community college.</li> <li>• Wayfinding to provide for customer, employee and resident access in Downtown and the URA with a context-sensitive parking supply and management approach.</li> <li>• Enhance pedestrian connections with paths, streetscape, and amenities.</li> <li>• Maintain multi-modal freight access for commercial and industrial use</li> <li>• Safe and efficient routing of truck traffic.</li> <li>• Comprehensive multi-modal parking management.</li> <li>• Plan for future inter-modal accessibility (e.g., commuter rail).</li> </ul> |
| <b>Promote a Healthy Gardner</b>                       | <ul style="list-style-type: none"> <li>• Increase focus on the broad environmental conditions that promote overall community health.</li> <li>• Increase recreational opportunities, including bike path extensions and Downtown connections where feasible, Greenwood Memorial Pool rehabilitation, conversion of the electrical substation to a public park, a farmer's market, pedestrian-friendly design, and increased green spaces.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Design Standards</b>                                | <ul style="list-style-type: none"> <li>• Reinforce pedestrian scale and provide for pedestrian/bicycle access.</li> <li>• Appropriate transitions between auto- and pedestrian-oriented districts.</li> <li>• Strengthen historical context.</li> <li>• Enhance connectivity of concentration areas.</li> <li>• Encourage mixed uses and integration of design features.</li> <li>• See Table 12.02 (3)-1 for additional details.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                |

### *Downtown*

Through the URP, the City seeks to restore Downtown's vibrancy and reinforce it as the civic, business and cultural nexus of Gardner and the surrounding communities. The goal is to celebrate Downtown and promote its sustainable features through a series of enhancements and projects encouraging mixed-use buildings with ground level retail and active-service uses for the Gardner region and upper-story residential. The historic context of the URA is extremely important to the essence of Downtown Gardner, and a major thrust of the URP is the preservation of that facet through beneficial reuse and rehabilitation of existing structures, where feasible; enhanced streetscape elements; and opening of the visitor center as multi-purpose cultural center for visitor hospitality, information and the arts.

Downtown Gardner is an historic, pedestrian-centric downtown that has some significant abandoned buildings, namely the fire-damaged former Gardner Cinema structure at 32 Parker Street (parcel O-24-3-24), and the Maki Building at 57-67 Parker Street (parcel O-24-121-7), both of which have been condemned. The absence of vital uses in these buildings creates the image of a declining downtown. The auditorium portion of the former Gardner Cinema was virtually destroyed by fire and has since been condemned by the City. This section would be demolished, but the street-front portion, formerly the cinema lobby with offices above, would be rehabilitated for an appropriate commercial reuse. It is anticipated that the City will stabilize the street front portion of the former cinema and the Maki building to prevent further damage, then market the structures to private develop/owners for rehabilitation. The City will support and assist the rehabilitation efforts through the façade improvements program and grant programs.

The creation of a new City Hall Plaza connecting Main Street with Pleasant Street in front of City Hall will reinforce the existing strong civic presence and increase Downtown open space. The plaza will provide a pedestrian link and visual connection between Pleasant Street/City Hall and Main Street as well as provide a gathering spot for community concerts and events, contribute toward creating a "sense of place" in the center of Downtown and strengthen connections between Main Street and the governmental services area (the current employment center) of Downtown.

In-fill housing, streetscape, enhanced circulation for autos, transit, bikes and pedestrians, wayfinding for parking and enhanced parking management will be all part of the integrated approach to urban renewal improvements for Downtown. Specific public improvements include the addition of street furniture, landscaping, and improved wayfinding along Main Street. To address traffic flow within the Downtown district, the City conducted a transportation and circulation study of the intersection at Main, Parker, Central and Vernon Streets to determine the feasibility of flow improvements at this location. The traffic study considered the transportation impacts and needs of the proposed URP projects. Its recommendations for future transportation management and physical changes are an attachment to the URP.

A mixed-use upgrade of retail and housing involving a partnership between the City and the Greater Gardner Community Development Corporation (CDC) is proposed at 86-96 Main Street (parcel O-23-11-

33). The project involves renovation of the existing building into five units of affordable housing with first floor retail. Energy conservation features will be incorporated into the rehab project.

The existing police station at 31 City Hall Avenue (parcel O-24-7-15), long considered outdated and inadequate, will be demolished after a new station is constructed along the east side of Main Street in the Rear Main Street concentration area (discussed below). The building was converted from an automobile dealership building. The floor plate, building slab, building systems, water damage, and documented mold problems render it functionally obsolete as a police station or for current business or residential uses. Rehabilitation costs are expected to exceed new construction costs due to upgrades necessary to correct deficiencies and meet current building, life safety, and energy code requirements. The City Hall Avenue parcel could then be redeveloped with a commercial or mixed use building.

For all of the above-described activities, sign and façade programs will be utilized to assist small and start-up businesses in downtown during URP implementation. The combination of new gut-rehab space and small-scale enhancements to existing storefronts will enable a range of small businesses and entrepreneurs to locate in Downtown, creating new vitality and jobs. An entrepreneurial incentive fund designed to fill financing gaps, encourage local entrepreneurs and strengthen existing small businesses will be created to serve the Downtown area, as well as other commercial areas throughout the URA. Use of sustainable products and energy conservation will be encouraged. The upgrade of upper-story uses into a variety of residential units serving persons with diverse lifestyles and incomes will foster a 24-hour Downtown.

Proposed activities in the Downtown area promote all eight of the goals listed previously in this section. With its mix of commercial, residential and government uses, the Downtown revitalization strategy embodies all elements of this URP.

#### *Rear Main Street*

Rear Main Street was historically the support spine to the Downtown and economic hub of Gardner. Formerly home to a number of manufacturing facilities, the area currently contains a parking lot, footprint remnants of recently demolished factories, an old factory smokestack used as a well-disguised cell tower, and some remaining blighted manufacturing buildings.

The new Levi-Heywood Memorial Library and park situated off West Lynde Street are situated on a brownfields site that was formerly industrial land. The project was the initial public investment to define a new rear Main Street, and as such is the northern anchor for this former manufacturing area.

The focus of the URP along Rear Main Street is to provide key linkages in and around Downtown, the Gateway area, and lower Main Street with strong connectivity with Main Street and the residential area to the east. This will be accomplished through improved pedestrian access, an extended bicycle path, parking to support the existing historic Downtown and redevelopment of Heywood Wakefield III and IV into residential and assisted living. As such, the plan for Rear Main Street includes extension of Derby Drive and associated sidewalk system, streetscape improvements, bicycle path extension, improved

pedestrian linkages to Main Street and public transit, as well as landscaped parking. The Parking Management District will serve the Heywood Wakefield IV redevelopment, which has no available land for parking; provide long-needed off-street parking for existing businesses and residences along Main Street, and support new commercial and civic development along Main Street that will require off street parking. The Main Street business district was originally developed before the automobile and its lack of parking has created a competitive disadvantage contributing to decline and disinvestment. Land acquisition will enable the creation of a site for a new police station and medical or commercial office building to anchor the southern portion of Rear Main Street (see *Table 12.02 (2)-3*). Siting the police facilities along the highly traveled Main Street may have the added benefit of bolstering the perception of public safety in the Downtown and Rear Main Street. A new commercial or medical office building(s) along Main Street just north of the police station would create jobs and augment Downtown Gardner's customer base with additional employees and patients. With Derby Drive visibility, space in the existing buildings along the east side of Main Street can be redeveloped and opened up to Derby Drive, thereby complementing and augmenting downtown retail and services. This will create new, relatively-low cost space opportunities for new small businesses. The immediate focus will be the construction of Derby Drive with related pedestrian and bicycle paths, and the medical-office building with parking.

Rear Main Street activities promote the all eight of the URP goals outlined previously in this section. The elements of the Rear Main Street revitalization strategy will transform an under-utilized and blighted section of town into a vibrant, mixed use resource that enhances and supports the Downtown. The existing brick smokestack structure used for a cell antenna will be retained.

#### *Gateway*

The access to Downtown Gardner and rear Main Street is Exit 23 off Route 2. This point of entry from Route 2 stretches to Willow Street, which is when a newcomer actually senses they have passed the typical auto-oriented chain stores near a highway entrance and have arrived in Downtown Gardner. At present, there are decrepit and substandard buildings that frame the Gateway to Downtown, creating a somewhat lackluster first impression. As part of the URP, the Gateway area will be transformed and made more welcoming by implementing intersection improvements; limited street widening; possible creation of a green median; sidewalk and streetscape enhancements; upgraded lighting; and improved traffic flow.

The URP proposes to widen and realign Willow Street to match the Derby Street extension at the intersection with Main street (see *Table 12.02 (2)-3*). As shown in *Map 12.01 (1) (I): Buildings to be Demolished*, structures demolition of structures will occur to accommodate the street widening. Assembled parcels will also accommodate new buildings for commercial/retail development. Recognizing the Gateway's importance as an urban transition area, development will emphasize streetscape aesthetics and sidewalk access to commercial establishments. The City will encourage residential rehabilitation along the north side of Wright Street and the east side of Pleasant Street south of Willow by seeking appropriate grants and funding resources. Redevelopment of the Travers Welding site (parcel P-20-38-9) at the Gateway into a mixed-use, retail, medical-office has commenced. This will

significantly enhance the aesthetics of the Gateway area at Timpany Boulevard and lower Main Street. Screening Hannaford's rooftop HVAC system, perhaps with photo voltaic panels or other green features, is proposed as a means to improve the gateway viewshed because the northbound roadway's elevation allows a clear view of the supermarket's rooftop.

The revitalization strategy for the Gateway section fosters all of the URP goals, with the Gateway's focus on commercial development and street-level aesthetics especially supporting Goal #1, Goal #2, Goal #7 and Goal #8.

### *Lower Main Street*

Main Street connects all of the areas of concentration – Downtown, Rear Main Street, the Gateway, and Sherman/Chestnut Industrial Area. The portion of Main Street referred to as “lower Main Street” runs parallel to Route 2 and the freight railroad tracks. Lower Main Street is also situated such that provides a transportation linkage between two Gardner access points to the primary regional roadway system, Route 2. Exit 23 for Downtown Gardner and Exit 22 for South Gardner essentially “bookend” lower Main Street. Lacking a clear identity, lower Main Street is a mix of predominantly auto-oriented uses (e.g., retail, industry, and housing), abandoned buildings, vacant lots, and potential Brownfield sites.

The lower Main Street area has an intensive blend of uses but lacks the urban character of upper Main Street. The URP proposes to emphasize this area as a connector and buffer with improved streetscape (inclusive of sidewalks); to strengthen the presence of transit operator Montachusett Area Regional Transit (MART) with multi-modal service (bus and eventually commuter rail, with pedestrian, bicycle and vehicular connections); to adapt the auto-oriented street to be more friendly to all modes of transportation; to encourage Brownfield clean-up; and to encourage appropriate in-fill development/redevelopment of commercial, mixed-use, retail and housing.

The parcel situated on the north east corner of the intersection of Sherman and Main Street is slated for acquisition by the City (parcel Q-20-48-6). Recently, a building on this site was demolished by the property owner and when testing revealed contamination remediation was initiated. The City plans to acquire and eventually dispose of the property to a private developer for commercial development. The size and scale of the project will be consistent with the existing conditions of the area. This approach will allay the expressed concerns over environmental liability between seller and buyer while allowing the City to have a greater control over the site's future development. In addition, the URP includes rehabilitation of an existing commercial structure at the corner of Main and Washington Streets (parcel P-20-41-12). While rehabilitation will be the responsibility of the property owner, the City will encourage efforts via the façade improvements program and code enforcement. In addition to the streetscape improvements along lower Main Street, the URP also calls for improved wayfinding to direct visitors to destinations and parking.

Efforts in the lower Main Street vicinity are especially relevant to furthering Goal #1, Goal #4, Goal #6 and Goal #8. With the presence of the MART facility, railroad, and proximity to Route 2, lower Main Street offers exciting potential for integrating intermodal transportation options into Gardner's urban core.

### *Sherman/Chestnut Industrial Area*

The Sherman/Chestnut Industrial Area was historically an employment and manufacturing center for furniture and security devices that largely fueled Gardner's economic engine. In 2008, Nichols & Stone, a 246-year old furniture manufacturer, permanently closed its doors in Gardner. The former manufacturing buildings associated with Nichols & Stone, etc., are not suited for contemporary manufacturing and commercial operations. Some of the facilities were multi-level, some likely have hazardous materials issues, some were cobbled-together buildings with numerous add-ons, and some are dilapidated. The Simplex facility which manufactured fire alarms and time clocks has also closed recently, a large portion of which remains vacant.

The Sherman/Chestnut Industrial Area is to be revived with emphasis on becoming an employment center geared to smaller-scale establishments, including small manufacturers, green industries and small businesses. Urban renewal rehabilitation in the industrial area will be privately undertaken with encouragement and support offered by the GRA, including expedited permitting, grant research assistance, brownfields remediation assistance, and area infrastructure improvements. Retaining existing specialty manufacturers that appear to be thriving, such as Data Cable Guide and New England Woodenware, will also be a priority focus. The aim is to create next-generation space (beyond incubator) for smaller, established businesses that can capitalize on available space and personnel resources. The space would essentially be low-cost and flexible, thus able to accommodate the varied needs of growing businesses. Of the remaining buildings, a combination of demolition and rehabilitation (including energy retrofitting) will be utilized. Personnel to staff the new businesses include the existing workforce with manufacturing skill sets, retrained unemployed furniture or other workers, and new graduates from MWCC. In particular, the college offers training and education in emerging 21<sup>st</sup> century, green and renewable industries.

To this end, the City of Gardner has recently been certified as a Green Community under the MA Green Communities Act. Moreover, the Sherman/Chestnut Industrial Area has the beginning framework for intermodal transport. It is served by freight trucks as well as an active rail spur utilized for materials delivery and product shipping. For people, MART's transit facility is located at the foot of Sherman and Main Street, with bus routes and stops in the Sherman/Chestnut Industrial Area connecting with the Downtown, nearby hospital, community college and surrounding towns.

An important step in making the Sherman/Chestnut Industrial Area more suitable for 21st century commercial and manufacturing businesses is the demolition of eight former Nichols and Stone industrial/manufacturing/warehouse structures and subsequent commercial/retail redevelopment of the site. One of the buildings is on parcel R-21-55-1; the remaining seven are on parcel Q-23-16-23. As noted above, these buildings are outdated and not viable for rehabilitation. The current property owner has undertaken demolition activities. The other closed large-scale manufacturing structure, the Simplex

building on School Street (parcel Q-24-1-1), is slated for rehabilitation, but it is anticipated that this will be undertaken by the private sector with encouragement from the City (e.g., expedited permitting, etc., as noted above). The City plans to reopen the now-abandoned Sanborn Street extending from School Street to South Lincoln Street behind the Simplex building, thus providing good access to Cross Street, and provide streetscape improvements accommodating vehicles and pedestrians with buffers for the adjacent residential area. Brownfield's assessment and remediation will be undertaken, as appropriate. In-fill development sites along lower Main Street will focus on commercial activity that will create jobs and complement the existing industrial/commercial base. Intersection improvements at Main and Chestnut Streets will improve traffic flow at Union Square.

The URP also includes rehabilitation of a number of residences and small warehouse structures along the east side of Sherman Street. These activities will be undertaken using CDBG housing rehabilitation assistance, the façade improvements program and code enforcement.

The strategic redevelopment of the Sherman/Chestnut Industrial Area supports Goal #1, Goal #4, Goal #6, Goal #7 and Goal #8. The efforts present an exciting opportunity for replacing the current blight of the obsolete manufacturing facilities with low cost, flexible space for new and growing businesses.

#### *Lynde and School Streets*

This area contains a Gardner Housing Authority property on Lynde Street across from the Sacred Heart School that could be used for new in-fill development featuring universally-accessible family housing, capitalizing on the Northeast Veteran Training and Rehabilitation Center at MWCC assisting re-entry of injured war veterans and their families into the community. Nearby employment opportunities Downtown and in the Sherman/Chestnut Industrial Area could make this a wheel or walk-to-work location with easy access to Downtown.

Activities proposed for the Lynde and School Streets area further Goal #5 and Goal #8. Efforts will provide universally accessible and affordable housing close to job opportunities and shopping facilities associated with Gardner's revitalized urban core, as well as educational facilities at MWCC.

### **12.02 (3) Section 3: Implementation Schedule**

The following tables present an overview of the implementation schedule for projects within each concentration area. Short-term projects are anticipated to occur within a 6-year time frame; mid-term projects within 7 to 13 years; and long-term projects between 14 and 25 years. Some projects appear across time spans because they may be initiated in one phase, but full implementation may be of longer duration based on market conditions, assemblage, resolution of access issues, etc. In addition to the specific projects, the area-wide principles for improvements listed previously in *Table 12.02 (3)-2* will be implemented on an ongoing basis as an element of each project. Those principles reflect the City's goals and objectives for the URP, essentially forming the core values of the urban renewal, included job creation, improving the urban environment, encouraging renewable technologies, promoting community health, and implementing design guidelines.

Table 12.02 (3)-3: Park Street Area Implementation Schedule

| Project                                                                                                                                                       | Short-Term | Mid-Term | Long-Term |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • Continue and expand seasonal farmer's market.                                                                                                               | X          |          |           |
| • Use wayfinding to strongly link recreational areas with Downtown (comprehensive budget for wayfinding improvements is included in budget for Gateway Area). | X          |          |           |
| • Extend North Central Bike Trail to Downtown from present terminus at DCR Veteran's Skating Rink (included in Rear Main Street Area budget).                 | X          | X        |           |
| • Undertake a Master Plan for Greenwood Memorial Pool and Bathhouse.                                                                                          | X          | X        |           |
| • Undertake necessary physical improvements to pool facilities to maintain viability and sustain historical character.                                        |            | X        | X         |
| • National Grid relocation of electric substation at Crystal Lake.                                                                                            |            |          | X         |

Table 12.02 (3)-4: Downtown Implementation Schedule

| Project                                                                                                                                                                                    | Short-Term | Mid-Term | Long-Term |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • Improve wayfinding to Downtown & other destinations for pedestrians, bikes, cars and trucks (wayfinding improvements budget included in Gateway).                                        | X          | X        | X         |
| • CDC renovation of 86-96 Main Street with five affordable units and first floor retail.                                                                                                   | X          |          |           |
| • Rehabilitate Goodnow-Pearson building into market rate apartments with first-floor & rear Main Street commercial.                                                                        | X          |          |           |
| • Reuse visitor center for multi-use cultural, arts and hospitality facility.                                                                                                              | X          |          |           |
| • Infill vacant parcel with commercial development, including parcel assemblage.                                                                                                           | X          | X        | X         |
| • Facilitate occupation of Downtown retail and commercial space (e. g. façade improvement programs, link public/private resources, etc.).                                                  | X          | X        |           |
| • Study and implement traffic/circulation improvements to Parker/Central/Vernon intersection.                                                                                              | X          | X        |           |
| • Redevelop the Parker Street frontage of former theater building damaged by fire for commercial uses.                                                                                     |            | X        |           |
| • Rehabilitate Maki Building for commercial/mixed use.                                                                                                                                     |            | X        | X         |
| • Create new City Hall Plaza connecting Main Street and City Hall.                                                                                                                         |            | X        |           |
| • Streetscape improvements to promote historic ambiance, as well as sign and façade improvement programs.                                                                                  | X          | X        |           |
| • Support and augment volunteer initiatives, e.g., Gardner Square Two, Inc., to promote and celebrate Downtown, Inc.                                                                       | X          | X        | X         |
| • Create an entrepreneurial incentive fund to enhance the growth, productivity, stability, expansion and marketability of local small business.                                            | X          | X        | X         |
| • Redevelop the property vacated on City Hall Avenue when police station moves to Main Street.                                                                                             | X          | X        |           |
| • Support rehabilitation of selected residential and commercial properties on Parker, Nichols and Main Streets, and City Hall Avenue. Demolish two blighted structures on Pleasant Street. | X          | X        | X         |

Table 12.02 (3)-5: Rear Main Street Implementation Schedule

| Project                                                                                                                                                                    | Short-Term | Mid-Term | Long-Term |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • Rear Main Street extension of Derby Drive, including bike lanes, sidewalks, streetscape amenities and utility rerouting.                                                 | X          |          |           |
| • Heywood Wakefield III –Rehabilitation and reuse for assisted living; \$10 million HUD grant awarded.                                                                     | X          |          |           |
| • Heywood Wakefield IV-- Rehabilitation and reuse.                                                                                                                         |            | X        |           |
| • Creation and management of parking program to support Downtown, Heywood-Wakefield, and medical-office building needs.                                                    | X          |          |           |
| • Extension of Bike Trail to Downtown via Rear Main Street                                                                                                                 | X          |          |           |
| • Strongly link Rear Main with Main Street and Pine Street, e.g., Sullivan's Way.                                                                                          | X          | X        | X         |
| • Improve wayfinding to Downtown & other destinations for pedestrians, bikes, cars and trucks (wayfinding improvements budget included in Gateway).                        | X          | X        | X         |
| • Create sites for a medical or commercial building on Main Street and new Police Station to anchor southern segment and interconnect the Gateway, Rear Main and Downtown. | X          | X        |           |

Table 12.02 (3)-6: Gateway Implementation Schedule

| Project                                                                                                             | Short-Term | Mid-Term | Long-Term |
|---------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • Improve wayfinding to Downtown & other destinations for pedestrians, bikes, cars and trucks.                      | X          | X        | X         |
| • Pleasant Street & Willow Street building demolition, transitional commercial redevelopment and street alignment.  | X          |          |           |
| • Improve aesthetics at "Downtown Gateway" area near Hannaford's Supermarket.                                       |            | X        |           |
| • Travers Welding commercial development -- Development Overlay Zoning District extended to include commercial use. | X          |          |           |
| • Selected housing rehabilitation--lower Pleasant and Wright Streets.                                               | X          | X        | X         |

Table 12.02 (3)-7: Lower Main Street Implementation Schedule

| Project                                                                                                                                         | Short-Term | Mid-Term | Long-Term |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • MART transit enhancements.                                                                                                                    | X          | X        | X         |
| • Plan for commuter rail expansion and intermodal facilities.                                                                                   |            |          | X         |
| • Commercial development at Main & Sherman Streets; Demolition of select buildings is in process.                                               | X          | X        |           |
| • Rehabilitate commercial building at west corner of Main and Washington Streets/selected housing rehabilitation.                               |            | X        |           |
| • Create an entrepreneurial incentive fund to enhance the growth, productivity, stability, expansion and marketability of local small business. | X          | X        | X         |
| • Environmental remediation and acquisition of property at intersection of Sherman and Main Streets to be combined with commercial development. | X          |          |           |

Table 12.02 (3)-8: Sherman/Chestnut Industrial Area Implementation Schedule

| Project                                                                                                                                         | Short-Term | Mid-Term | Long-Term |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| • Data Guide Cable Relocation and Reuse of Nichols Stone Bldg & selected demolition of others with plans toward large retail user.              | X          | X        |           |
| • Flex space at Simplex buildings                                                                                                               | X          | X        | X         |
| • Demolition of outdated manufacturing structures.                                                                                              | X          |          |           |
| • Rehabilitation/reuse of vacant former Simplex Bldg at 23 Cross Street.                                                                        |            | X        |           |
| • Site Reuse                                                                                                                                    |            | X        | X         |
| • Reopen abandoned Sanborn Street connecting School and South Lincoln Streets.                                                                  |            | X        |           |
| • Create an entrepreneurial incentive fund to enhance the growth, productivity, stability, expansion and marketability of local small business. | X          | X        | X         |
| • Intersection improvements at Main and Chestnut Streets                                                                                        | X          |          |           |

Table 12.02 (3)-9: Lynde and School Streets Implementation Schedule

| Project                                                                                                                                                       | Short-Term | Mid-Term | Long-Term |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------|-----------|
| <ul style="list-style-type: none"> <li>Investigate development options on Housing Authority land, including universally accessible family housing.</li> </ul> |            | X        | X         |

### 12.02 (3) Section 4: Economic Benefits

Implementation of the URP is anticipated to have cumulatively significant economic benefits for the City. The Gardner URP focuses on strengthening the commercial center and industrial/business core of Gardner, so as to encourage and attract private investment yielding jobs and a stronger tax base. Since the urban renewal planning effort has commenced, positive results have already been noticed. The recent \$3 million new private investment in a foreclosed commercial property on Main Street resulted in over twenty newly renovated market rate residential rental units (now 100 percent occupied); creation of three new commercial spaces on Main Street (unleased as of July 2011); and a rear access commercial space (leased as Laundromat). This project was the first new private investment in the Downtown area in nearly twenty-five years. In addition to creating momentum and rehabilitating a boarded-up building, the Goodnow-Pearson building created eight construction jobs, one permanent job, and new customers for Downtown businesses.

The urban renewal process recently served as a catalyst to rejuvenate the longstanding project for redevelopment of a former Heywood Wakefield mill building on Pine Street into an assisted living complex. The project, situated in the Rear Main Street area of the URA, involves the third phase of renovations to former factory complex facilities. Although the project had initially received \$10 million in federal funding in 2002, activity had languished for many years due to additional funding needs. The historic structure has significantly deteriorated in the interim. Recent federal tax credit financing allowed the developers to raise the additional \$12.5 million needed to commence the renovation of about half of the building into 78 apartments. In addition to providing much-needed housing, the project will also create approximately 200 temporary construction positions and 35 full time positions.

Another significant Downtown project involves the Travers Welding facility at 354 Main Street, which until recently consisted of a vacant and condemned warehouse building along with a brick structure. The property, which is situated in the Gateway section of the URA, is undergoing redevelopment for use as office/commercial space. The project is state-funded through the MA Opportunity Relocation and Expansion Jobs Capital Program, and will create an estimated 15 or more jobs.

The Gardner URP intends to reinforce and support the continuation of this incremental private investment that can yield long-term and lasting results with a mix of public and private investment.

### **Economic Benefit for Short-Term Projects**

As noted previously, short-term projects include substantial public investment to extend Derby Drive; rehabilitate the Heywood Wakefield III and IV properties into assisted living units; develop a medical office building and new retail; undertake housing rehabilitation and energy conservation; and commence transportation access improvements with a total estimated public cost of \$54.4 million. This public investment (local, state and federal) will generate approximately 200 construction jobs of three-year duration with construction wages typical of Gardner. It is anticipated that the public investment will spur private activity and new private investment conservatively projected to be \$22 million in the short-term. This could generate an additional 80 to 90 construction jobs. Permanent jobs to be created are estimated to range between 199 and 287 jobs to be incrementally created throughout the initial efforts of the URP. The significant public investment projected in the short-term will establish an environment more conducive and ready for private investment over the long-term, as well as encouraging existing small businesses to grow and expand in Gardner in the URA.

In addition to the permanent and construction jobs created by the URP and related private investment, the City of Gardner's tax base will be substantially enhanced. Although there may be some temporary reduction in some building values due to demolition of deteriorated properties, the effects on the tax base attributable to demolition will likely be minimal. Private redevelopment and new construction in the short-term may yield an additional \$335,000 annually in new real estate taxes by the conclusion of that phase, based on current tax rates.

### **Economic Benefit for Mid- and Long-Term Projects**

Mid- and long-term focus on the six to twelve year period and the twelve to 25 year periods of the URP, respectively, which is a 25-year plan of action. An additional 250 construction jobs are projected during the latter two phases. The creation of permanent jobs is forecasted with increased occupancy in the Sherman-Chestnut Industrial Area, new mixed-use and retail development in downtown and lower Main Street areas. This plan anticipates that much of the growth will be internally generated from the greater Gardner region, so that new permanent job creation will be accomplished in small increments with approximately an additional 200 permanent jobs. An additional \$560,000 annually in new tax revenues are estimated to result from the projected private investment.

There are also qualitative benefits that will contribute and support the economic revitalization of the URA. These benefits include increased walkability and an enhanced bike path system, enabling residents, workers and visitors to traverse the URA by a variety of modes. This will reduce out-of-pocket transportation costs for local residents. The enhanced bike path connection with the North Central bike path system will help draw visitors to the downtown generating additional retail and food sales. The URP also calls for energy conservation and rehabilitation of housing and commercial facilities which will reduce long-term operating costs for residents and businesses, alike.

## 12.02 (4) Financial Plan

The financial plan for the Gardner URP is based on financial cost estimates of the programs and projects contained within each concentration area and the activities to fulfill the goals and objectives. A brief summary of each item is provided, with additional detail in the budget presented at the conclusion of this section. The financial plan is outlined for all three phases of the URP: the short-term phase, also referred to as Phase I, spans a 5-year period; mid-term, or Phase 2, covers from 6 to 12 years; and the long-term, Phase 3, encompasses the last twelve years of this 25-year plan.

### Section 12.02 (4) Section 1: Land Assembly

Land assembly may occur either publicly by the GRA or the City of Gardner or privately by a private developer. The estimated costs for land assembly are based on appraised valuations of the properties to be assembled with a three percent (3%) per annum inflation factor. The total projected costs for land assembly for all three phases of the URP is \$6,165,000 over the 25-year duration of the URP. Appraisals for thirty-five properties were prepared by a licensed professional appraiser familiar with the Gardner market in fall 2010. The total appraisal value in aggregate is \$3,894,800. Although, the URP budget for land assembly exceeds the value identified in the fall 2010 appraisals, the GRA and the City of Gardner believe it is fiscally prudent to retain the \$6,165,000 budget. Land assembly will occur throughout the URP program and values will fluctuate. The \$6,165,000 budget accounts for marginal value increases over time due to inflation. Before acquisition, the GRA will engage a professional, licensed appraiser to evaluate the subject property and prepare an up-to-date appraised value before action on a prospective acquisition is undertaken.

### Section 12.02 (4) Section 2: Site Preparation Costs

Site preparation costs include site assessment, demolition (inclusive of partial demolitions, building demolition, foundation removal, and clearance), environmental compliance and clean-up, where necessary, as well as public safety measures, such as temporary fencing when appropriate. Since much of the URA was adjacent or the subject of historic manufacturing and industrial uses and nearly all the buildings in the area were built prior to lead paint regulations, it is presumed that environmental site assessment and clean-up costs will be necessary for all parcels to some extent. There are approximately 151 acres within the URA exclusive of streets and public ways. Site preparation costs are estimated to be \$3,470,000 over the 25-year URP plan.

### Section 12.02 (4) Section 3: Proposed Public Improvements

Public Improvements are planned for all seven concentration areas, Park Street Area; Downtown; Rear Main Street; Gateway; lower Main Street; the Sherman/Chestnut Industrial Area; and the School-Lynde Street area over three phases. The total projected project cost for all three phases is \$76,716,800 for the twenty-five year plan. Short-Term/Phase 1 budget is \$47,681,500. Mid-Term/Phase 2 budget is \$15,291,300. Long-Term/Phase 3 budget is \$13,744,000. A \$2.5 million entrepreneurial incentive and assistance fund will be created and operated during all three phases of the URP, and is included as part of

Project costs. The public improvement and project costs for concentration areas are detailed in *Table 12.02 (4)-1: Public Improvement Project Costs*, below. Design and engineering along with related soft costs are being estimated at twenty percent of project costs. A twenty percent contingency is also carried, since proposed public improvement cost estimates are based on early-stage conceptual plans and reflect order of magnitude cost estimates.

*Table 12.02 (4)-1: Public Improvement Project Costs*

| <b>Concentration Area</b>                                             | <b>Phase 1:<br/>Short-Term</b> | <b>Phase 2:<br/>Mid-Term</b> | <b>Phase 3:<br/>Long-Term</b> | <b>TOTAL</b>         |
|-----------------------------------------------------------------------|--------------------------------|------------------------------|-------------------------------|----------------------|
| Park Street Area                                                      | \$ -                           | \$ -                         | \$ 2,700,000                  | \$ 2,700,000         |
| Downtown                                                              | \$ 2,702,000                   | \$ 5,350,000                 | \$ 3,050,000                  | \$ 11,102,000        |
| Lower Main Street                                                     | \$ 782,500                     | \$ 692,500                   | \$ 75,000                     | \$ 1,550,000         |
| Rear Main Street                                                      | \$ 29,413,000                  | \$ 62,000                    | \$ -                          | \$ 29,475,000        |
| Gateway                                                               | \$ 625,000                     | \$ 725,000                   | \$ 350,000                    | \$ 1,700,000         |
| Sherman/Chestnut<br>Industrial Area                                   | \$ -                           | \$ 1,950,000                 | \$ -                          | \$ 1,950,000         |
| School & Lynde<br>Streets                                             | \$ -                           | \$ 1,250,000                 | \$ 3,285,000                  | \$ 4,535,000         |
| <b>Subtotal Public<br/>Improvement<br/>Construction Costs</b>         | <b>\$ 33,522,500</b>           | <b>\$ 10,029,500</b>         | <b>\$ 9,460,000</b>           | <b>\$ 53,012,000</b> |
| Entrepreneurial<br>Incentive Fund (EIF)                               | \$ 750,000                     | \$ 1,250,000                 | \$ 500,000                    | \$ 2,500,000         |
| <b>Subtotal EIF and<br/>Public Improvement<br/>Construction Costs</b> | <b>\$ 34,272,500</b>           | <b>\$ 11,279,500</b>         | <b>\$ 9,960,000</b>           | <b>\$ 55,512,000</b> |
| Design & Engineering                                                  | \$ 6,704,500                   | \$ 2,005,900                 | \$ 1,892,000                  | \$ 10,602,400        |
| Construction<br>Contingency                                           | \$ 6,704,500                   | \$ 2,005,900                 | \$ 1,892,000                  | \$ 10,602,400        |
| <b>TOTAL</b>                                                          | <b>\$ 47,681,500</b>           | <b>\$ 15,291,300</b>         | <b>\$ 13,744,000</b>          | <b>\$ 76,716,800</b> |

## Section 12.02 (4) Section 4: Relocation Expenses

The Gardner URP anticipates that there may be some, although limited, relocation expenses of residents and perhaps a business, which will be required during the course of the plan. Relocation expenses are estimated to be \$1,470,000 over the course of the URP.

### Additional URP Costs

The Project budget includes funding for additional studies and evaluations, legal fees, and administration. Additional studies and evaluations during the course of the life of the URP are estimated to be \$1,347,000 during all three phases. This includes funding for appraisals, market analyses, feasibility studies, swimming pool and Park Street area master plan, shared-use parking study, and planning for commuter rail expansion to Gardner. Legal is estimated to be \$574,000 and administration \$2,870,000 during the twenty-five year URP.

## Section 12.02 (4) Section 5: Gross Project Costs

The gross project budget, presented in *Table 12.02 (4)-2 URP Budget – All Phases*, below, for the duration of the Gardner URP, is \$91,862,800. Broken down by phase, the budget for Phase 1 is projected to be \$54,377,500; Phase 2 is \$20,986,300; and Phase 3 is \$16,499,000. The gross project budget includes the public improvement costs enumerated previously in *Table 12.02 (4)-1*, land assembly costs, site preparation costs, relocation costs, funds for additional studies and evaluation, as well as capitalizing the entrepreneurial incentive fund.

### Budget Narrative

#### *Land Assembly*

Land assembly costs are based on the valuation of the thirty-five parcels identified for potential land assembly. For purposes of budgeting, the highest of the appraised value or the assessed value from the City of Gardner Assessor's Office was used. Land assembly will occur in three concentration areas, namely Downtown, Rear Main Street and the Gateway areas. Downtown activities include assembly of land for redevelopment, such as the theater and Maki buildings on Parker Street and for development of the civic plaza. Rear Main Street land assembly activities include a roadway with sidewalks and a bicycle lane, parking area, and site redevelopment for the commercial building. Gateway activities include land assembly for public improvements and site redevelopment. Total land assembly costs are \$6,165,000.

#### *Site Preparation*

Site preparation activities include selected demolition, general clean-up and grading, brownfields site assessment, brownfields clean-up, and fencing or other site protection-stabilization measures, when necessary. Site preparation costs are budgeted to be \$3,470,000 over the course of the URP.

Table 12.02 (4)-2: URP Budget – All Phases

|                                                                         | <b>Phase 1:<br/>Short-Term</b> | <b>Phase 2:<br/>Mid-Term</b> | <b>Phase 3:<br/>Long-Term</b> | <b>Total</b>         |
|-------------------------------------------------------------------------|--------------------------------|------------------------------|-------------------------------|----------------------|
| Land Assembly                                                           | \$ 2,785,000                   | \$ 2,908,000                 | \$ 472,000                    | \$ 6,165,000         |
| Site Preparation                                                        | \$ 1,780,000                   | \$ 935,000                   | \$ 755,000                    | \$ 3,470,000         |
| Relocation Expenses                                                     | \$ 978,000                     | \$ 492,000                   | \$ -                          | \$ 1,470,000         |
| Public Improvements<br>Construction Costs                               | \$33,522,500                   | \$10,029,500                 | \$ 9,460,000                  | \$ 53,012,000        |
| Entrepreneurial<br>Incentive Fund                                       | \$ 750,000                     | \$ 1,250,000                 | \$ 500,000                    | \$ 2,500,000         |
| <b>Subtotal - EIF and<br/>Public Improvement<br/>Construction Costs</b> | <b>\$ 34,272,500</b>           | <b>\$ 11,279,500</b>         | <b>\$ 9,960,000</b>           | <b>\$ 55,512,000</b> |
| Design & Engineering                                                    | \$ 6,704,500                   | \$ 2,005,900                 | \$ 1,822,000                  | \$ 10,602,400        |
| Construction<br>Contingency                                             | \$ 6,704,500                   | \$ 2,005,900                 | \$ 1,892,000                  | \$ 10,602,400        |
| Planned Studies &<br>Evaluations                                        | \$ 433,000                     | \$ 436,000                   | \$ 478,000                    | \$ 1,347,000         |
| Legal                                                                   | \$ 120,000                     | \$ 154,000                   | \$ 300,000                    | \$ 574,000           |
| Administration                                                          | \$ 600,000                     | \$ 770,000                   | \$ 1,500,000                  | \$ 2,870,000         |
| <b>TOTAL EXPENSES</b>                                                   | <b>\$54,377,500</b>            | <b>\$20,986,300</b>          | <b>\$17,249,000</b>           | <b>\$ 92,612,800</b> |
| <b>Less Leasing/Land Sale<br/>Revenue</b>                               |                                |                              | <b>(\$ 750,000)</b>           | <b>(\$ 750,000)</b>  |
| <b>TOTAL NET<br/>BUDGET</b>                                             | <b>\$54,377,500</b>            | <b>\$20,986,300</b>          | <b>\$16,499,000</b>           | <b>\$ 91,862,800</b> |

**Relocation**

Relocation costs are projected to total \$1,470,000 over the duration of the URP. Thirty-five parcels have been identified for site assembly and acquisition, including 16 parcels that do not require relocation because they are vacant land or vacant buildings. The remaining seventeen parcels include partially vacant buildings. There are 44 residential units in occupied or partially-occupied buildings with an estimated occupancy rate of 75 percent. There are 8 semi-active to active businesses on these properties. Acquisition negotiations for owner-occupied parcels will include relocation consideration. The relocation

budget includes funds for moving and for initial leasing. Exact costs of relocation will vary as to specific situation. In general, the Gardner URP is budgeting \$12,000 to \$15,000 per residential relocation and approximately \$150,000 per commercial relocation. A contingency is carried within the relocation line item to address unforeseen relocation costs and inflation over the duration of the URP.

#### *Public Improvement Costs*

The public improvement cost budget is \$80,017,000. Cost estimates are based on engineer and landscape architect's estimates and experience with comparable projects and are detailed as to concentration area in *Table 12.02(4)-1 Public Improvement Project Costs*. *Table 12.02 (4)-3 Uses of Public Improvement Costs* and *Table 12.02 (4)-4 Sources of Public Improvement Costs* provide further details.

#### *Design & Engineering*

In accordance with accepted cost estimating standards, design and engineering costs and related soft costs, inclusive of permitting, are budgeted to be 20 percent of conceptual cost estimates. Much of the design and engineering costs are for vertical construction which has a higher percentage cost for architectural and engineering costs. Design and engineering for infrastructure costs, such as streetscape, tends to be higher than percentile than general road work. Thus, design and engineering costs are projected to be \$10,602,400 over the life of the URP.

#### *Contingency*

A twenty percent contingency of construction costs is carried as a part of the URP budget. The total amount of contingency for the duration of the URP is \$10,602,400.

#### *Entrepreneurial Incentive Fund*

As a part of the URP program to support and encourage small business start-up and growth, a \$2.5 million Entrepreneurial Incentive Fund is a part of the URP budget.

#### *Additional Studies*

During the course of the URP, it is anticipated that additional studies may be necessary, such as feasibility studies, parking management studies, market analyses, or a swimming pool master plan, for example. \$1,347,000 is budgeted over the 25 years of the URP or one percent of the overall URP budget.

#### *Legal*

Legal costs are budgeted to be \$574,000 over the course of the URP.

Table 12.02 (4)-3: Uses of Public Improvement Costs

| Concentration Area | Projects                                                                        | Phase 1      |                    | Phase 2      |                  | Phase 3      |                   | Total        | Total        | Public†      |
|--------------------|---------------------------------------------------------------------------------|--------------|--------------------|--------------|------------------|--------------|-------------------|--------------|--------------|--------------|
|                    |                                                                                 | Short-Term   | Short-Term Public† | Mid-Term     | Mid-Term Public† | Long-Term    | Long-Term Public† |              |              |              |
| Park St. Area      | Redevelopment of the Swimming Pool & National Grid site area along Crystal Lake |              |                    |              |                  | \$ 3,000,000 | \$ 2,700,000      | \$ 3,000,000 | \$ 3,000,000 | \$ 2,700,000 |
|                    | Sub-Total Park Street Area                                                      | \$ -         |                    | \$ -         |                  | \$ 3,000,000 | \$ 2,700,000      | \$ 3,000,000 | \$ 3,000,000 | \$ 2,700,000 |
|                    | Expand housing downtown: housing & commercial rehabilitation                    | \$ 500,000   | \$ 450,000         | \$ 1,000,000 | \$ 800,000       | \$ 500,000   | \$ 350,000        | \$ 2,000,000 | \$ 2,000,000 | \$ 1,600,000 |
| Downtown           | 86-96 Main Street redevelopment                                                 | \$ 1,352,000 | \$ 1,352,000       |              |                  |              |                   | \$ 1,352,000 | \$ 1,352,000 |              |
|                    | Re-use of Heritage State Park to a Visitors and Art Center                      | \$ 500,000   | \$ 500,000         |              |                  |              |                   | \$ 500,000   | \$ 500,000   |              |
|                    | Facilitate occupation of downtown retail space                                  | \$ 400,000   | \$ 400,000         | \$ 400,000   | \$ 400,000       |              |                   | \$ 800,000   | \$ 800,000   |              |
|                    | Theater Building Redevelopment                                                  |              |                    | \$ 5,000,000 | \$ 2,500,000     |              |                   | \$ 5,000,000 | \$ 5,000,000 |              |
|                    | Wayfinding                                                                      |              |                    | \$ 200,000   | \$ 200,000       |              |                   | \$ 200,000   | \$ 200,000   |              |
|                    | Traffic and pedestrian circulation improvements                                 |              |                    | \$ 250,000   | \$ 250,000       |              |                   | \$ 250,000   | \$ 250,000   |              |
|                    | Maki Building Redevelopment                                                     |              |                    |              |                  | \$ 5,000,000 | \$ 2,500,000      | \$ 5,000,000 | \$ 5,000,000 |              |
|                    | Infill development                                                              |              |                    | \$ 200,000   | \$ 200,000       | \$ 200,000   | \$ 200,000        | \$ 400,000   | \$ 400,000   |              |

## Concentration Area

| Concentration Area | Projects                                                                          | Phase 1       |                    | Phase 2      |                  | Phase 3      |                   | Total         | Total Public† |
|--------------------|-----------------------------------------------------------------------------------|---------------|--------------------|--------------|------------------|--------------|-------------------|---------------|---------------|
|                    |                                                                                   | Short-Term    | Short-Term Public† | Mid-Term     | Mid-Term Public† | Long-Term    | Long-Term Public† |               |               |
| Lower Main Street  | Civic Plaza                                                                       |               |                    | \$ 1,000,000 | \$ 1,000,000     |              |                   | \$ 1,000,000  | \$ 1,000,000  |
|                    | Sub-Total Downtown                                                                | \$ 2,752,000  | \$ 2,702,000       | \$ 8,050,000 | \$ 5,350,000     | \$ 5,700,000 | \$ 3,050,000      | \$ 16,502,000 | \$ 11,102,000 |
|                    | Transition retail development on Main Street (north of Rite Aid)                  | \$ 150,000    | \$ 135,000         | \$ 100,000   | \$ 90,000        |              |                   | \$ 250,000    | \$ 225,000    |
|                    | Selected housing and building rehabilitation                                      | \$ 375,000    | \$ 375,000         | \$ 125,000   | \$ 125,000       |              |                   | \$ 500,000    | \$ 500,000    |
| Lower Main Street  | MART Transit Enhancements                                                         | \$ 25,000     | \$ 25,000          | \$ 50,000    | \$ 50,000        | \$ 75,000    | \$ 75,000         | \$ 150,000    | \$ 150,000    |
|                    | Commercial development at Main & Sherman                                          | \$ 50,000     | \$ 47,500          | \$ 450,000   | \$ 427,500       |              |                   | \$ 500,000    | \$ 475,000    |
|                    | Brownfields cleanup at Pine & Main St.                                            | \$ 200,000    | \$ 200,000         |              |                  |              |                   | \$ 200,000    | \$ 200,000    |
|                    | Sub-Total Lower Main Street                                                       | \$ 800,000    | \$ 782,500         | \$ 725,000   | \$ 692,500       | \$ 75,000    | \$ 75,000         | \$ 1,600,000  | \$ 1,550,000  |
| Rear Main Street   | Creation of parking to support existing & new commercial and housing development. | \$ 1,250,000  | \$ 1,250,000       |              |                  |              |                   | \$ 1,250,000  | \$ 1,250,000  |
|                    | Travers Welding Project*                                                          | \$ 25,000     | \$ 25,000          |              |                  |              |                   | \$ 25,000     | \$ 25,000     |
|                    | Heyward Wakefield III*                                                            | \$ 23,130,000 | \$ 10,000,000      |              |                  |              |                   | \$ 23,130,000 | \$ 10,000,000 |
|                    | Heyward Wakefield IV                                                              | \$ 10,000,000 | \$ 2,000,000       |              |                  |              |                   | \$ 10,000,000 | \$ 2,000,000  |
|                    | Medical /Commercial Building                                                      | \$ 200,000    | \$ 200,000         |              |                  |              |                   | \$ 200,000    | \$ 200,000    |



Gardner, MA  
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## 12.02 (4) Financial Plan

| Concentration Area | Projects                                                   | Phase 1       |                    | Phase 2      |                  | Phase 3    |                   | Total         | Total Public† |
|--------------------|------------------------------------------------------------|---------------|--------------------|--------------|------------------|------------|-------------------|---------------|---------------|
|                    |                                                            | Short-Term    | Short-Term Public† | Mid-Term     | Mid-Term Public† | Long-Term  | Long-Term Public† |               |               |
| Gateway            | Extension of Derby Drive with streetscape                  | \$ 3,887,000  | \$ 3,887,000       |              |                  |            |                   | \$ 3,887,000  | \$ 3,887,000  |
|                    | Bike lanes and sidewalks (from Park St.)                   | \$ 619,000    | \$ 619,000         |              |                  |            |                   | \$ 619,000    | \$ 619,000    |
|                    | Rear Main Utility Re-routing                               | \$ 584,000    | \$ 584,000         |              |                  |            |                   | \$ 584,000    | \$ 584,000    |
|                    | Intersection improvement– Derby Drive & Main Street        | \$ 848,000    | \$ 848,000         |              |                  |            |                   | \$ 848,000    | \$ 848,000    |
|                    | Police Station                                             | \$ 10,000,000 | \$ 10,000,000      |              |                  |            |                   | \$ 10,000,000 | \$ 10,000,000 |
|                    | Sullivan's Way pedestrian linkage                          |               |                    | \$ 62,000    | \$ 62,000        |            |                   | \$ 62,000     | \$ 62,000     |
|                    | Sub-Total Rear Main Street                                 | \$ 50,543,000 | \$ 29,413,000      | \$ 62,000    | \$ 62,000        | \$ -       | \$ -              | \$ 50,605,000 | \$ 29,475,000 |
|                    | Gateway Wayfinding & throughout URP                        | \$ 200,000    | \$ 200,000         | \$ 50,000    | \$ 50,000        | \$ 50,000  | \$ 50,000         | \$ 300,000    | \$ 300,000    |
|                    | Pleasant St and Willow bldg demolition and street widening | \$ 250,000    | \$ 250,000         |              |                  |            |                   | \$ 250,000    | \$ 250,000    |
|                    | Gateway entrance and aesthetics at Hamaford                |               |                    | \$ 500,000   | \$ 375,000       |            |                   | \$ 500,000    | \$ 375,000    |
| Sh                 | Housing & Building Rehabilitation                          | \$ 175,000    | \$ 175,000         | \$ 300,000   | \$ 300,000       | \$ 300,000 | \$ 300,000        | \$ 775,000    | \$ 775,000    |
|                    | Sub-Total Gateway                                          | \$ 625,000    | \$ 625,000         | \$ 850,000   | \$ 725,000       | \$ 350,000 | \$ 350,000        | \$ 1,825,000  | \$ 1,700,000  |
|                    | Re-use/repair of 23 Cross Street                           |               |                    | \$ 1,000,000 | \$ 1,000,000     |            |                   | \$ 1,000,000  | \$ 1,000,000  |

| Concentration Area | Projects                                    | Phase 1              |                      | Phase 2              |                      | Phase 3              |                      |
|--------------------|---------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                    |                                             | Short-Term           | Short-Term Public†   | Mid-Term             | Mid-Term Public†     | Long-Term            | Long-Term Public†    |
| School Lynde       | Main and Chestnut Intersection Improvements |                      |                      | \$ 350,000           | \$ 350,000           |                      | \$ 350,000           |
|                    | Re-open abandoned Sanborn Street            |                      |                      | \$ 600,000           | \$ 600,000           |                      | \$ 600,000           |
|                    | Sub-Total                                   | \$ -                 | \$ -                 | \$ 1,950,000         | \$ 1,950,000         | \$ -                 | \$ 1,950,000         |
|                    | Sherman/Chestnut Industrial Area            |                      |                      |                      |                      |                      |                      |
|                    | Universal Accessible Park                   |                      |                      | \$ 1,250,000         | \$ 1,250,000         |                      | \$ 1,250,000         |
| School Lynde       | Housing Development                         |                      |                      |                      |                      | \$ 3,285,000         | \$ 3,285,000         |
|                    | Sub-Total School/Lynde Streets              | \$ -                 | \$ -                 | \$ 1,250,000         | \$ 1,250,000         | \$ 3,285,000         | \$ 4,535,000         |
|                    | <b>TOTAL ALL CONCENTRATION AREAS†</b>       | <b>\$ 54,720,000</b> | <b>\$ 33,522,500</b> | <b>\$ 12,887,000</b> | <b>\$ 10,029,500</b> | <b>\$ 12,410,000</b> | <b>\$ 53,012,000</b> |
|                    | <b>All Entrepreneurial Incentive Fund</b>   | <b>\$ 1,500,000</b>  | <b>\$ 750,000</b>    | <b>\$ 2,500,000</b>  | <b>\$ 1,250,000</b>  | <b>\$ 1,000,000</b>  | <b>\$ 2,500,000</b>  |
|                    | <b>TOTAL</b>                                | <b>\$ 56,220,000</b> | <b>\$ 34,272,500</b> | <b>\$ 15,387,000</b> | <b>\$ 11,279,500</b> | <b>\$ 13,410,000</b> | <b>\$ 55,512,000</b> |

\* These projects are currently under construction, and represent \$23,155,000 of the budget.

† Public financing does not include the amount of tax credits, e.g., New Markets, Historical, Energy or Low Income Housing Tax Credits.

‡ Project costs do not include design and engineering, construction contingency, planning, site preparation, legal or administrative cost

Table 12.02 (4)-4: Sources of Public Improvement Costs

| Concentration     |  | Projects                                                                        | Total         | Public†       | Prospective Sources                                                                                   |
|-------------------|--|---------------------------------------------------------------------------------|---------------|---------------|-------------------------------------------------------------------------------------------------------|
| Area              |  |                                                                                 |               |               |                                                                                                       |
| Park Street Area  |  | Redevelopment of the Swimming Pool & National Grid site area along Crystal Lake | \$ 3,000,000  | \$ 2,700,000  | LAWCON funding, Scenic Trails funding; Urban Parks; and local parks funding and private contributions |
|                   |  | Sub-Total Park Street Area                                                      | \$ 3,000,000  | \$ 2,700,000  |                                                                                                       |
| Downtown          |  | Expand housing downtown: housing and commercial rehabilitation                  | \$ 2,000,000  | \$ 1,600,000  | CDBG; MassHousing                                                                                     |
|                   |  | 86-96 Main Street redevelopment                                                 | \$ 1,352,000  | \$ 1,352,000  | DHCD Housing Initiative Funding                                                                       |
|                   |  | Re-use of Heritage State Park to a Visitors & Art Center                        | \$ 500,000    | \$ 500,000    | Tourism funding; Mass Cultural Council funding for arts centers                                       |
|                   |  | Facilitate occupation of downtown retail space                                  | \$ 800,000    | \$ 800,000    | DIF and CDBG; Grow Gardner Fund                                                                       |
|                   |  | Theater Building Redevelopment                                                  | \$ 5,000,000  | \$ 2,500,000  | New Market Tax Credits; CDBG; DIF                                                                     |
|                   |  | Wayfinding                                                                      | \$ 200,000    | \$ 200,000    | MassWorks                                                                                             |
|                   |  | Traffic and pedestrian circulation improvements                                 | \$ 250,000    | \$ 250,000    | MassWorks                                                                                             |
|                   |  | Maki Building Redevelopment                                                     | \$ 5,000,000  | \$ 2,500,000  | New Market Tax Credits; CDBG; DF                                                                      |
|                   |  | Infill development                                                              | \$ 400,000    | \$ 400,000    | New Market Tax Credits; CDBG; DF                                                                      |
|                   |  | Civic Plaza                                                                     | \$ 1,000,000  | \$ 1,000,000  | LAWCON; Urban Parks; DIF                                                                              |
|                   |  | Sub-Total Downtown                                                              | \$ 16,502,000 | \$ 11,102,000 |                                                                                                       |
| Lower Main Street |  | Transition retail development on Main Street (north of Rite Aid)                | \$ 250,000    | \$ 225,000    | New Markets Tax Credits; DIF; CDBG; Grow Gardner Fund                                                 |
|                   |  | Selected res and comm. rehabilitation                                           | \$ 500,000    | \$ 500,000    | CDBG                                                                                                  |
|                   |  | MART Transit Enhancements                                                       | \$ 150,000    | \$ 150,000    | FTA; Livable Communities                                                                              |
|                   |  | Commercial development at Main &                                                | \$ 500,000    | \$ 475,000    | DIF; CDBG; Grow Gardner Fund                                                                          |

| Concentration Area | Projects                                                                        | Total                | Public†              | Prospective Sources                                                |
|--------------------|---------------------------------------------------------------------------------|----------------------|----------------------|--------------------------------------------------------------------|
|                    |                                                                                 |                      |                      |                                                                    |
| Rear Main Street   | Sherman                                                                         |                      |                      |                                                                    |
|                    | Brownfields cleanup at Pine and Main Streets                                    | \$ 200,000           | \$ 200,000           | US EPA Brownfields Assessment                                      |
|                    | <b>Sub-Total Lower Main Street</b>                                              | <b>\$ 1,600,000</b>  | <b>\$ 1,550,000</b>  |                                                                    |
|                    | Creation of parking to support existing & new commercial & housing development. | \$ 1,250,000         | \$ 1,250,000         | MassWorks and DIF                                                  |
|                    | Travers Welding Project*                                                        | \$ 25,000            | \$ 25,000            | MORE Jobs                                                          |
|                    | Heyward Wakefield III*                                                          | \$ 23,130,000        | \$ 10,000,000        | This project is already underway using HUD funding, CDAG and LIHTC |
|                    | Heyward Wakefield IV                                                            | \$ 10,000,000        | \$ 2,000,000         | LIHTC, HOME, Historic Tax Credits                                  |
|                    | Medical /Commercial Building                                                    | \$ 200,000           | \$ 200,000           | New Market Tax Credits; MassWorks; DIF                             |
|                    | Extension of Derby Drive with streetscape                                       | \$ 3,887,000         | \$ 3,887,000         | MassWorks, DIF                                                     |
|                    | Bike lanes and sidewalks (from Park Street)                                     | \$ 619,000           | \$ 619,000           | MassWorks, DIF, Scenic Byways, Enhancements                        |
|                    | Rear Main Utility Re-routing                                                    | \$ 584,000           | \$ 584,000           | MassWorks, DIF                                                     |
|                    | Intersection improvement: Derby Drive & Main                                    | \$ 848,000           | \$ 848,000           | MassWorks, DIF                                                     |
|                    | Police Station                                                                  | \$ 10,000,000        | \$ 10,000,000        | Municipal Bond                                                     |
|                    | Sullivan's Way pedestrian linkage                                               | \$ 62,000            | \$ 62,000            | Livable Communities                                                |
|                    | <b>Sub-Total Rear Main Street</b>                                               | <b>\$ 50,605,000</b> | <b>\$ 29,475,000</b> |                                                                    |
| Gateway            | Gateway & URP Wayfinding                                                        | \$ 300,000           | \$ 300,000           | CDBG, MassWorks or Enhancements                                    |
|                    | Pleasant St and Willow bldg demolition and street widening                      | \$ 250,000           | \$ 250,000           | CDBG and PWED                                                      |

| Concentration Area                                     | Projects                                          | Total                | Public†              | Prospective Sources                                             |
|--------------------------------------------------------|---------------------------------------------------|----------------------|----------------------|-----------------------------------------------------------------|
| Sherman/Chestnut Industrial Area                       | Gateway entrance and aesthetics at Hannaford      | \$ 500,000           | \$ 375,000           | SRECs, Federal renewable energy tax credits; DIF                |
|                                                        | Housing & Building Rehabilitation                 | \$ 775,000           | \$ 775,000           | CDBG                                                            |
|                                                        | <b>Sub-Total Gateway</b>                          | <b>\$ 1,825,000</b>  | <b>\$ 1,700,000</b>  |                                                                 |
|                                                        | Re-use/repair of 23 Cross Street                  | \$ 1,000,000         | \$ 1,000,000         | DIF and Energy Conservation funding                             |
|                                                        | Main / Chestnut Intersection Improvements         | \$ 350,000           | \$ 350,000           | FTA/FHWA Livable Communities                                    |
|                                                        | Re-open abandoned Sanborn Street                  | \$ 600,000           | \$ 600,000           | MassWorks; Chapter 90                                           |
|                                                        | <b>Sub-Total Sherman/Chestnut Industrial Area</b> | <b>\$ 1,950,000</b>  | <b>\$ 1,950,000</b>  |                                                                 |
| School/Lynde Streets                                   | Universal Accessible Park                         | \$ 1,250,000         | \$ 1,250,000         | LAWCON and Urban Parks, CDBG, Private contributors              |
|                                                        | Housing Development                               | \$ 3,285,000         | \$ 3,285,000         | LIHTC, Section 202 Housing; CDBG; and Gardner Housing Authority |
|                                                        | <b>Sub-Total School/Lynde Streets</b>             | <b>\$ 4,535,000</b>  | <b>\$ 4,535,000</b>  |                                                                 |
| <b>Sub-Total Public Improvement Construction Costs</b> |                                                   |                      |                      |                                                                 |
| <b>TOTAL ALL CONCENTRATION AREAS†</b>                  |                                                   | <b>\$ 80,017,000</b> | <b>\$ 53,012,000</b> |                                                                 |
| <b>All Areas</b>                                       | <b>Entrepreneurial Incentive Fund</b>             | <b>\$ 5,000,000</b>  | <b>\$ 2,500,000</b>  | Financial institutions, EDA, CDBG, DIF                          |
| <b>TOTAL</b>                                           |                                                   | <b>\$ 85,017,000</b> | <b>\$ 55,512,000</b> |                                                                 |

\* These projects are currently under construction, and represent \$23,155,000 of the budget.

† Public financing does not include the amount of tax credits, e.g., New Markets, Historical, Energy or Low Income Housing Tax Credits.

‡ Project costs do not include design and engineering, construction contingency, planning, site preparation, legal or administrative costs.

### Administration

Administration and implementation of the URP will require staff and support services.

\$2,870,000 is budgeted for administration, which is an average of \$114,800 annually over the course of the URP.

### *Leasing Revenue & Land Sales*

The Redevelopment Authority anticipates minimal leasing and land sale revenue in the range of \$500,000 to \$1,000,000. For budgetary purposes, \$750,000 of leasing and land sale revenues is projected.

### **Section 12.02 (4) Section 6: Net Project Costs**

The Gardner URP relies significantly on public-private partnerships, with the public sector through the URP investing in public infrastructure, assisting with land assembly and site preparation. It is envisioned that the private sector will also take the initiative for land assembly and site preparation activities, which are not included in the project budget. It is anticipated that during the course of the plan that the City, through its Redevelopment Authority, may recoup \$500,000 to \$1,000,000 through land sales or leasing that can offset anticipated project costs. Thus, the net cost of the URP less projected sales and lease revenue is \$91,862,800.

Thirty-five parcels were identified for site assembly and acquisition. Twenty-five (25) of the thirty-five (35) parcels, or nearly three-quarters of the parcels, being assembled for public purposes such as roadway improvements, civic plaza, street alignment and intersection improvements and construction of a police station. As such, the GRA anticipates limited revenue through leasing and land sales. Since nine parcels slated for acquisition are proposed for commercial and housing purposes, the GRA anticipates that it may generate \$500,000 to \$1,000,000 in lease or land sales revenue over the course of the URP. To spur private investor participation, the GRA anticipates that it may need to underwrite land costs as part of the redevelopment effort.

### **Section 1.02 (4) Section 7: Sources of Funding**

The Gardner URP intends to rely on a mix of funding sources including federal, state, and local funding to spur private investment to implement the URP. Thus, the City of Gardner has an approved Invested Revenue District which approximates the boundaries of the URP. The City of Gardner has already taken the first steps for financing the URP plan with District Improvement Financing (DIF). Although DIF financing is not sufficient for the overall 25-year URP, it demonstrates the significant local commitment to URP implementation. DIF funds will be used to leverage state and federal funds to enable additional private sector investment. The use of tax credits, such as state and federal historic tax credits and New Market Tax Credits, is planned to further entice private sector investment.

For major project components, such as Rear Main Street, it is anticipated the legislatively-designated funds may be needed. The City and the Gardner Redevelopment Authority will need to aggressively pursue state and federal grant funding to assist in financing and implementing the URP, as well as urban renewal funding (when restored by the state legislature). The City of Gardner and the GRA should also consider requesting designation of the URP as a Growth District as part of the funding strategy. The City's designation as a Green Community will provide additional potential funds for the URP. If there is a significant new employer or large expansion of a business with out-of-state sales, the Commonwealth's I-Cube – Infrastructure Investment Initiative—may be a potential source of funding for

infrastructure, particularly Rear Main Street. The prospective funding sources for each concentration area are noted below in *Table 12.02(4)-5, Prospective Funding Sources*.

*Table 12.02 (4)-5. Prospective Funding Sources*

| <b>Concentration Area</b> | <b>TOTAL</b>  | <b>Anticipated Funding Sources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Park Street Area          | \$ 2,700,000  | Private corporate contributions and open space funding, such as LAWCON funding; EPA and environmental funding to protect drinking water sources; and potentially Community Preservation Act funding, if locally adopted. Urban Renewal funding as it becomes available (when restored).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Downtown                  | \$ 11,102,000 | Downtown projects will include a mix of funding sources including CDBG funding, Downtown Initiative funding; a mix of public and private financing with the use of state and federal historic tax credits, New Markets Tax Credits, and possibly Low Income Housing Tax Credits (LIHTC); supplemented with funding from CEDAC, MassDevelopment; EPA brownfields site assessment, Gardner's EPA-funded brownfields revolving loan fund, and District Improvement Financing. LAWCON and Urban Parks funds could support the Civic Plaza. PACE Bonds and Green Communities can be used for energy conservation. Formation of a Business Improvement District would provide additional resources for programmatic activities in the downtown. The Community Preservation Act funding, if locally adopted, could be additional source of funds for downtown improvements related to open space, historic preservation or affordable housing, and DIF. Urban renewal funding, as it becomes available (when restored). |
| Lower Main Street         | \$ 1,250,000  | MORE Jobs funding, CDBG, private funding sources. Urban renewal funding, as it becomes available (when restored).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Rear Main Street          | \$ 29,475,000 | MassWorks funds; MORE Jobs, DIF, US Economic Development Administration, Green Communities, and Transit-Oriented-Development funding to support street and bike path extensions. The local Brownfields Revolving Loan Fund can assist with brownfields remediation. Funding parking improvements may require public-private partnership and additional legislative-designated support. New Markets Tax Credits and Mass Development financing are likely sources for medical office facility. Urban renewal funding, as it becomes available (when restored). DIF, LIHTC, Historic Tax Credits, Enhancements, Scenic Byways and HOME funds will all be utilized.                                                                                                                                                                                                                                                                                                                                                 |

| <b>Concentration Area</b>        | <b>TOTAL</b>         | <b>Anticipated Funding Sources</b>                                                                                                                                                                                                                                                                                  |
|----------------------------------|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gateway                          | \$ 1,700,000         | CDBG and energy-related funding, such as PACE bonds. Urban renewal funding, as it becomes available (when restored); Enhancements                                                                                                                                                                                   |
| Sherman/Chestnut Industrial Area | \$ 1,950,000         | MassWorks funding for infrastructure. CDBG, District Improvement Financing and the Brownfields Revolving Loan Fund to address blighted properties. PACE Energy Bonds and Green Community funds for energy conservation. Urban Renewal funding, as it becomes available (when restored). New market Tax Credit; DIF. |
| School & Lynde Streets           | \$ 4,535,000         | HUD 202 program to support housing, state housing resources, and CDBG funding. Open space improvements to be funded by LAWCON or Urban Parks funding. Urban Renewal funding, as it becomes available (when restored).                                                                                               |
| Entrepreneurial Incentive Fund   | \$ 2,500,000         | This fund should be capitalized with a mix of funding commitments from local financial institutions, CDBG, EDA funding, SBA resources, urban renewal funds (once restored) along with private sources.                                                                                                              |
| <b>TOTAL</b>                     | <b>\$ 85,017,200</b> |                                                                                                                                                                                                                                                                                                                     |

## 12.02 (5) Requisite Municipal Approvals

As required by c.121B, Section 48, evidence of the required municipal approvals is to be included in the Attachments of the final URP. Specifically, Final URP Attachments include the below-listed items.

- Declaration of Necessity from the GRA – *Attachment B*
- Evidence of a public hearing (of which MHC was notified) – *Attachment C*
- Approval of the Plan by local boards and officials (City Council, Mayor, GRA, Planning Board) – *Attachment D*
- Legal counsel's opinion that the URP is in compliance with applicable laws – *Attachment E*

The MEPA ENF for the URP has not yet been filed by the City, but a copy will be sent to DHCD when the document is submitted to MEPA.

## 12.02 (6) Site Preparation

As required by 760 CMR 12.02 (6), this section describes site preparation actions necessary to prepare the site for redevelopment and/or public improvement, including any potential problems or obstacles that must be addressed in the Project Area. Areas to be affected by site preparation activities are presented in *Map 12.02 (I): Buildings to be Demolished* and *Map 12.02 (J): Buildings to be Rehabilitated*, both contained in **Section 12.02 (1) Characteristics**. For the City of Gardner URA, site preparations activity will include the action items described below. Cost estimates for site preparation were included in **12.02 (4) (b) Financial Plan**.

### 12.02 (6) Section 1: Demolition to Support Redevelopment of Rear Main Street

The Rear Main Street improvements outlined in **12.02 (3) Section 2: Overall Redevelopment Strategy** require the assemblage of City and privately owned properties to accommodate the extension of Derby Drive and proposed development. While some of the sites (e.g., GEM Industries) have been cleared of derelict buildings by private owners (e.g., parcel O-24-37C-44A and P-23-37B-1), two additional former manufacturing/industrial buildings will require demolition. These buildings are not National Register-listed and are situated outside the West Gardner Square Historic District. It is anticipated that the sites will require environmental remediation. This assumption is based on two factors: anecdotal information regarding the past use of the properties; and testing performed for the City on the municipal parking lot and adjoining land detected reportable levels of contamination. The Rear Main Street area is also the location of a major storm drain which runs from the north to south through the site which needs to be definitively located and integrated into final development plans. The buildings are shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcels P-23-21-2 and O-22-28-58 (see *Attachment A Map A-1: Gardner URA Parcels*).

In addition, some structures along Main Street are slated for demolition to accommodate the new police station and commercial/medical office building. These buildings are shown on *Map 12.02 (I): Buildings to be Demolished* and situated on parcels O-22-30-61 (210 Main Street); O-22-29-60 (202 Main Street); O-22-26-27 and O-22-57-59 (196-198 Main Street); O-22-25-56 (178 Main Street); and O-22-24-55 (168 Main Street).

### 12.02 (6) Section 2: Demolition to Support Redevelopment of Travers Welding Site (Lower Main Street)

Public funding has been secured under the MORE Jobs program for retaining wall infrastructure supporting the redevelopment of the former Travers Welding property located at 354 Main Street as commercial space with a municipal parking lot. The structures are shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcel P-20-38-9 (see *Attachment A Map A-1: Gardner URA Parcels*).

## 12.02 (6) Section 3: Demolition to Support Redevelopment of Former Industrial Area (Sherman/Chestnut Industrial Area)

In the vicinity of the former Nichols & Stone facilities, the owner of Data Cable Guide plans to relocate the business to the most recent Nichols & Stone building. The balance of the site, which includes the current location of Data Cable Guide (a nondescript commercial two-story building likely built sometime in the 1960's), will be cleared. The property located at the intersection of Main and Sherman Streets is owned by a third-party. The onsite buildings were recently demolished, and the property is also known to contain hazardous materials. The current owner is not inclined to perform further testing and would consider a long-term land lease of the property with the proviso that the area suspected of contamination remains paved and undeveloped. The property is prominently located at the intersection of Main and Sherman Streets and, left a paved expanse without buildings, would be inconsistent with the goals and objectives of this URP. This property is situated in a critical location and is an essential piece of the assemblage required to develop the site. The buildings are shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcels Q-20-48-6, R-21-55-1, and Q-21-1-1 (see *Attachment A Map A-1: Gardner URA Parcels*).

## 12.02 (6) Section 4: Demolition to Support Downtown Revitalization

### Civic Plaza

The Civic Plaza proposed for the west side of Main Street will create pedestrian connectivity between Main Street and City Hall and become a new civic park that can be utilized for outdoor concerts or other public activities. Creation of the Civic Plaza will require the acquisition and demolition of #94 and #104 Pleasant Street, and #99 Main Street. These buildings are not situated within the West Gardner Square Historic District. All three structures are residential dwellings containing two or more units. The buildings are shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcels O-23-4-15, O-23-5-16, and O-23-96-29 (see *Attachment A Map A-1: Gardner URA Parcels*).

### Rear of Former Theater

The former theater on Parker Street was operated as the Gardner Cinema until 1999. In 2007 the rear portion was destroyed by fire and subsequently condemned by the City. The rear portion is to be demolished while the street frontage section is slated for rehabilitation. The structure is shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcel O-24-3-24 (see *Attachment A Map A-1: Gardner URA Parcels*).

### Existing Police Station

The police facilities are slated to move to a new, up-to-date facility on Main Street across from Willow Street. The existing structure will likely be demolished to allow for the redevelopment of the parcel to a commercial use, possibly incorporating office or residential uses on upper floors. The structure is shown on *Map 12.02 (I): Buildings to be Demolished* and situated on parcel O-24-7-15.

## 12.02 (6) Section 5: Demolition to Support Willow Street Widening (Gateway)

Willow Street widening will require the acquisition and demolition of structures on both the north and south sides of the street extending from Main Street to Pleasant Street. The buildings are shown on *Map 12.02 (I): Buildings to be Demolished*, and situated on parcels O-22-1-72, O-22-2-73, O-22-5-48, O-22-4-47, and O-22-3-74 (see *Attachment A Map A-1: Gardner URA Parcels*).

## 12.02 (7) Public Improvements

As required by 760 CMR 12.02 (7), this URP describes proposed public improvements in the Project Area, a description of their general design, and an explanation of how the improvements will help achieve the objectives of the Plan.

There are a number of public improvements proposed as part of the Gardner URP. These improvements are herein described with a discussion of their intended benefits to address the Plan objectives.

### 12.02 (7) Section 1: Roadway Improvements

Proposed roadway improvements include the following:

- **Improved Access to Businesses/Parking Areas**  
The extension of Derby Drive in Rear Main Street will provide better access to and in downtown Gardner. Derby Drive will extend from Lynde Street southerly and turn westerly where it will intersect with Main Street across from Willow Street.
- **Willow Street Widening**  
The City plans to widen and improve Willow Street between Main Street and Pleasant Street. The widening will result in improved traffic flow and channelization with the Willow Street and Main Street signalized intersection.
- **Reactivate Sanborn Street between School and South Lincoln Streets.**  
The reopening of Sanborn Street will provide improved access to buildings and parking in the Sherman/Chestnut Industrial Area. The improved access will aid in the proposed reuse and rehabilitation of the existing buildings which abut Sanborn Street.
- **Main/ Parker/Central/West Lynde and Vernon Streets Intersection Improvements**  
This intersection serves as the nexus of the major traveled ways in Downtown Gardner. A Traffic Study conducted as part of the URA process recommends improvements to this intersection which will improve vehicular and pedestrian safety and circulation. The recommended options include installation of a roundabout and installation of signalization. A roundabout option is recommended for field-testing using sand bags and line painting to evaluate performance.

### 12.02 (7) Section 2: Parking

Parking was cited in the Survey of Businesses and in Public Participation Sessions as the major need in Downtown Gardner. As part of the Rear Main Street redevelopment, City-managed parking will be strategically located to serve existing buildings, residents and businesses in the northerly section of Rear Main Street. In the southern portion of Rear Main Street there is sufficient area to accommodate surface parking spaces to serve existing and proposed office/retail buildings. Physical parking improvements will be accompanied by a comprehensive parking management strategy and implementation plan for Downtown and Rear Main Street. The City has already implemented many best parking practices Downtown, including metering on-street parking; use of parking meter revenues for multi-modal access,

such as snow removal on sidewalks and crosswalks to facilitate walking, shared-use parking; use of small scattered-site parking; and encouragement of alternative travel modes, namely transit, walking and bicycling.

## **12.02 (7) Section 3: Pedestrian/Bicycle Circulation Improvements**

Improved pedestrian/bicycle improvements to and within the URA is proposed to make the area more accessible to residents, shoppers, businesses, and visitors. Improvements to wayfinding, streetscape, pedestrian corridors and bicyclists are highlighted below.

### **Wayfinding**

The street pattern within the URA often confounds visitors to Gardner. Wayfinding measures are proposed to direct visitors within and through the URA, allowing for a more pleasant and productive visit to the area. Measures include improved signage to destinations and public parking. The goal is to encourage visitors that may be in the area for a specific purpose, e.g., furniture outlet shopping or Heywood Hospital appointment, to explore the business district.

### **Streetscape**

Streetscape improvements are proposed throughout the URA. In the Downtown/Rear Main/Gateway areas streetscape improvements will be designed to promote a sense of public safety and encourage pedestrian activity. Along lower Main Street and the Sherman/Chestnut Industrial area, streetscape efforts will focus on developing an overall sense of place while improving the areas abilities to accommodate intermodal transit.

### **Pedestrian Corridors**

Main Street in Downtown Gardner is comprised of long uninterrupted blocks. Pedestrian Corridors are proposed which connect Main Street and Rear Main Street. The pedestrian linkage is critical to provide access to the Downtown destinations from the proposed parking area.

### **Bicycle Circulation**

Bicycling will be improved by extending the North Central Pathway into Downtown. The route will follow existing roadways and continue into the Rear Main Street area. Street markings and signage will be critical elements for making the public ways bicycle-friendly. In addition, bicycle amenities such as storage racks will be provided.

## **12.02 (7) Section 4: Public Space**

- **Civic Plaza**

A Civic Plaza is proposed to provide a pedestrian connection between Gardner City Hall and Main Street. The Civic Plaza will improve pedestrian linkage to Downtown, offer an inviting open space amenity, and increase the attractiveness of Downtown Gardner.

- National Grid/Crystal Lake

The relocation of the National Grid Substation from the southern shore of Crystal Lake will provide visual and open space enhancement for the URA by connecting the lakefront to Downtown. This open space amenity will complement the adjacent municipal pool, City Common, and bikeway recreation amenities.

- Rear Main Street

Along Rear Main Street properties, the installation of wide sidewalks, benches, outdoor seating and other amenities will increase public activity and create an inviting environment,

## 12.02 (7) Section 5: Bikeway

The current Bike Path terminates unceremoniously at the rear of the DCR Veteran's Skating Rink. As noted above, the Bike Path is to be extended into Rear Main Street to attract bike trail users and serve as a trail head. This will offer more visibility to the bike trail and will attract more visitors to downtown Gardner.

## 12.02 (8) Relocation

All businesses and residents displaced by public action are entitled to receive relocation assistance and payment under Chapter 79A of the Massachusetts General Laws (M.G.L.). In accordance with the Code of Massachusetts Regulations (CMR) 27.02 and 27.03, the City of Gardner intends to provide fair and equitable treatment to all parties displaced due to the public actions documented in the URP.

The City will prepare a detailed relocation strategy for any property which involves public acquisition of property for redevelopment. The cost of relocation has been estimated, but will likely be revised based on tenancy, use and market conditions at the time of site assemblage. The relocation cost estimated in **Section 12.02 (4) Financial Plan** is estimated based on similar projects requiring site assemblage or land acquisition. The total relocation cost estimate is \$1,470,000 for parcels to be publicly acquired. The City will retain the services of a relocation consultant experienced in relation matters to directly assist the City, including assistance in finding alternative sites, data regarding relevant zoning issues, review of moving cost estimates, etc. The City and the GRA anticipate designating a point person on staff to serve as the relocation officer to be assisted by a relocation assistant.

The City acknowledges that each occupant in legal occupancy at the time of the acquisition are entitled to remain on the said property for not less than four months from the date of its receipt of notice to vacate. The City will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR, MGL. C 79a and 49 CFR Part 24 are met.

## 12.02 (9) Redeveloper's Obligation

To the maximum extent possible, the City seeks to stimulate and leverage private investment and activities within the URA. After approval of the URP, the GRA will be responsible for the disposition of properties requiring public acquisition for redevelopment. The GRA, in consultation with the City, will outline the desired uses for the parcels in accordance with this URP report. For each public acquisition and disposition event, potential redevelopers shall be required to provide, at a minimum, the following information to the GRA:

- a full description of the proposed development;
- a detailed description of the nature and location of any public improvements being sought;
- financial strength of the developer with financial sources;
- proposed job creation and job retention – temporary, permanent and construction jobs;
- timetable for design, permitting and construction;
- past experience and references; and
- partners or development team.

When submissions are made by interested developer(s), GRA will check each proposal for completeness and adherence to submission requirements. Then GRA will evaluate each proposal and take into consideration such factors as:

- job creation and retention;
- the proposed acquisition cost of City or GRA parcels;
- commitment to add new mixed-use, residential, retail and/or commercial activity;
- advancement of the URP's area-wide principles, including Job Creation; A Clean, Safe, Physical and Natural Environment; Energy Efficiency and Renewable Energy; Access and Circulation; Promote a Healthy Gardner; and Design Standards;
- fulfillment of the goals and objectives of the URP;
- adherence to the design principles; and
- representation that the developer shares the City's vision for the revitalization of the URA.

Following this evaluation by the GRA, a preliminary designation will be made for a preferred developer. The selected development entity and the GRA will be required to enter into a Land Disposition Agreement to be approved by the DHCD as required by 760 CMR 12.00; and a Development Agreement. Designated developers will be required to comply with the goals and objectives of this URP, current zoning regulations, and with Design Guidelines.

## 12.02 (10) Disposition

Under Chapter 121B and M.G.L. 30B, the sale or lease of real property by public agencies engaged in the development and disposition of commercial and industrial real estate in accordance with an approved plan is exempt from public disposition procedures. The GRA, vested with the powers of an urban renewal agency, may exercise this authority and negotiate directly with regional or national development entities or new businesses that wish to relocate onto land made available, provided it is in the City's best interest to do so and further provided they meet the requirements of this URP.

The parcels illustrated in *Map 12.02 (I) (G)* and *Map 12.02 (I) (H)* of **Section 12.02 (1) Characteristics**, respectively depict areas defined for potential acquisition and disposition for new development. The City will work to establish site plans consistent with both the URP vision and the needs of the developers. The City believes that this flexible approach has the best chance of creating a coherent, attractive and ultimately successful revitalization of the URA. Therefore, any proposed redeveloper(s) of the sites will be able to propose alternative building and/or parcel arrangements for the URA provided such an arrangement meets the requirements of this Plan, the goals and objectives of the Plan, and the terms of the Land Disposition Agreement(s) to be negotiated with the proposed redeveloper.

## 12.02 (11) Citizen Participation

This URP incorporates input received from public outreach efforts undertaken during both Phase I and Phase II of Gardner's urban renewal planning process. The main components of the City's overall approach to citizen participation throughout the URP process include:

- URP Steering Committee;
- public forums;
- conducting a survey of property and business owners;
- private meetings upon request;
- online posting of Urban Renewal forums, presentations, handouts, and reports; and
- media outreach (e.g., recording forums for broadcast on local cable channel television, newspaper).

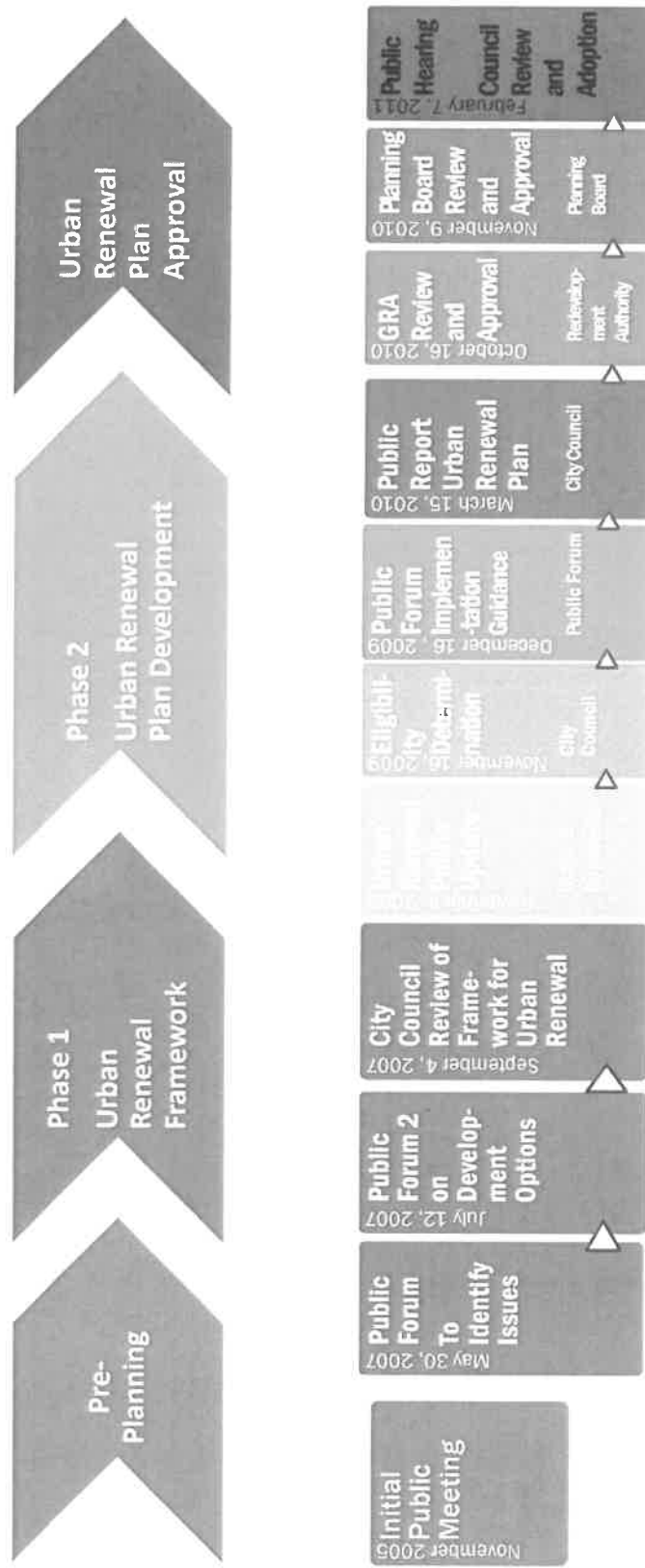
The citizen involvement process, as depicted in the flow chart shown in *Figure 12.02 (11)-1: Gardner URP Citizen Participation Process* was initiated in November 2005 with the formation of the URP Steering Committee. The Committee is comprised of a dedicated group of residents, business owners and municipal officials that have been committed to the development and implementation of the URP. The committee, after careful consideration of existing conditions and redevelopment options, has approved the URA boundary and defined the framework of this URP. The GRA is grateful for the commitment of the Steering Committee (see member list in Attachment I), and intends to meet with the group on a regular basis during URP implementation. In addition, if amendments to the URP are proposed, they will be presented by the GRA to the Steering Committee for review and comment.

Since 2007, four public forums have been held to discuss urban renewal in Gardner, define issues of concern, and collect information relative to the URP and its objectives. Information presented at meetings included site conditions, redevelopment options, elements of this URP, proposed infrastructure improvements, and implementation strategies and funding initiatives. Discussion, question/answer periods and future planning steps rounded out the forums. In general, the URP has been well received and embraced by persons attending the public meetings and forums. Comments and concerns expressed at public forums regarding such matters as traffic, transit, access, walkability and pedestrian traffic, public infrastructure improvements, and private property physical improvements, are reflected in the URP's goals and objectives, defined in **Section 12.02 (3) Objectives**.

The URP process has also entailed meetings between the GRA and business owners, property owners, stakeholders and private developers to share information and facilitate future development options.

Figure 12.02 (11)-1: Gardner URP Citizen Participation Process.

## GARDNER URBAN RENEWAL PLANNING PROCESS



## ATTACHMENTS

### URDP Required Documents

- A. URA Parcel Owner Information and Maps
- B. Declaration of Necessity
- C. Evidence of Public Hearing
- D. Approval of the Plan by local boards and officials
- E. Legal Counsel Opinion

### Other Supplemental Documents

- F. Phase I Overview
- G. City of Gardner Signage and Façade Design Guidelines, October 2007
- H. List of Relevant Documents (copies available upon request)
- I. Public Participation Information
- J. Traffic Improvements Study, May 2010

## Attachment A: URA Parcel Owner Information & Map

### Attachment A: Property Owners of Parcels within the Gardner URP

| Parcel #    | Area  | Address            | Owner                       | C/O Owner                       | Use Description                       |
|-------------|-------|--------------------|-----------------------------|---------------------------------|---------------------------------------|
| N-24-4-11   | 0.162 | 32-34 NICHOLS ST   | 32 NICHOLS LLC              |                                 | Apt > 8 Units                         |
| Q-24-21-11  | 0.191 | 149 CROSS ST       | ADAM MARK E                 | RONELLE M CORLISS               | Three Family<br>Retail > 10,000<br>SF |
| O-24-8-48   | 0.028 | 66-72 MAIN ST      | AHMIC CORP                  | ATTN ALEX PIERPONT              |                                       |
| O-24-102-19 | 0.194 | 25 PLEASANT ST     | AHMIC CORP                  | C/O ALEX PIERPONT               | Office C                              |
| O-22-25-56  | 0.179 | 178 MAIN ST        | AUKSTIKALNIS JAMES TRS OF   | A & A REALTY TRUST              | Apt 4 to 8 Unit                       |
| R-21-35-19  | 0.595 | 446 CHESTNUT ST    | AUSTIN LUKE A               |                                 | Two Family                            |
| O-24-14-33  | 0.052 | 270-272 CENTRAL ST | BALLWEG KEITH R & DIANE M   | TRS OF BALLWEG LIVING TR        | Office C                              |
| O-21-14-48  | 0.179 | 19 WRIGHT ST       | BALTRUCKI JAMES E           |                                 | Two Family<br>Single Fam<br>MDL-01    |
| O-21-15-49  | 0.112 | 15 WRIGHT ST       | BANK OF NEW YORK AS TRUSTEE | C/O COUNTRYWIDE HOME<br>LOANS   | Retail < 10,000<br>SF                 |
| O-23-8-19   | 0.279 | 126 PLEASANT ST    | BANKOWSKI LAWRENCE          | LOU ANN BANKOWSKI               |                                       |
| Q-24-6-6    | 0.259 | 54 LINCOLN ST      | BEAULIEU REJEAN J           | BERNICE P BEAULIEU              | Two Family                            |
| O-24-17-30  | 0.101 | 309 CENTRAL ST     | BELL ALBERTA S              | WALTER SHANE BELL               | Office C                              |
| O-22-24-82  | 0.121 | 274 PLEASANT ST    | BERGERON DAVID              |                                 | Three Family                          |
| O-22-24-82  | 0.125 | 274 PLEASANT ST    | BERGERON DAVID              |                                 | Three Family                          |
| Q-22-13-43  | 0.110 | 138 SHERMAN ST     | BERGERON NICHOLAUS          |                                 | Two Family                            |
| R-21-55-1   | 0.059 | 1 ERNRIC PLACE     | BLACK POINT REALTY LLC      |                                 | Factory                               |
| R-21-55-1   | 0.133 | 1 ERNRIC PLACE     | BLACK POINT REALTY LLC      |                                 | Factory                               |
| R-21-55-1   | 5.435 | 1 ERNRIC PLACE     | BLACK POINT REALTY LLC      |                                 | Factory<br>Single Fam<br>MDL-01       |
| P-24-71-3   | 0.079 | 91 PINE ST         | BLODGETT BRENDA J           |                                 |                                       |
| R-20-59-7   | 0.561 | 543 MAIN ST        | BOSTON & MAINE CORP RR      | C/O GUILFORD TRANSPORTN<br>CORP | Other                                 |
| R-20-59-7   | 1.062 | 543 MAIN ST        | BOSTON & MAINE CORP RR      | C/O GUILFORD TRANSPORTN<br>CORP | Other                                 |
| R-20-59-7   | 8.034 | 543 MAIN ST        | BOSTON & MAINE CORP RR      | C/O GUILFORD TRANSPORTN<br>CORP | Other                                 |
| P-20-72-4   | 0.155 | 385 MAIN ST        | BOUPHA PHAY                 | KAEO BOUPHA                     | Three Family<br>Retail < 10,000<br>SF |
| O-23-17-39  | 0.083 | 126 MAIN ST        | BRAKS TIMOTHY S             | CAROL J BRAKS                   | Retail < 10,000<br>SF                 |
| P-25-80-2   | 0.141 | 3 PINE ST          | BRIGGS LISA M               |                                 |                                       |
| O-23-12-35  | 0.057 | 102 MAIN ST        | BROUILLET JAMIE             | C/O JAMIE FLOYD                 | Rest/Club C                           |
| O-21-30A-47 | 0.057 | 25 WRIGHT ST       | BURGE ROBERT S TR OF THE    | GARDNER PROPERTIES RLTY TR      | Apt 4 to 8 Unit                       |
| O-21-30A-47 | 0.069 | 25 WRIGHT ST       | BURGE ROBERT S TR OF THE    | GARDNER PROPERTIES RLTY TR      | Apt 4 to 8 Unit                       |
| P-23-21-2   | 1.796 | 158 MAIN ST REAR   | BUSHWOOD LLC                |                                 | Ind Warehouse                         |
| Q-23-6-20   | 0.110 | 88 SHERMAN ST      | C T PROPERTIES LLC          |                                 | Two Family                            |



Gardner, MA  
Urban Renewal Plan  
July 2011

Attachments

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| <i>Parcel #</i> | <i>Area</i> | <i>Address</i>   | <i>Owner</i>               | <i>C/O Owner</i>    | <i>Use Description</i> |
|-----------------|-------------|------------------|----------------------------|---------------------|------------------------|
| R-20-57-16      | 0.207       | 578 MAIN ST      | CAP PROPERTIES - 123, LLC  |                     | Retail < 10,000 SF     |
| R-20-61-9       | 0.169       | 515 MAIN ST      | CHAIR CITY OIL             |                     | Retail < 10,000 SF     |
| R-20-60-8       | 0.173       | 525 MAIN ST      | CHAIR CITY OIL COINC       |                     | Rtl Oil St MDL-95      |
| R-24-67-15      | 0.950       | CHESTNUT ST      | CHESTNUT STREET UNITED     | METHODIST CHURCH    | Church Etc V           |
| O-26-97-50      | 0.016       | 69 PARK ST       | CITY OF GARDNER            | GREENWOOD MEM POOL  | Municipal R            |
| Q-24-2-14       | 0.025       | CROSS ST         | CITY OF GARDNER            |                     | Municipal V            |
| O-24-122-11     | 0.039       | PARKER ST        | CITY OF GARDNER            |                     | Municipal V            |
| O-24-32-10      | 0.043       | 7-11 GRAHAM ST   | CITY OF GARDNER            |                     | Municipal V            |
| O-24-5-36       | 0.050       | LYNDE ST         | CITY OF GARDNER            |                     | Municipal V            |
| O-24-5-36       | 0.061       | LYNDE ST         | CITY OF GARDNER            |                     | Municipal V            |
| O-24-5-36       | 0.104       | LYNDE ST         | CITY OF GARDNER            |                     | Municipal V            |
| N-24-9-2        | 0.172       | PARKER ST        | CITY OF GARDNER            |                     | Municipal V            |
| O-21-27-43      | 0.175       | 294 PLEASANT ST  | CITY OF GARDNER            |                     | Municipal C            |
| O-24-4-37       | 0.175       | 13-17 W LYNDE ST | CITY OF GARDNER            |                     | Municipal V            |
| P-26-103-4A     | 0.230       | PARK ST          | CITY OF GARDNER            |                     | Municipal V            |
| O-24-7-15       | 0.302       | 31 CITY HALL AVE | CITY OF GARDNER            | POLICE STATION      | Police                 |
| N-24-14-24      | 0.310       | PARKER ST        | CITY OF GARDNER            |                     | Municipal V            |
| Q-23-36-1       | 0.517       | SHERMAN ST       | CITY OF GARDNER            |                     | Municipal V            |
| O-21-28-44      | 0.543       | PLEASANT ST      | CITY OF GARDNER            |                     | Municipal V            |
| N-24-8A-1A      | 0.698       | PARKER ST        | CITY OF GARDNER            |                     | Municipal V            |
| O-24-1-39       | 0.798       | W LYNDE ST       | CITY OF GARDNER            |                     | Municipal V            |
| N-24-120-70     | 0.805       | WEST ST          | CITY OF GARDNER            |                     | Municipal V            |
| P-26-1-10       | 0.941       | PARK ST          | CITY OF GARDNER            |                     | Municipal V            |
| O-26-97-50      | 2.953       | 69 PARK ST       | CITY OF GARDNER            | GREENWOOD MEM POOL  | Municipal R            |
| Q-24-21-12      | 6.953       | SCHOOL ST        | CITY OF GARDNER            | SCHOOL ST SCHOOL    | Municipal C            |
| R-20-44-17      | 0.161       | 447 CHESTNUT ST  | COHEN MERRILL L            |                     | Vac Land Dev           |
| S-20-37-2       | 0.024       | 351 ELM ST       | COLLETTE DORIS M           |                     | Three Family           |
| Q-20-48-6       | 1.330       | 492 MAIN ST      | COLLIER-KEYWORTH CO        | C/O LEGGETT & PLATT | Ind Warehouse          |
| O-23-98-30      | 0.004       | MAIN ST          | COLONIAL CO-OPERATIVE      |                     | Other Motor SS V       |
| O-23-98-30      | 0.051       | MAIN ST          | COLONIAL CO-OPERATIVE      |                     | Other Motor SS V       |
| O-23-2-13       | 0.039       | 70 PLEASANT ST   | COLONIAL COOPERATIVE BANK  |                     | Office C               |
| O-23-1-12       | 0.092       | 6 CITY HALL AVE  | COLONIAL CO-OPERATIVE BANK |                     | Bank Bldg              |
| O-23-1-12       | 0.129       | 6 CITY HALL AVE  | COLONIAL CO-OPERATIVE BANK |                     | Bank Bldg              |
| O-23-1-12       | 0.192       | 6 CITY HALL AVE  | COLONIAL CO-OPERATIVE BANK |                     | Bank Bldg              |
| O-24-2-42       | 0.357       | 14 MAIN ST       | COLONIAL CO-OPERATIVE BANK |                     | Retail >10,000 SF      |

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|-----------------|-------------|---------------------|----------------------------------|---------------------------|--------------------------------------|
| O-24-8-16       | 0.394       | 19 CITY HALL AVE    | COLONIAL HOTEL ASSOC LTD PTNRS   |                           | Retail > 10,000 SF                   |
| O-25-24-9       | 0.125       | CENTRAL ST          | COMMONWEALTH OF MASS             | DEPT OF ENV.MGMT          | Dep Env Mv                           |
| O-25-1-10       | 0.167       | LAKE ST             | COMMONWEALTH OF MASS             | DEPT OF ENVIRONMENTAL MAN | Dep Env Mn C                         |
| P-26-104A-6     | 4.600       | PARK ST             | COMMONWEALTH OF MASS             |                           | Dep Env Mn C                         |
| Q-25-26-4       | 0.236       | 23 SCHOOL ST        | CORMIER BRIAN P                  | BERNADETTE M CORMIER      | Apt 4 to 8 Unit<br>Other Motor SS C  |
| P-24-74-6       | 0.044       | 69 PINE ST          | CORMIER GILLES J                 |                           | Auto Repair                          |
| P-24-73-5       | 0.181       | 87 PINE ST          | CORMIER GILLES J                 |                           | Auto Repair                          |
| O-22-24-55      | 0.155       | 168 MAIN ST         | COUNTRYWIDE HOME LOANS INC       |                           | Three Family<br>Single Fam<br>MDL-01 |
| Q-24-5-5        | 0.257       | 46 LINCOLN ST       | CROTEAU BERNARD L                | KATHRYN D SUND            |                                      |
| O-21-26-42      | 0.175       | 284-286 PLEASANT ST | CROTEAU RUSSELL R                | MARY A CROTEAU            | Apt 4 to 8 Unit                      |
| O-22-1-72       | 0.121       | 15 WILLOW ST        | CROWLEY KATHLEEN                 |                           | Auto Repair                          |
| N-24-2-8        | 0.126       | 16 NICHOLS ST       | CROWLEY KATHLEEN M               | GEORGE J CROWLEY          | Two Family                           |
| O-23-9-31       | 0.086       | 74 MAIN ST          | D'AMBROSIO FRANCIS A JR          |                           | Office C<br>Vacant Land<br>Unb       |
| O-22-22-80      | 0.050       | PLEASANT ST REAR    | DAUPHINAIS FRANCIS W             | TOINI I DAUPHINAIS        |                                      |
| Q-23-4-18       | 0.106       | 78 SHERMAN ST       | DELLASANTA ERIK M                | CULLEN MARK               | Apt 4 to 8 Unit                      |
| Q-23-37-2       | 0.111       | SHERMAN ST          | DELLASANTA ERIK M                | MARK CULLEN               | Vacant Land Pot                      |
| Q-23-37-2       | 0.115       | SHERMAN ST          | DELLASANTA ERIK M                | MARK CULLEN               | Vacant Land Pot                      |
| Q-22-21-49      | 0.305       | 93 LOGAN ST         | DEMBEK RAYMOND P                 |                           | Two Family                           |
| O-22-14-44      | 0.196       | 174 PLEASANT ST     | DENNEY EDWARD B                  |                           | Two Family                           |
| R-20-59A-7A     | 0.626       | MAIN ST             | DESIGN LOGIC INC                 |                           | Warehouse C                          |
| O-22-86-51      | 0.164       | 191 MAIN ST         | DEUTSCHE BANK TRUST              | COMPANY AMERICAS          | Apt 4 to 8 Unit                      |
| N-24-3-14       | 0.064       | 77 CITY HALL AVE    | DIPLATZI REALTY LLC              |                           | Two Family                           |
| O-24-101-18     | 0.133       | 29-31 PLEASANT ST   | DODGE JOHN M                     | D/B/A SHOOTERS BILLIARDS  | Rest/Club C<br>Vacant Land<br>Dev    |
| Y-27-16E-8      | 0.003       | CHAPEL ST           | D'ONFRO ASSOCIATES INC           |                           |                                      |
| Q-20-65-11      | 0.886       | 483 MAIN ST         | DRAKE REALTY TRUST               | C/O ROYAL STEAM HEATER CO | Hardware Store                       |
| O-22-80-68      | 0.185       | 249 MAIN ST         | DUFALT NORMAN G                  |                           | Two Family                           |
| O-22-15-45      | 0.279       | 186 PLEASANT ST     | EDUCATIONAL LIVING RES INC       |                           | P/Hos Char R                         |
| O-25-22-7       | 0.063       | CENTRAL ST          | ELLIOTT MARCIA L & CHARLES BRYAN | TRUSTEES                  | Vac Land Dev                         |
| O-24-18-31      | 0.044       | 307 CENTRAL ST      | ELLIOTT MARCIA L AND CHARLES     | BRYAN ELLIOTT, TRUSTEES   | Office C                             |
| O-24-6-2        | 0.149       | 57 CITY HALL AVE    | ETHEL HEIGHTS LLC                | C/O GERARD DESROSIERS     | Prof Bldg C                          |
| O-24-6-2        | 0.501       | 57 CITY HALL AVE    | ETHEL HEIGHTS LLC                | C/O GERARD DESROSIERS     | Prof Bldg C                          |
| O-23-10-21      | 0.056       | 142 PLEASANT ST     | FALITE JUDITH TRUSTEE OF         | NEWBURYPORT REALTY TRUST  | Two Family                           |
| O-24-121-7      | 0.245       | 57-67 PARKER ST     | FALITE JUDITH TRUSTEE OF         | MAKI BUILDING TRUST       | Apt Over 8<br>Single Fam<br>MDL-01   |
| O-23-3-14       | 0.164       | 80 PLEASANT ST      | FARROW MICHAEL J                 | AUDREY CARABBA            |                                      |

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|-----------------|-------------|--------------------|------------------------------|-----------------------------------|---------------------------------------|
| O-23-94-27      | 0.220       | 123 MAIN ST        | FAVREAU BRIAN N              |                                   | Bowling                               |
| N-24-8-1        | 0.283       | 86-90 PARKER ST    | FLORIAN DAVID T & DEAN M TRS | FLORIAN FAMILY TRUST              | Office C                              |
| N-24-5A-12A     | 0.084       | NICHOLS ST REAR    | FRATERNAL ORDER OF EAGLES    | HILLCREST AERIE #747              | P/Hos Char V                          |
| O-24-5-1        | 0.246       | 71 CITY HALL AVE   | FRATERNAL ORDER OF EAGLES    | HILLCREST AERIE NO.747 INC        | P/Hos Char C<br>Retail < 10,000 SF    |
| O-24-1-41       | 0.099       | 4-8 MAIN ST        | GALLANT JAMES R              | MAUREEN A GALLANT                 |                                       |
| S-20-36-1       | 0.386       | 365-377 ELM ST     | GARDNER COMMONS LLC          |                                   | Apt > 8 Units                         |
| N-24-3A-10      | 0.120       | 26 NICHOLS ST      | GARDNER DEEP SEA CLUB        | LP CASE&DB MELLITT&E<br>LEBLANC   | Two Family                            |
| N-24-3-9        | 0.125       | 24 NICHOLS ST      | GARDNER DEEP SEA CLUB        | LP LAJOIE&DB MELLITT&E<br>LEBLANC | Three Family                          |
| R-22-24-31      | 0.299       | 35 LOGAN ST        | GARDNER GAS FUEL & LIGHT CO  | C/O UNITIL                        | Gas Substa                            |
| Q-25-1A-27      | 0.976       | LYNDE ST           | GARDNER HOUSING AUTHORITY    |                                   | Municipal V                           |
| R-20-2-1        | 0.315       | 19 UNION SQ        | GARDNER JADE REALTY INC      |                                   | Rest/Club C                           |
| P-26-100-2      | 0.175       | 31 PARK ST         | GARDNR LDGE =1426BPOE INC    |                                   | Fraternal Org                         |
| P-26-100-2      | 0.289       | 31 PARK ST         | GARDNR LDGE =1426BPOE INC    |                                   | Fraternal Org                         |
| P-26-100-2      | 1.219       | 31 PARK ST         | GARDNR LDGE =1426BPOE INC    |                                   | Fraternal Org<br>Single Fam<br>MDL-01 |
| R-22-57-34      | 0.315       | 291 CHESTNUT ST    | GASTON RALPH                 | LORRAINE GASTON                   | Retail < 10,000 SF                    |
| O-24-15-34      | 0.110       | 280-302 CENTRAL ST | GAUTHIER BRIAN R             |                                   | Retail > 10,000 SF                    |
| O-24-16-35      | 0.236       | 310-320 CENTRAL ST | GAUTHIER BRIAN R             |                                   |                                       |
| O-23-91-24      | 0.180       | 151 MAIN ST        | GAUTHIER IRENE A             |                                   | Two Family                            |
| Q-22-11-41      | 0.109       | 124-126 SHERMAN ST | GAUVIN MATHIEU               |                                   | Three Family<br>Retail < 10,000 SF    |
| N-24-11-4       | 0.210       | 110-118 PARKER ST  | GIFFORD ROBERT W             | KING MELODY R                     |                                       |
| P-20-1-13       | 2.722       | 21 TIMPANY BLVD    | GM CRIMSON LLC               |                                   | Supermarket                           |
| O-23-7-18       | 0.193       | 116 PLEASANT ST    | GOGUEN J GERARD              | SUSAN E GOGUEN                    | Two Family                            |
| Q-23-10-25      | 0.109       | 116-118 SHERMAN ST | GORMAN TIMOTHY P             |                                   | Three Family                          |
| Q-24-8-8        | 0.262       | 72 LINCOLN ST      | GRAVES BRIAN E               | PRISCILLA M GRAVES                | Apt 4 to 8 Unit                       |
| O-24-100-17     | 0.047       | 33 PLEASANT ST     | GRAVES SCOTT                 |                                   | Office C                              |
| O-25-11-2       | 0.088       | 248 CENTRAL ST     | GREATER GARDNER              | COMMUNITY DEV CORP                | Rest/Clubs C                          |
| O-23-12-23      | 0.101       | 152 PLEASANT ST    | HALL JAMES B                 |                                   | Other Cult                            |
| O-22-81-69      | 0.434       | 243 MAIN ST        | HAMBERG JOANNE E TR OF       | WHALOM RD NOMINEE TR              | Single Fam<br>Retail < 10,000 SF      |
| O-23-10A-32A    | 0.034       | 78 MAIN ST         | HANKS CHRIS R                | DIANE M HANKS                     |                                       |
| Q-25-25-3       | 0.321       | 39 SCHOOL ST       | HANNULA PATRICK L            |                                   | Apt 4 to 8 Unit                       |
| Q-22-12-42      | 0.109       | 132 SHERMAN ST     | HANSON MARINA L              |                                   | Two Family<br>Retail >10,000 SF       |
| O-24-2-23       | 0.269       | 14-24 PARKER ST    | HATZOPOULOS TRIFON           | CHRYANTHI HATZOPOULOS             | Single Fam<br>MDL-01                  |
| R-20-37-19      | 0.201       | 478 CHESTNUT ST    | HAUGHTON DENNIS B            | SYDNEY O. HAUGHTON                |                                       |

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|-----------------|-------------|-------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------|---------------------------------------|
| P-26-101-3      | 0.244       | 23 PARK ST                                | HILL SHARRON L                                                      |                                                               | Single Fam<br>MDL-01                  |
| R-20-40-2       | 0.294       | 497-505 CHESTNUT<br>ST                    | HILLMAN PROPERTY MAN. LLC                                           |                                                               | Office C<br>Single Fam<br>MDL-01      |
| Q-23-16-4       | 0.144       | 107 GRANT ST                              | HOOD WILLIAM K JR                                                   |                                                               | Single Fam<br>MDL-01                  |
| O-22-23-81      | 0.095       | 266 PLEASANT ST<br>REAR                   | HURSEY PETER T                                                      | SARAH J HURSEY                                                | Two Family<br>Retail < 10,000<br>SF   |
| N-24-13-6       | 0.073       | 130 PARKER ST                             | HURTUBISE ROBERT & VIRGINIA                                         | C/O 101 STORAGE                                               | Single Fam<br>MDL-01                  |
| O-22-20-78      | 0.140       | 254 PLEASANT ST                           | HUTCHINS DONALD J                                                   | SHARON L MURPHY                                               | Three Family                          |
| O-21-17-51      | 0.066       | 5 WRIGHT ST                               | ISPERDULI JAMES                                                     | ARZU ISPERDULI                                                | Auto S & S<br>Single Fam<br>MDL-01    |
| P-20-41-12      | 0.748       | 412 MAIN ST                               | JAHERIAN EDWARD D                                                   |                                                               | Three Family<br>Retail < 10,000<br>SF |
| Q-20-47-5       | 0.315       | 267 SHERMAN ST                            | JAILLET DONNA M                                                     | TR JACKS REALTY TRUST                                         | Three Family                          |
| Q-20-46-4       | 0.247       | 474 MAIN ST                               | JAILLET DONNA TRUSTEE                                               | OF ADAMS REALTY TRUST<br>TRUSTEES OF JARVIS REAL<br>ESTATE TR | Three Family                          |
| O-24-1-14       | 0.107       | 34 CONNORS ST                             | JARVIS RICHARD G & DONNA M                                          |                                                               | Three Family                          |
| O-21-77-56      | 0.402       | 263-265 MAIN ST                           | KENDA ROBERT L                                                      |                                                               | Apt 4 to 8 Unit                       |
| N-24-1-7        | 0.113       | 8-12 NICHOLS ST                           | KOGOS FAYE                                                          |                                                               | Two Family                            |
| P-26-102-4      | 0.146       | 17 PARK ST                                | KONDROTAS THOMAS P                                                  | BRENDA R KONDROTAS                                            | Vac Land Dev                          |
| O-22-4-47       | 0.228       | WILLOW ST                                 | KRASKOUSKAS J J & KATHERINE                                         | CO-TR JONKIT REALTY TRUST<br>CO-TRUSTEES OF JONKIT RLTY<br>TR | Ind Warehouse                         |
| O-22-28-58      | 0.025       | MAIN ST                                   | KRASKOUSKAS J J & KATHERINE V                                       | CO-TRUSTEES OF JONKIT RLTY<br>TR                              | Ind Warehouse                         |
| O-22-28-58      | 0.106       | MAIN ST                                   | KRASKOUSKAS J J & KATHERINE V                                       | CO-TRUSTEES OF JONKIT RLTY<br>TR                              | Ind Warehouse                         |
| O-22-28-58      | 1.165       | MAIN ST                                   | KRASKOUSKAS J J & KATHERINE V                                       | CO-TRUSTEES JONKIT REALTY TR                                  | Office C                              |
| O-22-26-57      | 0.232       | 196-198 MAIN ST                           | KRASKOUSKAS JOHN J & KATHERINE<br>KRASKOUSKAS JOHN J&KATHERINE<br>V | CO-TR JONKIT REALTY TRUST                                     | Vac Land Unb                          |
| O-22-27-59      | 0.090       | MAIN ST                                   | KRASKOUSKAS JOHN J&KATHERINE<br>V                                   | CO-TR JONKIT REALTY TR                                        | Vac Land Unb<br>Retail >10,000<br>SF  |
| O-22-32-63      | 0.357       | 214 MAIN ST REAR                          | KRASKOUSKAS JOHN J&KATHERINE<br>V                                   | CO-TRUSTEES JONKIT REALTY TR                                  | Rest/Club C                           |
| O-24-6-5        | 0.371       | 62 PARKER ST                              | KYMALAINEN THOMAS & ALICE M<br>TR                                   | KYMALAINEN REALTY TRUST                                       | Rest/Club C                           |
| R-19-1-15       | 0.067       | 29 UNION SQ                               | KYMALAINEN THOMAS & ALICE M<br>TR                                   | TR OF KYMALAINEN REALTY TR                                    | Auto Repair                           |
| R-19-1-15       | 0.320       | 29 UNION SQ                               | KYMALAINEN THOMAS & ALICE M<br>TR                                   | TR OF KYMALAINEN REALTY TR                                    | Auto Repair                           |
| P-20-3-18       | 0.124       | 7 DONLAN ST                               | KYMALAINEN THOMAS J & ALICE M                                       | TR OF KYMALAINEN REALTY TR                                    | Auto Repair                           |
| P-20-2-19       | 0.273       | 15 DONLAN ST                              | KYMALAINEN THOMAS J & ALICE M                                       | TR OF KYMALAINEN REALTY TR                                    | Auto Repair                           |
| P-20-2-19       | 0.282       | 15 DONLAN ST                              | KYMALAINEN THOMAS J & ALICE M                                       | TR OF KYMALAINEN REALTY TR                                    | Auto Repair                           |
| P-20-3-18       | 0.284       | 7 DONLAN ST                               | KYMALAINEN THOMAS J & ALICE M                                       | TR OF KYMALAINEN REALTY TR                                    | Auto Repair<br>Retail < 10,000<br>SF  |
| R-20-3-21       | 0.399       | 8 UNION SQ                                | KYMALAINEN THOMAS J & ALICE TR                                      | KYMALAINEN REALTY TRUST<br>CC KYPRIANOS CHESTNUT ST RE<br>TR  | Auto Repair V                         |
| R-21-34A-<br>18 | 0.535       | 440 CHESTNUT ST<br>448-450 CHESTNUT<br>ST | KYPRIANOS CHRISTOPHER C TR                                          |                                                               | Factory                               |
| R-21-36-20      | 0.582       | ST                                        | L H SAWIN CO INC                                                    |                                                               | Apt 4 to 8 Unit                       |
| P-25-2-17       | 0.297       | 58 LYNDE ST                               | LANGLOIS JOHN P                                                     |                                                               |                                       |

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|-----------------|-------------|---------------------|----------------------------------------------------|--------------------------|-----------------------------------------|
| P-21-37-40      | 0.073       | 314 MAIN ST         | LARSEN KENNETH A TRUSTEE                           | GARDNER MAIN RLT TRUST   | Retail < 10,000 SF                      |
| Q-20-67-13      | 0.125       | 437 MAIN ST         | LEBLANC BRUCE E                                    | URSULA R LEBLANC         | Auto Repair                             |
| Q-20-68A-13A    | 0.136       | MAIN ST             | LEBLANC BRUCE E                                    | URSULA R LEBLANC         | Auto Repair V<br>Retail > 10,000 SF     |
| O-24-5-45       | 0.150       | 36-38 MAIN ST       | LEBLANC JEANNE T, BARBARA A                        | ANNE M & ALAN W LEBLANC  | Single Fam<br>MDL-01                    |
| P-24-72-4       | 0.091       | 93 PINE ST          | LEBLANC PATRICIA                                   | LIFE TENANT              | Two Family                              |
| O-23-11-22      | 0.098       | 148 PLEASANT ST     | LEGER JOHN J<br>LEGER ROGER A & SHIRLEY (LIFE TEN) | RONALD G LERGER (RMDRMN) | Two Family                              |
| Q-22-17-47      | 0.117       | 172 SHERMAN ST      | LEVI HEYWOOD MEMORIAL                              | LIBRARY ASSOCIATION      | Municipal V                             |
| O-24-2B-40      | 1.703       | WEST LYNDE ST       | LINDSEY REALTY TRUST                               | C/O GARY LABELL          | Vac Land Dev<br>Retail >10,000 SF       |
| Q-20-68-14      | 0.751       | 435 MAIN ST         | LOCAL 154 UFWA AFL-CIO                             |                          | Single Fam<br>MDL-01                    |
| O-24-7-47       | 0.163       | 50-52 MAIN ST       |                                                    |                          | Single Fam<br>MDL-01                    |
| Q-22-18-48      | 0.125       | 188 SHERMAN ST      | LUCIER NORMAN E                                    | PEARL L LUCIER           | Single Fam<br>MDL-01                    |
| P-25-1-18       | 0.281       | 14 LINCOLN ST       | MACINTOSH JAMES                                    | MARY A MACINTOSH         | Factory                                 |
| Q-20-42-1       | 0.193       | 424 MAIN ST         | MACK PROTOTYPE, INC                                |                          | Factory                                 |
| Q-20-42-1       | 2.482       | 424 MAIN ST         | MACK PROTOTYPE, INC                                |                          | Two Family                              |
| O-21-31-54      | 0.135       | 5 EMERALD ST        | MAILLET MELDERICK                                  |                          | Prof Bldg C                             |
| Q-25-22-1       | 0.343       | 75 SCHOOL ST        | MALIK A TARIQ TRUSTEE                              | A TARIQ MALIK RLTY TR    | Apt 4 to 8 Unit<br>Retail >10,000 SF    |
| O-23-16-38      | 0.087       | 122 MAIN ST         | MANNA JOHN H                                       | PATRICIA A MANNA         | Retail < 10,000 SF                      |
| O-24-123-26     | 0.008       | 33-49 PARKER ST     | MARCUS DEAN                                        | JUDITH S MARCUS          | Office C                                |
| O-24-5-13       | 0.082       | 52 PARKER ST        | MARCUS DEAN                                        |                          | Office C<br>Retail >10,000 SF           |
| O-24-99-44      | 0.125       | 25 MAIN ST          | MARCUS DEAN                                        |                          | Retail >10,000 SF                       |
| O-24-1-22       | 0.151       | 4-12 PARKER ST      | MARCUS DEAN                                        | JUDITH S MARCUS          | Retail < 10,000 SF                      |
| O-24-4-25       | 0.236       | 42-50 PARKER ST     | MARCUS DEAN                                        | JUDITH S MARCUS          | Two Family                              |
| O-24-123-26     | 0.701       | 33-49 PARKER ST     | MARCUS DEAN                                        | JUDITH S MARCUS          | Vac Land Unb                            |
| O-24-6-46       | 0.114       | 40-42 MAIN ST       | MARINO PETER A AS TRUSTEE                          | OF ANNA REALTY TRUST     | Elec Substa                             |
| Q-25-23-2       | 0.394       | 65 SCHOOL ST        | MARTIN LORENZO                                     | ANISLEY MARTIN           | Elec Substa                             |
| O-23-11A-34     | 0.005       | MAIN ST             | MASS ELEC CO                                       | C/O PROPERTY TAX DEPT    |                                         |
| P-26-98-1       | 0.369       | 53 PARK ST          | MASS ELEC CO                                       | C/O PROPERTY TAX DEPT    |                                         |
| P-26-98-1       | 0.508       | 53 PARK ST          | MASS ELEC CO                                       | C/O PROPERTY TAX DEPT    |                                         |
| O-22-21-79      | 0.106       | 266-268 PLEASANT ST | MATTHEWS STEPHEN B JR                              |                          | Apt > 8 Units R<br>Single Fam<br>MDL-01 |
| O-22-19-77      | 0.074       | 242 PLEASANT ST     | MCCAIE RHEAL                                       | LUCILLE MCCAIE           | Single Fam<br>MDL-01                    |
| O-22-19-77      | 0.114       | 242 PLEASANT ST     | MCCAIE RHEAL                                       | LUCILLE MCCAIE           |                                         |
| O-22-3-74       | 0.104       | 7 WILLOW ST         | MCCUSKER ROBERT E                                  | CAROLE A MCCUSKER        | Apt > 8 Units                           |

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|-----------------|-------------|--------------------|---------------------------------------------------------|--------------------------------------------------------|---------------------------------------|
| O-22-2-73       | 0.106       | WILLOW ST          | MCCUSKER ROBERT E                                       | CAROLE A MCCUSKER                                      | Vacant Land<br>Dev                    |
| O-21-32-55      | 0.119       | 1 EMERALD ST       | MCGRANE JAMES A                                         | MARCIA J MCGRANE                                       | Single Fam<br>MDL-01                  |
| R-20-39-20      | 0.125       | 504 CHESTNUT ST    | MCPHERSON SCOTT B                                       |                                                        | Farm Bldgs<br>Retail < 10,000<br>SF   |
| O-24-19-32      | 0.077       | 297-301 CENTRAL ST | MENEAR JON S                                            | DEBORAH L MENEAR                                       |                                       |
| O-24-31-9       | 0.503       | 27-29 GRAHAM ST    | MILES PROPERTIES INC                                    |                                                        | Apt > 8 Units                         |
| Q-23-17-5       | 0.300       | 105 GRANT ST       | MOEN CHRISTIAN<br>MONTACHUSETT REG.TRANSIT<br>AUTHORITY |                                                        | Two Family                            |
| R-20-50-10      | 1.115       | MAIN ST            |                                                         |                                                        | Municipal V                           |
| O-25-13-4       | 0.143       | 264 CENTRAL ST     | MONTACHUSETT VETERANS                                   | PROPERTIES INC                                         | P/Hos Char C                          |
| O-25-13-4       | 0.220       | 264 CENTRAL ST     | MONTACHUSETT VETERANS                                   | PROPERTIES INC                                         | P/Hos Char C<br>Single Fam<br>MDL-01  |
| O-22-18-76      | 0.117       | 228 PLEASANT ST    | MONTVILLE VICKY L                                       |                                                        |                                       |
| O-25-25-1       | 0.547       | 61 LAKE ST         | MOUNTAIN CLIMBER LLC                                    | C/O BAY MNGMT CORP                                     | Apt > 8 Units                         |
| O-25-25-1       | 2.803       | 61 LAKE ST         | MOUNTAIN CLIMBER LLC                                    | C/O BAY MNGMT CORP                                     | Apt > 8 Units                         |
| O-23-93-26      | 0.159       | 139 MAIN ST        | MURRAY WALTER A                                         | LILLIAN M MURRAY                                       | Apt > 8 Units R                       |
| O-23-6-17       | 0.082       | 110 PLEASANT ST    | NADZAK DAVID W                                          |                                                        | Three Family                          |
| M-32-48A-10     | 0.737       | PARK ST OFF        | NEW ENGLAND POWER                                       | C/O PROP TAX DEPT                                      | Elec Row                              |
| Q-23-7B-22A     | 0.082       | LOGAN ST           | NEW ENGLAND WOODEN WARE<br>CORP                         |                                                        | Vac Land Unb                          |
| Q-23-7A-22      | 6.664       | 75 LOGAN ST        | NEW ENGLAND WOODEN WARE<br>CORP                         |                                                        | Factory<br>Other Motor SS<br>V        |
| Q-21-19-2       | 0.394       | SHERMAN ST         | NICHOLS & STONE                                         |                                                        |                                       |
| Q-21-1-1        | 8.571       | 232 SHERMAN ST     | NICHOLS & STONE CO                                      |                                                        | Factory<br>Single Fam<br>MDL-01       |
| P-26-104-5      | 0.351       | 7 PARK ST          | NORDMAN RUDOLPH S                                       | MARY E NORDMAN                                         |                                       |
| Q-20-44-3       | 0.275       | 462 MAIN ST        | O'KEEFE NEIL R                                          | SAMANTHA A O'KEEFE                                     | Two Family                            |
| P-26-101A-3A    | 0.007       | PARK ST OFF        | OWNER UNKNOWN                                           |                                                        | Municipal V<br>Single Fam<br>MDL-01   |
| Q-25-27-5       | 0.309       | 4 LYNDE ST         | PAGE RUSSELL K                                          | CHERYL A PAGE                                          |                                       |
| O-24-103-20     | 0.120       | 17 PLEASANT ST     | PANAGIOTIDIS HRISANTHI TR                               | PLEASANT STREET REALTY<br>TRUST                        | Rest/Club C<br>Retail < 10,000<br>SF  |
| O-24-104-21     | 0.142       | 7-13 PLEASANT ST   | PANAGIOTIDIS PETER                                      | LITSA PANAGIOTIDIS<br>JEROLD G PAQUETTE RE TR-<br>1989 |                                       |
| P-25-79-1       | 0.025       | 15 PINE ST         | PAQUETTE JEROLD G TR OF                                 |                                                        | Vac Land Unb<br>Retail < 10,000<br>SF |
| O-23-19-41      | 0.293       | 150 MAIN ST        | PARK CHAE                                               | KEE PARK                                               |                                       |
| R-21-46A-4      | 0.173       | CHESTNUT ST        | PARKER JAMES T TRUSTEE                                  | PARKER GLASS REALTY TRUST                              | Vac Land Dev                          |
| R-21-46-3       | 0.142       | 441 CHESTNUT ST    | PARKER JAMES T. TRUSTEE                                 | PARKER GLASS REALTY TRUST                              | Auto Repair                           |
| N-24-4-16       | 0.040       | 73 CITY HALL AVE   | PEOPLE'S FUEL INC                                       |                                                        | Office C                              |
| O-24-1-8        | 0.191       | 20 GRAHAM ST       | PERRY ALLISON & LINDA L TRS                             | UNDER THE PERRY LIVING<br>TRUST                        | Apt 4 to 8 Unit                       |
| Q-22-14-44      | 0.116       | 146 SHERMAN ST     | PIERCE MICHAEL R                                        | ROBIN L PIERCE                                         | Three Family                          |

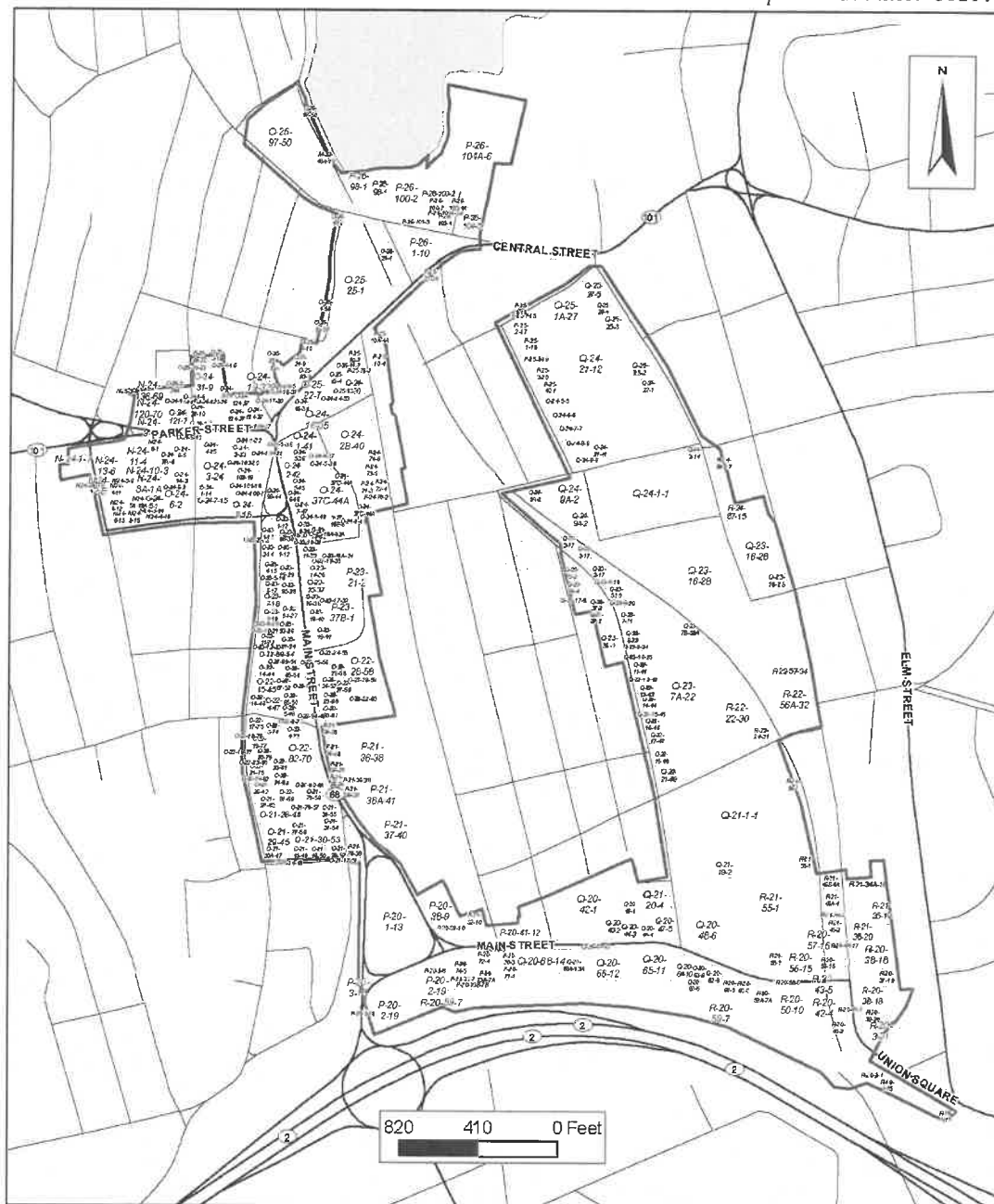
| <i>Parcel #</i> | <i>Area</i> | <i>Address</i>      | <i>Owner</i>                | <i>C/O Owner</i>                       | <i>Use Description</i>     |
|-----------------|-------------|---------------------|-----------------------------|----------------------------------------|----------------------------|
| P-21-36-38      | 0.059       | 232 MAIN ST         | PJC REALTY MA INC           | C/O RITE AID 10078                     | Retail >10,000 SF          |
| P-21-36-38      | 0.705       | 232 MAIN ST         | PJC REALTY MA INC           | C/O RITE AID 10078                     | Retail >10,000 SF          |
| O-22-82-70      | 0.892       | 221 MAIN ST         | POWER TEST RLTY CO LTD PTSP | C/O GETTY PETROLEUM CORP               | Retail < 10,000 SF         |
| O-25-30-23      | 0.160       | 35-39 GRAHAM ST     | R A REALTY TRUST            | C/O LAWRENCE PETRICCA SR               | Two Family                 |
| O-23-9-20       | 0.036       | 138 PLEASANT ST     | R.J.M.DEVELOPMENT INC       | C/O ALFRED FRAUMENI JR                 | Three Family               |
| O-23-4-15       | 0.091       | 94 PLEASANT ST      | RA REALTY TRUST             | C/O LAWRENCE PETRICCA SR               | Apt 4 to 8 Unit            |
| O-22-5-48       | 0.055       | 10-12 WILLOW ST     | RELLSTAB BRIAN J            |                                        | Other Motor SS C           |
| O-23-5-16       | 0.101       | 104 PLEASANT ST     | RENES ANTONE W              | WANDA F RENES                          | Single Fam MDL-01          |
| N-24-12-5       | 0.076       | 120-124 PARKER ST   | REPUCCI RICHARD R           | TR.OF THE RX REALTY TRUST              | Retail < 10,000 SF         |
| O-23-96-29      | 0.198       | 99 MAIN ST          | REYES JONATHAN              |                                        | Apt 4 to 8 Unit            |
| O-24-37C-44A    | 0.238       | 58 MAIN ST REAR     | RHO LTD                     |                                        | Vac Land Dev               |
| O-24-37C-44A    | 0.615       | 58 MAIN ST REAR     | RHO LTD                     |                                        | Vac Land Dev               |
| P-23-37B-1      | 1.525       | MAIN ST             | RHO LTD                     |                                        | Vac Land Dev               |
| O-24-37C-44A    | 1.729       | 58 MAIN ST REAR     | RHO LTD                     |                                        | Vac Land Dev               |
| O-25-20-5       | 0.208       | 287 CENTRAL ST      | RICHARD ALFRED J & GLORIA R | C CORMIER CO-TR GARDNER TRAVEL RLTY TR | Office C Single Fam MDL-01 |
| N-24-43-23      | 0.124       | 17 NICHOLS ST       | RICHARD ALVIN               |                                        |                            |
| Q-22-15-45      | 0.116       | 154-156 SHERMAN ST  | RICKS LESLIE A              | MARIA A RICKS                          | Three Family               |
| P-25-3-20       | 0.255       | 30-32 LINCOLN ST    | RINGUETTE LOUIS G           | SHARON E RINGUETTE                     | Two Family                 |
| R-20-42-4       | 0.024       | 491 CHESTNUT ST     | RJ EYLES ENTERPRISES LLC    |                                        | Rest/Club C                |
| R-20-41-3       | 0.032       | 493-495 CHESTNUT ST | RJ EYLES ENTERPRISES LLC    |                                        | Rest/Club C                |
| R-20-43-5       | 0.109       | 487 CHESTNUT ST     | RJ EYLES ENTERPRISES LLC    |                                        | Rest/Club C                |
| O-21-16-50      | 0.108       | 11 WRIGHT ST        | ROBERTS PAUL E              | SUSANA M ROBERTS                       | Apt 4 to 8 Unit            |
| Q-24-9A-2       | 0.132       | CROSS ST            | ROMAN CATHOLIC BISHOPS      | OF WORCESTER                           | Church Etc C               |
| Q-24-9A-2       | 0.567       | CROSS ST            | ROMAN CATHOLIC BISHOPS      | OF WORCESTER                           | Church Etc C               |
| Q-24-9A-2       | 0.589       | CROSS ST            | ROMAN CATHOLIC BISHOPS      | OF WORCESTER                           | Church Etc C               |
| R-20-56-15      | 0.083       | 562 MAIN ST         | ROME ARTHUR E & JOSEPH L    | CO-TRS OF A & J REALTY TR              | Retail >10,000 SF          |
| R-20-58-6       | 0.386       | MAIN ST             | ROME ARTHUR E & JOSEPH L    | CO-TRS OF A&J REALTY TR                | Vac Land Dev               |
| R-20-56-15      | 0.715       | 562 MAIN ST         | ROME ARTHUR E & JOSEPH L    | CO-TRS OF A & J REALTY TR              | Retail >10,000 SF          |
| R-22-22-30      | 1.274       | 45 LOGAN ST         | ROME ARTHUR E & JOSEPH L    | TRS A & J RLTY TRUST                   | Ind Warehouse              |
| Q-23-7-21       | 0.186       | 92 SHERMAN ST       | ROME HERBERT J              | JOSEPH L ROME                          | Ind Bldg                   |
| Q-23-3-17       | 0.003       | 74 SHERMAN ST       | ROME JOSEPH L & ARTHUR E    | TRS A & J RLTY TRUST                   | Ind Warehouse              |
| Q-23-3-17       | 0.044       | 74 SHERMAN ST       | ROME JOSEPH L & ARTHUR E    | TRS A & J RLTY TRUST                   | Ind Warehouse              |
| Q-23-3-17       | 0.413       | 74 SHERMAN ST       | ROME JOSEPH L & ARTHUR E    | TRS A & J RLTY TRUST                   | Ind Warehouse              |

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| O-22-85-50      | 0.153       | 199 MAIN ST         | ROME JOSEPH L & SYLVIA E     | CO-TR H.J.& J.L.ROME REALTY TR | Apt 4 to 8 Unit                          |
| O-22-29-60      | 0.050       | 202 MAIN ST         | ROME JOSEPH L & SYLVIA E TRS | H J & J L ROME RLTY TRUST      | Office C                                 |
| O-22-84-49      | 0.139       | 205-213 MAIN ST     | ROME JOSEPH L & SYLVIA E TRS | HJ & J L ROME RLTY TRUST       | Office C                                 |
| O-22-30-61      | 0.180       | 210 MAIN ST         | ROME JOSEPH L & SYLVIA E TRS | HJ & JL ROME RLTY TRUST        | Office C                                 |
| R-20-38-18      | 0.660       | 486 CHESTNUT ST     | ROUMBAKIS KONSTANTINOS       | EVANGELOS ROUMBAKIS            | Rest/Club C                              |
| R-20-38-18      | 0.791       | 486 CHESTNUT ST     | ROUMBAKIS KONSTANTINOS       | EVANGELOS ROUMBAKIS            | Rest/Club C<br>Vacant Land<br>Mfg        |
| Q-20-63-9       | 0.141       | 503 MAIN ST         | ROYAL STEAM HEATER CO        |                                | Ind Warehouse                            |
| Q-20-64-10      | 0.370       | 499 MAIN ST         | ROYAL STEAM HEATER CO        |                                |                                          |
| O-22-87-52      | 0.163       | 183 MAIN ST         | SAKOUNMOUNG PHUNG            | TINA SAKOUNMOUNG               | Three Family                             |
| O-21-29-45      | 0.343       | 320-326 PLEASANT ST | SAMUEL JAMES AS TR OF        | PLEASANT VIEW RLTY TR          | Apt > 8 Units R                          |
| O-23-10-32      | 0.030       | 82-84 MAIN ST       | SARGENT PETER T              |                                | Office C                                 |
| O-23-10-32      | 0.218       | 82-84 MAIN ST       | SARGENT PETER T              |                                | Office C                                 |
| R-21-46B-4A     | 0.166       | CHESTNUT ST         | SARGENT WILLIAM S            | ANNETTE E SARGENT              | Vac Land Dev<br>Single Family<br>MDL-01  |
| Q-23-15-3       | 0.173       | 109 GRANT ST        | SHANHOLTZ MONICA R           |                                |                                          |
| R-21-45-2       | 0.096       | 445 CHESTNUT ST     | SHAW JOHN                    |                                | Ind Warehouse                            |
| Q-24-9-9        | 0.199       | LINCOLN ST          | SOUTH LINCOLN REALTY LLC     | C/O LIBERTY PROPERTIES         | Park Lot                                 |
| R-22-56A-32     | 1.155       | CHESTNUT ST         | SOUTH LINCOLN REALTY LLC     | C/O LIBERTY PROPERTIES         | Park Lot                                 |
| Q-24-1-1        | 4.609       | 34 SANBORN ST       | SOUTH LINCOLN REALTY LLC     | C/O LIBERTY PROPERTIES         | Factory                                  |
| O-22-17-75      | 0.110       | 214 PLEASANT ST     | SOUTH MIDDLESEX NON-         | PROFIT HOUSING CORP            | Rest/Clubs C<br>Single Family<br>MDL-01  |
| O-22-16-46      | 0.137       | 194 PLEASANT ST     | SPOFFORD JORDAN D            | MARNE L SPOFFORD               |                                          |
| O-24-9-49       | 0.003       | 58 MAIN ST REAR     | SPRINT SPECTRUM              |                                | Tel Rel Tw V<br>Single Family<br>MDL-01  |
| Q-20-43-2       | 0.275       | 456 MAIN ST         | STACY DOROTHY                |                                | Retail >10,000 SF                        |
| P-21-76-39      | 0.249       | 287 MAIN ST         | STASUKELIS DICK L            |                                | Park Lot                                 |
| O-21-30-53      | 0.464       | EMERALD ST          | STASUKELIS DICK L            |                                |                                          |
| N-24-5-12       | 0.171       | 46-52 NICHOLS ST    | STONE - GARDNER LLC          |                                | Apt > 8 Units<br>Single Family<br>MDL-01 |
| P-25-4-21       | 0.256       | 38 LINCOLN ST       | STORM ALAN M                 | PAULINE M STORM                |                                          |
| O-23-18-40      | 0.087       | 136 MAIN ST         | STRAZDAS RAYMOND E           | SHIRLEY A STRAZDAS             | Apt 4 to 8 Unit                          |
| N-24-6-13       | 0.145       | 56 NICHOLS ST       | SULLIVAN MARK P              |                                | Apt 4 to 8 Unit                          |
| P-25-2-19       | 0.266       | 22 LINCOLN ST       | SURETTE MARC A               |                                | Three Family<br>Retail > 10,000 SF       |
| O-24-3-24       | 0.784       | 32 PARKER ST        | TAJ MAHAL REALTY LLC         |                                | Retail >10,000 SF                        |
| O-24-14-3       | 0.122       | 19 CONNORS ST       | TANGUAY BRIAN P              | TINA M TANGUAY                 | Single Family<br>MDL-01                  |
| Q-24-7-7        | 0.260       | 62 LINCOLN ST       | TEKEN DARLENE E              | SHLOMO M TEKEN                 | Single Family<br>MDL-01                  |
| Q-21-20-4       | 0.520       | 265 SHERMAN ST      | THATCHER MARIAN R LIFE TEN   | EUGENIE E CROWLEY RMDRMN       |                                          |

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| N-24-2-15       | 0.083       | 79 CITY HALL AVE                  | THOMAS ROBERT F             | SUSAN M THOMAS                  | Single Family<br>MDL-01                 |
| O-25-23-8       | 0.153       | 271-277 CENTRAL ST                | TOBIN MARY                  |                                 | Apt > 8 Units<br>Retail < 10,000<br>SF  |
| O-21-79-58      | 0.173       | 255 MAIN ST                       | TPRF2 LLC                   |                                 | Ind Warehouse                           |
| P-20-2-8        | 0.551       | 25 MECHANIC ST                    | TRAVERS WELDING CO          |                                 | Ind Warehouse                           |
| P-20-71-1       | 0.070       | 391 MAIN ST                       | TRAVERS WELDING CO INC      |                                 | Vacant Land                             |
| P-20-73B-7B     | 0.095       | MECHANIC ST                       | TRAVERS WELDING CO INC      |                                 | Mfg<br>Vacant Land                      |
| P-20-70-3       | 0.106       | 391 MAIN ST                       | TRAVERS WELDING CO INC      |                                 | Mfg<br>Vacant Land                      |
| P-20-70-3       | 0.112       | 391 MAIN ST                       | TRAVERS WELDING CO INC      |                                 | Mfg                                     |
| P-20-73-7       | 0.191       | 30 MECHANIC ST                    | TRAVERS WELDING CO INC      |                                 | Ind Warehouse                           |
| P-21-32-10      | 0.195       | PINE ST                           | TRAVERS WELDING CO INC      |                                 | Park Lot                                |
| P-20-73A-7A     | 0.200       | MECHANIC ST                       | TRAVERS WELDING CO INC      |                                 | Vacant Land<br>Mfg                      |
| P-20-38-9       | 0.888       | 354 MAIN ST                       | TRAVERS WELDING CO INC      |                                 | Factory<br>Retail < 10,000<br>SF        |
| Q-20-62-8       | 0.054       | 509 MAIN ST                       | TRS DRAKE REALTY TRUST      | C/O ROYAL STEAM HEATER CO       | Retail < 10,000<br>SF                   |
| Q-20-62-8       | 0.207       | 509 MAIN ST                       | TRS DRAKE REALTY TRUST      | C/O ROYAL STEAM HEATER CO       | Retail < 10,000<br>SF                   |
| Q-23-16-28      | 0.286       | SCHOOL & SANBORN                  | URQUHART FAMILY LLC         |                                 | Factory                                 |
| Q-23-16-28      | 1.590       | SCHOOL & SANBORN                  | URQUHART FAMILY LLC         |                                 | Factory                                 |
| Q-23-16-28      | 8.173       | SCHOOL & SANBORN                  | URQUHART FAMILY LLC         |                                 | Factory                                 |
| Q-23-8-23       | 0.108       | 102 SHERMAN ST                    | VIERIRA MARTIN J            | MARIE VIERIRA                   | Apt 4 to 8 Unit                         |
| P-24-70-2       | 0.173       | 103 PINE ST                       | VONGKHANKEO RANDY           | MONE VONGKHANKEO                | Two Family                              |
| O-24-7A-6       | 0.250       | 74-78 PARKER ST                   | WALTON RICHARD J TR         | MOON HILL RLTY TR               | Rest/Club C                             |
| O-23-95-28      | 0.192       | 109 MAIN ST                       | WHEELEN SUPPLY CO INC       |                                 | Warehouse C<br>Retail < 10,000<br>SF    |
| O-23-15-37      | 0.186       | 110-114 MAIN ST                   | WHEELEN SUPPLY CO INC       |                                 | Single Family<br>MDL-01                 |
| O-21-78-57      | 0.119       | 261 MAIN ST                       | WHEELER FRED R SR           | CECILE Y WHEELER                | Retail < 10,000<br>SF                   |
| N-24-10-3       | 0.145       | 108 PARKER ST                     | WHITE THOMAS A & LINDA J    | TRS LEONARD RLTY TR             |                                         |
| O-21-29-52      | 0.086       | 19 EMERALD ST                     | WICKMAN BARRY J             | DONNA M WICKMAN                 | Apt 4 to 8 Unit                         |
| O-23-14-36      | 0.214       | 108 MAIN ST<br>108-110 SHERMAN ST | WILLOUGHBY BRUCE H + MARY E | CO-TRS OF 108 MAIN ST REALTY TR | Retail >10,000<br>SF                    |
| Q-23-9-24       | 0.090       | ST                                | WIRTANEN JOHN F             |                                 | Three Family<br>Single Family<br>MDL-01 |
| Q-23-5-19       | 0.127       | 82 SHERMAN ST                     | WITHEROW DON D              | MELANIE K DOBBS                 | Prof Assoc                              |
| Q-20-66-12      | 0.895       | 457 MAIN ST                       | WOOD ENTERPRISES INC        |                                 | Bank Bldg                               |
| O-24-124-27     | 0.052       | 29 PARKER ST                      | WORC CTY INST FOR SVGS      | C/O BANK OF AMERICA             | Bank Bldg                               |
| O-24-124-27     | 0.141       | 29 PARKER ST                      | WORC CTY INST FOR SVGS      | C/O BANK OF AMERICA             | Bank Bldg                               |
| O-24-124-27     | 0.185       | 29 PARKER ST                      | WORC CTY INST FOR SVGS      | C/O BANK OF AMERICA             | Bank Bldg                               |

| <i><b>Parcel #</b></i> | <i><b>Area</b></i> | <i><b>Address</b></i> | <i><b>Owner</b></i>             | <i><b>C/O Owner</b></i>         | <i><b>Use Description</b></i>         |
|------------------------|--------------------|-----------------------|---------------------------------|---------------------------------|---------------------------------------|
| O-24-124-27            | 0.192              | 29 PARKER ST          | WORC CTY INST FOR SVGS          | C/O BANK OF AMERICA             | Bank Bldg                             |
| P-25-10-4              | 1.539              | 206 CENTRAL ST        | WORCESTER COMMUNITY HOUSING     | RESOURCES INC                   | Housing Auth                          |
| O-22-89-54             | 0.133              | 167 MAIN ST           | WORKERS CREDIT UNION            |                                 | Bank Bldg                             |
| O-22-89-54             | 0.165              | 167 MAIN ST           | WORKERS CREDIT UNION            |                                 | Bank Bldg                             |
| O-22-89-54             | 0.353              | 167 MAIN ST           | WORKERS CREDIT UNION            |                                 | Bank Bldg                             |
| P-20-74-5              | 0.247              | 377 MAIN ST           | WORRICK NORMAN H                |                                 | Warehouse C<br>Retail >10,000<br>SF   |
| P-20-39-10             | 0.263              | 380 MAIN ST           | WORRICK NORMAN H                |                                 |                                       |
| Q-22-16-46             | 0.117              | 164 SHERMAN ST        | YABLONSKI EDWARD S, B.A. & M.E. | MICHAEL J & MARY ANN<br>ZLOTNIK | Three Family<br>Retail < 10,000<br>SF |
| O-23-11-33             | 0.146              | 86-96 MAIN ST         | ZADROGA ALCIRA AS TRUSTEE OF    | THE DEANDRADE REALTY TRUST      |                                       |

Attachment A Map A-1: Gardner URA Parcels

**Legend**

- Urban Renewal Area Boundary
- Parcel boundary
- ### Parcel Number



Gardner, MA  
 Urban Renewal Plan  
 July 2011

Attachments

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## **Attachment B: Declaration of Necessity**

## **Attachment C: Evidence of Public Hearing**

- Notice of Public Hearing
- Legal Ad
- Massachusetts Historical Commission Notification

## **Attachment D: Local Approvals**

- City Council and Mayor
- Gardner Planning Board
- Gardner Historical Commission

## Attachment E: Legal Counsel Opinion

## Attachment F: Phase I Overview

### F.1 Phase I Urban Revitalization Plan – Summary Overview

Since 2005, the City of Gardner has actively engaged both the residential and business communities in the urban renewal planning process through a public outreach program. An Urban Revitalization Plan Steering Committee was organized comprised of over 30 residents, business owners and municipal officials. Beginning in March 2007, the Steering Committee and the consultant team conducted a multi-part planning process that included the following elements:

- a business survey;
- a property survey;
- a market analysis;
- community workshops;
- identification of needs; and
- visioning redevelopment options.

The result of these efforts, documented in the 2007 Phase I Urban Revitalization Plan, outlined three goals and embodied 15 associated implementation actions. The three goals of the 2007 Plan were:

- 1) *Provide a Plan of Work to enhance, reposition, and redevelop properties within Gardner's URA.*
- 2) *Stimulate and encourage private investment in the URA through strategic public investments.*
- 3) *Enhance the sense of community and pride in the Downtown and provide a place where residents and visitors come to live, shop, eat and recreate.*

The 15 associated implementation actions defined in the 2007 report included incentives to encourage public and private investment, elimination of blighted buildings, and implementation of the Phase I Development Plan.

### F.2 Accomplishments since Phase I

Between 2007 and the present, a number of projects and accomplishments have occurred that either directly or indirectly support the implementation actions. These initiatives include the following:

- Creation/expansion of a Development Overlay District to the Downtown area to allow for increased redevelopment options within economically stressed areas zoned Industrial I and/or Commercial I.
- Renovation of the historic Goodnow-Pearson Building on Main Street into 27 market rate apartments, three commercial storefronts and a new public Laundromat, opening a rear façade looking outward to Rear Main Street (Derby Drive).

- Demolition of GEM Industries and Superior Friction buildings on Rear Main Street, with the reuse of the existing smokestack as a leased cell tower such that is perfectly integrated into the Downtown's historic character.
- Refurbishment of Sullivan's Way, a public stairway from Rear Main to residential Pine Street.
- City hired an Economic Development Coordinator as a result of collaboration between the GRA, Greater Gardner Industrial Foundation, and the City of Gardner.
- City support of community festivals, including special events within the URA like the Sidewalk Sale, Oktoberfest and Chair Luge held in September 2009, where Parker Street became a pedestrian mall with refreshment tents and music. Support has included issuing special limited alcohol beverage licenses to encourage outdoor dining and celebration during community events.
- Participation in MA Economic Development Incentive Program (EDIP), a tax incentive program that involves a partnership between the company, the City and MA EOHED. Gardner is a state-designated Economic Target Area and the URA has been designated an Economic Opportunity Area (EOA). Businesses that develop or expand in an EOA may be eligible for EDIP incentives to encourage further investment.
- The City applied for and secured approval for an Invested Revenue District, the first step in the DIF approval process that included the entire URA, for the purposes of advancing much of the Urban Renewal agenda. The Invested Revenue District was provisionally approved on December 30, 2008 by the MA Economic Assistance Coordinating Council.
- In June 2008, the City enacted the "Ordinance Relating to Nuisances on Property" and "Ordinance Relative to Vacant and Abandoned Buildings." The nuisance ordinance allows City officials to establish property standards and enforce violations. The ordinance related to vacant buildings requires City notification when a building is or will become vacant or abandoned, and sets standards for building closure to prevent unauthorized entry, as well as minimize hazards to public safety personnel inspecting or entering such vacant buildings. These ordinances are part of the City's strategy to increase neighborhood stability and mitigate foreclosures.
- Development of Sign and Façade Design Guidelines, to be adopted and implemented as part of the City's Sign and Façade Improvement Program. The improvement program currently provides technical and financial assistance to eligible property owners to renovate commercial buildings, and to commercial businesses to repair or replace existing signs, or erect new signs.

## Attachment G: Design Guidelines

As noted in the URP, the City has developed signage and façade design guidelines for the Downtown. These guidelines are presented in the attached report, *City of Gardner Signage and Façade Design Guidelines*, October 2007 by the Cecil Group. Once approved, the design guidelines will apply to Rear Main Street as well as the Downtown area. Additional design guidelines will be developed for the other concentration areas of the Gardner URA (e.g., Gateway, Lower Main Street, and the Sherman/Chestnut Industrial Area) addressing each area's specific needs and issues.

## Attachment H: List of Relevant Documents

Gardner has long sought to improve the City's Downtown to reestablish historic vitality, and in so doing provide enhanced opportunities for urban economic development, improved quality and diversity of housing, and increased available open space and recreation options. The documents listed below include some of the more recent community-based planning activities that addressed concerns and included recommendations for the Downtown area. Report covers are attached; in the interest of reducing waste and encouraging sustainable practices document copies are available upon request.

- A. *FY 2009 Community Development Strategy*, (undated), City of Gardner
- B. *Building A Better Montachusett: Montachusett Region Comprehensive Economic Development Strategy, Five Year Annual Report, Evaluation and Work Plan*, October 2009
- C. *Traffic and Parking Study: Derby Drive, Gardner Massachusetts* June 2009, Tighe & Bond
- D. *Phase I Urban Revitalization Plan*, September 2007, RKG Associates and BSC Group (see selected excerpts in Attachment F)
- E. *Open Space and Recreation Plan*, May 2006, City of Gardner
- F. *Gardner Community Development Plan: Putting It All Together*, 2004, Daylor Consulting Group
- G. *Downtown Parking Assessment and Garage Feasibility/Design Studies*, 2003, Gale Associates
- H. *Rear Main Street Corridor Plan and Revitalization Strategy*, 1998, VHB
- I. *Restricted Appraisal Report*, September 30, 2010, L. J. Boudreau Associates

## Attachment I: Public Participation Information

As noted in the report, public participation was an important component of the urban renewal process. This attachment presents a list of the members of the Steering Committee, as well as some representative material from public presentations and local newspaper articles.

*Table I-1: Steering Committee Members*

| Steering Committee Members and Affiliation |                                         |                                          |
|--------------------------------------------|-----------------------------------------|------------------------------------------|
| John Flick, Esq.                           | Mark Goldstein, Esq.                    | George Corey, Esq.                       |
| Doug Pochini, CDC                          | Eleanor Fox, Colonial Cooperative Bank  | Richard Tourigny, Trigg Realty, Inc.     |
| Paul A. Texeria, RCAP Solutions, Inc.      | Councilor Alice Anderson                | Carolyn Kamuda, Kamuda Real Estate       |
| Dean Marcus                                | Michael Ellis, Chamber of Commerce      | Daniel Moen, Heywood Hospital            |
| Edward Terceiro, Jr., MWCC                 | Karen Koller, RCAP Solutions, Inc.      | Kristin Wood, Rep. John Olver's Office   |
| Allen L. Gross, Gardner Planning Board     | Laura M. Casker, Gardner Planning Board | Patti Bergstrom Brooks, The Velvet Goose |
| Stephen E. Cormier                         | Cleo E. Monette, GRA                    | Richard Cormier, GRA                     |
| Edward Lepkowski, GRA                      | G. Albert Anderson, GRA                 | Scott Graves, Esq.                       |
| Ellen Bonner, Liberty Way Real Estate      | Brian LaRoche, Sharp Image              | James J. Cuickshank, CDC                 |
| Bruce Rome, Rome Furniture                 | Gary Lorden, Benjamin Builders          | Judy Seppala, City of Gardner            |
| Peter Haley, Henshaw and Haley Realtors    | Tim Vatour, Gardner Planning Board      |                                          |

## **Attachment J: Traffic Improvements Study**

# URBAN RENEWAL PLAN MILL STREET CORRIDOR GARDNER, MA

August 2012 (revised Sept 5, 2012)



SUBMITTED TO:  
DEPARTMENT OF HOUSING AND  
COMMUNITY DEVELOPMENT  
100 CAMBRIDGE STREET, SUITE 300  
BOSTON, MA 02114

PREPARED FOR:  
CITY OF GARDNER  
GARDNER REDEVELOPMENT AUTHORITY  
115 PLEASANT STREETS  
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PREPARED BY:  
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**List of Acronyms**

CDBG – Community Development Block Grant  
DIF – District Increment Financing  
DHCD – Massachusetts Department of Housing and Community Development  
EEA – Massachusetts Executive Office of Energy and Environmental Affairs  
EDIP – Massachusetts Economic Development Incentive Program  
EOA – Economic Opportunity Area  
EOHED – Massachusetts Executive Office of Housing and Economic Development  
GRA – Gardner Redevelopment Authority  
IRD – Invested Revenue District  
MART – Montachusett Area Regional Transit  
MassDOT – Massachusetts Department of Transportation  
MCP – Massachusetts Contingency Plan  
MEPA – Massachusetts Environmental Policy Act  
MHC – Massachusetts Historical Commission  
MWCC – Mount Wachusett Community College  
URP – Urban Renewal Plan  
URA – Urban Renewal Area

## Executive Summary

### I. INTRODUCTION

The Mill Street Corridor Urban Renewal Plan (URP or the Plan) was initiated by the City of Gardner through the City Council, the Mayor, and the Gardner Redevelopment Authority (GRA). The URP process involved collaboration with stakeholders, including area property owners, residents, town officials and the Mill Street Corridor Steering committee. Stakeholders have the mutual interest of revitalizing this once-vibrant industrial area by attracting new or expanding existing industrial and business users, brownfields remediation and the preservation of nearby natural resources.

### II. URBAN RENEWAL AREA DESCRIPTION

The Mill Street Corridor Urban Renewal Area (the URA or Project Area) is an industrially developed section of South Gardner. Much of the URA historically contained now-defunct furniture manufacturing businesses, including the S. Bent & Brothers Company that operated from about 1867 to 2001. The URA is approximately 45 acres, including sections of Mill and Winter Streets and a short segment of an inactive railroad spur. The area is bounded by Timpany Plaza shopping center to the north and west, a residential neighborhood along Winter Street to the east, Ramsdell Pond to the south, and Timpany Boulevard to the west and northwest. Access into the area for commercial vehicles has gained primarily from Timpany Boulevard (Route 68), with secondary access from West Broadway (Route 2A) via either Winter Street or the northern end of Mill Street.

The Project Area straddles an approximately 1,800-linear foot segment of Mill Street extending east from Timpany Boulevard, crossing over a stream via a two lane bridge constructed in 1938. The URA boundary extends slightly past the intersection of Mill Street and Winter Street (see **Section 12.02(1) Characteristics**). The 45-acre URA comprised of 14 parcels; 12 privately-owned parcels comprising 31.3% or approximately one third of the URA, and two City-owned 68.7% or two parcels that comprise two thirds of the URA. Seven structures are located on the privately owned parcels, including two buildings of a cabinet manufacturing business, the Gardner Horseshoe Club, a two-family dwelling, and a partially-occupied industrial property. The City-owned land was acquired in the early 2000's; the northwest portion was formerly the Garbose Scrap Metal Company, and the eastern portion was the S. Bent Furniture company. The URA boundaries are based on an assessment of a predominant number of properties contained therein which match the **Eligibility Criteria** articulated in **Section 12.02(2)**.

A portion of one of the parcels on the former S. Bent property is on historic filled land which has been used openly and adversely by the former owner and their predecessors. This represents a title issue which must be resolved prior to ultimate disposition of the property

The western portion of the URA is zoned for general business. This section abuts Timpany Plaza, which is an established retail shopping center anchored by Stop and Shop supermarket. Other major tenants include a discount retailer, smaller specialty retailers, and a six screen cinema multiplex. The shopping center was recently purchased by Cedar Realty Trust, a major owner/developer of retail shopping centers from the mid Atlantic states to New England, and is undergoing an exterior renovation. A Wal-Mart store is located on Timpany Boulevard less than a quarter-mile south of Mill Street. The store is currently undergoing a 50,000-square foot expansion to add groceries to its product line. This commercial activity along Timpany Boulevard indicates favorable market forces for commercial development in the western portion of the URA along Timpany Boulevard. General business zoning comprises 40% of the URA. The remaining portion (about 60%) is zoned light industrial.

As noted previously, most of the URA formerly contained furniture manufacturing companies dating back to the 1800's. A scrap metal recycling enterprise (the Garbose Company) operated from the 1950's to [] in the southwest section. The remaining active uses consist of a successful kitchen cabinet manufacturer with a building on either side of Mill Street, the Gardner Horse shoe Club, a two family dwelling, and a semi-occupied industrial property containing two buildings.

### III. STATEMENT OF NEED

This URP evaluates data from a variety of sources to support the recommendation that the Project Area meets the eligibility standards defined in M.G.L. c. 121B for consideration as "decadent" and a "blighted open area" and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. Data evaluated includes parcel ownership, land and building assessments, parcels size and current conditions. The finding that the URA is decadent and a blighted open area is based upon all properties within the URA and not limited to the properties slated for acquisition.

A major deterrent to redevelopment is the contamination found throughout the URA. Asbestos in buildings and contaminated soils need to be addressed, though the cost of such efforts will greatly exceed the value of the land once it is cleaned. The City gained possession to the two major properties within the URA (the former S. Bent and Garbose properties) through tax title after the previous owners ceased business activities. The Mill Street Corridor's streets, sidewalks and water infrastructure need to be upgraded to support modern development. Most of the structures in the Project Area have been demolished due to serious safety and health issues associated with condemned buildings and, with the notable exception of a kitchen manufacturing facility and small sports club, the few remaining buildings are dilapidated and obsolete for current manufacturing needs.

The proposed Mill Street Corridor Project Area qualifies as an Urban Renewal Area under the requirements of M.G.L. c. 121B. The most appropriate designations for the URA are "decadent" and "blighted open area" because the area's characteristics are consistent with the definitions of these terms, as follows:

- **Decadent:** an area which is detrimental to the sound growth of a community as a result of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions (M.G.L. c. 121b, § 1)
- **Blighted Open Area:** a predominantly open area which is detrimental to the safety, health, morals, welfare or sound growth of a community because it is unduly costly to develop it soundly through the ordinary operations of private enterprise by reason of the existence of ledge, rock, unsuitable soil, or other physical conditions, or by reason of the necessity for unduly expensive excavation, fill or grading, or by reason of the need for unduly expensive foundations, retaining walls or unduly expensive measures for waterproofing structures or for draining the area or for the prevention of the flooding thereof or for the protection of adjacent properties and the water table therein or for unduly expensive measures incident to building around or over rights-of-way through the area, or for otherwise making the area appropriate for sound development, or by

reason of obsolete, inappropriate or otherwise faulty platting or subdivision, deterioration of site improvements or facilities, division of the area by rights-of-way, diversity of ownership of plots, or inadequacy of transportation facilities or other utilities, or by reason of tax and special assessment delinquencies, or because there has been a substantial change in business or economic conditions or practices, or an abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete without the aids provided by this chapter, or by reason of any combination of the foregoing or other condition; or a predominantly open area which by reason of any condition or combination of conditions which are not being remedied by the ordinary operations of private enterprise is of such a character that in essence it is detrimental to the safety, health, morals, welfare or sound growth of the community in which it is situated. (M.G.L. c. 121b, § 1)

As noted previously, the city owns the S. Bent and Garbose properties, which comprise 75% of the URA. The S. Bent property was acquired by the City via Tax Title Taking for nonpayment of taxes. The Garbose property title was transferred to the City when the owner was unable to perform remediation of the contamination found on the property. Both properties were found to be contaminated with hazardous material and are subject to the Massachusetts Contingency Plan (MCP). They are currently undergoing environmental assessment and mitigation planning and activities. The S. Bent property contained numerous vacant buildings in severely deteriorated condition. All of the buildings except one have been razed by the City for public health and safety concerns. The sole remaining building on the property is slated for removal pending final environmental clearance and funding availability.

The Garbose property has been identified as a contaminated site resulting from its former use as an open air auto and metal salvage yard. The property contains two small concrete block industrial buildings along Mill Street that are in severe disrepair and will be targeted for removal.



Existing conditions in the Mill Street Corridor Urban Renewal Area

The rest of the Project Area is made up of 12 privately owned parcels. Six structures are located on the

privately owned parcels, including two buildings of a cabinet manufacturing business, the Gardner Horseshoe Club, a two-family dwelling, and a partially occupied industrial property. The balance of the area is vacant land.

The URA has many characteristics that contribute to the current decadent and blighted open area conditions. Specifically, the Project Area has experienced:

- A large percentage of properties with contaminated soil and buildings, with remediation and other site costs that are unduly expensive to complete without public intervention;
- A diversity of ownership and irregular lot shapes and sizes that make it unlikely the area will be redeveloped under the normal operation of the private market;
- A large number of vacant buildings and parcels;
- Substantial changes in business and economic conditions;
- Existing conditions that are detrimental to public health, safety and welfare and which are unlikely to be resolved by the operation of private enterprise;
- Infrastructure that is in need of improvements to supply adequately service; and
- Properties that have been taken by the City for nonpayment of taxes.

#### **IV. PROJECT GOALS & PRINCIPLES**

As described in **12.02 (3) Section 1 Urban Renewal Area Goals and Objectives**, the overall goal for the Project is to create a framework for the redevelopment of the Mill Street Corridor, thus restoring unproductive and contaminated properties to productive use that will generate commercial and industrial training and job opportunities, provide business opportunities for economic development, and increase the City's tax base. The objectives described below were established in order to achieve this goal.

- Foster an environment for businesses to thrive and create sustainable jobs.
- Transform Gardner's historic manufacturing economic base to serve 21<sup>st</sup> century industry through redevelopment of former industrial properties, and in so doing increase the number and diversity of well-paying jobs in the City.
- Encourage and preserve economic diversity and quality of life by providing opportunities for businesses serving a diversity of incomes and skills.
- Increase real estate tax income generating properties in the URA.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Facilitate land assembly and disposition to advance the goals, objectives and activities of the URP.
- Integrate the URA with adjacent residential and commercial uses, as well as transportation networks, be developing an improved roadway network and recreation trails.

#### **V. PROJECT VISION**

Gardner seeks to transform its economy from the dislocation associated with the decline of the furniture-manufacturing and industrial transition to a vibrant 21st century economy. Gardner looks to reinforce its role as a regional employment and commercial center. In essence, Gardner's Mill Street Corridor URP is a tool for building a robust economy, environment and community. The proposed URP activities are

completely consistent with the City's planning efforts for this area.

Through the rehabilitation and reuse of this area, the City expects to clean-up brownfields sites, increase employment opportunities, increase tax revenue, and improve the adjacent neighborhood area. The proposed redevelopment of the URA will include strategic acquisition, potential business relocation, spot clearance, environmental assessment and remediation, parcel assemblage, infrastructure improvements and ultimately the disposition of development sites.

Within the URA, the former S. Bent property has undergone extensive building demolition, environmental assessment and remediation with funding from city, state and federal sources. The entire Project Area has been the focus of a Brownfield Strategic Team (BST). The BST program was established by the Office of the Lt. Governor to coordinate the various responsible state, federal, and local agencies and officials in an effort to reclaim brownfields sites and return them to productive economic use. The area was also the subject of an Urban Land Institute (ULI) Technical Advisory Panel (TAP) that performed a preliminary development feasibility review to determine the economic development potential of the area. Based on these efforts it was determined that the Project Areas would benefit from the provisions of the URA designation pursuant to the M.G.L. c. 121B for the assembly of land, environmental remediation, infrastructure improvements, planning, and disposition of construction-ready development parcels for private redevelopment.

The actions and budget contained within this URP take advantage of the resources and funding the City has secured to begin the Urban Renewal process for the entire Mill Street Corridor Area. In summary, proposed actions include acquisition of key parcels, relocation of up to five businesses, demolition of obsolete buildings, remediation, roadway and infrastructure improvements and the creation of new construction-ready parcels for disposition. The suggested master plan for the redevelopment of this Area includes the potential for the following improvements and results:

- Creation of up to 15 new parcels comprising approximately 225,000 square feet of developable area;
- Potential construction of approximately 10 new industrial/commercial buildings with a total floor area of approximately 67,000 square feet;
- Potential construction of approximately four new commercial buildings containing 153,000 square feet of floor area to leverage the site's proximity to Timpany Plaza and Wal-Mart;
- Photovoltaic Solar Array on a 6.5 acre site abutting Ramsdell Pond to provide clean alternative energy;
- Potential creation of up to 200 new jobs;
- Upgrading existing roads and associated public infrastructure;
- Creation of approximately 7.8 acres of open space comprised of a small park at Winter Street, trails along Ramsdell Pond, and a wooded area;
- Improvement of pedestrian circulation via 4,000 linear feet of pedestrian trails providing internal circulation and links to adjacent properties and Timpany Boulevard which is targeted for increased pedestrian access through a Complete Streets upgrade ;
- Redesign of the Mill Street/Winter Street intersection to prevent cut through traffic on the residential portion of Mill Street; and
- Additional actions proposed for the Project Area include the repairing the S. Bent Pond and

Ramsdell Pond Dams and upgrading the undersized sewer lines which are down gradient of the Project Area.

The URP does not propose to alter the Horseshoe Club's facilities, except to add a small public parking area behind the building. The URP proposes to consolidate the kitchen cabinet manufacturer's facilities on the south of Mill Street, with the provision of additional land, if necessary for future expansion. On the north side of Mill Street (and behind Timpany Plaza), the URP proposes smaller spaces for a mix of manufacturing, research & development, flex and/or incubator opportunities. On the south side of Mill Street, a photovoltaic solar array that can provide renewable energy is envisioned for a 6.5 acre site.

The recommendations of this report have been developed by integrating the conclusions of an economic study completed by Ninigret Partners, the proposed resolution of contamination issues as outlined in a report prepared by Tighe and Bond, Inc., and the vision for the URA resulting from neighborhood, property and business owners' participation in the formulation of a Mill Street Corridor concept plan.

## **VI. COMMONWEALTH'S SUSTAINABLE DEVELOPMENT PRINCIPLES**

The Commonwealth has established ten principles that encourage smart growth and sustainable development. Below is a discussion of how effectively the Mill Street Corridor URP promotes these principles using redevelopment, open space and transportation improvements to attract economic development to the URA.

### **Concentrate Development and Mix Uses**

*Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.*

The Mill Street Corridor URP advances the principle of concentrating development and mixed uses. The Project will revitalize a former industrial area and brownfield. The Project Area is close to residential neighborhoods and a busy commercial development. The URP enhances pedestrian connections and walkability throughout the URA as well as encourages mixed commercial and industrial in appropriate areas. The URA is situated in a previously developed and built-up area with known contamination issues, and the Plan calls for extensive brownfields remediation. The City is focused on reusing and redeveloping existing commercial and industrial properties that are no longer functional. Although no residential development is included in the conceptual plan, the URP is sensitive to nearby neighborhoods, and Gardner anticipates that the redevelopment will provide employment opportunities to these residents.

### **Advance Equity**

*Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.*

The URP seeks to advance public and private investment in a community of need. The City of Gardner has undertaken outreach to include residents, stakeholders and advocates, and incorporated their input into the URP. The planned activities of the URP include expanding accessibility, increasing job opportunities for local residents; preserving and providing expansion potential for existing businesses, implementing energy conservation measures, and remediation of environmental contamination. These URP activities promote equity for current and future generations of Gardner residents.

### **Make Efficient Decisions**

*Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.*

The City of Gardner has adopted a streamlined permitting process to promote efficient and coordinated decision-making, which is being used for all development in the URP. In addition, the S. Bent and Garbose properties are a designated 43D site, which means that they are preferred development locations where projects are guaranteed that local development permits will be acted upon within 180 days of application. Thus, the URP complies with the Make Efficient Decisions Principle.

### **Protect Land and Ecosystems**

*Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.*

A significant URP activity that protects natural resources is the performance of an environmental assessment of the Project Area and the preparation and implementation of a Remediation Action Plan. The City has already initiated remediation at the S. Bent property and is participating with the Brownfield Support Team established by the State to reclaim the brownfields that characterize the Project Area. The Mill Street Corridor URP furthers the principle of protecting land and ecosystems by preserving approximately 7.8 acres of open space for walking trails, a small park and a wooded area.

### **Use Natural Resources Wisely**

*Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.*

The Mill Street Area URP seeks to use natural resources wisely by promoting connections between the built environment and natural areas, such as Ramsdell Pond with a pedestrian pathway that will offer access to internal and external destinations as well as providing public access to Ramsdell Pond. Reinvestment in the URA promotes the efficient use of land, energy, water and materials since it is a previously developed area. Thus, the Mill Street Corridor URP adheres to the principle of using natural resources wisely.

### **Expand Housing Opportunities**

*Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.*

Due to the industrial and commercial character of the Project Area, the creation of .of housing is not proposed. Environmental remediation measures are expected to include Activity Use Limitations (AULs) which restricts sensitive uses, such as residential, from locating in areas that may continue to pose a risk with prolonged exposure or proximity to contaminants. The Project will enhance adjacent neighborhoods by redirecting Mill Street traffic onto South Winter Street, thus diverting truck or equipment traffic away from residential areas.

### **Provide Transportation Choice**

*Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.*

The Mill Street URP will introduce pedestrian circulation in the Project Area with 4,000 linear feet of trails, most of which is along Ramsdell Pond. The trail will link the Winter Street residential area with Timpany Boulevard, thus providing internal and external connectivity. Timpany Boulevard is scheduled to be upgraded with new bicycle and pedestrian amenities between Wal-Mart and Broadway. Two existing CMRTA bus routes provide service between Gardner Center and Mill Street. The GRA purchased a railroad spur serving the Project Area from the Providence Worcester Railroad which connects to the Gardner Worcester rail line. This spur is available for a potential user if the need for rail freight service arises. If a new development utilizes the rail spur, it could potentially reduce the need for truck transport, in turn reducing congestion, fuel consumption and greenhouse gas emissions.

### **Increase Job and Business Opportunities**

*Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.*

The Mill Street Corridor URP seeks to create the foundation for new job and business opportunities. The URA is -located in the Greater Gardner region, which has a strong transportation network and is adjacent to residential neighborhoods. The URP supports existing small businesses, provides for relatively low-cost flexible space to enable new business growth; and connects with local resources, (e.g., MWCC) to provide opportunities for advanced manufacturing and business opportunities. Training and businesses incubator space are also a key aspect of the redevelopment strategy for the Mill Street Corridor URP. The URP advances the principle of increasing job and business opportunities.

### **Promote Clean Energy**

*Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.*

The URP calls for energy conservation to be incorporated in all projects, particularly commercial renovation and redevelopment. The Mill Street Area URP also contemplates the development of photovoltaic (PV) solar arrays as an interim use for parcels that are awaiting interest from the market place. PV solar arrays will provide an alternative source of clean energy and will be a productive use of land that may otherwise remain vacant awaiting it's time to be developed. Thus, the Mill Street Area URP incorporates the clean energy principle.

### **Plan Regionally**

*Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and*

*water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.*

Gardner is the regional employment center and is a net employer, with slightly more jobs in the City itself than resident work force. The focus on economic revitalization in the central city of the seven-town region strengthens the region. The document *Building a Better Montachusett: Montachusett Region Comprehensive Economic Development Strategy, Five Year Annual Report, Evaluation and Work plan* (Draft), September 2009 was prepared by the Montachusett Regional Planning Commission (MRPC) contains nine goals for promoting regional growth. Gardner's URP proposal is consistent with these regional growth strategies, which focus on economic development through transportation system improvements, business sector and employment growth, education and health care development. The URP also furthers Gardner's Open Space and Recreation Plan through the creation of public open space and the creation of a pedestrian pathway network throughout the Project Area. Thus, the Mill Street Corridor URP furthers the principle encouraging regional planning.

## **12.02 (1) Characteristics – Requisite Plans and Associated Information**

### **SECTION 1: LIST OF MAPS**

The plans and information in this section are included to show the existing characteristics of the Project Area, as well as the proposed future conditions. These plans are included to meet state requirements for Urban Renewal Plans.

#### **Required Maps**

- A-1 Project Location and URA Boundaries
- A-2 Aerial Photograph with Project Boundary
- A-3 Topography
- B Boundaries of Proposed Clearance and Rehabilitation Areas
- C-1 Existing Property Lines, Building Foot Prints and Parking Areas
- C-2 Proposed Property Lines, Building Foot Prints and Parking Areas
- D-1 Existing Land Uses
- D-2 Existing Zoning
- E-1 Proposed Land Uses
- E-2 Proposed Zoning
- F-1 Existing Roadways, Public Rights-of-Ways and Easements
- F-2 Proposed Roadways, Public Right-of-Ways and Easements
- G-1 Parcels to be Acquired
- H-1 Lots to be Created for Disposition
- I-1 Buildings to be Demolished
- J-1 Buildings to be Rehabilitated
- K-1 Buildings to be Constructed

#### **Supplemental Maps**

- S-1 Project Area Location - USGS Locus
- S-2 Brownfields Existing Conditions Overview
- S-3 Brownfields Conceptual Cleanup Plan
- S-4 Project Area Infrastructure
- S-5 URP Concept Plan
- S-6 URP Concept Plan – Interim PV Array

### **SECTION 2: EXISTING CHARACTERISTICS**

Most of the maps are self-explanatory, but some warrant a brief narrative to provide necessary insight into the information provided. This section describes the Project Area and expands on the information presented in the above-listed maps, as appropriate.

#### **Map A-1 Project Location and URA Boundaries**

The URA is located in South Gardner, Massachusetts. The area is bounded by Timpany Plaza shopping center to the north and west, a residential neighborhood along Winter Street to the east, Ramsdell Pond to the south, and Timpany Boulevard to the west and northwest. An approximate description of the Project Area's perimeter boundary is as follows:

- Beginning at the northwest corner of the intersection of Timpany Boulevard and Mill Street, extending in a northerly direction for approximately 989 feet, following the perimeter of the public roadway;
- Thence approximately 710 feet in a southeasterly direction;
- Thence turning in a northeasterly direction for approximately 707 feet, skirting the perimeter of the Timpany Plaza parking lot;
- Thence in a southeasterly direction for approximately 353 feet;
- Thence in a southerly direction for approximately 164 feet;
- Thence in a southeasterly direction for approximately 131 feet to Winter Street;
- Thence the boundary follows Winter Street in a southerly direction for approximately 183 feet;
- Thence turning in a southeasterly direction and crossing Winter Street for approximately 125 feet, stopping at the intersection of Mill Street;
- Thence in a southwesterly direction along Mill Street for approximately 98 feet;
- Thence in a southerly direction, crossing Mill Street and the City-owned railroad spur ROW for approximately 167 feet;
- Thence in an easterly direction for approximately 116 feet;
- Thence turning sharply to the southwest for approximately 325 feet, then, at the intersection with Winter Street veering north for approximately 59 feet;
- Thence in a southwesterly direction, crossing Winter Street towards Ramsdell Pond for approximately 558 feet;
- Thence continuing in an irregular line along the shore of Ramsdell Pond for approximately 1,366 feet;
- Thence turning in a southerly direction for approximately 313 feet;
- Thence in a southwesterly direction for approximately 195 feet, where the boundary intersects with Timpany Boulevard; and
- Thence extending for approximately 928 feet in a northerly direction, following the perimeter of the public roadway, to the point of beginning at the intersection with Mill Street.

#### **Map A-2 Aerial View of Project Area**

The URA is highly disturbed due to its industrial past, and ongoing demolition and remediation activities mean that the onsite existing conditions are dynamic. The aerial views available during the preparation of this URP are somewhat inaccurate in that they depict structures that have been or are being removed. For example, the aerial photograph shows the S. Bent property before the demolition of buildings on the south side of Mill Street, as well as two residential structures that were recently demolished by the private

property owners. The aerials are included in the URP because, despite the known inaccuracies, they provide important information that is difficult to convey in a schematic plan. It is important to note that the schematic drawings of the URA provided herein (e.g., Maps A-1, A-3 and D-1) accurately depict the standing structures within the URA as of the URP submittal date.

### **Map A-3 Topography**

Overall, the topography of the Project Area is relatively flat, but there is a gentle downward slope from east to west. (Refer to Map A-3) An exception is in the northwest segment of the Project Area, where the banks of the outlet stream from Ramsdell Pond are steeply sloped. Additionally, there is a slight topographic divide at the westerly property lines of the former S. Bent property on both sides of Mill Street.

### **Map C-1 Existing Property Lines, Building Foot Prints and Parking Areas**

The URA encompasses 14 parcels totaling approximately 45 acres, including streets and railroad property. Of this, individual parcels comprise approximately 42 acres, streets comprise approximately 2.8 acres, and a railroad spur owned by the Gardner Redevelopment Authority that connects the URA to the Providence-Worcester main line via the intersection of Mill Street and Winter Street is approximately 0.34 acres.

### **Maps D-1 and D-2 Existing Land Use and Existing Zoning**

According to records from the City of Gardner Tax Assessor's Office and site inspections conducted by the BSC Group, the Project Area parcels consist of six major land use categories (refer to Table 1 and Map D-1). Excluding the network of streets and railroad tracks, the largest land use within the Project Area is classified as "Vacant Industrial." This category comprises approximately 79% of the URA, and includes parcels with abandoned structures or no structures. For example, the disturbed land on the south side of Mill Street that previously contained S. Bent manufacturing buildings, now demolished, and the large cement block S. Bent manufacturing building the north side of Mill Street that has been condemned by the Gardner Fire Department. Asbestos has been removed from this building, and the structure is targeted for demolition once funding can be secured. Another example of Vacant Industrial land in the Project Area's is the Garbose property, which is also primarily vacant and disturbed with two abandoned cement block buildings targeted for eventual demolition in concert with the environmental remediation to be performed on the property.

"Vacant" and "Industrial" land uses comprise approximately 11% and 9% of the Project Area, respectively. Land categorized as Vacant is located primarily along Timpany Boulevard in the southwest section of the URA. Land categorized as Industrial includes the kitchen cabinet manufacturer, which has active facilities on both sides of Mill Street, as well as the partially vacant industrial property currently used for vehicle storage and contractor space.

Approximately 0.5% of the Project Area is classified as "Residential" due to the two-family house located near Timpany Boulevard. Approximately 0.3% of the Project Area is classified as "Sports Club" that being the Gardner Horseshoe Club located at 186 Mill Street. This facility is one of the oldest indoor horseshoe clubs in the country.

**Table 1: Land Use Classification Information**

| Land Use Classification | Area (sf)        | Area (Acres) | Percentage of Total Property Area (%) |
|-------------------------|------------------|--------------|---------------------------------------|
| Horseshoe Club          | 5,986            | 0.14         | 0.3%                                  |
| Industrial              | 178,596          | 4.10         | 8.7%                                  |
| Vacant Industrial       | 1,389,794        | 31.91        | 79%                                   |
| Vacant                  | 236,050          | 5.42         | 11.5%                                 |
| Residential             | 9,700            | 0.22         | 0.5%                                  |
| <b>Total</b>            | <b>1,820,126</b> | <b>41.78</b> | <b>100%</b>                           |

The City of Gardner Zoning Ordinance identifies a series of districts with varied regulated uses regarding building size, setbacks, parking, signs, and other related characteristics that promote the orderly improvement or development of land. The Project Area is designated by two zoning districts. (Refer to Figure D-2). The largest zoning district within the Project Area is Industrial 1 (“Ind 1” or “Light Industrial”), which comprises approximately 62% of the total area, followed by land zoned as Commercial 2 (“Comm 2” or “General Business”), which comprises approximately 38% of the total area. (Refer to Table 2).

**Table 2: Zoning Districts**

| Zoning Classification   | Zone Area (Acres) | Percentage of Total Project Area (%) |
|-------------------------|-------------------|--------------------------------------|
| Comm 2/General Business | 16.97             | 38%                                  |
| Ind 1/Light Industrial  | 24.81             | 62%                                  |
| <b>Total:</b>           | <b>41.78</b>      | <b>100%</b>                          |

In general, zoning is consistent with the underlying land use. However, as with many older urban neighborhoods, land use on every parcel is not always consistent with zoning.

#### **Maps E-1 and E-2 Proposed Land Uses and Zoning**

Land uses proposed for the URP consist of light manufacturing, incubator and flex-space along Mill Street, and commercial uses along the more heavily traveled Timpany Boulevard. Open space and recreational land use is proposed along Ramsdell Pond. The forested area in the Northwest section of the URA will remain as is. No change is proposed to the horseshoe club.

Proposed zoning for the Project Area is envisioned as an overlay district that will incorporate development standards and design guidelines yet offer flexibility to promote creativity. The overlay district will include a special permit process that will foster predictable and transparent permitting.

#### **Map G-1 Parcels to be Acquired**

Map G-1 depicts the URA parcels to be acquired. Table 3 lists the privately owned parcels that are contemplated for potential acquisition by the City as part of the project initiative. The table notes the present use of the parcel as well as the proposed use. There is a 3.2 acre parcel adjacent to Ramsdell Pond that appears to be filled land that was used historically, openly, adversely, and continuously by the S. Bent Company. This 3.2 acre parcel was not part of the conveyance to the City of Gardner for past due taxes as the S. Bent Company did not have clear title to the parcel. The City assessor’s records have no

information on this parcel. A property “taking” by the City may be a viable option for clearing title to this property.

Ten parcels totaling 10.04 acres have been identified for potential acquisition. The City will coordinate its efforts in implementing the URP with incentives for property owners in order to encourage the redevelopment of their properties and maximize strategic private investments.

**Table 3: Potential Property Acquisition Parcels**

| Owner                    | Address         | Lot Size (acres) | Current Use        | Zoning | Assessors Map | Proposed Use       |
|--------------------------|-----------------|------------------|--------------------|--------|---------------|--------------------|
| Tom & Alice Kymalainen   | 222 Mill Street | 0.24             | vacant lot         | Comm 2 | R12-1-7///    | Commercial         |
| Tom & Alice Kymalainen   | Timpany Blvd    | 2.53             | vacant lot         | Comm 2 | R12-6-8///    | Commercial         |
| The Gardner Group, Inc.  | 216-218 Mill St | 0.22             | duplex             | Comm 2 | R-12-1-6///   | Commercial         |
| Walter Dratner           | 200 Mill Street | 1.05             | factory bldgs.     | Ind 1  | R12-1-10///   | Commercial         |
| The 129 S. Main St Corp. | 170 Mill Street | 1.50             | vacant land        | Ind 1  | R12-6-2///    | Parking/Open Space |
| EmeryMcCaie              | 149 Mill Street | 1.05             | Warehouse          | Comm 2 | R12-1-9       | Commercial         |
| Asgard Realty LLC        | 131 Mill Street | 0.34             | vacant land        | Comm 2 | R12-2-2///    | Industrial         |
| Asgard Realty LLC        | Timpany Blvd    | 0.42             | vacant land        | Comm 2 | R12-1-4///    | Commercial         |
| Eugene Butler            | Timpany Blvd    | 0.39             | vacant land        | Comm 2 | R17-21-3///   | Commercial         |
| Unknown                  | 60 Mill Street  | 3.20             | Vacant filled land | Ind 1  | NA            | Industrial         |
| <b>Total</b>             |                 | <b>10.94</b>     |                    |        |               |                    |

### Map S-3 Project Area Infrastructure

Map S-3 depicts the location of water mains and sewer lines and two existing dams. The availability and capacity of infrastructure within the URA is a major consideration for prospective development. Of particular interest in the URA are water, sewer, stormwater, flood control and electrical, each of which is discussed below.

#### Sewer:

United Water ([www.UnitedWater.com](http://www.UnitedWater.com)) operates and maintains the Gardner wastewater treatment facility and the sewer collection systems. United Water’s provides routine maintenance of the collection system, such as repairing known breaks in the pipes and pipe cleaning. The City of Gardner is responsible for all inflow and infiltration (I/I) elimination projects as well as all replacement, upgrade, and expansion projects or any other capital improvement project.

There are no known combined sewers remaining in the City.

The Gardner Water and Sewer Department has an active I/I elimination program including a \$2/gallon sewer connection fee for new sewer connections. This program is primarily focused on removing infiltration (groundwater intrusion into the sewer system). This is mostly done by slip lining existing piping to prevent groundwater intrusion. The City believes that it has eliminated the majority (at least approximately 75%) of the infiltration issues in this manner.

The Gardner Wastewater Treatment Facility (WTF) has sufficient capacity for future development and has the ability to expand, if needed, although redevelopment of the URA is not expected to require expansion. The City has an issue with significant infiltration inflow (I/I) (i.e., non sewer flows entering the system). Since there are no combined sewers, the inflow is assumed to be the result of illegal sump pump and other storm drain connections. Within a few hours of large storm events, the WTF sees a large surge of inflow that, at times, causes capacity issues and can result in the bypass of untreated water.

While there are no capacity issues at the Mill Street area, there are several issues downstream of the URA towards the WTF. When a large development is proposed in Gardner, the City has, in the past, waived the \$2/gallon I/I fee and, instead, required the developer to replace a downstream section of the collection system where capacity problems exist. Therefore, rather than focusing on eliminating I/I, the URP proposes to improve and upgrade downstream capacity issues between the site and the WTF to accommodate the proposed development. This is consistent with the city's approach.

There is an existing 27-inch concrete sewer main running roughly east to west along Mill Street. Just west of the existing S. Bent warehouse, the sewer main turns northwest and runs through the Garbose property. At the west edge of the property, this main turns south, then west again, crosses Timpany Boulevard, and has another cross country run to Dyer Street. There is a 20-foot wide easement through the Garbose site for this sewer main.

Presently sewer service is not available to properties in the south westerly portion of the URA. It is proposed that the sewer service be extended westerly on Mill Street to the rear of the proposed lots on Timpany Boulevard south of Mill Street. these areas would flow to a proposed sewer pumping station located off Mill Street that would connect via a force main traveling east on Mill Street connecting with the 27 inch main which flows through the Garbose site. In order to make this site attractive to developers, sewer improvements are proposed prior to sale of the property to make the site "pad ready." It is likely that grant money or low interest rate loans from the state and/or federal government could facilitate this approach.

## **Water**

United Water ([www.UnitedWater.com](http://www.UnitedWater.com)) also operates and maintains the Gardner water treatment facilities, pump stations, water storage tanks and the water distribution systems. United Water's maintenance of the collection system entails routine maintenance such as repairing breaks in the pipes. The City of Gardner is responsible for all replacement, upgrade, and expansion projects or any other capital improvement project.

There is adequate water supply for any redevelopment of the Mill Street corridor as there are no known water supply issues in the City. As of 2000, the City had replaced the oldest water mains in the City that dated from pre-1930 with new, cement lined ductile iron (CLDI) mains.

From Winter Street to a point just east of the sluiceway crossing, there is an 8-inch water main of unknown material built in Mill Street in 1930. From this point running west across Timpany Boulevard to Dyer Street, is an 8-inch cement lined cast iron (CLCI) water main built in 1937. This 8-inch CLCI pipe crosses through a wooden box over the sluiceway culvert enclosed in Rockwool insulation. The pipe then crosses through the bridge footings, under the stream bed in a wooden box. There is no water service in this area of Timpany Boulevard There is a 12-inch Ductile Iron Cement Lined DICI water main in Winter Street south of Mill Street and an 8-inch main of unknown material in Winter Street north

of Mill Street

While there are no current water supply issues in this area, a large redevelopment would be ill served by maintaining the existing 8-inch water mains in Mill Street. These pipes are at least 75-years old and of unknown condition. Therefore, it's appropriate to include the full replacement of the 8-inch main with a 12-inch DICL main at least from Winter Street to Timpany Boulevard, with a full replacement to Dyer Street being more desirable.

The City would normally require a developer to bear the cost of the water main replacement. However, the URP could incorporate the water main replacement as part of the Mill Street roadway improvements. These improvements will position the sites more marketable as "pad ready" sites. The costs associated with this water main replacement (possibly upwards of \$300,000 to replace Winter Street to Timpany Boulevard; an additional \$100,000 to replace to Dyer Street), would otherwise be a major deterrent to potential developers.

### **Stormwater Drainage**

The Gardner DPW owns and operates the city's public storm drain systems. There are no known combined sewers remaining in Gardner. The city is operating under an MS4 NPDES permit. While it does not have a specific stormwater ordinance, there are various stormwater requirements included in other city ordinances (e.g., Zoning, Wetlands, and Subdivision Rules and Regulations) that direct development to provide stormwater in line with the stormwater requirements of the Wetlands Protection Act (WPA).

The city is currently working with the Montachusett Regional Planning Commission (MRPC) under a grant provided by the MRPC to develop a LID stormwater ordinance to better meet the city's MS4 permit obligations and promote sustainable stormwater management.

Current stormwater drainage in Mill Street is minimal, consisting of chained catch basins that discharge to nearby water bodies.

### **Future Considerations**

Stormwater management improvements could occur concurrent with improvements to Mill Street, and could include treatment of stormwater with, as possible, some level of infiltration.

It is not possible to make site specific stormwater drainage improvements prior to redevelopment because drainage and appropriate stormwater treatment varies greatly based on the type of development. As such, stormwater management systems would ultimately fall under the ownership of specific site developers. As there are no significant stormwater facilities in Mill Street, all on site drainage would ultimately discharge to nearby water bodies and/or wetlands.

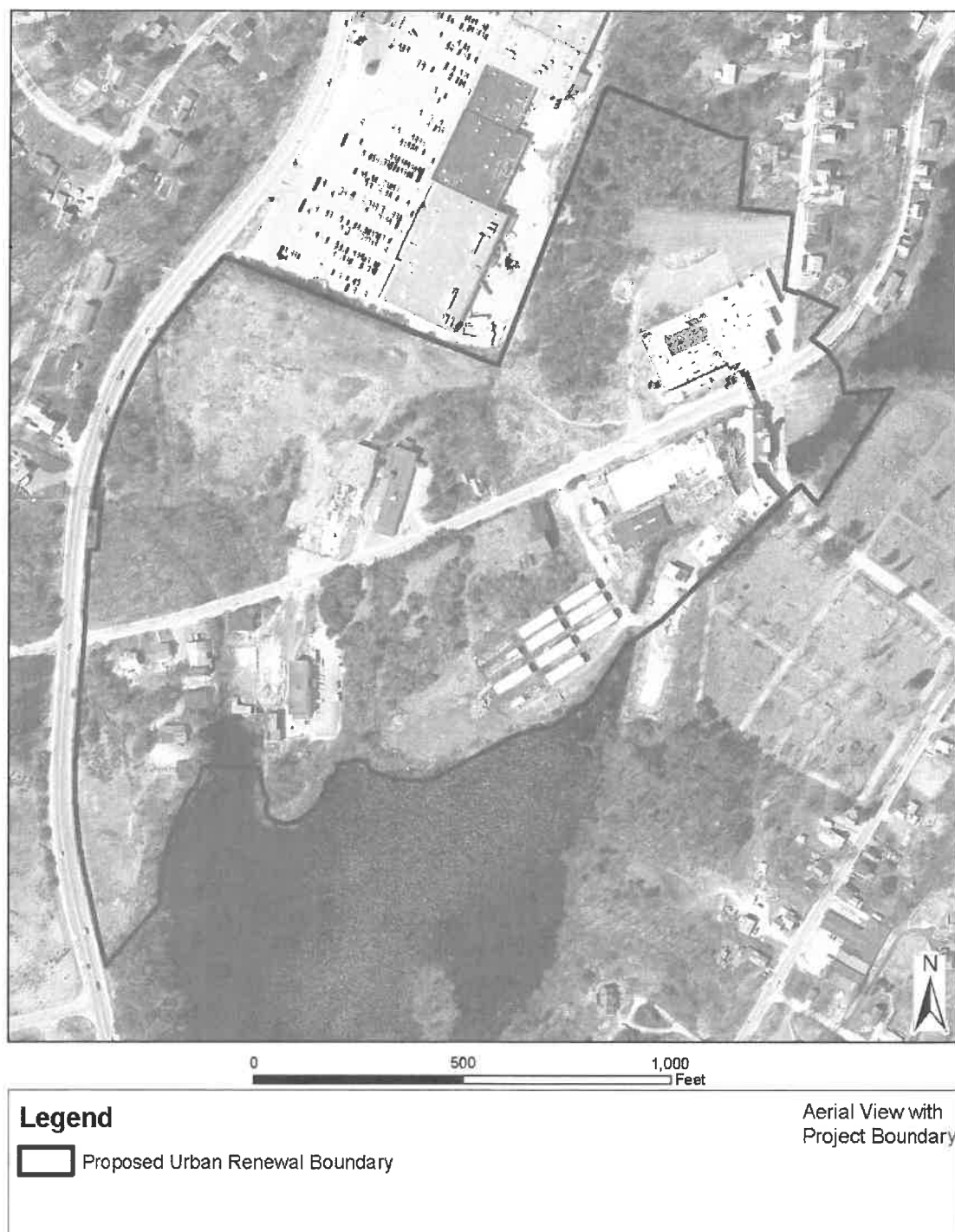
### **Map S-4: URP Conceptual Design**

The Conceptual Design is presented as Map S-4, but described in detail in 12.02 (3) Section 2 of the URP.

Figure A-1: Project Location and URA Boundary

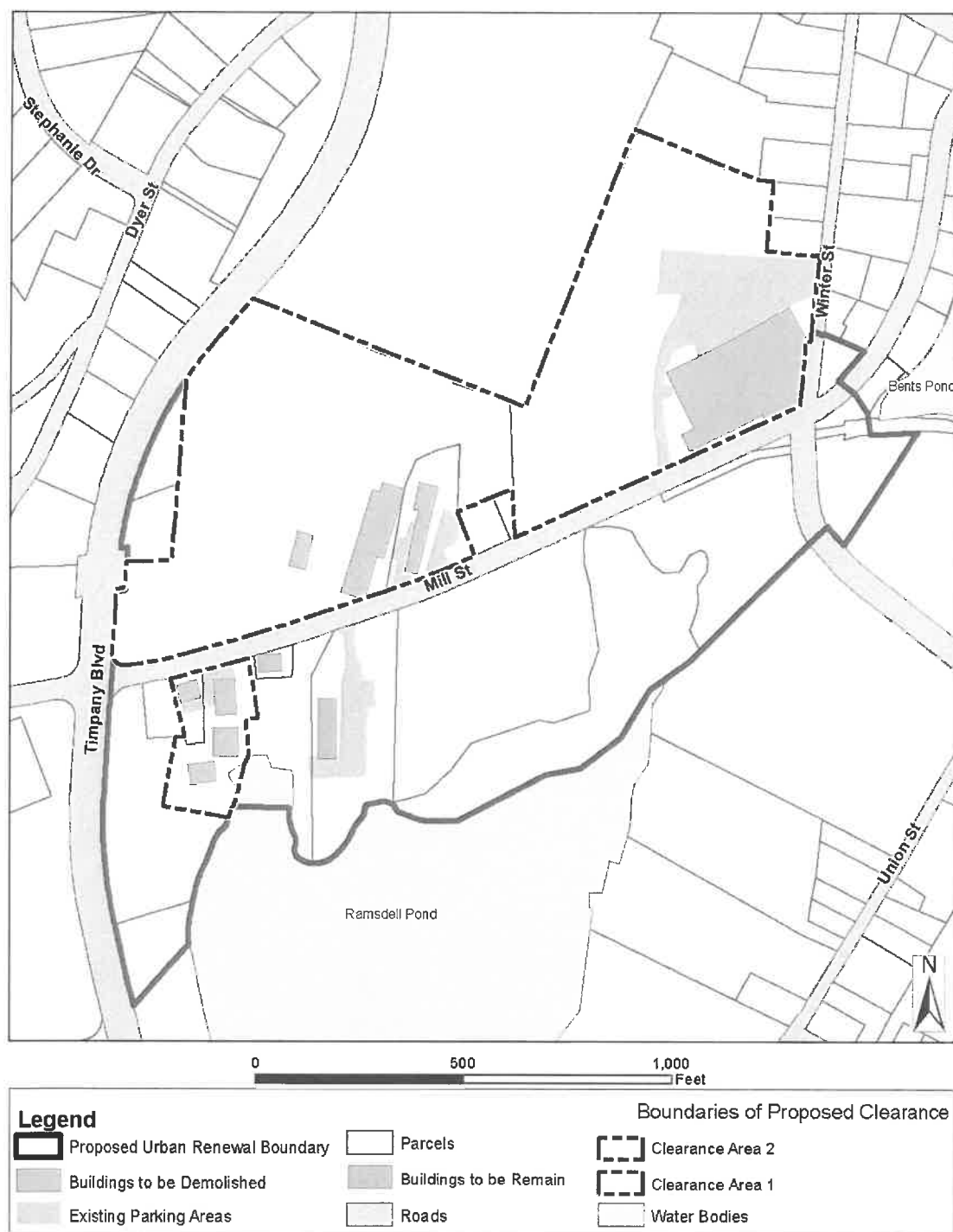


**Figure A-2: Aerial Photograph with Project Boundary**

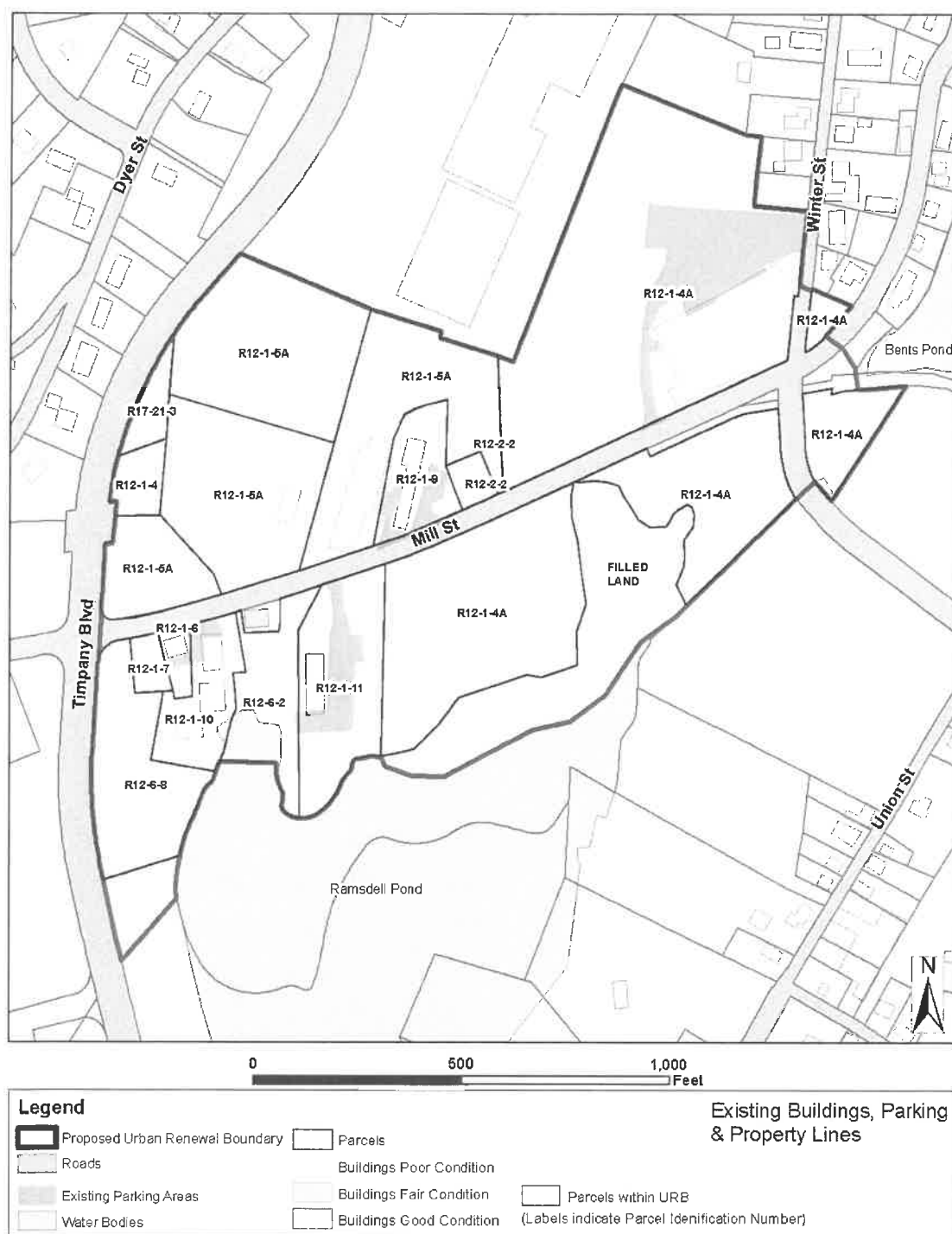


**Figure A-3: Topography**

**Figure B: Boundaries of Proposed Clearance and Rehabilitation Areas**



**Figure C-1: Existing Property Lines, Building Foot Prints, and Parking Areas**



**Figure C-2: Proposed Property Lines, Building Foot Prints, and Parking Areas**

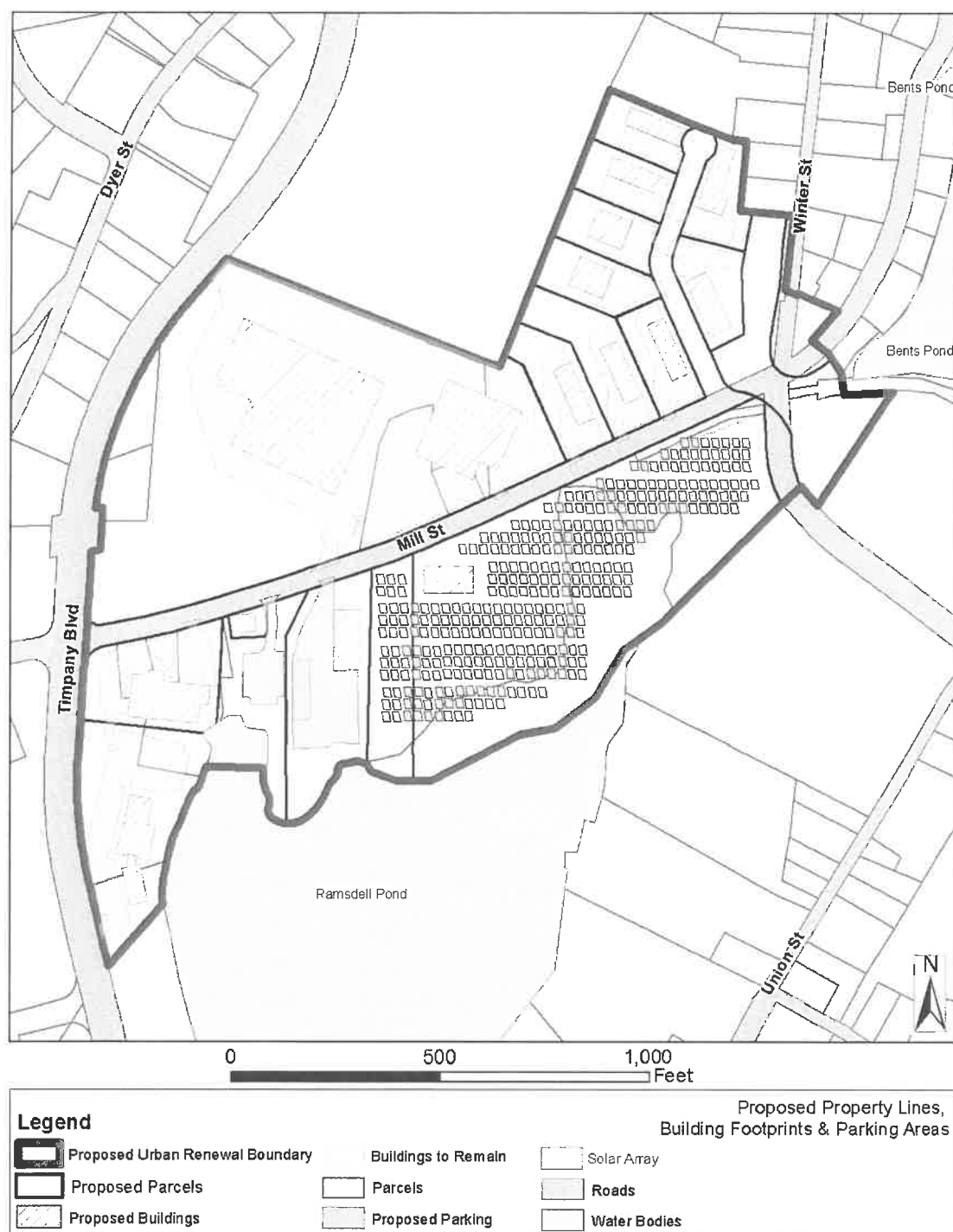


Figure D-1: Existing Land Use

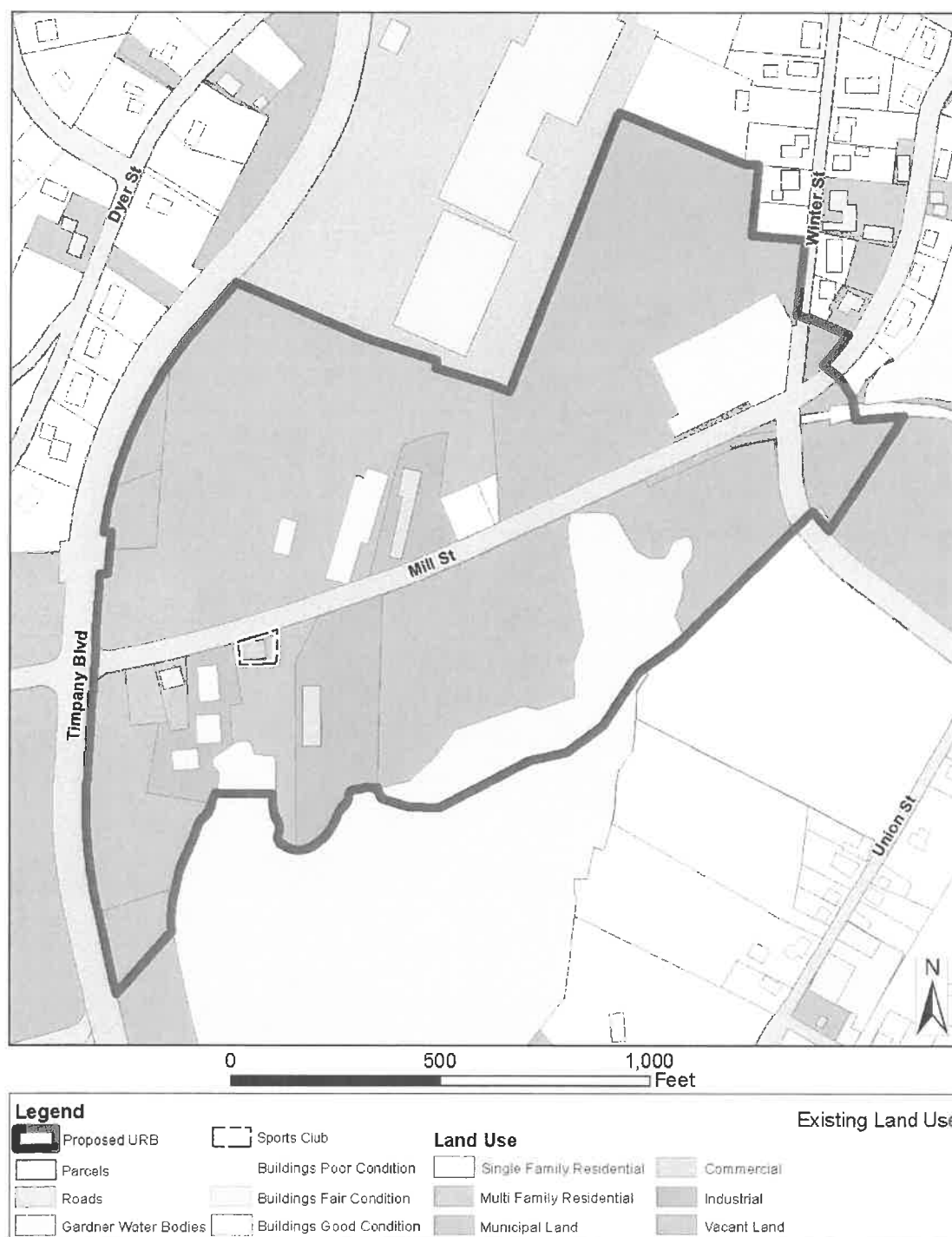


Figure D-2: Existing Zoning

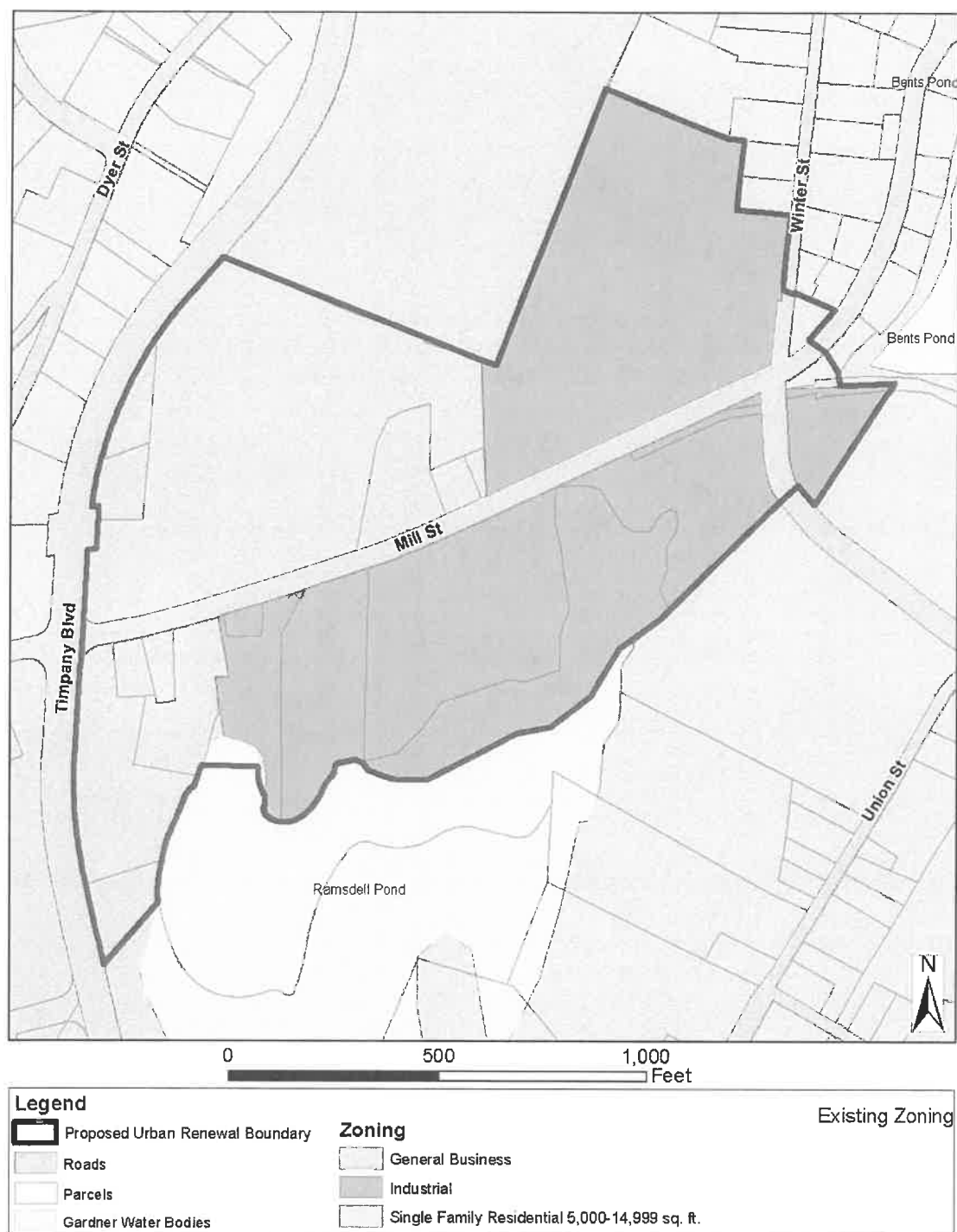


Figure E-1: Proposed Land Use

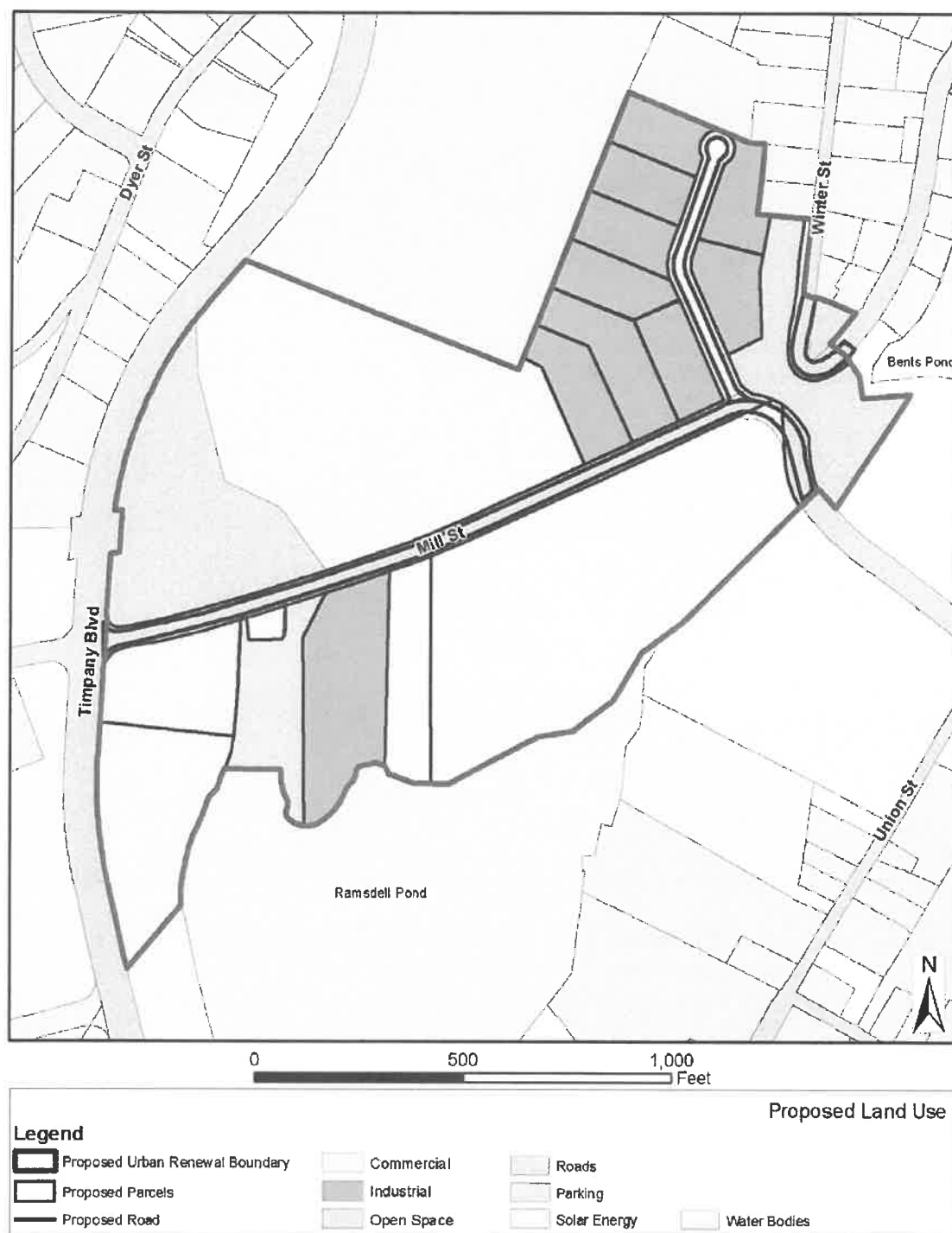


Figure E-2: Proposed Zoning

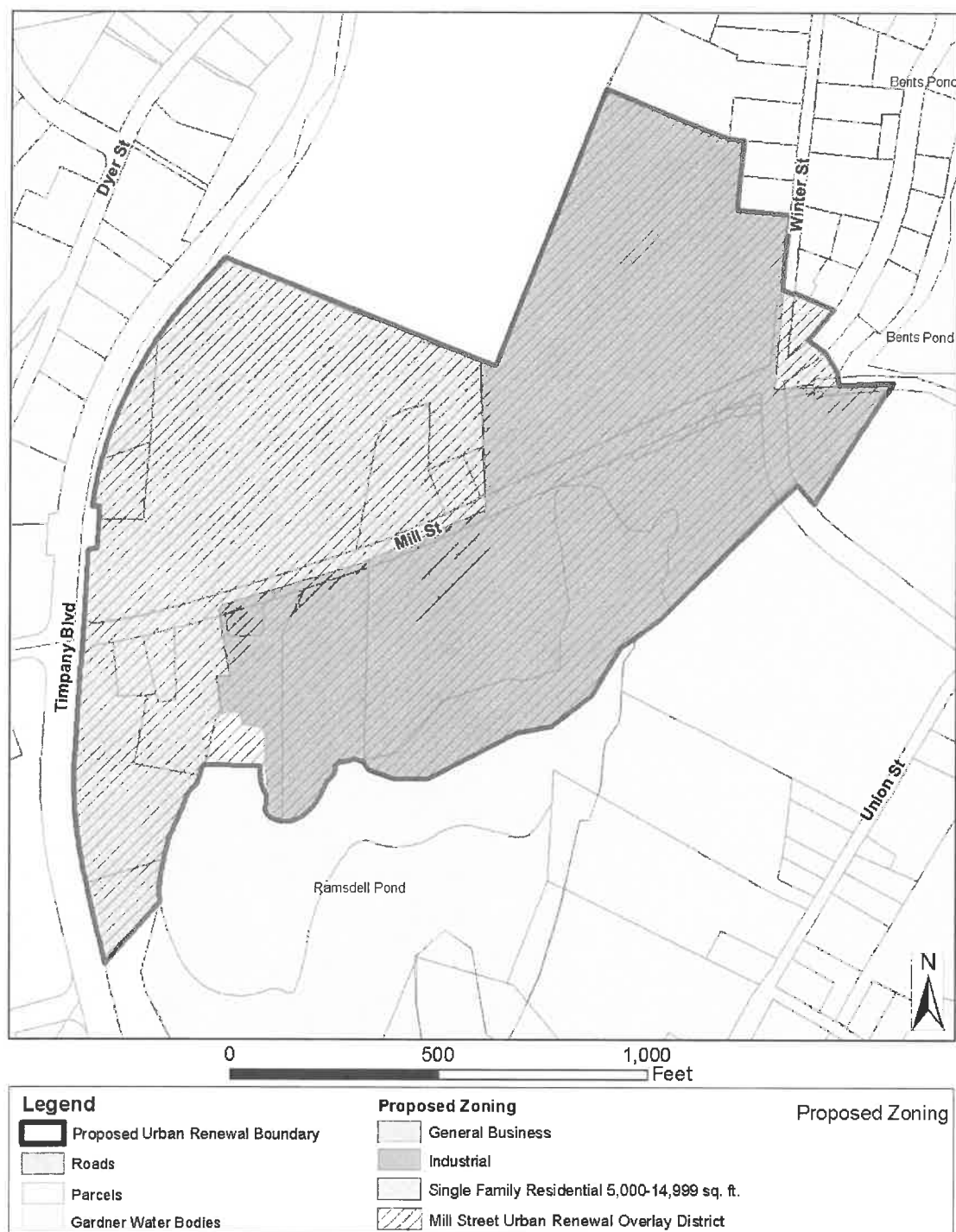
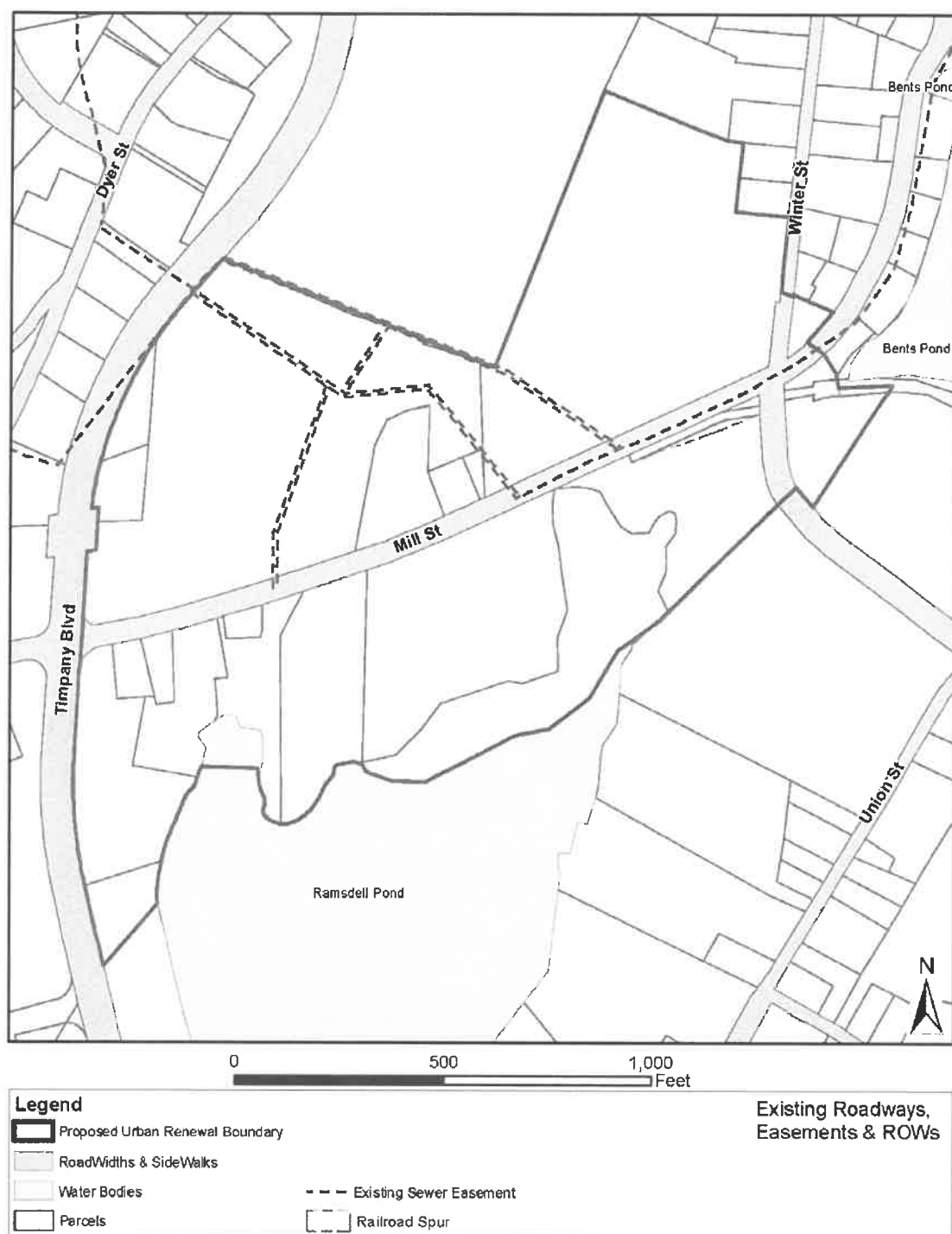


Figure F-1: Existing Roadways, Public Rights-of-Ways and Easements



**Figure F-2: Proposed Roadways, Public Rights-of-Ways and Easements**

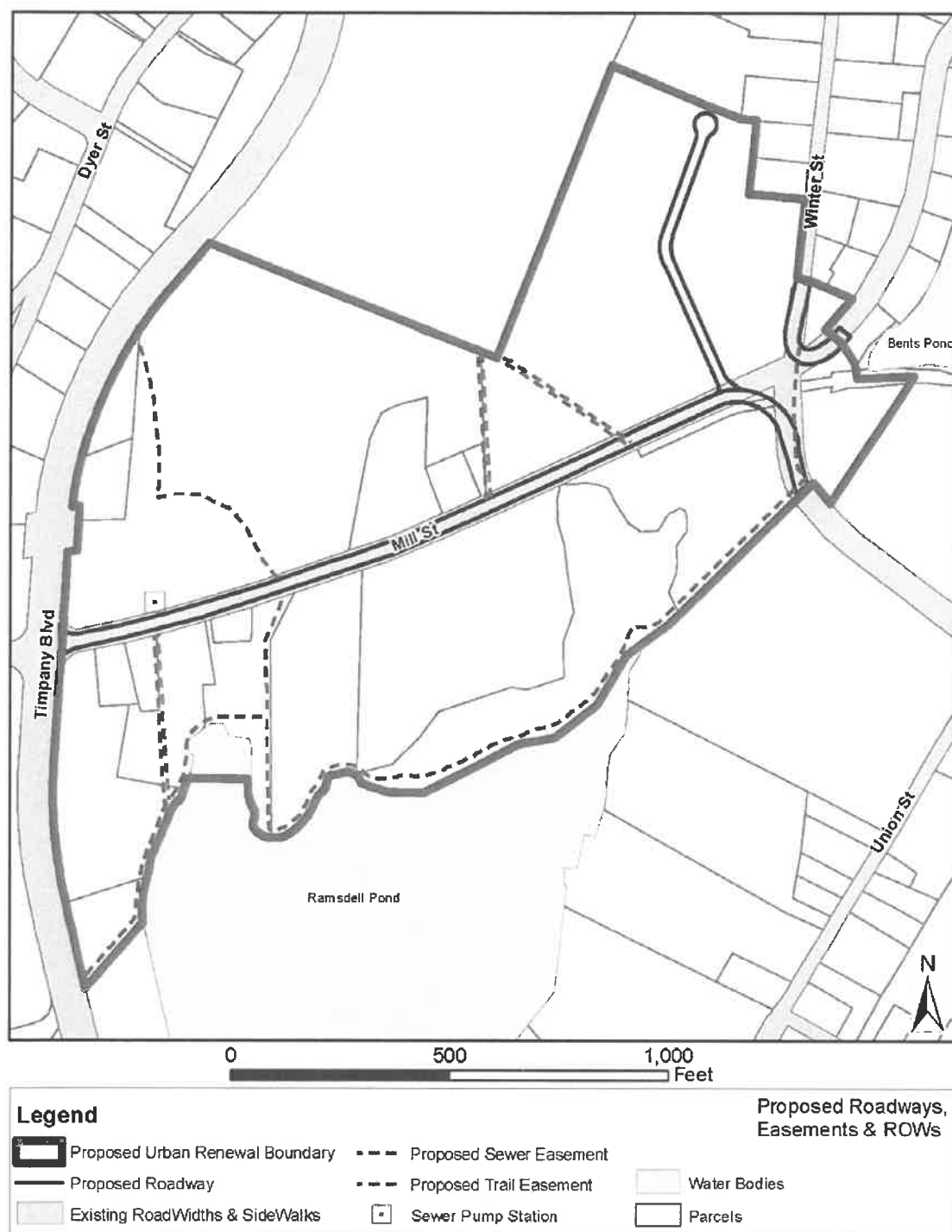
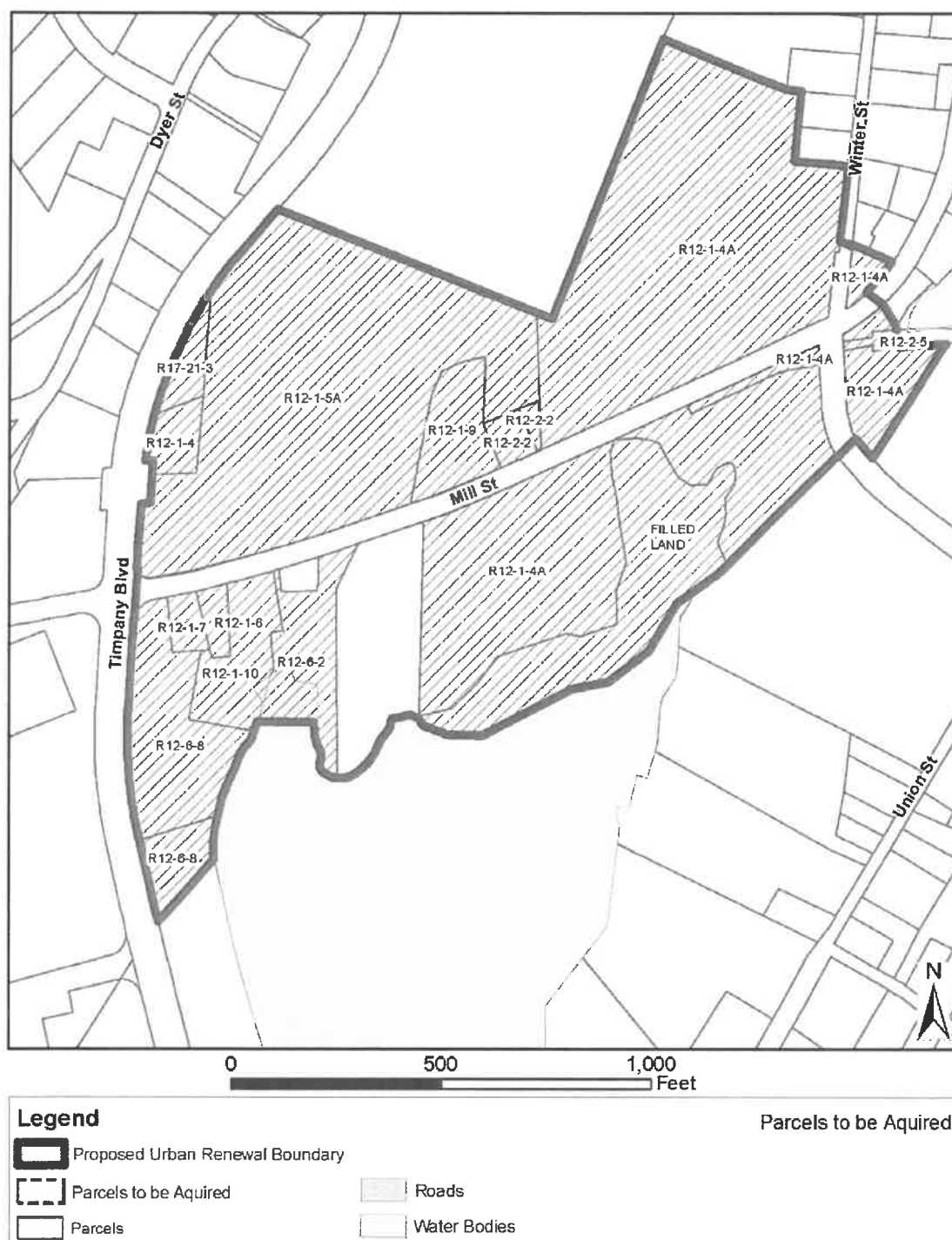
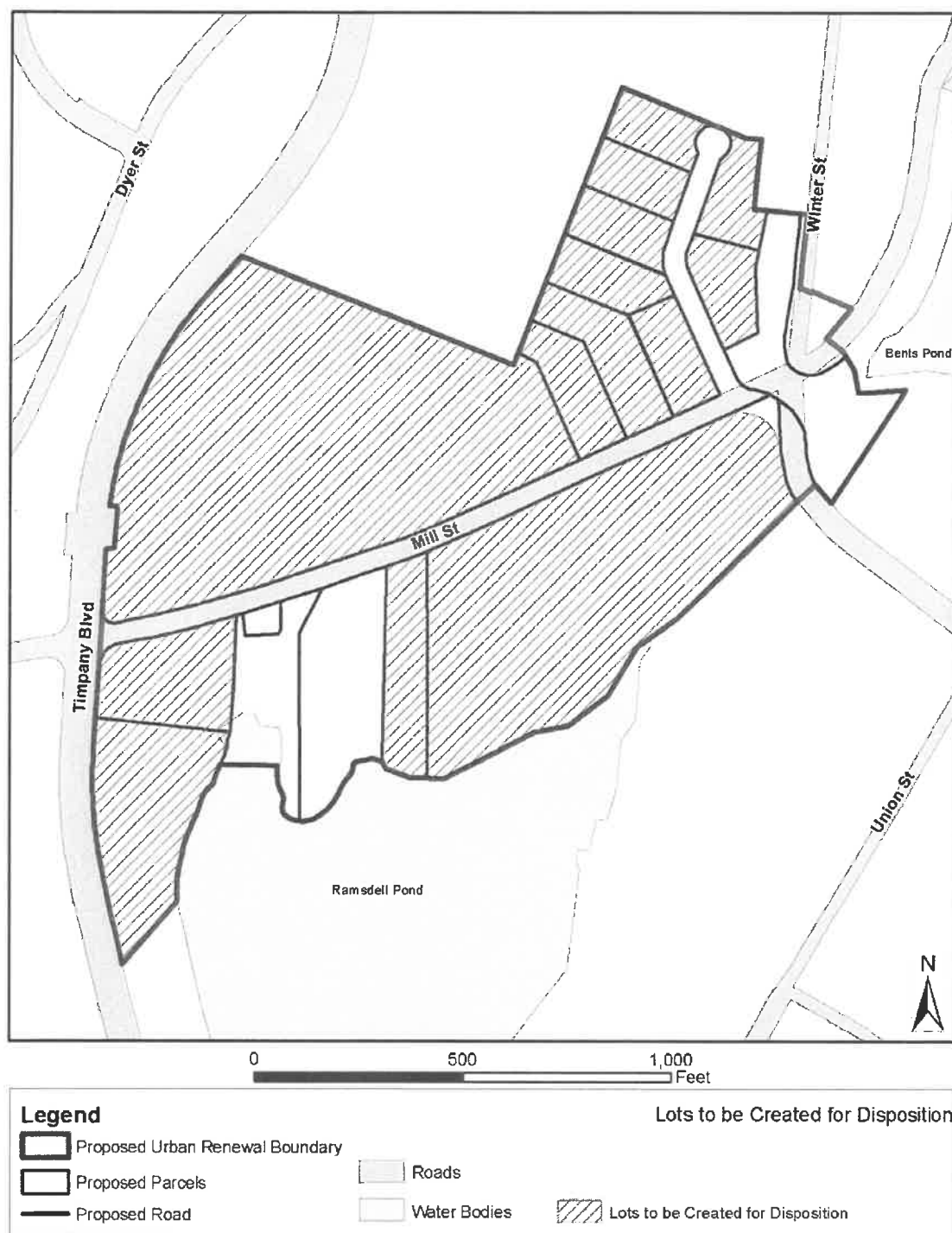


Figure G-1: Parcels to be Acquired



**Figure H-1: Lots to be Created for Disposition**



**Figure I-1: Buildings to be Demolished**

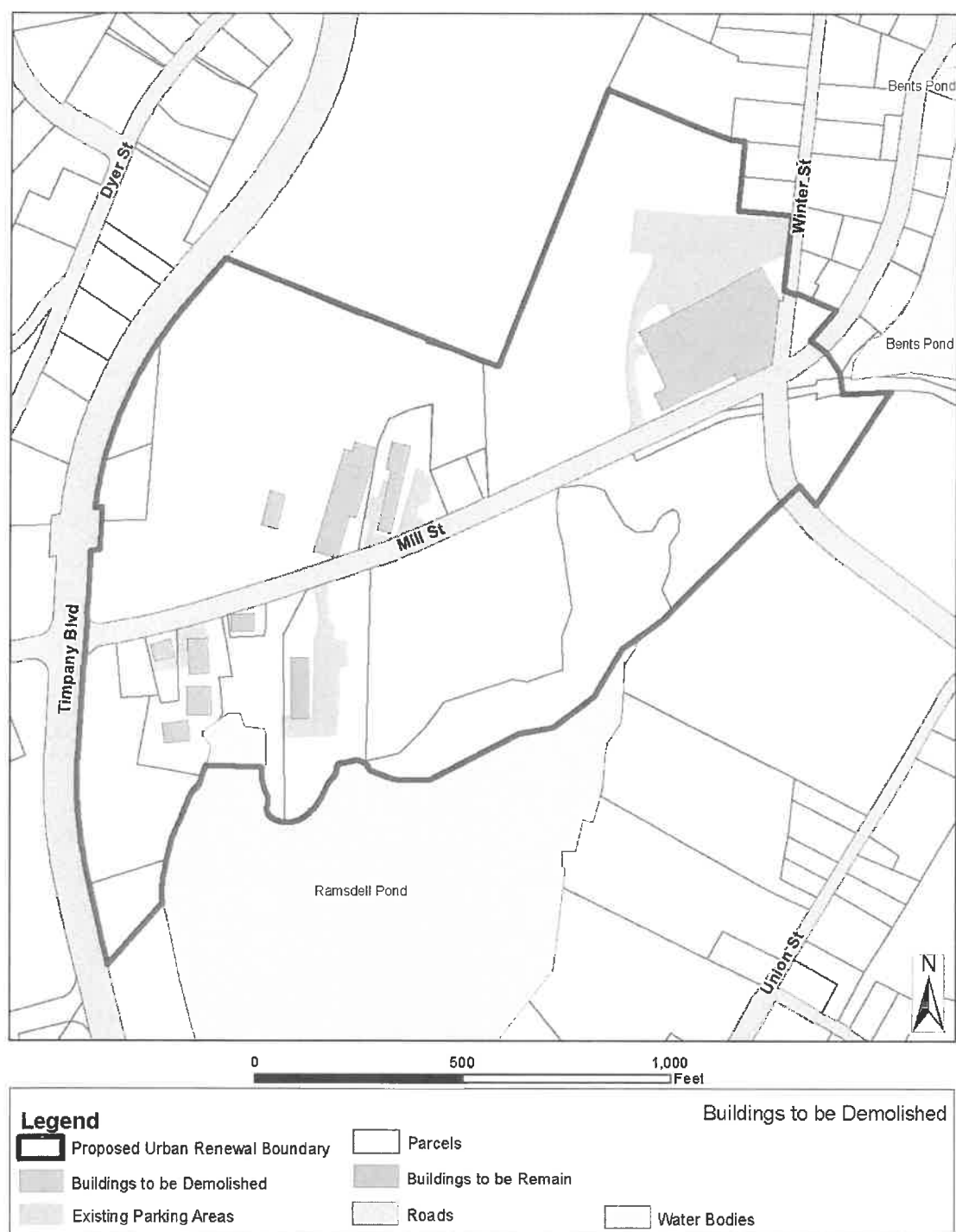


Figure J-1: Buildings to be Rehabilitated

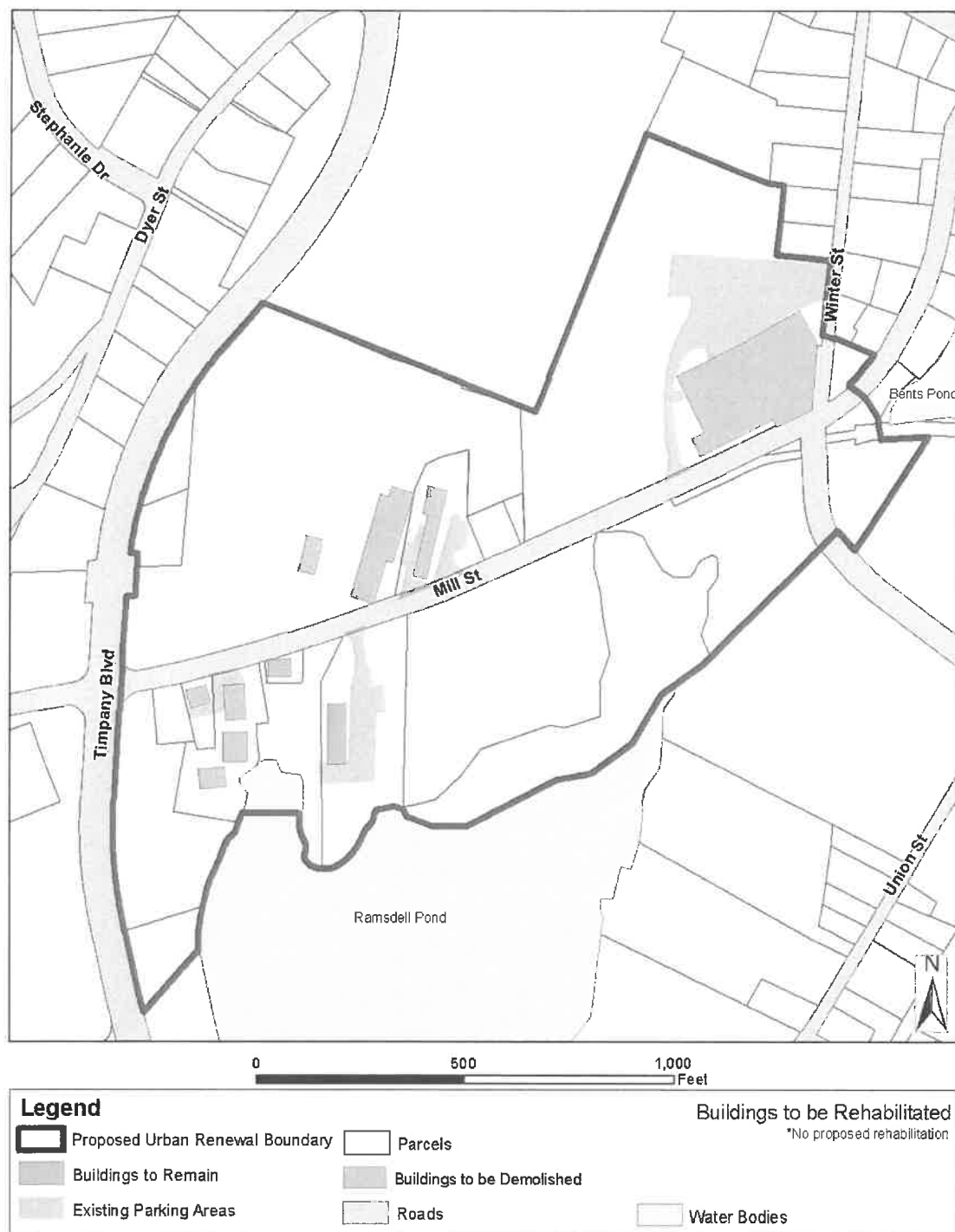


Figure K-1: Buildings to be Constructed

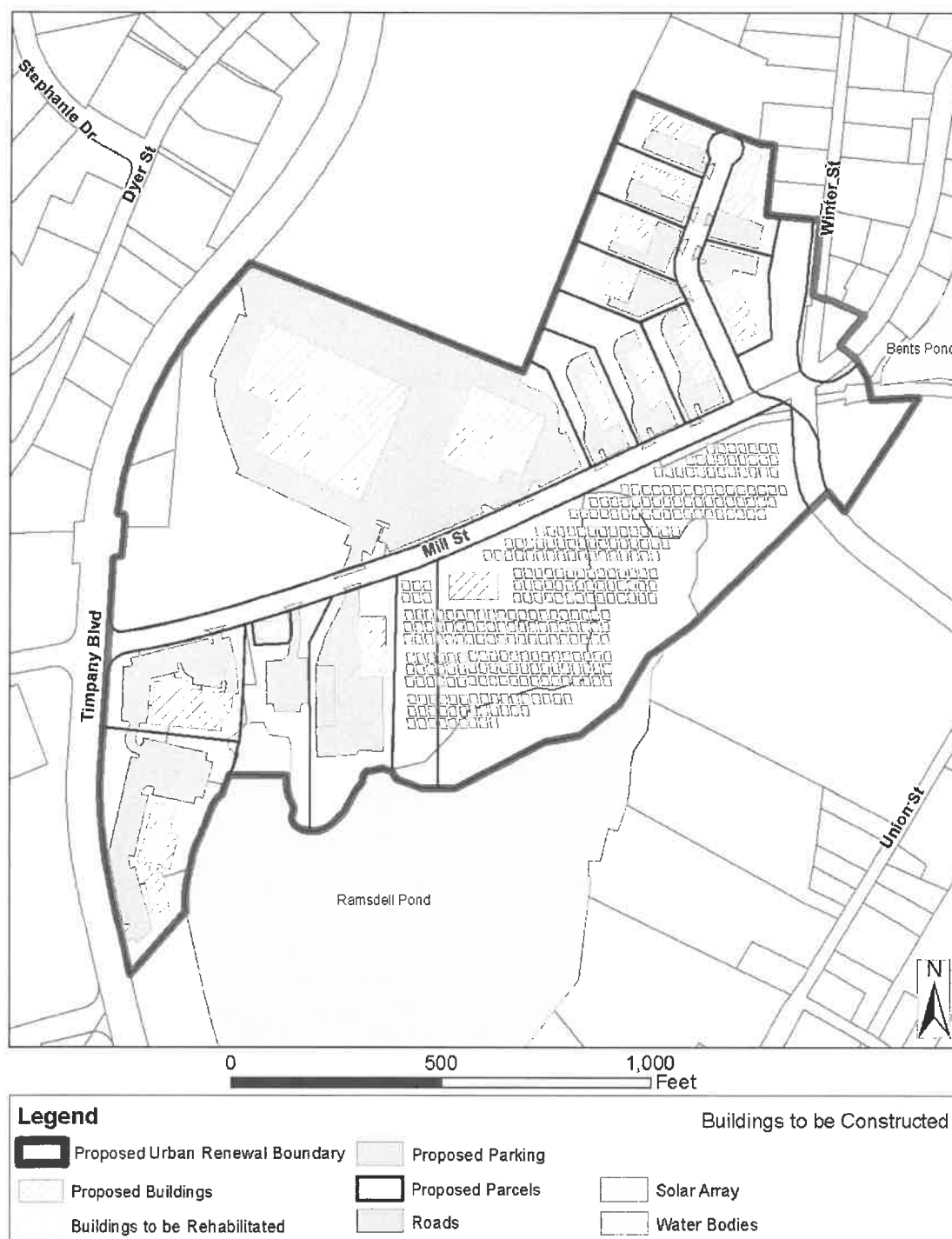
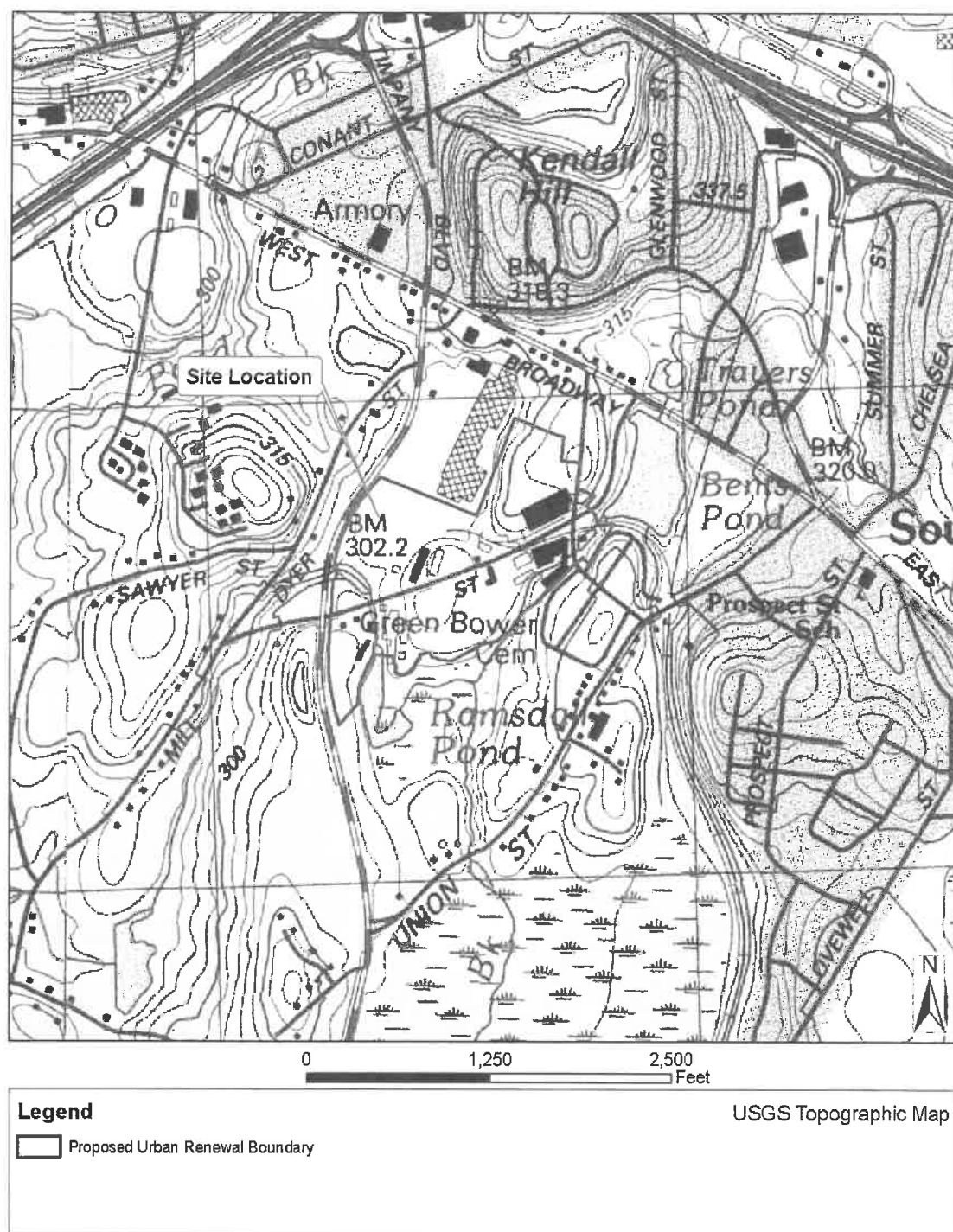


Figure S-1: Project Area Location – USGS Locus







### Figure 3-4: Project Area Infra Structure

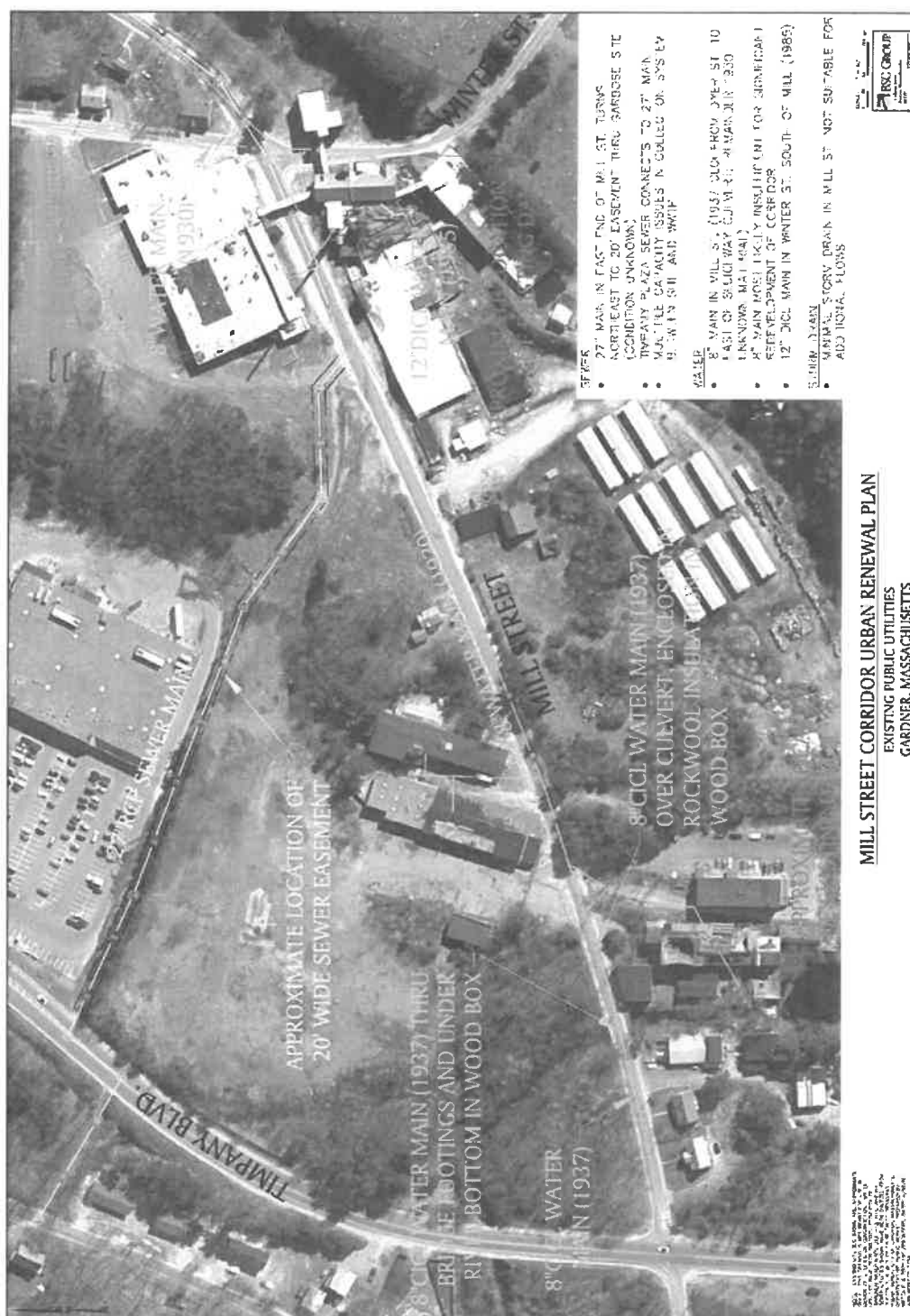
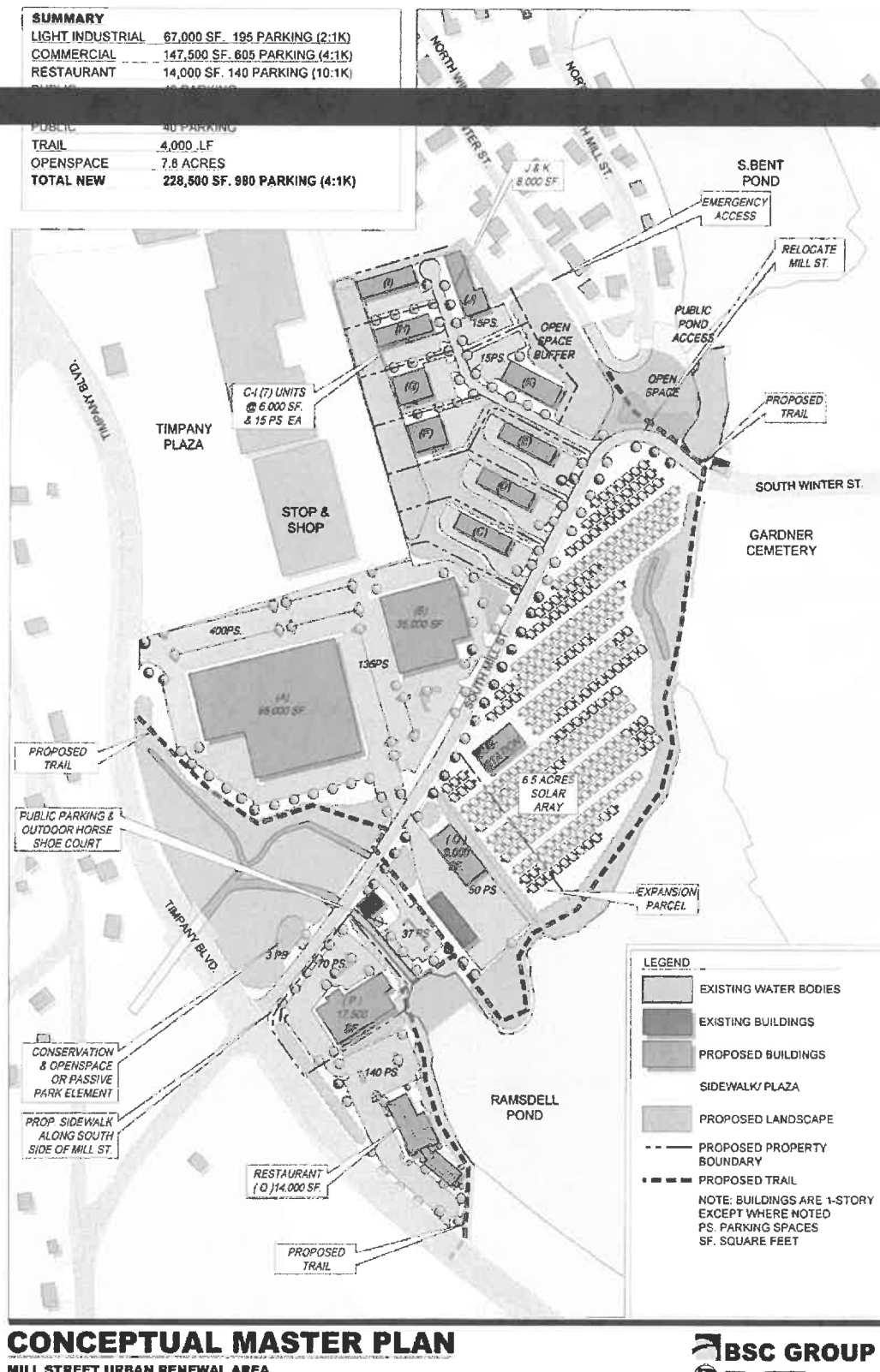


Figure S-5: Urban Renewal Concept Plan



## **12.02 (2) Eligibility**

The Commonwealth of Massachusetts has specific criteria that must be met in order for an area to be designated as an urban renewal area. This section provides an overview of the City of Gardner and its history, followed by a description of the trends and conditions within the URA that demonstrate the physical and economic deterioration which has accompanied its decline. This information presents data and other descriptive material which demonstrate that the Project Area is a blighted open, a decadent, and/or a substandard area within the definitions of M.G.L. c. 121B, § 1.

### **SECTION 1: ELIGIBILITY - BACKGROUND INFORMATION**

#### **URA Location**

Gardner is located in north Central Massachusetts approximately 30 miles north of Worcester and 60 miles west/northwest of Boston. Gardner has a land area of approximately 23 square miles and is bordered by Winchendon and Ashburnham to the north; Westminster to the east; Hubbardston to the south; and Templeton to the west.

Gardner is part of Worcester County and is home to 20,770 people with a population density of approximately 900 people per square mile (2000 US Census). Gardner is the center of a seven-town region in northwest Worcester County, consisting of the towns of Ashburnham, Hubbardston, Phillipston, Templeton, Westminster, Winchendon and Gardner, with a total population of 58,311 (2008 American Community Survey), with a regional population density of 239 persons per square mile. The nearest cities to Gardner are Leominster and Fitchburg. Leominster, located about 15 miles to the southeast, has a population of approximately 41,000 residents. Fitchburg, located just over 12 miles east of Gardner, has a population of approximately 40,000 residents. Thus, Gardner is viewed as a small city within the region and the county.

The City's main highway connection is State Route 2, also known as the Mohawk Trail, which is a major regional east/west highway serving northern Massachusetts communities linking Boston to New York and provides access to Interstate 91 in Greenfield. There are two Gardner exits from Route 2, with exit rotary ramps located respectively at the southwestern edge and just a quarter-mile beyond the southeastern boundary of the Gardner URA. Interstate 190 lies 15 miles east of Gardner and interconnects with the Massachusetts Turnpike and Route 290 in Worcester.

Gardner is served by freight rail service, which played a major role in the industrial history of the City known for its furniture manufacturing. The Montachusett Regional Transit Authority (MART) provides bus service to the greater Gardner area, with routes within the City as well as intercity routes connecting to Orange, Winchendon, Fitchburg and Leominster. In addition to scheduled service, MART offers dial-a-ride for the elderly, handicapped and medical trips. Currently, Gardner does not have commuter rail service to Boston; the closest commuter rail stop is the Intermodal Center located in Fitchburg, and an extension to Wachusett Station located nine miles east of Gardner is in the planning/design phase.

Gardner is home to Mount Wachusett Community College (MWCC), a public two-year community college offering over 40 associate degrees and certificates, as well as a wide range of continuing education opportunities, located on a 269-acre campus. MWCC recently donated about 10 acres to the newly opened Leadership in Energy and Environmental Design (LEED)-certified Northeast Veteran Training and Rehabilitation Center. The privately-funded facility serves recovering veterans and their

families by combining rehabilitation services, housing and opportunities for academic advancement. Veterans are also allowed a tuition waiver.

Heywood Hospital, initially opened in 1907, is also located in Gardner. The hospital provides a broad range of medical, surgical, obstetrical, pediatric and psychiatric services on an inpatient and outpatient basis. The hospital is currently undergoing a \$30 million dollar expansion.

### **Local History**

Gardner was settled in 1764 and incorporated in 1785. The city was named in honor of Col. Thomas Gardner, a Massachusetts political figure and soldier from the American Revolution who was mortally wounded in the Battle of Bunker Hill. When incorporated, Gardner received land grants from the surrounding towns of Ashburnham, Westminster, Templeton and Winchendon. Gardner was reincorporated as a City in 1923.

By the early 1800s Gardner was a center for lumber and the furniture industry began to expand. Early manufacturers included Heywood-Wakefield Company, Conant Ball Company, Nichols and Stone Company and S. Bent & Brothers, Inc., with many more operating in Gardner and throughout the region. Manufacturers built facilities in Gardner's downtown and Sherman Road industrial area, but pockets of furniture manufacturers were scattered throughout town. Work was plentiful, and the middle years of the nineteenth century brought an influx of immigrants to the Gardner area from England, Ireland and Canada. Russians, Finns, Swedes and Poles joined them in the 1890s.

Furniture manufacturing was concentrated in the Northeast during the early 1800s, but the industry was fiercely competitive and by the mid-19th century, the centers of American furniture production had moved away from the Northeast to Midwestern centers like Cincinnati and Chicago, and particularly Grand Rapids, Michigan. After the Civil War, the South began to build factories that took advantage of abundant supplies of hardwood, plentiful cheap labor and more efficient production technologies<sup>i</sup>. Although furniture companies continued to open in Gardner between 1900 and 1950, the shift to the west and the south grew in momentum. Mills in the Northeast were shuttered as North Carolina, in particular, began to flourish. Some of the last large manufacturers in Gardner to close were Heywood-Wakefield in 1979, the Conant Ball Company in 1990, Nichols & Stone in 2000 and S. Bent & Brothers in 2001.

### **Area History**

The Mill Street Corridor is in South Gardner, approximately 1.5 miles south of downtown Gardner. Historic uses include furniture manufacturing by S. Bent & Brothers, Inc. and L.B. Ramsdell Company. S. Bent opened in 1867 as an offshoot of the Heywood-Wakefield Company. The factory initially made five-spindle chairs, and then expanded to Colonial chairs and rocking chairs. Around 1870, S. Bent began making children's chairs, rockers and stools. From the 1920s to the 1950s they manufactured breakfast sets and institutional furniture, including college and university chairs<sup>ii</sup>. S. Bent was the last remaining large-scale furniture factory in Gardner when they closed in 2001.

The L.B. Ramsdell Company was began operations in 1879, and by 1897 was the largest manufacturer of doll carriages in the United States. The company later expanded to manufacture toy furniture, high chairs and juvenile furniture and adult furniture. The facility was situated on Ramsdell Pond, and incorporated a sluiceway system. The Ramsdell facility was sold to American Mills, Inc. in 1957, and the facility was eventually demolished in 2007.

From the 1950s to the 1990s the Garbose Metal Company operated a metal salvage company at 155 Mill

Street. At its peak, the company had about 20 employees and recycled about 40,000 tons of metal annually.

Almost all of the Mill Street Corridor URA has been extensively disturbed for commercial and industrial purposes. Currently, Superior Kitchen (166 Mill Street) occupies two buildings, one on each side of the street. The company manufactures a full range of custom cabinetry.

The URA encompasses what was once an area of thriving manufacturing. Over time, the demise of the furniture manufacturing industry in the U.S. and the legacy of contamination left behind by manufacturing and scrap metal activities have cumulatively resulted in reduced activity within the URA. As various businesses left the area, the neighborhood has been left with vacant parcels, vacant buildings and some significant contamination issues associated with past uses. Thus, the URA is underutilized with potentially hazardous conditions. The trends and conditions described above demonstrate that the URA is a blighted open, a decadent, and/or a substandard area.

### **Project Area Data**

Table 4 presents an overview of land distribution within the URA. About 7% of the URA is owned by the city for streets and the railroad spur, and the remaining 93% is made up of 14 separate parcels which contain 41.78 acres. These parcels are predominately vacant land or land with vacant buildings. The two largest parcels are owned by the City and are documented brownfield sites that require remediation before they may be ready for redevelopment. A 3.20 acre parcel of unknown ownership abuts the City owned parcel at 60 Mill Street. This parcel had long been thought to be part of the former S. Bent property as several of its buildings were located thereon. However title records indicate the land was never part of the S.Bent property description and it appears this land may be the result of historic filling of Ramsdell Pond.

***Table 4: Summary of Land Ownership***

| <b>Land Distribution</b>                       | <b>Area (sf)</b> | <b>Area (acres)</b> | <b>Percent (%)</b> |
|------------------------------------------------|------------------|---------------------|--------------------|
| Parcels, various owners                        | 1,820,126        | 41.78               | 93%                |
| Streets, City of Gardner                       | 121,968          | 2.80                | 6%                 |
| Railroad Spur, Gardner Redevelopment Authority | 14,810.          | 0.34                | 1%                 |
| <b>Total</b>                                   | <b>1,956,904</b> | <b>44.92</b>        | <b>100%</b>        |

Table 5 lists the owner of each parcel along with pertinent property information. Active businesses occupy only two parcels. These two parcels contain Superior Kitchen facilities (149 and 166 Mill Street) which are located opposite one another on Mill Street. Another partially occupied property is 200 Mill Street, which contains two masonry buildings that are partially occupied for storage use by the property owner and an antique automobile enthusiast who uses the rear building for the restorations and storage of his vehicles. Two additional parcels have active but non-industrial uses, specifically the Gardner Horseshoe Club at 186 Mill Street and the two-family structure at 216-218 Mill Street used as community residence for military veterans transitioning to civilian life. The remaining five parcels, including two owned by the city, are vacant land.

**Table 5: Property Ownership**

| Property Owner                 | Address         | Lot Size (acres) | Current Use                | Zoning | Assessors Map | Proposed Use       |
|--------------------------------|-----------------|------------------|----------------------------|--------|---------------|--------------------|
| City of Gardner                | 155 Mill Street | 10.74            | vacant industrial building | Comm 2 | R12-1-5A      | Commercial         |
| City of Gardner*               | 60 Mill Street  | 17.97            | vacant industrial building | Ind 1  | R12-1-4A      | Industrial         |
| Tom & Alice Kymalainen         | 222 Mill Street | 0.24             | vacant lot                 | Comm 2 | R12-1-7       | Commercial         |
| Tom & Alice Kymalainen         | Timpany Blvd    | 2.53             | vacant lot                 | Comm 2 | R12-6-8       | Commercial         |
| The Gardner Group, Inc.        | 216-218 Mill St | 0.22             | duplex                     | Comm 2 | R12-1-6       | Commercial         |
| Walter Dratner                 | 200 Mill Street | 1.05             | factory bldgs.             | Ind 1  | R12-1-10      | Commercial         |
| Morse, HHR Hubbard             | 186 Mill Street | 0.14             | Horseshoe Club             | Ind 1  | R12-1-3       | Horseshoe Club     |
| The 129 S. Main St Corporation | 170 Mill Street | 1.50             | vacant land                | Ind 1  | R12-6-2       | Open Space Parking |
| Superior Kitchen Rheal McCaie  | 166 Mill Street | 2.00             | active company             | Ind 1  | R12-1-11      | Active Company     |
| Superior Kitchen Emery McCaie  | 149 Mill Street | 1.05             | active company             | Comm 2 | R12-1-9       | Active company     |
| Asgard Realty LLC              | 131 Mill Street | 0.34             | vacant land                | Comm 2 | R12-2-2       | Industrial         |
| Asgard Realty LLC              | Timpany Blvd    | 0.42             | vacant land                | Comm 2 | R12-1-4       | Commercial         |
| Eugene Butler                  | Timpany Blvd    | 0.39             | vacant land                | Comm 2 | R17-21-3      | Commercial         |
| Unknown                        | Mill Street     | 3.20             | vacant land                | Ind 1  | NA            | Industrial         |
| <b>Total</b>                   |                 | <b>41.78</b>     |                            |        |               |                    |

\*includes 3.2 acres of filled land with clouded title

### **Vehicular and Pedestrian Access**

The Project Area is located approximately a half-mile south of State Route 2, the region's major east-west transportation corridor. Route 2 connects to Interstate Route 190 (which connects with Interstate 290) about 6.5 miles to the east and Interstate 495 located 12 miles to the east. Two interchanges on Route 2 provide access to the Project Area. Timpany Boulevard (Route 68) runs north-south and is located immediately to the east of the Project Area. Timpany Boulevard is a commercial corridor in the vicinity of the Project Area, and is the main route to Gardner Center, located 1.5 miles north of the URA. The commercial development along Timpany Boulevard terminates approximately 0.5 mile south of Mill Street at Wal-Mart. The City permit recently granted allowing expansion of the Wal-Mart Store included conditions requiring Wal-Mart to improve the 10-foot wide shoulders on either side of Timpany Boulevard from its site to the intersection with Broadway. Such improvements will incorporate "Complete Streets" design elements and better accommodate pedestrian and bicycle travel and provide access to the proposed trails within the URA.

Mill Street is a two lane roadway without curbing or sidewalks with a varying paved width. Mill Street runs east to west and connects Timpany Boulevard with Route 2A (Broadway) which is a quarter-mile to the east of the Project Area. The lack of pedestrian amenities is consistent with the historic manufacturing use of the URA, where there was minimal demand for pedestrian access in the URA.



Mill Street Bridge



Abandoned Railroad Spur



Mill Street Facing East



Timpany Boulevard Facing North

### **Rail Access**

Rail access is possible to the Providence and Worcester Rail line that runs to the east of the Project Area. The line provides service between Gardner Center and Providence via Worcester. An abandoned rail spur which runs directly onto the URA was purchased by the GRA in 2009. In the event a future user in the URA requires rail service to their site the GRA is able to convey access rights.

### **Corridor-wide Summary of Environmental Conditions**

A report prepared by Tighe and Bond for the City of Gardner and is attached as Attachment A.

Documented releases of oil hazardous materials (OHM) have occurred at the former S. Bent Mill and former Garbose Site properties. According to MassDEP records, no reportable release of OHM has occurred on any of the other parcels within the Corridor. Remediation of known contaminants and further assessment will continue as part of the site preparation activities outlined in the URP.

A summary of the releases of OHM and on other documented information for other potential environmental concerns on the Corridor parcels is presented below.

**60 Mill Street (former S. Bent Mill) -**

Under-ground storage tanks (USTs) and above ground storage tanks (ASTs) reportedly located at the former S. Bent Mill site have included the following:

Two 10,000-gallon USTs containing fuel oil, which were removed from the site. One of those tanks was subject of the closed RTN 2-00612.

One 500 gallon UST - the contents and closure status of this tank are unknown.

One 4,100 gallon AST used for the storage of stain, scaler and topcoat materials.

One 275 gallon fuel tank.

Environmental investigations were conducted in indentified areas of concern and across much of the 27-acre parcel. In general, the portions of the property where potential environmental impacts were identified included areas of stressed vegetation, areas of stockpiled solid waste debris, a waste oil staining area a former gasoline UST area, a dry well area, areas of pad-mounted electrical transformers, the fill area near Ramsdell Pond, former drum storage and hazardous waste storage areas, and other former OHM storage areas. Based on those findings, three separate release areas (to soils) were identified, and closed out in 2009.

In 2011, the U.S. Environmental Protection Agency (EPA) removed asbestos and other hazardous materials from the existing building north of Mill Street using EPA funding.

**155 Mill Street (former Garbose Site)**

A 2,000-gallon fuel oil UST was reportedly installed in 1971 near the weigh station platform immediately off Mill Street, and that tank was reportedly removed without incident in 1991. Additionally, a permit to maintain one tank truck vehicle for the storage of No. 2 fuel oil (not to exceed 1,700 gallons) was issued for the property in 1978.

Nine ASTs were reportedly located in the Garbose Site buildings. The tanks included the following:

Office/Warehouse Building: Two former 275-gallon fuel oil ASTs.

Maintenance/Garage Building: Two 275-gallon fuel oil ASTs, one 300-gallon waste oil AST, and one 50-gallon hydraulic oil AST. Two 275-gallon ASTs (reportedly the fuel oil ASTs) currently remain in the lower basement level of the building.

Bailer Building: One former 275-gallon fuel oil AST, and one former 275-gallon diesel AST.

Alligator-Shear Building: One former 275-gallon fuel oil AST.

Environmental investigations conducted at the Garbose Site between 1996 and 2006 revealed included a total of approximately 184 soil samples, 35 groundwater samples, 45 sediment samples, and 8 surface water samples collected from the site. Of the 184 soil samples, 167 of those samples were collected from surficial soils or from shallow depths of less than 3 feet below surface grade. Groundwater samples were collected from approximately 18 monitoring wells installed across the site.

The sampled media were analyzed for PCBs, metals [RCRA 8, Priority Pollutant (13), or individual

metals], total petroleum hydrocarbons (TPH), extractable petroleum hydrocarbons (EPH), target PAHs, volatile organic compounds (VOCs), volatile petroleum hydrocarbons (VPH), and/or dioxins.

The current status of the Garbose property, based on the studies conducted between 1996 and 2006, reveal the following conditions

- Elevated concentrations of metals, PCBs, petroleum compounds, and dioxins were detected in soil, groundwater, sediment and/or surface water at the site.
- Metals of concern include arsenic, antimony, barium, cadmium, chromium, copper, lead, mercury, nickel, and zinc. Metals impacts are to soils across the vast majority of the un-wooded areas of the site (i.e., where former site operations occurred), and in sediments in the unnamed brook/drainage swale, in a portion of the mill chase brook, and in Pail Factory Brook. The metals impacts to site soils are reportedly to depths of less than approximately four feet below grade.
- PCB impacts to site soils and sediments are generally similar to the metals impacted areas. PCB concentrations greater than 10 parts per million (ppm) were detected in approximately 15 soil samples and 1 sediment sample, and total PCB concentrations greater than 50 ppm were detected in 3 of the soil samples. The vast majority of the higher PCB concentrations in soils were identified in the area where electrical transformers were dismantled during previous site operations on the west central portion of the site, to the south of the former Bailer Building and to the north of the existing Maintenance/Garage Building.
- Petroleum impacts to site soils are in the vicinity of the former Bailer Building, the existing Maintenance/Garage Building, along the Railroad Spur, and the northeast corner of the site. The vertical extent of petroleum impacts to soil was between approximately 0 and 8 feet below grade, with the deepest impacts in the former Bailer Building area.
- Dioxin impacts to shallow site soils are in the area where electrical transformers were dismantled, and on the northwestern portion of the site. Dioxin impacts to sediments are also in the mill chase brook.
- Site groundwater is impacted by PCBs and metals, but no dissolved concentrations of PCBs and metals in site groundwater were above applicable risk-based standards. NAPL was detected in one site monitoring well located in the footprint of the former Bailer Building, but no EPH concentrations in site groundwater (including in that well) were above applicable risk-based standards.
- Surface water in the mill chase brook, the unnamed brook/drainage swale, and Pail Factory Brook is impacted by PCBs and metals, but no dissolved concentrations of PCBs and metals in these surface water bodies were reported above Ambient Water Quality Standards.

**170 Mill Street (abandoned industrial site)** – No known environmental investigations have been conducted on this abandoned industrial property.

Municipal records indicate the following:

A 1,000 gallon AST was installed in 1969 and removed from this property in 2007. The tank was reportedly located directly behind the Gardner Horseshoe Club at 186 Mill Street.

In 1998, the property was cited for having an unsafe building and violations of the Sanitary Code for the

presence of loose, crumbled, and powdered asbestos throughout the abandoned building and over Pail Factory Brook.

In 2007, a demolition permit was issued for a two-story post and beam factory building on the property. This is the location, where piles of construction debris remain.

**166 Mill Street and 149 Mill Street (Superior Kitchen)** – No known environmental investigations have been conducted on these occupied industrial properties

**200 Mill Street (occupied industrial site)** – No known environmental investigations have been conducted on this occupied parcel.

**216-218 Mill Street (occupied residence)** – No known environmental investigations have been conducted on this occupied residential parcel.

**222 Mill Street (former residence)** – No known environmental investigations have been conducted on this former residential parcel.

### **Description of Market Context**

An Economic and Market Analysis was prepared for the Mill Street Corridor by Ninigret Partners and is included as Attachment B. The study identified the market conditions and challenges associated with Gardner in general and the Mill Street Area in particular. The summary findings of this analysis are presented below:

### **Market Considerations from the Economic and Market Analysis**

- Market area real estate availability is sufficient to meet the majority of commercial/industrial needs for the foreseeable future;
- The best position for development is to become “pad ready”;
- “Establishment Growth” rate, an indicator of future real estate need, has been primarily in entrepreneurial service industry ventures which require small footprints and inexpensive space;
- Mill buildings easily fill that gap;
- Construction and distribution need workspace and laydown areas;
- Gaps in the market clearly exist for contemporary high bay flex space between 20,000 to 50,000 square feet with expansion potential but ;
- Real estate price points create substantial financing gaps for any speculative development;
- The cost of site preparation and environmental remediation will exceed the market value of the land
- Current rent and sales data do not support land sale values that will recapture site preparation and remediation costs
- Rail access is not a unique attribute in this market; and
- Interim uses for these sites should receive strong consideration given likely development timeframes.

### Municipal Demographic Data

Table 6: Demographic Data, below, summarizes demographic data for Gardner based on information from the 2010 US Census and the 2008-2010 American Community Survey (ACS). As of the 2010 US Census, the population of Gardner was 20,228, with 8,224 households and 4,939 families residing in the City. The population density of the City was approximately 900 people per square mile (362.4/km<sup>2</sup>). The census indicates the presence of 9,126 housing units at an average density of 398.3/sq mi (153.8/km<sup>2</sup>).

**Table 6: Demographic Data**

|                                 | City of Gardner |
|---------------------------------|-----------------|
| Population                      | 20,228          |
| Households                      | 8,224           |
| Median Household Income         | \$50,502*       |
| Per Capita Income               | \$23,791*       |
| Individuals Below Poverty Level | 10.4%*          |
| Housing Units                   | 9,126           |
| Occupied                        | 8,224           |
| Vacant                          | 902             |
| Owner-Occupied                  | 54.9%           |
| Renter-Occupied                 | 45.1%           |
| Educational Attainment          |                 |
| High School Graduate or Higher  | 82.1%*          |
| Bachelor's Degree or Higher     | 20.4%*          |
| Median Age                      | 40.6 years      |

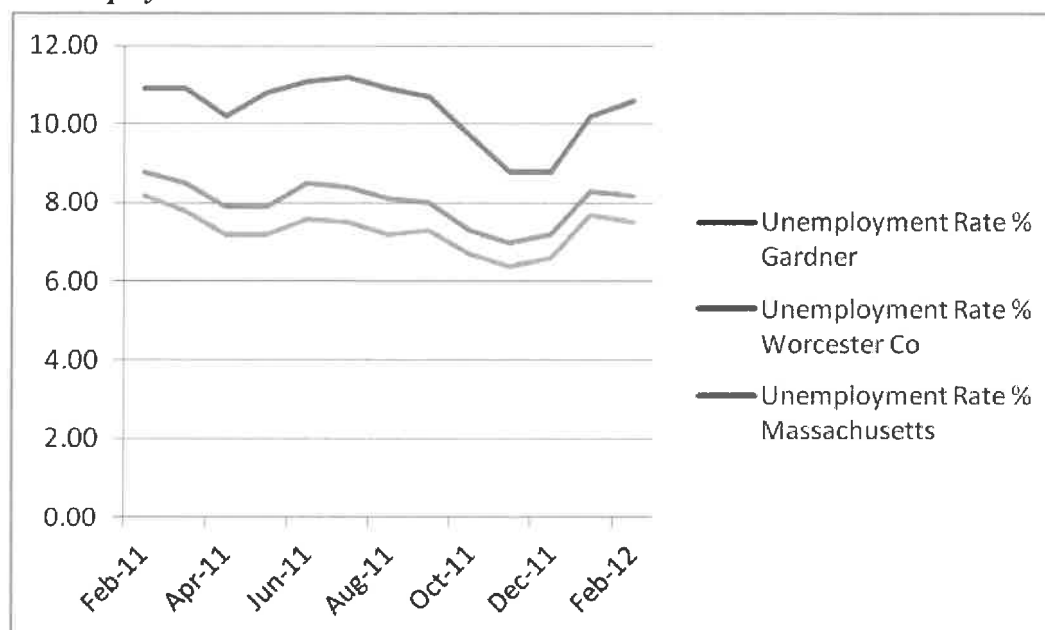
Sources: US Census 2010 and 2008-2010 ACS; \* denotes ACS estimate

The 2010 Census population for Gardner was 20,228 comprised of 8,224 households with a median income of \$50,502. Per capita income was \$23,791 with 10.4 percent of the population below the poverty level. Of the total 9,126 housing units 8,224 were occupied. The ratio of owners to renter is 55% to 45%. 82% of the population has graduated from high school and 20.4% possess a bachelors degree or higher.

According to Massachusetts Executive Office of Labor and Workforce Development the City of Gardner has lagged behind Worcester County and the State in employment. Table 7 Unemployment Rates reveals unemployment rates in Gardner remain above 10% despite a slight dip at the end of 2011. Gardner

unemployment rates track over 2% above Worcester County and three points above the State average.

**Table 7: Unemployment Rates**



### **Economic Development Implications**

Among the conclusions from the Mill Street Corridor Market and Economic Analysis were findings that link the economic vitality of the URA to that of the greater Gardner market:

The competitive real estate situation coupled with anemic job growth requires consideration of a different development pathway;

In part the economic viability of these sites is tied to the overall strengthening of the Gardner and regional economy;

The Mill St Corridor should be considered as part of the overall job creation / tax base development portfolio for Gardner and not a singular solution; and

Ongoing parallel efforts of getting the sites “pad ready” coupled with an overall economic development program done in conjunction with community and state partners is critical;

### **Property Conditions**

Of the 14 parcels which make up the Project Area nine are vacant. Of the remaining five parcels field inspections were made to assess their condition. BSC conducted property evaluations of the exterior of the properties within the Project Area. BSC used a rating system that included the categories of “acceptable”, “serviceable”, “moderate disrepair”, and “severe disrepair”, to assess the condition of the foundation, walls, windows, doors, cornices/eaves, porch/balcony, exterior stairs, loading dock, chimney, and roof, where applicable, of the structures. Exterior conditions of the structure aspects ranged from “acceptable” to “severe disrepair” based on the below-described rating system classifications. If a

property had more than one structure in varying conditions, it was rated based on the predominant condition of the primary building.

- *ACCEPTABLE: Conditions of the parts of the building span from new to “kept up” so as to appear new, well cared for, and in no need of cleaning or maintenance.*
- *SERVICEABLE: Condition of the building parts are in deteriorating shape, in need of paint, washing, caulking, re-pointing, scraping rust, etc. Structure is still able to function at its intended purpose. The condition/deterioration is surficial.*
- *MODERATE DISREPAIR: Conditions have worsened past cosmetic repairs. Thin cracks in masonry walls would allow potential for moisture penetration. Damaged exterior walls would be indicative of constant dampness or interior moisture reaching into the interior. The need for repair and attention to the underlying causes would represent moderate disrepair. Broken glass, damaged frames, missing roof shingles, broken, disrupted, or sagging cornice, eaves, and gutters are individual items of this category. These items can be repaired or replaced. Yet entire systems of enclosures have not failed.*
- *SEVERE DISREPAIR: Worsening conditions are now past the weather protecting exterior materials of the building. Water/ice entering under or behind these exterior materials will or has degraded the entire structure. Severe disrepair include wide cracks in masonry walls, a sinking foundation, the broken or rotted out conditions of walls, sills, windows, doors, eaves, metal fasteners severely reduced by rust, and entire roofing assemblies missing. It would be disrepair at a level that indicates, or at least suggests, compromised structural integrity.*

The Project Area has experienced the demolition of several dilapidated structures on which posed a threat to public safety and health. Currently there are ten (10) structures, three of which are vacant and are in severe disrepair. They include 2 abandoned buildings on the City owned Garbose property (155 Mill Street) and the former S. Bent manufacturing building (60 Mill Street). The two buildings on the Garbose property are masonry block construction with doors and windows missing and have deteriorated due to prolonged exposure to the elements. The remaining building on the S. Bent Property is of masonry and wood construction and continues to be a location for transient squatters. It was recently abated of asbestos under an emergency grant from the U.S. Environmental Protection Agency and remains a priority for demolition due to structural, safety, and fire hazards. Of the remaining seven (7) buildings, three buildings are in acceptable to serviceable conditions - two belonging to McCaie and occupied by Superior Kitchen (149 and 166 Mill Street) and a two family duplex (216-218 Mill Street). Four remaining buildings are in moderate to severe disrepair - the Gardener Horseshoe Club building (186 Mill Street) is in moderate disrepair and the three partially vacant industrial buildings at 200 Mill Street are in moderate to severe disrepair.

Applying the classification rating system to building conditions indicates that 7 of the 10 buildings on properties with buildings fall into the Moderate to Severe Disrepair categories. Thus approximately 70 percent of the properties with buildings in the URA have significant repair and condition issues.



Vacant S. Bent Building



Vacant Garbose Building



Ramsdell Mill Building Remains



Gardner Horseshoe Club

## SECTION 2: AREA ELIGIBILITY DESIGNATION

In order to designate the Project Area as an URA, the GRA is required to make a finding that the Project Area is either substandard, decadent, or blighted open in accordance with the Regulations under M.G.L. c. 121B. Such a designation will enable the GRA to undertake certain revitalization activities to stimulate economic development within the Project Area.

Consequently, this report assembles data from a variety of sources to support its recommendation that the Project Area can be designated as decadent and that it is improbable that the area will be redeveloped by the ordinary operations of private enterprise.

The data includes city records identifying parcel ownership, land and building assessments, square footage of land and buildings, building usage, and utility or other types of easements. In addition, BSC staff performed site inspections of the parcels.

Undertaking urban renewal action, such as the taking of private property, requires that an area be substandard, decadent or blighted open. The most appropriate finding for this area is that it is “decadent” and “blighted open”. *Decadent* and *blighted open* are defined as:

**Decadent** – an area which is detrimental to the sound growth of a community as a result of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in

need of major maintenance or repair, or because much of the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions (M.G.L. c. 121B, § 1)

**Blighted open area** - a predominantly open area which is detrimental to the safety, health, morals, welfare or sound growth of a community because it is unduly costly to develop it soundly through the ordinary operations of private enterprise by reason of the existence of ledge, rock, unsuitable soil, or other physical conditions, or by reason of the necessity for unduly expensive excavation, fill or grading, or by reason of the need for unduly expensive foundations, retaining walls or unduly expensive measures for waterproofing structures or for draining the area or for the prevention of the flooding thereof or for the protection of adjacent properties and the water table therein or for unduly expensive measures incident to building around or over rights-of-way through the area, or for otherwise making the area appropriate for sound development, or by reason of obsolete, inappropriate or otherwise faulty platting or subdivision, deterioration of site improvements or facilities, division of the area by rights-of-way, diversity of ownership of plots, or inadequacy of transportation facilities or other utilities, or by reason of tax and special assessment delinquencies, or because there has been a substantial change in business or economic conditions or practices, or an abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete without the aids provided by this chapter, or by reason of any combination of the foregoing or other condition; or a predominantly open area which by reason of any condition or combination of conditions which are not being remedied by the ordinary operations of private enterprise is of such a character that in essence it is detrimental to the safety, health, morals, welfare or sound growth of the community in which it is situated. (M.G.L. c. 121B, § 1)

Presently, the Project Area exhibits many of the physical attributes ascribed in the definitions of decadent and blighted open areas. Further, this study finds that the Project Area has the potential of generating major public benefits that could not otherwise be achieved by the ordinary operations of private enterprise. This section will explain this conclusion, and, therefore, the need for governmental intervention.

#### **Area Eligibility Findings**

As described below, the Project Area can be considered decadent because there is a high percentage of vacant land. Redevelopment has been hindered because of a diversity of parcel ownership, irregular lot sizes and shapes, title issues associated with filled land, site contamination issues with the need for further assessment and costly remediation, aging water infrastructure, the presences of two mill ponds with aging dam outfall, and buildings that are unfit for reuse or have been taken down.

#### **Vacant and Underutilized Parcels**

*Finding: Of a total of 1,820,126 square feet of developable land area within the Project Area (excluding streets and railroad property) approximately 1,625,844 square feet (or 90.5%) are vacant or contain vacant buildings.*

Field survey information, along with information from the City of Gardner Planning and Assessing

Departments was used to compile a profile of parcel usage within the Project Area. Analysis of this data led to the finding that approximately 90.5% of the developable lot area within the Project Area is presently vacant or contain vacant buildings in dilapidated conditions.

#### **Foreclosure of Property due To Back Taxes**

*Finding: The City has taken numerous parcels due to the Owner's inability to pay property taxes.*

Over the last five (5) years, the City has acquired two (2) parcels within the Project Area. The S. Bent Property was acquired for back taxes after the company ceased operations and abandoned the property. The Garbose property was acquired by the City at the behest of the owner who was unable to fund the remediation of the contamination contained in the property. The City assumed ownership and executed a release of liability and indemnification agreement approved by the State to facilitate the conveyance. Together these two properties total 28.71 acres or 66% of the entire Project Area. Additionally Notice of Tax Taking was filed by the City and later discharged on 216-218 Mill Street when the owner paid the outstanding tax obligation

#### **Underutilization**

*Finding: Vacant land use typifies the Project Area.*

BSC used field observations and City of Gardner land use and zoning information to compile a profile of the existing land uses versus land uses permitted by present zoning regulations. Based on analysis it was determined that only 5 parcels with a total area of 4.46 acres or 10.6% of the Project Area contain active uses. The balance of the site is comprised of vacant land

#### **Diversity of Land Ownership and Irregular Lot Size**

*Finding: Small and irregular lot size maximizes problems of assembling development parcels.*

The ownership and use of the privately owned land within the Project Area is quite varied. Within the Project Area there are many different private landowners and, in general, parcels are small and irregular in shape. There are a limited number of large parcels that can accommodate major redevelopment or expansion. Therefore, businesses that wish to relocate or expand into the area must do so in a haphazard way as from time to time property goes on the market for sale. Actions to assemble large parcels for redevelopment and expansion are necessary.

#### **Unresolved Title Issues**

*Finding: A 3.2 acre parcel of unknown ownership adjoins the S. Bent property*

This property had been used openly and noxiously by the S.Bent Company for decades. However S. Bent's deed to the City did not include this property. It appears the property was originally part of the Ramsdell Pond and was filled to create additional land for S. Bent. The City proposes to acquire the property through eminent domain to clear title and assemble it with adjoining land for development.

#### **Public Infrastructure Deficiencies**

*Finding: The Project Area lacks suitable infrastructure to accommodate future development*

Mill Street contains 8inch water mains made of transite pipes. The deficiencies resulting from the brittle

nature of the transit pipes coupled with their age is further compounded by their size which is insufficient to serve the contemplated uses of the area.

Wastewater disposal is only available to limited portion of the Project Area. The southerly side of Mill Street west of Pail Brook is currently served by private septic. The S. Bent property south of Mill Street has no access to sewer. Additionally the City has identified sewer mains down gradient of the Project Area which are or will soon be surcharged. This effectively blocks the path to the wastewater treatment facility.

Mill Street is a two lane road of variable paved width without curbing or sidewalks and minimal provisions for stormwater. The pavement is in poor condition with no shoulders.

The Project Area contains two dam structures which were built to create S. Bent and Ramsdell Ponds which were the mill ponds that provided hydro power to the early manufacturing uses. The S. Bent dam is owned by the City of Gardner as part of its acquisition of the S. Bent property in 2006. It has been evaluated in 2009 by the Maguire Group for the City of Gardner and was determined to be in fair condition. Major deficiencies include an inoperable sluice gate, a rotten observation deck, intruding vegetation, and loose and missing masonry components. The Ramsdall Dam was most recently inspected in October of 2000 and is listed in the Mass DCR Office of Dam Safety Inventory as in good condition with a significant hazard potential. Recent visual inspections of the Ramsdall Dam reveal signs of seepage along its berm and in an abandoned sluiceway. The current owner has not provided an updated inspection report to the Office of Dam Safety and has been issued a Notice of Non-Compliance from the DCR Office of Dam Safety dated May 29, 2012.

#### **Contamination**

*Finding: Due to the extent and high cost of contamination remediation, it is unlikely the land will be cleaned of contaminants that will enable the site to be redeveloped.*

Analysis conducted by Tighe and Bond for the City of Gardner for the S. Bent and Garbose properties reveals significant contamination on both properties. Assessment and mitigation has commenced on the S. Bent property in conjunction with demolition of structures that posed a risk to public safety on the south side of Mill Street. Remaining mitigation needs to be performed on the north side of Mill Street in conjunction with the demolition of the remaining building. An assessment of the Garbose property was performed for the previous owner and has been reviewed by Tighe and Bond. The site is contaminated resulting from the previous use as an auto salvage and metal reclamation facility. !&) Mill Street is the site of the former Ramsdell Mill and most of the structures have been demolished by its owners though the site is strewn with demolition debris of uncertain nature. No known environmental assessment have been performed on the property though it is highly likely to contain contaminants given the history of the site. The high cost of contamination remediation for just the Project Area, estimated at just over \$3 million, (asbestos removal, environmental remediation, consulting and 15% contingency) is a hindrance to redevelopment as this cost would greatly exceed the value of the property after it is cleaned and prepared for redevelopment.

### **SECTION 3: AREA ELIGIBILITY ACQUISITION, CLEARANCE, AND DISPOSITION**

#### **Clearance and Acquisition**

Based on inspections of the buildings recommended for demolition, it is reasonable to assert that well over 50 percent of the floor area of the buildings is functionally obsolete, structurally substandard or is

not reasonably capable of being rehabilitated for productive use. Some of the buildings were torn down by private owners during the preparation of this study; others have been declared unsafe or condemned by the City. Areas were designated for clearance as a last resort because rehabilitation and reuse is not a feasible option. In addition, given the age and industrial history of the structures, it is likely there are additional issues with hazardous materials that must be addressed to achieve successful brownfields reuse. *Table 12.02 (2)-3* (see next page) presents a list of the acquisition, clearance, and disposition parcels. Clearance is necessary and justified because more than 50 percent of the floor area of the buildings proposed for clearance is functionally obsolete, structurally substandard, or not reasonably capable of being rehabilitated for productive use.

Per the guidance materials for M.G.L. c. 121B, if conditions warranting clearance do not exist, the appropriate treatment may be spot clearance to remove substandard buildings and blighting influences or spot clearance to provide land for project improvements and supporting facilities that are necessary to achieve the objectives of the URP. Spot clearance may involve buildings that are in good condition but whose demolition is necessary to achieve Plan objectives (e.g., reduce density, infrastructure improvements to improve access to and within the area).

The Mill Street URP identifies two clearance areas.

Clearance Area 1 consists of three properties containing four structures: the former Garbose property (155 Mill Street) with two vacant dilapidated buildings; part of the former S. Bent property (60 Mill Street) on the north side of Mill Street that contains a severely deteriorated building; and the Superior Kitchen warehouse building (149 Mill Street) which is in serviceable condition but is located across Mill Street from its production facility and main office.

Clearance Area 2 is made up of two properties containing four structures: 216-218 Mill Street contains a duplex in acceptable condition and 200 Mill Street which contains three partially vacant industrial buildings in severe to moderate disrepair.

The balance of the properties to be acquired for assemblage and disposition are vacant and are listed in Table 7: Parcels for Acquisition, Clearance, and Disposition on the following page.

Table 8: Parcels for Acquisition, Clearance, and Disposition

| Owner                    | Address         | Lot Size (acres) | Assessors Map | Current Use    | Zoning | Building Area | Substandard Obsolete Area | Substandard Obsolete % | No. of Bldgs | Proposed Use     | No. DU   | No. Bus. |
|--------------------------|-----------------|------------------|---------------|----------------|--------|---------------|---------------------------|------------------------|--------------|------------------|----------|----------|
| City of Gardner          | 155 Mill Street | 10.74            | R12-1-5-A     | vacant lot     | Comm 2 | 8,063         | 8,063                     | 100                    | 2            | Comm             |          |          |
| City of Gardner          | 60 Mill Street  | 17.97            | R12-1-4A      | vacant lot     | Ind 1  | 33,920        | 33,920                    | 100                    | 1            | Ind/ Solar Array |          |          |
| Tom & Alice Kymalainen   | 222 Mill Street | 0.24             | R12-1-7       | vacant lot     | Comm 2 | NA            |                           |                        |              | Commercial       |          |          |
| Tom & Alice Kymalainen   | Timpany Blvd    | 2.53             | R12-6-8       | vacant lot     | Comm 2 | NA            |                           |                        |              | Commercial       |          |          |
| The Gardner Group, Inc.  | 216-218 Mill St | 0.22             | R12-1-6       | duplex         | Comm 2 | 2,376         | 0                         | 0                      | 1            | Commercial       | 2        |          |
| Walter Dratner           | 200 Mill Street | 1.05             | R12-1-10      | factory bldgs. | Ind 1  | 9,778         | 9,778                     | 100                    | 3            | Industrial       |          |          |
| The 129 S. Main St Corp. | 170 Mill Street | 1.50             | R12-6-2       | vacant land    | Ind 1  | NA            | 0                         | 0                      |              | Parking          |          |          |
| Superior Kitchen         | 149 Mill Street | 1.05             | R12-1-9       | Active company | Comm 2 | 18,752        |                           | 0                      | 1            | Commercial       |          | 1        |
| Asgood Realty LLC        | 131 Mill Street | 0.34             | R12-2-2       | vacant land    | Comm 2 | NA            |                           |                        |              | Commercial       |          |          |
| Asgood Realty LLC        | Timpany Blvd    | 0.42             | R12-1-4A      | vacant land    | Comm 2 | NA            |                           |                        |              | Commercial       |          |          |
| Eugene Butler            | Timpany Blvd    | 0.39             | R17-21-3      | vacant land    | Comm 2 | NA            |                           |                        |              | Commercial       |          |          |
| Unknown                  | Mill Street     | 3.20             | NA            | vacant land    | Ind 1  | NA            |                           |                        |              | Ind/ Solar Array |          |          |
| <b>Total</b>             |                 | <b>39.65</b>     |               |                |        | <b>72,889</b> | <b>51,761</b>             | <b>71%</b>             | <b>8</b>     |                  | <b>2</b> | <b>1</b> |
| <b>Clearance Area 1</b>  |                 |                  |               |                |        | <b>60,735</b> | <b>41,983</b>             | <b>69%</b>             | <b>4</b>     |                  | <b>0</b> | <b>1</b> |
| <b>Clearance Area 2</b>  |                 |                  |               |                |        | <b>12,154</b> | <b>9,778</b>              | <b>80%</b>             | <b>4</b>     |                  | <b>2</b> | <b>0</b> |

#### SECTION 4 URP CONFORMITY WITH COMPREHENSIVE PLAN

This URP is in conformance with the Gardner Community Development Plan (2004), which is the most recent comprehensive plan undertaken for the City. The following are key elements of the plan:

- **Economic Development:** The City should encourage and facilitate retention and expansion of Gardner's businesses; diversify local economy and increase employment by facilitating the attraction of new businesses; conduct strategic planning efforts to reinvest in older industrial and commercial properties; offer development incentives and create unique opportunities for reinvestment in older industrial and commercial properties; enhance community amenities and promote positive image to improve quality of City life; and encourage regional collaboration.
- **Transportation:** Identify and improve pavement conditions and consolidate curb cuts to promote safe and convenient access to employment and commercial areas of the City.
- **Open Space:** Protect Gardner's natural resources; and improve Gardner's recreation resources and facilities. The open space improvements contained in the URP also advance the goals of Gardner's 2006 Open Space and Outdoor Recreation Plan.

The URP's Goals and Objectives, described in **Section 12.02 (3) Objectives**, reflect and promote the above listed action items from the comprehensive plan

This Plan and the information contained within the Plan are based upon efforts of the City's Planning and Community Development Office commencing with the Tax title taking of the S.Bent property in 2009 and followed with the acquisition of the Garbose Property in 2010. Both of these properties contained vacated buildings in deteriorated condition and the sites were identified as contaminated from their previous industrial uses. The City has embarked on a program to identify and assess the extent of contamination and formulate a remediation/re-use action plan. The Urban Land Institute (ULI) convened a Technical Advisory Panel (TAP) to evaluate the Mill Street Corridor and make recommendations for its future redevelopment. The area was also selected as one of six sites to be the focus of a Brownfield Support Team (BST). BST's have been created by the State as a means to focus the attention and efforts of State Departments and Agencies involved in brownfield redevelopment. The efforts of the City have been rewarded with funding from the Environmental Protection Agency and MassDevelopment to undertake an assessment and initial remediation of contaminate areas. Additional funding from the U.S. Department of Commerce, Economic Development Agency, which was matched by MassDevelopment and the GRA, has underwritten the cost of the Urban Renewal Planning Process for the Mill Street Corridor.

As part of the URP planning process, a survey of the Project Area was performed by consultants to the City of Gardner during 2012. An economic and market analysis for the Mill Street Corridor was performed to identify the industry sectors and uses to target and to evaluate the local economic development market potential. Based on the survey of existing conditions, the market survey, public input gained through an area planning process that built on the ULI and BST and included community and stakeholder participation at public forums and Steering Committee meetings, a vision for the Mill Street Corridor was developed in the form of the Urban Renewal Concept Plan (Figure S-5).

The vision for the Economic Redevelopment of Mill Street hinges on the successful development and build-out of the Mill Street Corridor. To achieve this vision, the City, in coordination with stakeholders

will use the following framework to encourage and guide its future development:

- Facilitate the expansion of existing businesses and to attract new industrial and commercial uses to the Project Area.
- Minimize the need for the public taking of private land in order to implement the plan.
- Make strategic infrastructure investments that will support business activity.
- Articulate a cohesive image for Mill Street businesses.
- Preserve and maintain the integrity of the abutting residential neighborhood.

## 12.02 (3) Project Objectives

### SECTION 1: URBAN RENEWAL GOALS AND OBJECTIVES

The overall goal for the Project is:

**Goal: To create a framework for the redevelopment of the Mill Street Corridor, thus restoring unproductive and contaminated properties to productive use that will generate commercial and industrial training and job opportunities, provide business opportunities for economic development, and increase the City's tax base.**

#### Objectives:

In order to achieve this goal, the following objectives were established.

- To foster an environment for businesses to thrive and create sustainable jobs.
- Transform Gardner's historic manufacturing economic base to serve 21<sup>st</sup> century industry through redevelopment of former industrial properties, and in so doing increase the number and diversity of well-paying jobs in the City.
- Encourage and preserve economic diversity and quality of life by providing opportunities for businesses serving a diversity of incomes and skills.
- Increase real estate tax income generating properties in the URA.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Facilitate land assembly and disposition to advance the goals, objectives and activities of the URP.
- Use an improved roadway network and recreation trails as to facilitate the integration of the URA with adjacent residential and commercial uses, as well as transportation networks.

Following the development and analysis of various master plan options for the Mill Street Corridor, a final scheme was prepared that addressed these objectives, and thus the overall goal. Following is a description of how the Mill Street Corridor URP, as presented in this report, meets these objectives.

*To foster an environment for businesses to thrive and create sustainable jobs.*

In general, when looking to invest in a new project, business owners, developers and property owners typically consider "certainty of development". This means, they want to know that their development plans are consistent with an overall master plan and supported by the local government and neighborhood residents. Such support enables them to proceed through the permitting and approval process in an expedited manner with local support and little, if any opposition.

To meet this need, the Concept Plan was developed and incorporated into this URP to provide a description of uses preferred for the area. Existing businesses can expand and new businesses can locate in the area knowing they are doing so in a manner consistent with an overall plan. Not only do they know their plans are consistent with the master plan, they also know the type and extent of development that will be occurring around them. Adherence to a plan reassures prospective developers that their proposed

investment is consistent with what the City and the neighborhood wants and what future developers' investment will be like. It is about reducing risk and uncertainty.

The URP provides these certainties. Industrial uses are recommended in a defined area, mostly within the central core of the Area. Commercial uses are recommended on the Timpany Boulevard side of the area. Within these defined areas, the master plan provides flexibility so that existing businesses can remain. However, the plan also promotes removal of obsolete buildings and the creation of new development areas that can better accommodate new, modern manufacturing facilities that may be necessary to attract new businesses into the area.

*By transforming Gardner's historic manufacturing economic base to serve 21<sup>st</sup> century industry through redevelopment of former industrial properties the URP will increase the number and diversity of well-paying jobs in the City.*

By retaining the mixed-use character of the entire neighborhood in the URP, industrial, commercial and abutting residential uses can co-exist within and adjacent to the Project Area. Within this framework, existing businesses can expand and new businesses will be attracted into the neighborhood.

These economic development activities will result in the creation of new job opportunities. Furthermore, with the adjacency of residential neighborhoods, the opportunity will exist for people to live and work within the larger neighborhood.

*Encourage and preserve economic diversity and quality of life by providing opportunities for businesses serving a diversity of incomes and skills.*

The URP proposes a mix of commercial and manufacturing use in the Project Area. These uses will require a diverse work force for the businesses that locate in the URA. Positions will range from retail sales, managers, clerical, administrative, manufacturing, transportation, research, professional, and technical. It is anticipated these businesses will benefit from the job training opportunities that are available at nearby Mt Wachusett Community College that has established a reputation for responsive workforce development in the area and has been an active participant in the formulation of this Plan.

*Increase real estate tax income generating properties in the URA.*

Over the years, the City of Gardner has seen the property values in the South Gardner area decline as businesses have closed and left the neighborhood leaving behind an inventory of dilapidated, abandoned and tax delinquent old industrial buildings. Through the initiation of this URP, Gardner looks to stimulate many positive changes in the neighborhood, such as job creation and improved housing along with increased property values that will result in an improved tax base.

This Plan's recommendations provide a framework within which existing businesses can improve or expand their property, thus improving their value. In addition, should buildings be obsolete, the URP provides recommendations for demolition, site clearance and new parcel configuration and building locations that meet modern needs, thus encouraging new development, again resulting in improved property values.

Most importantly, the Plan encourages the redevelopment of vacant property for all types of uses, including industrial, commercial and residential. Putting these vacant parcels back into productive use will certainly improve the value of these individual parcels as well as the overall property values in the neighborhood.

*Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.*

The environmental degradation that characterizes the URA has been a major stumbling block to private investment. The cost and uncertainty associated with site cleanup has discouraged the development of the area along with aging infrastructure and fragmented ownership. Through the strategic deployment of public funds for environmental remediation and infrastructure upgrade, the major barriers preventing private development will be eliminated.

*Facilitate land assembly and disposition to advance the goals, objectives and activities of the URP.*

While the City is presently in possession of two thirds of the URA, there are other parcels that need to be assembled to create attractive development sites. Through the assemblage of these critical parcels the City will be in a position to make attractive development sites available for sale

*Use an improved roadway network and recreation trails as to facilitate the integration of the URA with adjacent residential and commercial uses, as well as transportation networks.*

Mill Street is currently in need of upgrade and repair. The pavement condition is poor and there are no sidewalks, curbing and drainage is minimal. The URP proposes to upgrade Mill Street, perform streetscape upgrades, and improve the stormwater management. Additionally the URP proposes to construct over 4,000 linear feet of pedestrian trail within the URA for improved connectivity within and throughout.

## **SECTION 2: OVERALL REDEVELOPMENT STRATEGY**

The URP established the Mill Street Urban Renewal Area which is comprised of 14 parcels and contains 45 acres. Once a thriving industrial area the Mill Street Urban Renewal Area, is presently characterized by vacant, obsolete buildings in deteriorated condition, extensive environmental degradation resulting from its industrial past, vacant under-utilized properties, and significant public ownership (66% of the project area) resulting from tax title and environmental burdens.

The URP planning process included a public engagement process, marketing analysis, and planning assessment, which guided the formulation of a vision for the Mill Street Corridor.

The Overall Development Strategy proposes a comprehensive approach to address the area needs described in Section 12.02 (2) Eligibility and proposes specific development objectives and strategies to achieve its objectives.

The URP compiles information necessary to assist private investors in understanding the City's work with the community and to develop goals and specific development objectives and requirements for development in the Project Area. The Plan will also give the GRA the ability to negotiate directly with potential developers for the development of parcels and will provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Additionally, the strategy identifies certain public actions to make Mill Street and economically vibrant, pedestrian friendly, and a sustainable area.

### **Mill Street Vision**

Gardner seeks to transform the Mill Street economic base from the dislocation associated with the decline of the furniture manufacturing industry to a vibrant 21<sup>st</sup> century economic base. Through the URP Gardner seeks to expand its role as a regional employment and commercial center by reinvigorating and expanding commercial development along Temporary Boulevard and reestablishing the industrial and

manufacturing presence on Mill Street

#### **Timpany Boulevard Area**

The Timpany Boulevard portion of the URA is highly visible and easily accessible. Mill Street is well-positioned between two regional retail destination locations. The URP capitalizes on this by recommending retail development along Timpany Boulevard and the adjoining Mill Street parcels. North of Mill Street a larger footprint building with smaller pad locations are proposed to be developed either in conjunction with Timpany Plaza or on a standalone basis. South of Mill Street a smaller footprint retail plaza and a restaurant site overlooking Ramsdell Pond is envisioned. This location should benefit from the area's synergy as well as an unimpeded view of the pond.

#### **Mill Street North**

The north side of Mill Street comprised mainly of the S Beat Property and several smaller parcels is proposed to be developed into smaller industrial lots utilizing the existing frontage on Mill Street and a proposed new road off Mill Street that will serve six lots. This area will target users in the 10,000 to 30,000 square foot market and will look to provide users with expansion potential.

#### **Mill Street South**

The South Side of Mill Street is envisioned to contain limited industrial manufacturing in addition to a solar photovoltaic array which will provide a source of renewable energy. The City proposes to lease this land to a developer/operator of solar energy photovoltaic arrays to take advantage of the market opportunity. This will allow land, that might otherwise be vacant and generating no income, to become immediately productive in supplying clean renewable energy and generating income. The existing Gardener Horseshoe Club and Superior Kitchen are to remain and would be potential targets for private rehabilitation and expansion respectively.

A parking area is contemplated on the former Ramsdell Mill property to serve the Horseshoe Club and users of the proposed trails along Ramsdell Pond. The property will require clean up of the left over building debris. The dams serving S. Bent and Ramsdell Pond will also require repairs. The S. Bent Dam has been evaluated and recommended repairs identified. The Ramsdell Dam will require inspection and evaluation in order to identify the necessary repairs.

### **SECTION 3: IMPLEMENTATION**

#### **Regulatory**

The City will make appropriate modifications to the Zoning Ordinance and Design Guidelines to accommodate and direct the redevelopment of the URA. While the current zoning generally reflects the Commercial and Manufacturing emphasis of the area, the specific provisions will require adjustments to the use and dimension controls. The URP proposes the adoption of a "Mill Street Urban Renewal Overlay Zoning District" that promotes creativity and flexibility, articulates review and performance standards, and defines a predictable and transparent review process.

Design guidelines and performance standards will be developed which are consistent with the vision of the URP and will be part of the provisions of the Overlay District. In general, the guidelines will address sustainable principles such as energy efficiency and low impact development (LID), while minimizing large expanses of paved areas through landscaping, and interconnectivity. Specifically in the commercial areas the design guidelines will promote and integrating of larger and smaller footprint buildings;

placement of smaller footprint building closer to the street, and pedestrian circulation. For the manufacturing areas the guidelines will promote flexibility for expansion of smaller growing businesses; buffers to residential areas; and alternative energy. Performance standards will provide guidance as to the allowable limits for the operating characteristics associated with businesses and industries such as noise, vibration, electro magnetism, dust, quantity and nature of wastewater discharge, water usage, traffic, stormwater, energy usage. As the Mill Street area is an Expedited Permitting/Priority Development site pursuant to M.G.L. c. 43D, the City has in place an expedited permitting process to insure approvals within 180 days.

### **Timing**

The implementation of the recommendations contained in this Mill Street Corridor URP will be completed over a number of years. This Plan focuses on the improvements that will be implemented in the Project Area, which require the integration of both public and private improvements. The public improvements will include roadway reconstruction, utility upgrades, streetscape improvements and traffic improvements. Public funds will also be spent to prepare sites for redevelopment and will include actions such as site acquisition, building demolition, assessment and contamination remediation. The private improvements will include site preparation, new building construction, parking and loading facilities, landscaping/buffer plantings and associated improvements. Currently, the city is prepared to proceed with the URA improvements. Private investment and development will be predicated on public improvements and will market driven. It is anticipated that initial demand will be focused on the Timpany Boulevard commercial area and the solar photovoltaic array. Public improvements will be cognizant of the market demand/opportunities to strategically leverage private investments.

## **SECTION 4: ECONOMIC BENEFITS**

Consistent with the URP Objectives, the economic benefits from this plan focus on the creation of sustainable jobs and transforming the economic base to serve 21<sup>st</sup> century industry and returning vacant and underutilized land to the tax rolls. The redevelopment of the URA will return property that is currently underutilized into places of commerce and productivity that increases employment opportunities for the local workforce. No jobs are expected to be lost or retained as a result of the proposed acquisitions because the properties do not contain any places of active employment.

The URA will have the potential to employ workers temporarily during construction, and then provide permanent employment opportunities upon completion. During construction it is anticipate as many as 50 to 100 jobs will be created on a temporary basis. It is anticipated the commercial component of the URA will produce 75 to 100 new permanent positions and the industrial component will bring 125 new permanent positions to Mill Street.

## **12.02 (4) Financial Plan**

### **SECTION 1: LAND ASSEMBLY**

The financial plan for the Mill Street Corridor URP is based on cost estimates of the programs and projects proposed for the URA that will fulfill the Project's goals and objectives. A brief summary of each item is provided, with additional detail in the budget presented at the conclusion of this section.

Estimated cost of each parcel to be acquired and identification of any property in which any officer or employee of the municipality or of the operating agency has, or is believed to have, any direct or indirect interest.

Appraisals for each parcel to be acquired will be submitted under separate cover. The estimated cost shown in Table 9 is based on available appraised values where noted. Where appraisals have not yet been completed, the acquisition cost has been estimated based on the City's recent experience in the relationship of assessed value to sales price.

No properties have been identified in which any officer or employee of the municipality or of the operating agency has, or is believed to have, any direct or indirect expense.

### **SECTION 2: SITE PREPARATION COSTS**

Cost estimates for site preparation include environmental remediation of the Project Area to meet MassDEP requirements for future industrial and commercial use, building demolition, removal of asbestos, fencing, soil erosion control and grading of parcels. These figures are also shown in Table 9. Environmental clean-up costs and building demolition costs were based on the data summary and cost estimates for site remediation and demolition prepared for the City of Gardner by Tighe and Bond dated March 2012.

### **SECTION 3: PROPOSED PUBLIC IMPROVEMENTS**

The proposed public improvements are listed as follows:

- New cul-de-sac with a public park at the intersection of Mill Street and Winter Street;
- Pedestrian trails network, primarily along Ramsdell Pond;
- Open space/wooded area on the northwest corner of Mill Street;
- Sewer relocation extension, and pump station;
- Sewer capacity improvements down-gradient of the URA;
- Replace water mains in Mill Street;
- Repairs Ramsdell Pond and S. Bent Pond dams;
- Improve the streetscape along Mill Street; and
- Improve the Mill Street Bridge, as necessary.

### **SECTION 4: RELOCATION EXPENSES**

Relocation costs are expected to be associated with two residential units. The cost estimates for relocation expenses are summarized in Table 9 and supported by the detailed pages that follow.

### **SECTION 5: GROSS PROJECT COSTS**

Table 9 presents detailed costs estimates of the following proposed public improvements:

**Table 9: Mill Street. Urban Renewal and Development Project Budget**

| <b>Uses of Funds</b>                  | <b>Total</b>       | <b>Notes</b>                   |
|---------------------------------------|--------------------|--------------------------------|
| <b>A. Property Acquisition</b>        | \$750,000          | Appraisals                     |
|                                       |                    |                                |
| <b>B. Site Preparation</b>            |                    |                                |
| Mitigation/Demo Garbose and S Bent    | \$2,800,000        | T & B Estimates                |
| Demolition                            |                    |                                |
| 200 Mill Street                       | \$100,000          |                                |
| 216-218 Mill Street                   | \$25,000           |                                |
| 149 Mill Street                       | \$50,000           |                                |
|                                       |                    |                                |
| <b>C. Relocation</b>                  | \$150,000          | 2 Res and 1 Bus                |
|                                       |                    |                                |
| <b>D. Public Improvements</b>         |                    |                                |
| Sewer                                 |                    |                                |
| Relocation/Extension                  | \$175,000          |                                |
| Sewer Pump Station                    | \$125,000          |                                |
| Down Gradient Capacity Improvements   | \$200,000          |                                |
| Water mains                           | \$425,000          | \$250 per lf                   |
| Dam Repairs                           | \$325,000          | McGuire Report for S Bent      |
| Traffic/Circulation                   |                    |                                |
| Relocation of Mill Street             | \$750,000          |                                |
| Mill Street Bridge                    | \$50,000           |                                |
| Mill Street Improvements/Streetscape  | \$850,000          | \$500 per lf                   |
| S. Bent Cul de Sac                    | \$420,000          | \$700 per lf                   |
| Pedestrian Trails                     | \$300,000          | \$75 per lf for unpaved trails |
| Open Space                            | \$300,000          |                                |
|                                       |                    |                                |
| <b>E. Planning/Design/Consultants</b> |                    |                                |
| Engineering Design                    | \$300,000          |                                |
| Environmental Mitigation Permits      | \$50,000           | T & B estimate                 |
| Relocation Consultant                 | \$50,000           |                                |
| Environmental Wetland Permits         | \$25,000           |                                |
| Environmental Assessment              | \$245,000          | T & B estimate                 |
| Appraisal Reports                     | \$25,000           | 10 properties @ \$2500         |
| Dam Assessment                        | \$25,000           | WAG                            |
|                                       |                    |                                |
| <b>F. Administration</b>              | \$300,000          | 30 k per year                  |
|                                       |                    |                                |
| <b>G. Legal</b>                       | \$100,000          | 10 k per year                  |
|                                       |                    |                                |
| <b>Contingency 10%</b>                | \$911,500          | 10%                            |
|                                       |                    |                                |
| <b>Total</b>                          | <b>\$9,826,500</b> |                                |

**SECTION 6: SOURCES OF FUNDING**

Table 10 presents the anticipated sources of funds for each phase of development.

*Table 10: Mill Street Urban Renewal and Development Project Funding Sources*

| <b>Sources of Funds</b>                    |                    |                           |
|--------------------------------------------|--------------------|---------------------------|
|                                            | <b>Total</b>       | <b>Notes</b>              |
| Sale of Properties                         | \$1,300,000        |                           |
| Revenues from Solar PV Array               | \$750,000          | Assume 50 k/yr land lease |
| Grants                                     |                    |                           |
| o Mass Works                               | \$1,500,000        |                           |
| o EPA                                      | \$700,000          |                           |
| o EDA                                      | \$200,000          |                           |
|                                            |                    |                           |
| Other funding                              |                    |                           |
| o CDBG                                     | \$300,000          | \$20 k per year           |
| o MassDev                                  | \$500,000          |                           |
| o City of Gardner                          | \$0                |                           |
| o Bonds                                    | \$2,000,000        |                           |
| o Gardner Redevelopment Authority          | \$0                |                           |
| o DIF                                      | \$1,000,000        |                           |
| o Urban Revitalization Development Grant   | \$315,000          |                           |
| o Scenic Trails                            | \$315,000          |                           |
| o Chapter 90                               | \$500,000          |                           |
| o Local Infrastructure Development Program | \$500,000          |                           |
| o MassDOT Bridge Program                   | \$75,000           |                           |
|                                            |                    |                           |
| <b>Totals</b>                              | <b>\$9,955,000</b> |                           |
|                                            |                    |                           |
| <b>Gross Project Cost</b>                  | <b>\$9,826,500</b> |                           |
|                                            |                    |                           |
| <b>Net Project Cost</b>                    | <b>\$128,500</b>   |                           |

## **12.02 (5) Requisite Municipal Approvals**

As required by c.121B, Section 48, evidence of the required municipal approvals is to be included in the Attachments of the final URP. Specifically, Final URP Attachments include the below-listed items.

Declaration of Necessity from the GRA – Attachment B

Evidence of a public hearing (of which MHC was notified) – Attachment C

Approval of the Plan by local boards and officials (City Council, Mayor, GRA, Planning Board) – Attachment D

Legal counsel's opinion that the URP is in compliance with applicable laws – Attachment E

The MEPA ENF for the URP has not yet been filed by the City, but a copy will be sent to DHCD when the document is submitted to MEPA.

### **Public Hearing**

A public hearing was held on \_\_\_\_\_. A transcript of that hearing has been submitted as part of this plan. *(to be added at a later date)*

### **Municipal Approvals**

Copies of the City Council Vote approving the Plan and the Planning Board Resolution and Vote follow. *(to be added at a later date)*

### **Opinion of Counsel**

A copy of the Opinion of Counsel follows. *(to be added at a later date)*

## **12.02 (6) Site Preparation**

Site preparation activities will be limited to those parcels contained in the Project Area, and will include the demolition of any remaining obsolete buildings and structures following asbestos removal, and then site remediation. Building demolition and site remediation will be required in some areas, but some parcels are already vacant and only require site remediation. This work, described in more detail in the Tighe and Bond, Inc. report provided in Attachment F, will involve the following:

- Utilities within the street will be retained; the existing drainage system will be upgraded and continue to service the area.
- The site preparation activities will be engineered and permitted with the intent to consolidate the demolition and site remediation; will be bid and conducted accordingly.
- PCB-contaminated soils will be excavated and removed from the site.
- Petroleum impacted soils will be managed on-site under the provisions of the MCP.
- All utility services to the structures will be cut and capped within ten feet of the existing building foundations.
- Any remaining slabs or building foundations of the demolished buildings will be removed and disposed/recycled off-site.
- Any open excavations will be backfilled with on-site soils and will be graded "level". Some clean fill might be necessary.
- The project site will be enclosed by chain link fencing to prevent access during remediation activities.
- Erosion controls will be implemented to prevent erosion and sedimentation beyond the site boundaries.
- The site will be stabilized with annual rye grass (or similar vegetation) upon completion to minimize erosion following demolition and prior to redevelopment.
- Any retaining walls will stay in place.

## **12.02 (7) Public Improvements**

### **SECTION 1: INFRASTRUCTURE IMPROVEMENTS**

The proposed infrastructure improvements are critical to the implementation of the project. Many of the infrastructure improvements within the URA are related to traffic and utility expansion and upgrades. These improvements are described in more detail below. Section 4.0 Financial Plan contains more detailed information within the cost estimate for infrastructure improvements. The existing 8-inch water main in Mill Street will be replaced with a 12-inch service. The sewer lines will be relocated and extended to provide service for proposed development parcels. This may require the installation of a force main and pump station. The two existing dams will be rehabilitated, as appropriate, to address any deficiencies. The current lack of accommodation for pedestrian travel will be addressed with the construction of 4,000 linear feet of trails throughout the URA that will also provide public non vehicular access along the shore of Ramsdell Pond

### **SECTION 2: ROADWAYS AND CIRCULATION**

The main access route to the URA is the Mill Street/Timpany Boulevard intersection, which is adequate and no significant changes or improvements are recommended. At the eastern end of the URA, a public open space will separate Mill Street into South and North Mill Streets. Winter Street will likewise be separated into South and North Winter Streets. These improvements are necessary to mitigate potential impacts to residential streets from increased industrial truck and commercial traffic. The issue of increased truck traffic was raised as a concern during the Public Forums. Proposed improvements include:

- Separating South and North Mill Streets, and South and North Winter Streets, with public open space;
- Allow an additional emergency access via North Winter Street;
- Upgrade South Mill Street from Timpany Boulevard to South Winter Street to include streetscape improvements, lighting, consolidation of curb cuts, and accommodation for pedestrian and bicycle travel.

### **SECTION 3: PARKING**

No on-street parking is proposed as part of the Project. A small area of public parking (approximately 37 parking spaces) will be available behind the Gardner Horseshoe Club at 186 Mill Street. All other parking shall be provided on each development parcel to accommodate the proposed building and use. All parking areas will comply with MADEP Stormwater Management Standards and incorporate low impact development drainage elements.

### **SECTION 4: DRAINAGE/ SYSTEM**

There is currently no known stormwater collection or treatment on individual parcels, and Mill Street has minimal provisions for stormwater. This will be corrected with appropriate stormwater best management practices (BMPs). Upgrades to Mill Street will include low impact development (LID) stormwater management consistent with Massachusetts Department of Environmental Protection (MassDEP) standards. Development of individual parcels will also incorporate LID stormwater management practices consistent with MassDEP standards.

### **SECTION 5: PEDESTRIAN/BICYCLE CIRCULATION**

Because Mill Street will be upgraded, accommodations will be made for improved sidewalks for

pedestrian circulation and the ability to accommodate a bicycle lane along the roadways. Sidewalks will be handicap accessible with lighting. Pedestrians and bicycles will also be able to utilize the proposed trail between Winter Street and Timpany Boulevard.

#### **SECTION 6: OPEN SPACE**

Open space is proposed at both ends of the Mill Street corridor. A wooded open space area is proposed northeast of the Mill Street/Timpany Boulevard intersection that will straddle the brook which exits from Ramsdell Pond. Another open space area is proposed in conjunction with the Mill Street relocation at Winter Street. This area will provide an open space buffer for the abutting residential neighborhood.

## **12.02 (8) Relocation**

All businesses and residents displaced by public action are entitled to receive relocation assistance and payment under M.G.L. c. 79A. In accordance with the Code of Massachusetts Regulations (CMR) 27.02 and 27.03, the City of Gardner intends to provide fair and equitable treatment to all parties displaced due to the public actions documented in the URP.

The City will prepare a detailed relocation strategy for any property which involves public acquisition of property for redevelopment. The cost of relocation has been estimated on the basis of current occupancy, which consists of two residential units and one commercial property with one tenant but will likely be revised based on tenancy, use and market conditions at the time of site assemblage. The relocation cost estimated in **Section 12.02 (4) Financial Plan** is estimated based on similar projects requiring site assemblage or land acquisition. The total relocation cost estimate is \$150,000 for parcels to be publicly acquired. The City will retain the services of a relocation consultant experienced in relation matters to directly assist the City, including assistance in finding alternative sites, data regarding relevant zoning issues, review of moving cost estimates, etc. The City and the GRA anticipate designating a point person on staff to serve as the relocation officer to be assisted by a relocation assistant.

The City acknowledges that each occupant in legal occupancy at the time of the acquisition are entitled to remain on the said property for not less than four months from the date of its receipt of notice to vacate. The City will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR 12.00, M.G.L. c. 79a, and 49 Code of Federal Regulations (CFR) Part 24 are met.

A detailed relocation plan will be conducted to determine the final relocation costs

## **12.02 (9) Redeveloper's Obligation**

To the maximum extent possible, the City seeks to stimulate and leverage private investment and activities within the URA. After approval of the URP, the GRA will be responsible for the disposition of properties requiring public acquisition for redevelopment. The GRA, in consultation with the City, will outline the desired uses for the parcels in accordance with this URP report. For each public acquisition and disposition event, potential redevelopers shall be required to provide, at a minimum, the following information to the GRA:

- a full description of the proposed development;
- a detailed description of the nature and location of any public improvements being sought;
- financial strength of the developer with financial sources;
- proposed job creation and job retention – temporary, permanent and construction jobs;
- timetable for design, permitting and construction;
- past experience and references; and
- partners or development team.

When submissions are made by interested developer(s), GRA will check each proposal for completeness and adherence to submission requirements. Then GRA will evaluate each proposal and take into consideration such factors as:

- job creation and retention;
- the proposed acquisition cost of City or GRA parcels;
- commitment to add new industrial, commercial and/or retail activity;
- advancement of the URP's goals and objectives, including job creation; a clean safe, physical and natural environment; energy efficiency and renewable energy; access and circulation;
- fulfillment of the goals and objectives of the URP;
- adherence to applicable City design principles; and
- representation that the developer shares the City's vision for the revitalization of the URA.

Following this evaluation by the GRA, a preliminary designation will be made for a preferred developer. The selected development entity and the GRA will be required to enter into a Land Disposition Agreement to be approved by the DHCD as required by 760 CMR 12.00; and a Development Agreement. Designated developers will be required to comply with the goals and objectives of this URP, current zoning regulations, and with Design Guidelines

## **12.02 (10) Disposition**

Under M.G.L. c. 121B and c. 30B, the sale or lease of industrial or commercial real property by redevelopment authorities or their successors, engaged in the development and disposition of the real state in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The GRA, vested with the powers of an urban renewal agency, will exercise this authority and negotiate directly with any business within the Project Area who wishes to relocate onto one of the new parcels, provided they meet the requirements of this Plan. Following any such negotiations, the GRA will move forward with a process that will solicit proposals from outside entities to facilitate the redevelopment of the remaining disposition sites.

The proposed building, parking and service area improvements shown for each new lot on Figure S-5 in 12.02 (1)Section 1 are conceptual in nature and are intended to depict one option for maximizing development in the Area consistent with the goals of this Plan. In addition, Figure H-1 depicts e 17 disposition parcels for redevelopment by the private sector. These parcels and their locations have been chosen to provide the maximum opportunity to facilitate private redevelopment of this area. However, any proposed redeveloper(s) of the site will be provided with the opportunity to propose an alternative building and/or parcel arrangement for the Area provided such an arrangement meets the requirements of this Plan, the goals and objectives of the City/GRA and applicable law. Any such development proposal will be reviewed by the GRA Director and then the GRA and the appropriate City representatives in accordance with the goals and objectives of the URP and the terms of the Land Disposition Agreement(s) to be negotiated with the proposed redeveloper.

## 12.02 (11) Citizen Participation

This URP incorporates input received from public outreach efforts undertaken during the urban renewal planning process for the Mill Street Corridor. The main components of the City's overall approach to citizen participation throughout the URP process include:

- URP Steering Committee;
- Public forums;
- Private meetings upon request;
- Online availability of Urban Renewal forums, presentations, handouts, and reports; and
- Media outreach (e.g., recording forums for broadcast on local cable channel television, newspaper).

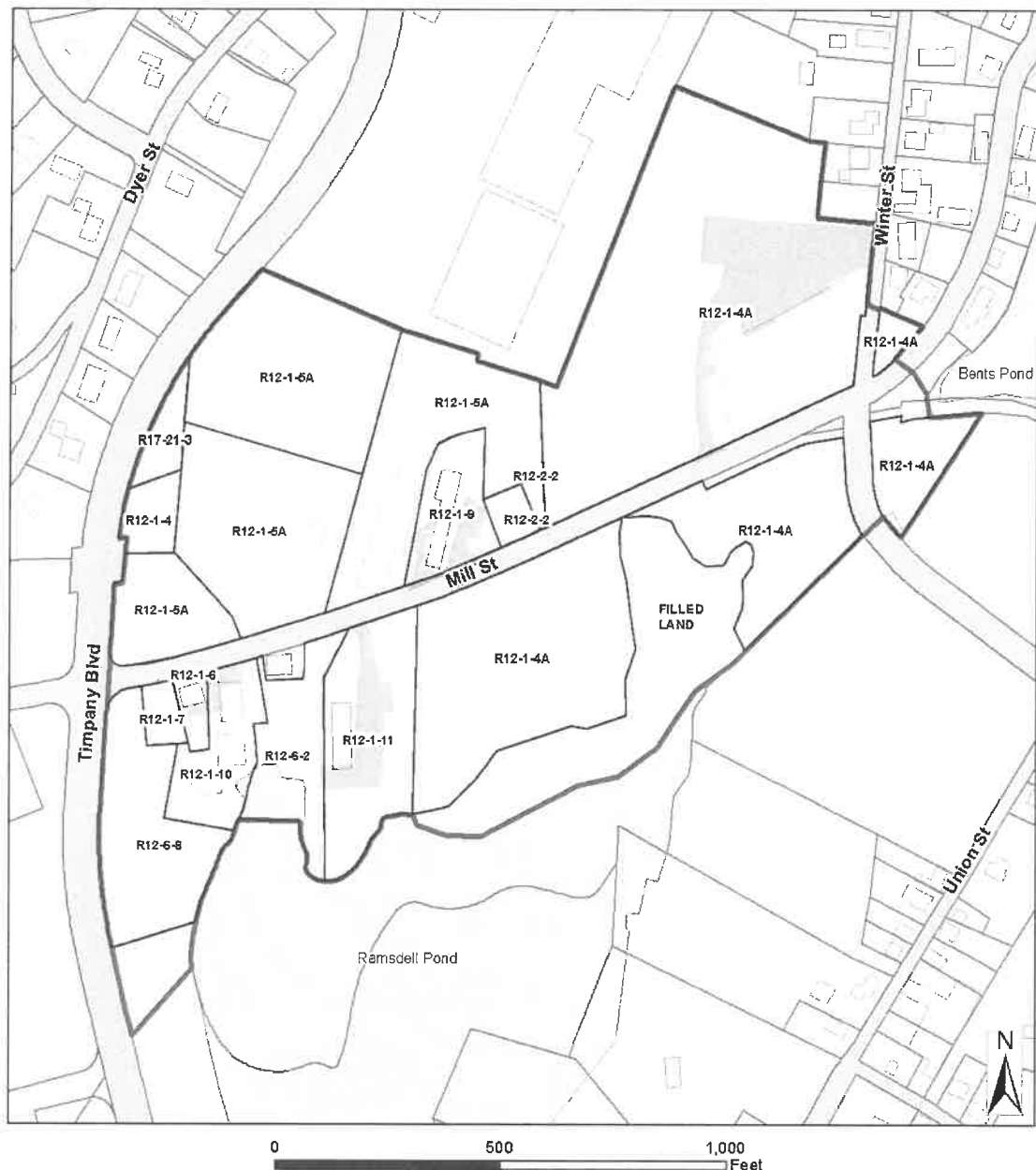


The citizen involvement process was initiated in December 2011. A URP Steering Committee was formed to address the Mill Street Corridor. The Committee is comprised of a dedicated group of stakeholders, including local residents, business owners and municipal officials who are committed to the development and implementation of the URP. The committee has approved the URA boundary and defined the framework of this URP. The GRA is grateful for the commitment of the Steering Committee (see member list in Attachment G: Public Participation), and plans to meet with the group on a regular basis during URP implementation. In addition, if amendments to the URP are proposed, they will be presented by the GRA to the Steering Committee for review and comment.

Two public forums have been held in 2012 to discuss urban renewal in the Mill Street Corridor, define issues of concern, and collect information relative to the URP and its objectives. Information presented at meetings has included site conditions, redevelopment options, elements of this URP, proposed infrastructure improvements, and implementation strategies and funding initiatives. Discussions, question and answer periods, and future planning steps rounded out the forums. The URP has been well received by Forum attendees, who have included local residents, business owners, steering committee members, public officials and elected officials. The residents, in particular, are eager to see the area remediated and productively redeveloped. Comments and concerns expressed at public forums regarding such matters as traffic volume and circulation, remediation, the dams and ponds, recreation/open space, public infrastructure improvements, and private property physical improvements are reflected in the URP's goals and objectives, defined in **Section 12.02 (3) Objectives**.

**Attachment A: URA Parcel Owner Information and Map**

| <b>Property Owner</b>          | <b>Address</b>  | <b>Lot Size (acres)</b> | <b>Current Use</b>         | <b>Zoning</b> | <b>Assessors Map</b> | <b>Proposed Use</b> |
|--------------------------------|-----------------|-------------------------|----------------------------|---------------|----------------------|---------------------|
| City of Gardner                | 155 Mill Street | 10.74                   | vacant industrial building | Comm 2        | R12-1-5A             | Commercial          |
| City of Gardner*               | 60 Mill Street  | 17.97                   | vacant industrial building | Ind 1         | R12-1-4A             | Industrial          |
| Tom & Alice Kymalainen         | 222 Mill Street | 0.24                    | vacant lot                 | Comm 2        | R12-1-7              | Commercial          |
| Tom & Alice Kymalainen         | Timpany Blvd    | 2.53                    | vacant lot                 | Comm 2        | R12-6-8              | Commercial          |
| The Gardner Group, Inc.        | 216-218 Mill St | 0.22                    | duplex                     | Comm 2        | R12-1-6              | Commercial          |
| Walter Dratner                 | 200 Mill Street | 1.05                    | factory bldgs.             | Ind 1         | R12-1-10             | Commercial          |
| Morse, HHR Hubbard             | 186 Mill Street | 0.14                    | Horseshoe Club             | Ind 1         | R12-1-3              | Horseshoe Club      |
| The 129 S. Main St Corporation | 170 Mill Street | 1.50                    | vacant land                | Ind 1         | R12-6-2              | Open Space Parking  |
| Superior Kitchen Rheal McCaie  | 166 Mill Street | 2.00                    | active company             | Ind 1         | R12-1-11             | Active Company      |
| Superior Kitchen Emery McCaie  | 149 Mill Street | 1.05                    | active company             | Comm 2        | R12-1-9              | Active company      |
| Asgard Realty LLC              | 131 Mill Street | 0.34                    | vacant land                | Comm 2        | R12-2-2              | Industrial          |
| Asgard Realty LLC              | Timpany Blvd    | 0.42                    | vacant land                | Comm 2        | R12-1-4              | Commercial          |
| Eugene Butler                  | Timpany Blvd    | 0.39                    | vacant land                | Comm 2        | R17-21-3             | Commercial          |
| Unknown                        | Mill Street     | 3.20                    | vacant land                | Ind 1         | NA                   | Industrial          |
| <b>Total</b>                   |                 | <b>41.78</b>            |                            |               |                      |                     |



### Legend

|                                 |                          |                                                |
|---------------------------------|--------------------------|------------------------------------------------|
| Proposed Urban Renewal Boundary | Parcels                  | Existing Buildings, Parking & Property Lines   |
| Roads                           | Buildings Poor Condition |                                                |
| Existing Parking Areas          | Buildings Fair Condition | Parcels within URB                             |
| Water Bodies                    | Buildings Good Condition | (Labels indicate Parcel Identification Number) |

**Attachment B: Declaration of Necessity**

**Attachment C: Evidence of Public Hearing**

**Attachment D: Local Approvals**

**Attachment E: Legal Counsel Opinion**

**Attachment F: Brownfields Summary Information**

## **Catalogue of Existing Conditions and Conceptual Cleanup Plan - Mill Street Redevelopment Corridor, Garner, MA**

**TO:** Trevor M. Beauregard - Economic Development Coordinator  
**FROM:** Marc J. Richards, P.E., LSP  
**COPY:**  
**DATE:** March 13, 2012

This memorandum describes the Existing Conditions and a Conceptual Cleanup Plan for the Mill Street Redevelopment Corridor (the "Corridor") in Gardner.

### **Catalog of Existing Conditions**

A catalog of existing conditions within the Corridor was conducted through a preliminary site reconnaissance visit and through a review of the following:

- Information provided by BSC Group
- Previous available environmental investigation reports
- Massachusetts Department of Environmental Protection (MassDEP) files
- Municipal files
- Historical aerial photos, historical mapping, and websites with historical information.

An Existing Conditions Plan (Figure 1) that is based on MassGIS Orthophotographic imaging from April 2009, and a Summary Catalogue of Existing Conditions (Table 1) are attached to this memorandum for reference.

### **Existing Land Uses within Corridor**

**Overview Description:** As defined herein, the Corridor is comprised of 13 individual parcels totaling approximately 55.34 acres, all of which have frontage on either Mill Street or Timpany Boulevard. The Corridor is also bordered on the east by Winter Street. Parcel boundary information is included on Figure 1.

The parcel identifications, address listings, size, and owner information are provided in Table 1. As summarized, the City of Gardner currently owns the two largest parcels, which are both abandoned properties. These include the former S. Bent Mill parcel at 60 Mill Street (approximately 27 acres) and the former Garbose Metal Company (i.e., Garbose Site) parcel at 155 Mill Street (approximately 10.58 acres).

A railroad spur (that stems from mainline located to the east of the Corridor) travels along the Bent Mill Property, crossing Mill Street, and enters the Garbose Site. While the spur once served these properties, it is no longer operational and many of the railroad ties have been removed or are damaged.

Current zoning within the Corridor includes Industrial 1 (IND1) along the eastern/southeastern portion of the Corridor, and Commercial 2 (COM2) along the western/northwestern portion of the Corridor.

The Corridor is serviced by municipal water and sewer, and there are no known private potable water wells on the Corridor parcels. An inactive irrigation well is reportedly on the Garbose Site parcel. Two abutting residential parcels on the western portion of the Corridor are serviced by septic systems despite the believed availability of sewer.

**Resource Areas:** According to MassGIS Priority Resource mapping, no Potentially Productive Aquifers, Wellhead Protection Areas (Zone II), Sole Source Aquifers, Areas of Critical Environmental Concern, permitted Solid Waste Landfill, or Rare or Endangered Species Habitat are located within 500 feet of the site. A Protected and Recreational Open Space area associated with the Green Bower Cemetery abuts the Corridor to the southeast.

Ramsdell Pond and associated wetlands are situated along the southern perimeter of the Corridor. This surface water body is fed by Bents Pond (and its tributaries) situated to the east/northeast of the Corridor through an unregistered dam off Winter Street. Below the dam, water travels through a "waste way" located on the the S. Bent Mill parcel, then discharges into Ramsdell Pond. Through another unregistered dam further to west on a Corridor parcel, Ramsdell Pond ultimately discharges to the north (beneath Mill Street) to Pail Factory Brook. To the east of the dam is an abandoned water raceway, which discharges to the "Mill Chase Brook" on the north side of Mill Street. Mill Chase Brook discharges into Pail Factory Brook on the Garbose Site parcel. An unnamed southerly-flowing brook/drainage channel (and its associated wetlands) traverses along the western portion of the Corridor and also discharges into Pail Factory Brook. Pail Factory Brook ultimately flows towards an unnamed receiving pond situated off-site to the west of Timpany Boulevard. Each of these water courses is highlighted on Figure 1.

**Current Parcel Uses:** Based on site observations and available records reviewed, the current use of each Corridor parcel is summarized in Table 1. The table also includes a summary description of the existing buildings (e.g., type, size, approximate age, etc.) on the parcels. In general, five of the parcels are vacated properties and include the following:

- 60 Mill Street - former S. Bent Mill
- 131 Mill Street - former residential property
- 155 Mill Street - former Garbose Site
- 170 Mill Street - former manufacturing site
- 222 Mill Street - former residential property

Five of the parcels are currently occupied and include the following:

- 149 Mill Street - Superior Kitchen Designs, Inc. (a kitchen cabinetry manufacturer)
- 166 Mill Street - also occupied by Superior Kitchen Designs
- 186 Mill Street - Gardner Horseshoe Club (an indoor horseshoe facility)
- 200 Mill Street - an apparent automotive repair facility (site access not available)
- 216-218 Mill Street parcel - a residential duplex

The other three parcels within the Corridor are currently undeveloped land.

During the site reconnaissance, the two parcels owned by the City were accessed, as well as the former manufacturing site at 170 Mill Street, the two former residential properties located at 222 Mill Street and 131 Mill Street, and the undeveloped 2.53-acre parcel off Timpany Boulevard. The other privately-owned parcels within the Corridor were not accessed during the site visit. In general, no overt evidence of a new release or threat of a release of oil and/or hazardous materials (OHM) was observed on the parcels and/or the areas accessed during the site reconnaissance. Further descriptions of site observations are as follows:

60 Mill Street (former S. Bent Mill) – There are currently two abandoned structures at the former S. Bent Mill property, as further summarized in Table 1. There are also several remaining concrete foundations from former manufacturing buildings and storage structures associated with the former mill complex to the south of Mill Street. [Note: These former buildings or structures which are shown on the aerial photography image from April 2009 (Figure 1) were demolished in 2010 and 2011.] There was evidence of illegal dumping in areas to the north of Mill Street, and there was also evidence of homeless activity on two different portions of the parcel (see Figure 1). The majority of the dumping appeared to be associated with household items. There was no visual evidence of a release of OHM observed, but there was evidence that one or more dumped containers may have previously contained OHM. An abandoned railroad spur runs along Mill Street onto the northern portion of the parcel, and that spur previously continued across the western portion of the parcel towards the 155 Mill Street property (see Figure 1).

131 Mill Street (former residence) - This vacant parcel previously housed a single-family residence that was demolished in 2011. No potential environmental concerns were observed on the property. An apparent groundwater monitoring well was observed on the northeast portion of the parcel. The well may have been associated with monitoring of groundwater conditions for the documented release of contamination on the 155 Mill Street property (Garbose site) to the north and west (further discussion below).

155 Mill Street (former Garbose Site) – This vacant site is generally surrounded by chain-link fencing on the southern and eastern portions of parcel, and a wooden stockade fence along the northern portion of the parcel. There is an abandoned garage and an abandoned warehouse structure on the southeastern portion of the parcel, as further summarized in Table 1. Three 55-gallon drum containers and two other small containers of potential oil/hazardous materials (OHM) were located on the 1<sup>st</sup> floor of the garage building, and two above ground storage tanks (ASTs) are located in the lower basement level of this building. A weigh station platform and a remaining slab from a former office building are also located on the southeastern portion of the parcel, off Mill Street. Evidence of an abandoned rail spur line was also observed on this portion of the parcel (see Figure 1).

The central, northern, and northeastern portions of the parcel are mostly unpaved and un-vegetated land where former metal recycling operations occurred. Small pieces of plastic, rubber, glass, and metal from former metal recycling operations were scattered on the surface of this area, and evidence of former electrical transformer equipment pieces were also observed. Stockpiles of soil (one is partially covered by a deteriorated blue tarp) were observed on the north central portion of this area, and larger pieces of debris were observed on the western and southwestern side-slopes of this cleared area, abutting the surface water channels. The surficial debris noted on the slopes suggests that a considerable volume of fill exists along this side of the property (upwards of 10 feet in depth). Abandoned concrete pieces were also observed in the undeveloped, wooded area to the west Pail Factory Brook (see Figure 1).

170 Mill Street (abandoned industrial site) – This former industrial site contains remnants of buildings and foundation areas on the southern and central portions of the parcel. An ancillary building in deteriorating condition is currently situated on the southeast corner of the parcel, adjacent to Ramsdell Pond. The exterior of this building contains broken asbestos transite siding, with pieces of this siding visible on the ground surface abutting the structure. Miscellaneous drums, equipment, wood debris, and treated wood ties were observed within the open building. Piles of demolition debris containing brick, concrete, wood, asphalt, roofing materials, etc. were also observed on the exterior portions of the site. Mastic material which may contain asbestos was observed on some of the brick debris, and the roofing materials in the debris piles may also contain asbestos. The concrete spillway for the on-site dam (which is the discharge point for Ramsdell Pond) appears to be in poor condition. Building demolition debris was also observed in the raceway to the east

of the dam and Pail Factory Brook. The concrete-based raceway was sealed by a water gate at the dam is is alsos on very poor condition.

Timpany Boulevard (vacant 2.53-acre parcel) - The southern portion of this undeveloped parcel was accessed to review the cleared area on the southern portion of the parcel (see Figure 1). A mound of soil with overgrown vegetation was observed on the cleared area (see Figure 1). The origin and source material for this soil mound is unknown. There was no other evidence of activities on this undeveloped parcel.

The five privately-owned parcels that are currently occupied were generally not accessed, and therefore exterior observations are limited. Some observations made from property boundaries are noted below:

149 Mill Street and 166 Mill Street (Superior Kitchen) - Observations from property boundaries of the two Superior Kitchen parcels did not reveal notable environmental concerns.

186 Mill Street (Gardner Horseshoe Club) - Exterior observations around the small horseshoe club building did not reveal overt environmental concerns.

200 Mill Street (occupied industrial site) - Exterior observations from property boundaries of the apparent automotive repair facility were hindered by nearby property features, vegetation and existing buildings.

216-218 Mill Street (occupied residence) - Exterior observations from property boundaries of the residential duplex did not reveal overt environmental concerns.

## Historic Land Use of Corridor

A summary of historical uses of each Corridor parcel is provided in Table 1.

In general, the Corridor has been developed since at least the 1860s with the establishment of the S. Bent Mill facility. Further development of the Corridor area occurred between 1968 and 1971 with the construction of Timpany Boulevard. A railroad spur also previously serviced the former S. Bent Mill, former Garbose Site, and the former L.B. Ramsdell Company properties within the Corridor.

Further site-specific history for the developed Corridor parcels is presented below.

60 Mill Street (former S. Bent Mill) - The S. Bent Mill facility was founded in 1867. Based on earlier land surveys, the northeast portion of Ramsdell Pond was partially filled to allow for the expansion of the S. Bent Mill facility. The facility was first used to make five-spindle factory chairs, as well as children's chairs, rockers and stools. Other furniture specialties included "breakfast sets and institutional furniture" (1920s to 1950s) and the "college and university chair" (1960s).

In 1992, P. Alcock Acquisitions obtained ownership of the property and continued furniture manufacturing operations until circa 2000. Between circa 2001 and 2006, two known businesses operated at the site. These included Bob's Auto Service, which operated out of garage bays situated on the north side of the existing building to the north of Mill Street, and a metal fabricator. The City of Gardner acquired the property in 2006, and the remaining businesses were evicted. Between 2010 and 2011, the City had all but two of the facility buildings demolished.

155 Mill Street (former Garbose Site) – From approximately 1885 to 1957, the southern portion of the parcel was used by the L.B. Ramsdell Company (situated at 170 Mill Street) for the general storage of dry stock.

From approximately 1958 to 1998, the Garbose Metal Company operated a recyclable metal salvage yard on the parcel. Those operations included the collection, separation, and storage of scrap metal, as well as the crushing of automobiles and the dismantling of electrical transformers. As part of metal recycling operations, used oil from the transformers was burned or drained on site. The Garbose Site owner also reported that a portion of the parcel was also used as a “landfill” during the rerouting of Route 2 before 1958. However, no documents were reviewed that identified the location of potential buried debris from that reported site use, and the property is not listed as a closed or inactive landfill by MassDEP.

At least four buildings were located at the site during Garbose’s operations. These included the following:

- **Office/Warehouse Building:** This building is situated on the southeastern portion of the site and was used as office area and for the storage of scrap metal. This building, which was originally constructed in early 1900s, was previously used by the L.B. Ramsdell Company for dry storage. The warehouse and the foundation of the former office area remain on site.
- **Maintenance/Garage Building:** This building is situated on the southern portion of the site and was reportedly used to maintain and store trucks and other equipment associated with site operations.
- **Bailer Building:** This building was situated on the western/central portion of the site and was reportedly used for metal crushing. A sump pump reportedly located in this building, and was used for pumping “fluids” from the crushed automobiles and other metal components, to the exterior ground surface. The building was demolished circa 1998.
- **Alligator-Shear Building:** This building was situated on the northern portion of the site and was reportedly used for metal cutting. The small building was demolished circa 1998.

Garbose’s scrap metal operations occurred across the currently open, un-vegetated portions of the 10.58-acre parcel. No reported operations occurred on the wooded areas on the southwestern and western portions of the parcel. Aerial photographs from 1968 and 1971 indicate that a small area to the west of Pail Factory Brook off Mill Street was cleared for a short period of time. The former use of that cleared area is unknown.

Since approximately 1999, the Garbose Site parcel has been abandoned, and the City obtained owner of the parcel in 2010.

166 Mill Street and 149 Mill Street (Superior Kitchen) - The buildings located on these two parcels have been occupied by Superior Kitchen Designs since circa 1992. These parcels were previously part of the L.B. Ramsdell Company facility, as described below.

170 Mill Street (abandoned industrial site) – In approximately 1879, the L.B. Ramsdell Company began manufacturing of doll carriages on this parcel (which contains the dam and raceway). The manufacturing of toys and children’s furniture later occurred at the facility. Historical mapping indicates that the L.B. Ramsdell Company facility complex was also situated on the abutting parcels at 166 Mill Street (currently occupied by Superior Kitchen Designs), 186 Mill Street (currently occupied by the Gardner Horseshoe Club) and 200 Mill Street (currently automotive repair facility), as well as on parcels across Mill Street at 155 Mill Street (former Garbose Site) and 149 Mill Street (currently occupied by Superior Kitchen Designs). The company ceased operations circa 1957.

After 1957, other industrial operations may have occurred in the buildings on the 170 Mill Street parcel, but those former uses are unknown.

Demolition of some of the facility buildings occurred circa 2007.

200 Mill Street (occupied industrial site) – In addition to the former L.B. Ramsdell Company operations, historical mapping indicates that one of the current buildings on this parcel was used for manufacturing plastic goods (circa 1949) and as a machine shop (circa 1968). Municipal records also indicate that a complaint was issued to the KC Pallet Company in 1995 for burning operations on this parcel. More recent company listings for this property address have included Gil's Auto Body and Powerhouse Plastering.

## Corridor-wide Inventory of Environmental Conditions

Documented releases of OHM have occurred at the former S. Bent Mill and former Garbose Site properties. According to MassDEP records, no reportable release of OHM has occurred on any of the other parcels within the Corridor.

Further site-specific information on the releases of OHM and on other documented information for other potential environmental concerns on the Corridor parcels is presented below.

60 Mill Street (former S. Bent Mill) - MassDEP has assigned four separate Release Tracking Numbers (RTNs) to the former S. Bent Mill parcel. The releases included the following:

- RTN 2-00612 was assigned to the site in 1989 for the release of No. 6 fuel oil from an underground storage tank (UST), which was subsequently removed. The RTN was closed out by MassDEP in 1996 with no further action requirement.
- RTN 2-16651, RTN 2-16652, and RTN 2-16653 were each assigned to the property in 2007. RTN 2-16652 involved a reportable release of petroleum compounds and target polynuclear aromatic hydrocarbons (PAHs) in fill soils situated off the southern portion of parcel (see Release Area 1 on Figure 1). These miscellaneous fill soils contained asphalt shingles, railroad ties, and bricks. RNT 2-16653 involved a reportable release of petroleum compounds in shallow soils situated near the entrance to the facility to the south of Mill Street (see Release Area 2 on Figure 1). The impacts were reportedly associated with a release of waste oil in a former shed structure in this area, which appeared to be related to the former automobile repair facility operations (i.e., Bob's Auto Service) on the property in the 2000s. Lastly, RTN 2-16651 involved a reportable release of target PAHs in fill soils situated to the northwest of the existing building on the north side of Mill Street (Release Area 3 on Figure 1). These miscellaneous fill soils contained railroad ties, bricks, and other solid waste. Each of the three RTNs were remediated (via contaminated soil removal and disposal) and closed out by Tighe & Bond with a Class A-2 Response Action Outcome (RAO) Statement in 2009, in accordance with Massachusetts Contingency Plan (MCP; 310 CMR 40.0000).

USTs and above ground storage tanks (ASTs) reportedly located at the former S. Bent Mill site have included the following:

- Two 10,000-gallon USTs containing fuel oil, which were removed from the site. One of those tanks was subject of the closed RTN 2-00612.
- One 500 gallon UST - the contents and closure status of this tank are unknown.
- One 4,100 gallon AST used for the storage of stain, sealer and topcoat materials.
- One 275 gallon fuel tank.

Tighe & Bond conducted environmental investigations in identified areas of concern and across much of the 27-acre parcel. In general, the portions of the property where potential environmental impacts were identified included areas of stressed vegetation, areas of stockpiled solid waste debris, a waste oil staining area (subject of closed RTN 2-16653), a former gasoline UST area, a dry well area, areas of pad-mounted electrical transformers, the fill area near Ramsdell Pond, former drum storage and hazardous waste storage areas, and other former OHM storage areas. Tighe & Bond's investigations included the excavation of exploratory test pits, soil boring advancement and the installation of groundwater monitoring wells, and hand auger advancement for the collection of surficial soil samples. Based on those findings, three separate release areas (to soils) were identified, and those RTNs were closed out in 2009 as discussed above.

A summary of other documented environmental conditions of concern for the former S. Bent Mill property is as follows:

- MassDEP issued various Notices of Noncompliance (NONs) and Administrative Consent Orders (AOCs) to the property for violations of air quality, hazardous waste management, and industrial wastewater regulations during furniture manufacturing operations at the site.
- In 2003, MassDEP issued a NON letter to Bob's Auto Service because the company was not registered as a waste oil generator and for smoke and wood stove operations on site.
- In 2011, the U.S. Environmental Protection Agency (EPA) removed asbestos and other hazardous materials from the existing building north of Mill Street using EPA funding.

155 Mill Street (former Garbose Site) - MassDEP has assigned five separate RTNs to the former Garbose Site. The releases include the following:

- RTN 2-11321 was assigned in 1996 for the detection of metals and petroleum compounds at elevated concentrations in site soils. The RTN was closed without remediation with a Class B-2 RAO Statement in 1996, and with a deed restriction placed on the property. The RAO and deed notice were retracted in 2003 following the detection of higher levels of contamination in site soils during subsequent investigations.
- RTN 2-14627 was assigned in 2003 for the detection of polychlorinated biphenyls (PCBs) in site soils at elevated concentrations. This RTN has been linked to the primary site RTN 2-11321.
- RTN 2-14896 was assigned in 2003 for the detection of chromium in surficial soils at elevated concentrations, which triggered an Imminent Hazard condition. Further assessment findings indicated that an Imminent Hazard condition did not exist, and the RTN has been linked to the primary site RTN 2-11321.
- RTN 2-15974 was assigned in 2005 for the detection of Non-aqueous Phase Liquid (NAPL; identified as motor oil or waste oil) in one on-site monitoring well situated in the footprint of the former Bailer Building. This release triggered Immediate Response Action (IRA) requirements under the MCP. Response actions under the IRA were initiated but were not completed, and this release has been linked to the primary site RTN 2-11321.
- RTN 2-16137 was assigned to the site in 2006 for the detection of metals and dioxins at elevated concentrations in site soils and/or sediments. This RTN has been linked to the primary site RTN 2-11321.

The primary site RTN 2-11321 is classified as a Tier IC site, and the RTN is currently out of compliance with the MCP.

A 2,000-gallon fuel oil UST was reportedly installed in 1971 near the weigh station platform immediately off Mill Street, and that tank was reportedly removed without incident in 1991. Additionally, a permit to maintain one tank truck vehicle for the storage of No. 2 fuel oil (not to exceed 1,700 gallons) was issued for the property in 1978.

Nine ASTs were reportedly located in the Garbose Site buildings. The tanks included the following:

- Office/Warehouse Building: Two former 275-gallon fuel oil ASTs.
- Maintenance/Garage Building: Two 275-gallon fuel oil ASTs, one 300-gallon waste oil AST, and one 50-gallon hydraulic oil AST. Two 275-gallon ASTs (reportedly the fuel oil ASTs) currently remain in the lower basement level of the building.
- Bailer Building: One former 275-gallon fuel oil AST, and one former 275-gallon diesel AST.
- Alligator-Shear Building: One former 275-gallon fuel oil AST.

An overview of the environmental investigations conducted at the Garbose Site between 1996 and 2006 is as follows:

- A total of approximately 184 soil samples, 35 groundwater samples, 45 sediment samples, and 8 surface water samples were collected from the site. Of the 184 soil samples, 167 of those samples were collected from surficial soils or from shallow depths of less than 3 feet below surface grade.
- Groundwater samples were collected from approximately 18 monitoring wells installed across the site.
- Sediment samples and surface water samples were collected from the on-site mill chase brook, Pail Factory Brook (samples were collected on site and downstream of the Corridor, across Timpany Boulevard), the unnamed brook/drainage swale that traverses along the western portion of the Garbose Site (samples were collected on site and upstream of the Corridor across Timpany Boulevard), Ramsdell Pond (located upstream of the Garbose Site), and an unnamed downstream (off-site) receiving pond for Pail Factory Brook.
- The sampled media were analyzed for PCBs, metals [RCRA 8, Priority Pollutant (13), or individual metals], total petroleum hydrocarbons (TPH), extractable petroleum hydrocarbons (EPH), target PAHs, volatile organic compounds (VOCs), volatile petroleum hydrocarbons (VPH), and/or dioxins.

As reported by other environmental consultants, the impacts to the Garbose Site are summarized as follows:

- Elevated concentrations of metals, PCBs, petroleum compounds, and dioxins were detected in soil, groundwater, sediment and/or surface water at the site.
- Metals of concern include arsenic, antimony, barium, cadmium, chromium, copper, lead, mercury, nickel, and zinc. Metals impacts are to soils across the vast majority of the un-wooded areas of the site (i.e., where former site operations occurred), and in sediments in the unnamed brook/drainage swale, in a portion of the mill chase brook, and in Pail Factory Brook. The metals impacts to site soils are reportedly to depths of less than approximately four feet below grade.

- PCB impacts to site soils and sediments are generally similar to the metals impacted areas. PCB concentrations greater than 10 parts per million (ppm) were detected in approximately 15 soil samples and 1 sediment sample, and total PCB concentrations greater than 50 ppm were detected in 3 of the soil samples. The vast majority of the higher PCB concentrations in soils were identified in the area where electrical transformers were dismantled during previous site operations on the west central portion of the site, to the south of the former Bailer Building and to the north of the existing Maintenance/Garage Building.
- Petroleum impacts to site soils are in the vicinity of the former Bailer Building, the existing Maintenance/Garage Building, along the Railroad Spur, and the northeast corner of the site. The vertical extent of petroleum impacts to soil was between approximately 0 and 8 feet below grade, with the deepest impacts in the former Bailer Building area.
- Dioxin impacts to shallow site soils are in the area where electrical transformers were dismantled, and on the northwestern portion of the site. Dioxin impacts to sediments are also in the mill chase brook.
- Site groundwater is impacted by PCBs and metals, but no dissolved concentrations of PCBs and metals in site groundwater were above applicable risk-based standards. NAPL was detected in one site monitoring well located in the footprint of the former Bailer Building, but no EPH concentrations in site groundwater (including in that well) were above applicable risk-based standards.
- Surface water in the mill chase brook, the unnamed brook/drainage swale, and Pail Factory Brook is impacted by PCBs and metals, but no dissolved concentrations of PCBs and metals in these surface water bodies were reported above Ambient Water Quality Standards.

A summary of other documented environmental conditions of concern for the former Garbose Site is as follows:

- Municipal records indicate that asbestos abatement occurred for unidentified building in 1999 (likely either the former Bailer Building or former Alligator-Shear Building) and for the Office/Warehouse Building (for the office area) in 2005 prior to their demolition.

166 Mill Street and 149 Mill Street (Superior Kitchen) – No known environmental investigations have been conducted on these occupied industrial properties.

In 2003, MassDEP issued NON/AOC letter to Superior Kitchen Designs for violations of air quality emissions and hazardous waste management. A follow-up inspection by MassDEP indicated that the facility was in compliance.

170 Mill Street (abandoned industrial site) – No known environmental investigations have been conducted on this abandoned industrial property.

Municipal records indicate the following:

- A 1,000 gallon AST was installed in 1969 and removed from this property in 2007. The tank was reportedly located directly behind the Gardner Horseshoe Club at 186 Mill Street.
- In 1998, the property was cited for having an unsafe building and violations of the Sanitary Code for the presence of loose, crumbled, and powdered asbestos throughout the abandoned building and over Pail Factory Brook.

- In 2007, a demolition permit was issued for a two-story post and beam factory building on the property. This is the assumed location of the current foundation on site, where piles of construction debris were observed during the site reconnaissance.

200 Mill Street (occupied industrial site) – No known environmental investigations have been conducted on this occupied parcel.

As discussed above, a complaint was issued to the KC Pallet Company in 1995 for burning operations on this parcel. No air pollution violations were reported during a follow-up inspection by the City.

216-218 Mill Street (occupied residence) – No known environmental investigations have been conducted on this occupied residential parcel.

Municipal records indicate that the property is serviced by a septic tank that is situated to the south of the residence. A system failure was reported in April 2003, which was corrected by September 2003. The tank was most recently pumped out in March 2011.

222 Mill Street (former residence) – No known environmental investigations have been conducted on this former residential parcel.

Municipal records indicate that the property was serviced by a septic tank that was situated to the south of the former residence. The tank was most recently pump out in September 2010. It is unknown whether the tank was removed during building demolition in 2011.

## Conceptual Cleanup Plan

In addition to environmental considerations, the “cleanup plan” for individual Corridor parcels and/or for select areas within the Corridor is contingent upon many factors, including redevelopment plans and future site uses (e.g., industrial, commercial, residential, open space, etc.), planned reuse or demolition of existing structures, ownership issues and/or displacement of existing businesses, and planned stages of redevelopment.

For the two largest Corridor parcels which are both owned by the City, there is a significant amount of information already available relative to the environmental conditions on those two properties. In addition, building demolition and further assessment beneath foundation areas is already scheduled for the former S. Bent Mill site and a cleanup plan was previously established for the former Garbose Site under an earlier MCP submittal to MassDEP by the previous property owner’s consultant.

Based on this background, conceptual approaches to cleanup plans for the two City-owned parcels and a recommended action plan for the other Corridor parcels/areas (where the need for “cleanup” is unknown at this time) are addressed separately below.

### Conceptual Cleanup Plans for City-Owned Parcels

A Conceptual Cleanup Site Plan (Figure 2) and a Summary of the Conceptual Cleanup Plan/Recommended Action Plan (Table 2) are attached to this memorandum for reference.

60 Mill Street (former S. Bent Mill) – As reviewed above, Tighe & Bond recently completed environmental investigations in identified areas of concern and across much of the exterior portions of this 27-acre parcel, and four separate releases of OHM to the environment were addressed and properly closed out under the MCP remediation process. Therefore, the cleanup of known environmental impacts on the exterior portion of the parcel is not warranted at this time.

As summarized in Table 2, the City has scheduled the demolition of the remaining mill building to the south of Mill Street for the spring/summer of 2012. Prior to demolition, the abatement of asbestos containing materials (ACM) and other hazardous building materials will be conducted. [Note: A survey of those items has already been completed.] Also as part of this scheduled work, the remaining concrete slabs from former buildings and structures on the south side of Mill Street will also be removed (see Figure 2), and the assessment of environmental conditions beneath these slabs will be conducted through a test pit exploration and monitoring well installation programs, and laboratory analysis of soil and groundwater samples.

Following the completion of that work, the City has preliminary plans to demolish the remaining mill building to the north of Mill Street. That work will first involve the survey of ACM and other hazardous materials remaining on the interior and exterior portions of the building, followed by the abatement of those items, then building demolition. [Note: Building demolition would also include the removal of the dumped solid waste material present on the exterior portions of the building.] Following building demolition and foundation removal, the assessment of environmental conditions beneath the building footprint would also be warranted similar to the approach summarized above for the south side of Mill Street. Our preliminary opinion of probable costs for these items is included in Table 2.

A "cleanup plan" with an opinion of probable costs for addressing impacts or other environmental concerns identified beneath the slabs cannot be established at this time because it is not known whether those actions will be warranted.

155 Mill Street (former Garbose Site) - As reviewed above, environmental investigations were completed across the developed portions of the former Garbose site, as well as in the abutting surface water channels. According to available MCP report submittals to MassDEP, the delineation of the impacts to subsurface conditions on site and to the abutting surface water channels was completed by those investigations. In addition, a preliminary cleanup plan was established.

Based on our site reconnaissance visit and our review of the available site information, it is our opinion that limited additional assessment would likely be warranted to further delineate the vertical extent of the impacted fill soils and/or to identify whether there is a significant volume of and/or unknown buried debris from the former scrap metal operations. Of particular concern are the varying PCB concentrations across the site, former dismantling of electrical transformers on site, and the volume of fill and debris observed along the western slopes adjacent to the surface water channels. Additional assessment would likely be conducted through test pit explorations and laboratory analysis of a limited number of additional soil samples.

Consistent with the earlier MCP submittal for RTN 2-11321, our Conceptual Cleanup Plan for the Garbose Site also includes the following:

- The excavation of the higher-level impacted soils (driven by PCB levels) in identified "hot spot" areas for proper off-site disposal under the Federal Toxic Substances Control Act (TSCA) regulations (40 CFR Part 761).
- The excavation of impacted sediments for anticipated re-use on site as backfill (as appropriate), and the proper restoration of these wetland resource areas following that work.
- The consolidation of the impacted area footprint to reduce the requirements of a future cap. This would likely include relocating certain areas of impacted fill soils along western side-slopes (which will also provide further protection of the abutting resource areas), and the removal of larger solid waste debris identified within the fill for off-site disposal.

- The on-site stabilization of leachable metals (that are determined to be above hazardous waste levels through laboratory analysis) using phosphate-based binders in the excavated sediments and in other impacted soils, as needed, prior to off-site disposal and/or re-use on site as backfill.
- Periodic bailing or pumping (as needed) or excavation and dewatering of non-aqueous phase liquid (NAPL or floating oil on groundwater) present on groundwater on a limited portion of site, and the proper off-site disposal of the oily water material.
- Capping of the remaining footprint of impacted soil area with either an engineered barrier system (consisting of soil layers, warning barriers, and/or pavement) to reduce exposure to the soils, and the placement of a restriction on the parcel deed to limit future exposure scenarios and to restrict future site uses to commercial and/or industrial operations only (i.e., no residential, school, day care facility, playground, etc.). The type and extent of a capping system should be based on a specific redevelopment scenario and end use for the property.

Future site redevelopment scenarios that are closely integrated into the cleanup strategy for the property will need to address site-specific cleanup values that are consistent with proposed end uses for the property, the extent of property deed restrictions, and meet regulatory permitting requirements (particularly with the EPA).

The Conceptual Cleanup Plan for the Garbose Site also includes the demolition of the two abandoned buildings because soils beneath the Maintenance/Garage Building are already known to be impacted and the re-use of the Warehouse Building as part site redevelopment is unlikely. Demolition would involve the survey of ACM and other hazardous materials in the buildings, abatement of those items, and then building demolition. Assessment of environmental conditions beneath the Warehouse Building and the slab of the former office area would also be conducted, as warranted.

Table 2 summarizes the Conceptual Cleanup Plan tasks and includes preliminary opinions of the cost for the completion of those tasks. As shown, the preliminary cost opinions include engineering services relative to completing supplemental assessment, regulatory permitting (EPA and MassDEP), confirmatory sampling, MCP reporting, site-risk characterization, and wetlands/waterways permitting.

## **Recommended Action Plan for other Corridor Parcels**

As reviewed above, no historical releases of OHM have been reported on any of the privately-owned Corridor parcels. However, no known environmental investigations have been conducted on any those parcels to date. In addition, the parcels or areas identified for future redevelopment and the type of redevelopment are not known at this time. Therefore, a conceptual "cleanup plan" for these parcels could not be developed.

Future property transfers and development scenarios will drive the decision process on whether certain non City-owned parcels undergo further evaluation. Typical with a proposed property transfer, certain environmental due diligence actions are often performed which may include the following activities:

- Conduct a Phase I environmental site assessment in accordance with ASTM Standards to help identify potential Recognized Environmental Concerns (RECs).
- Conduct Phase II subsurface investigations as necessary to address the identified potential RECs, as warranted. At a minimum, it is assumed that potential RECs would likely be identified at each of the industrial sites, which include the following five parcels:

- 149 Mill Street (Superior Kitchen)
- 166 Mill Street (Superior Kitchen)
- 170 Mill Street (abandoned manufacturing site)
- 186 Mill Street (Gardner Horseshoe Club)
- 200 Mill Street (occupied industrial site)

The scope and nature of any future Phase II subsurface investigation are very dependent on parcel size and the complexity of the potential environmental concerns identified at the site. Additional Phase II assessment costs are incurred if a release to the environment is detected, and further delineation of that release condition is warranted.

- Conduct cleanup as necessary, to address the environmental impacts identified during the Phase II investigations. Since the extent and complexity of environmental impacts can vary widely and these conditions are currently unknown, cleanup scenarios cannot be developed at this time.
- Conduct a survey of ACM and other hazardous materials in parcel buildings scheduled for renovation or demolition. As reviewed, parcels with existing buildings or remaining structures include the five industrial site parcels mentioned above, and the residential duplex at 216-218 Mill Street.

# Summary of References

## General Resources Reviewed

<http://www.historicaerials.com/>

<http://mwcc.edu/gardnerfurniture/BriefHistory.htm>

Municipal records reviewed from Assessors' office, Board of Health, Engineering Department, and Fire Department.

MassDEP files reviewed on-line @<http://public.dep.state.ma.us/SearchableSites/Search.asp>, and at the offices of MassDEP-Central Region

Site reconnaissance visits conducted on January 10, 2012 and February 15, 2012.

## Former S. Bent Mill

The environmental investigation reports reviewed for the S. Bent Mill property included the following:

- Status of Historical Site Assessment of S. Bent and Brothers Facility report, prepared by Environmental Compliance Services (ECS), Inc.
- Phase II Environmental Site Assessment prepared by Tighe & Bond, Inc. in April 2007
- Phase I Initial Site Investigation and Tier II Classification prepared by Tighe & Bond, Inc. in April 2008
- Additional Site Investigation Results Letter prepared by Tighe & Bond, Inc. in November 2008
- Response Action Outcome Statement prepared by Tighe & Bond, Inc. in September 2009

## Garbose Site

The environmental investigation reports reviewed for the Garbose Site included the following:

- Phase II Comprehensive Site Assessment (CSA) report prepared by Corporate Environmental Advisors, Inc. (CEA) in February 2006\*
- Phase II Remedial Action Plan report prepared by CEA in February 2006
- Immediate Response Action (IRA) Status Report letter prepared by CEA in March 2006
- Phase II, Phase III, Tier Classification Linking report prepared by CEA in November 2006 (which included results from additional Phase II assessment activities)
- Phase IV Remedial Implementation Plan (RIP) report prepared by CEA in January 2007
- Method 3 Human Health Risk Characterization report prepared by CEA in January 2007
- Stage II Ecological Risk Assessment report prepared by ENSR/AECOM in January 2007
- Conceptual Remedial Cost Estimate letter prepared by CEA in April 2007
- Draft Targeted Brownfields Assessment Report / Phase I Environmental Site Assessment prepared by Advanced Environmental Solutions, Inc. (AES) in January 2010
- AAI/ASTM Phase I Environmental Site Assessment Update letter report prepared by CDW Consultants, Inc. in December 2010

\*Note: The Phase II CSA report included references to several earlier environmental investigations and reports prepared for the site, and included data previously collected from the property in 1996, 1999, and 2003.

**Attachment G: Public Participation**

## **Attachment H: Market and Economic Analysis**

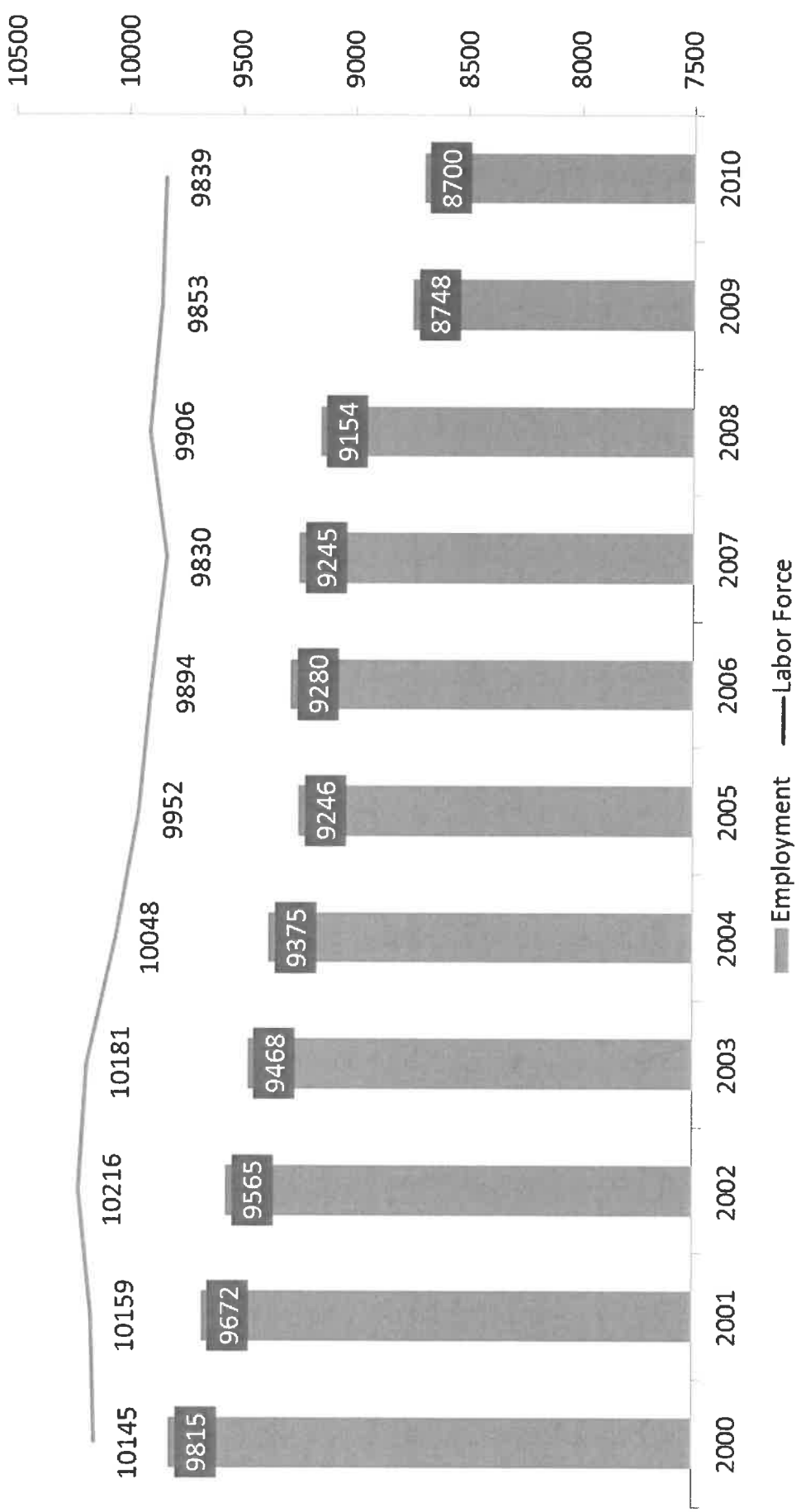


# **Gardner Economic Overview Market Trends Analysis – Working Draft 2/2/2012**

## **Gardner Economic Activity and Base**

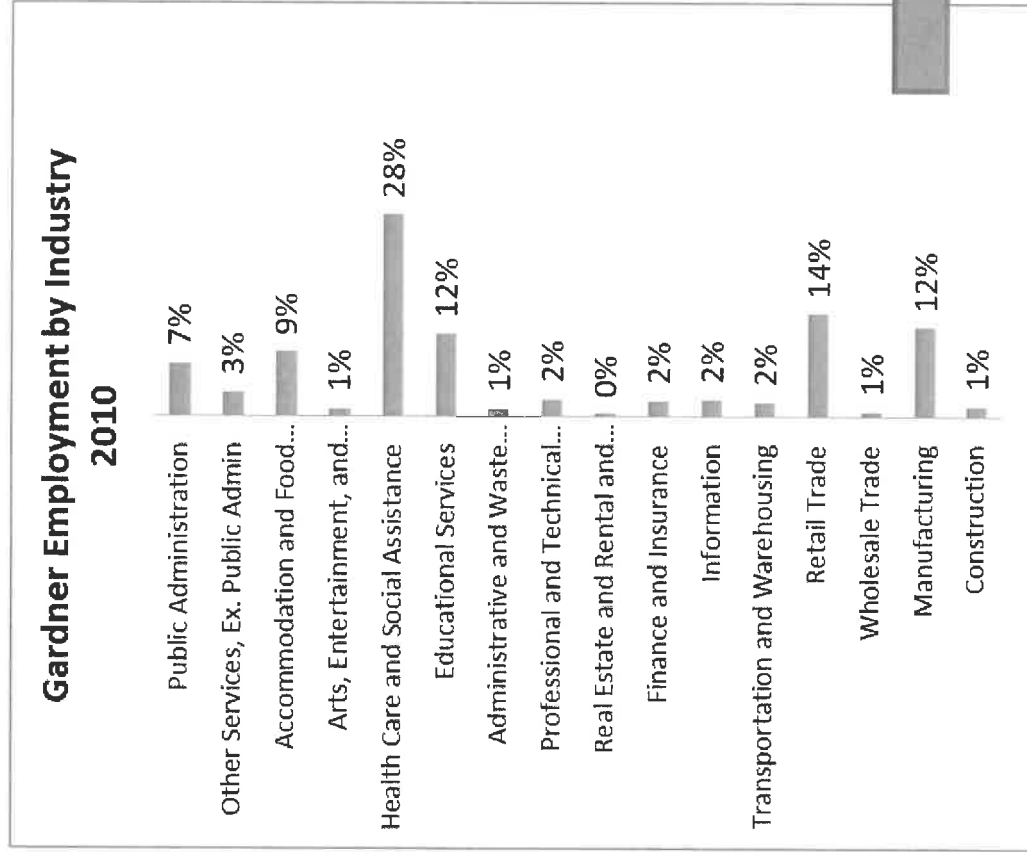
11100

Gardner reached its private employment peak in 2000



Source: MASS LMI ES 202 data  
CY2010 last full year available

# Manufacturing remains an important part of the Gardner economy

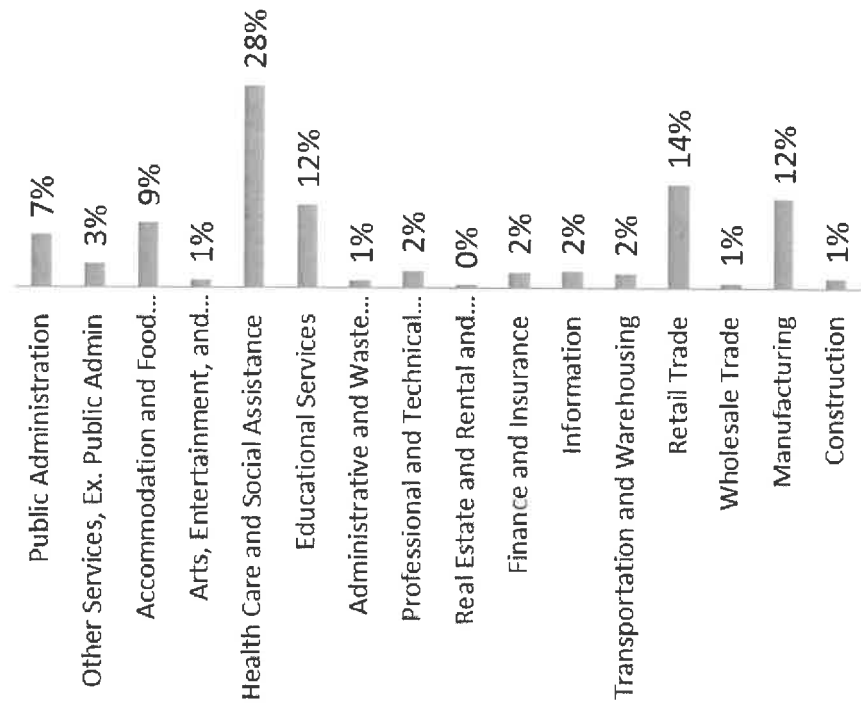


| Description                            | No. of Establish-ments | Average Monthly Employment | Average Weekly Wages |
|----------------------------------------|------------------------|----------------------------|----------------------|
| Manufacturing                          | 35                     | 1,000                      | \$955                |
| Wood Product Manufacturing             | 4                      | 26                         | \$654                |
| Paper Manufacturing                    | 3                      | 224                        | \$937                |
| Fabricated Metal Product Manufacturing | 6                      | 31                         | \$875                |
| Machine Shops and Threaded Products    | 4                      | 31                         | \$875                |
| Furniture and Related Product Mfg      | 6                      | 91                         | \$1,264              |
| Household and Institutional Furniture  | 5                      | 80                         | \$1,316              |

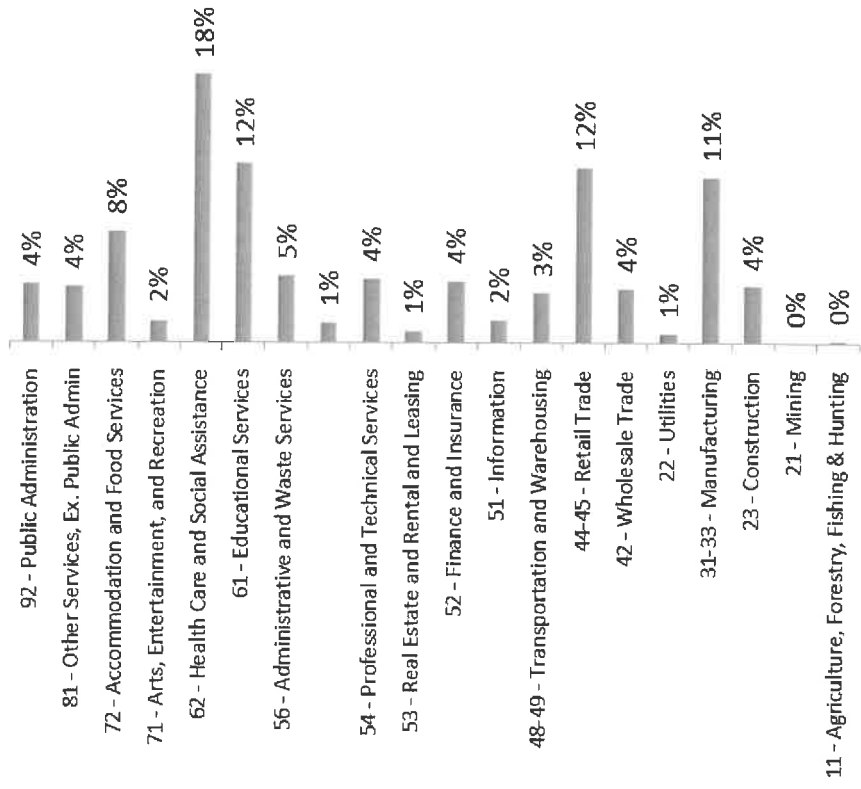
Source: MASS LMI ES 2012 data  
 \* Last full year available

# Gardner's employment mix parallels Worcester County

**Gardner Employment by Industry  
2010**

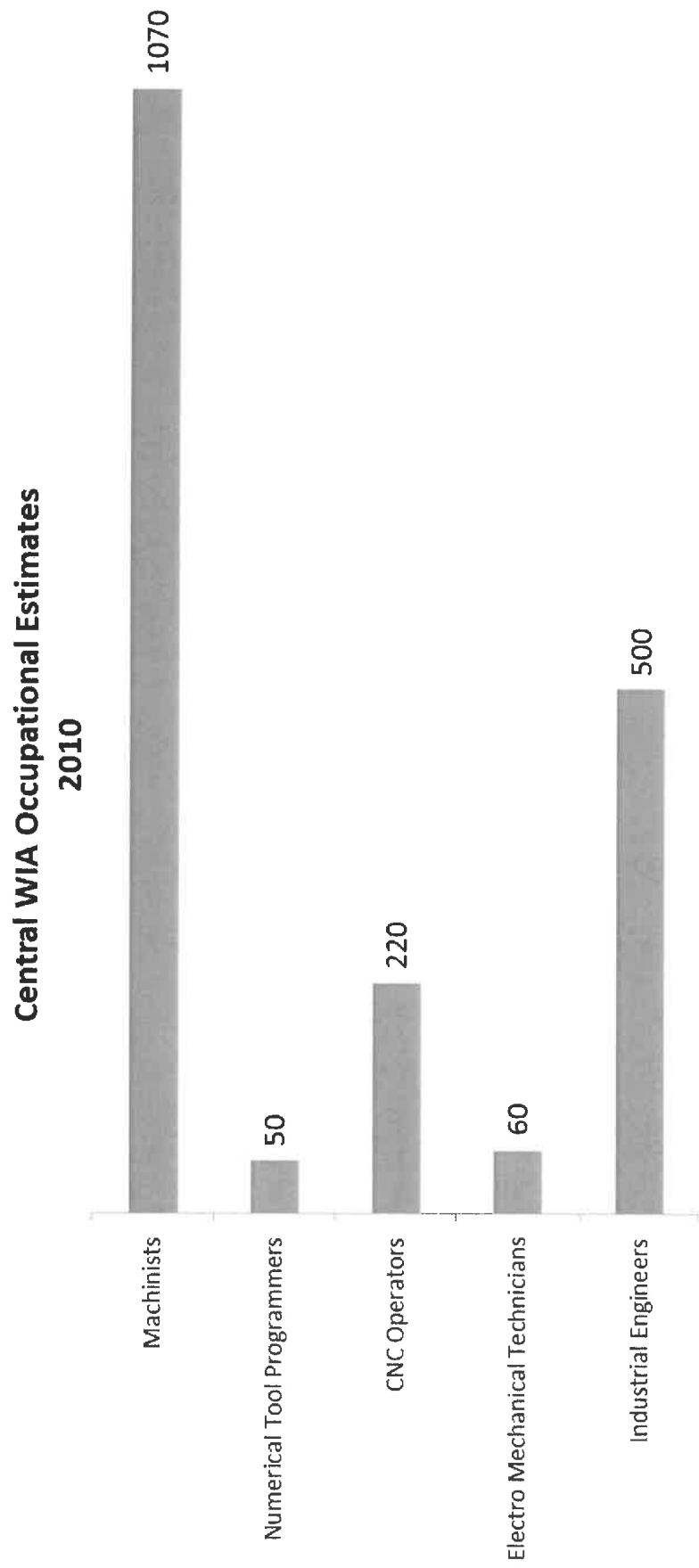


**Worcester County Employment 2010**



## Labor force dynamics may play a key role in the economic future of the region

- The overall region has relatively few employees with skills required for most forms of advanced manufacturing

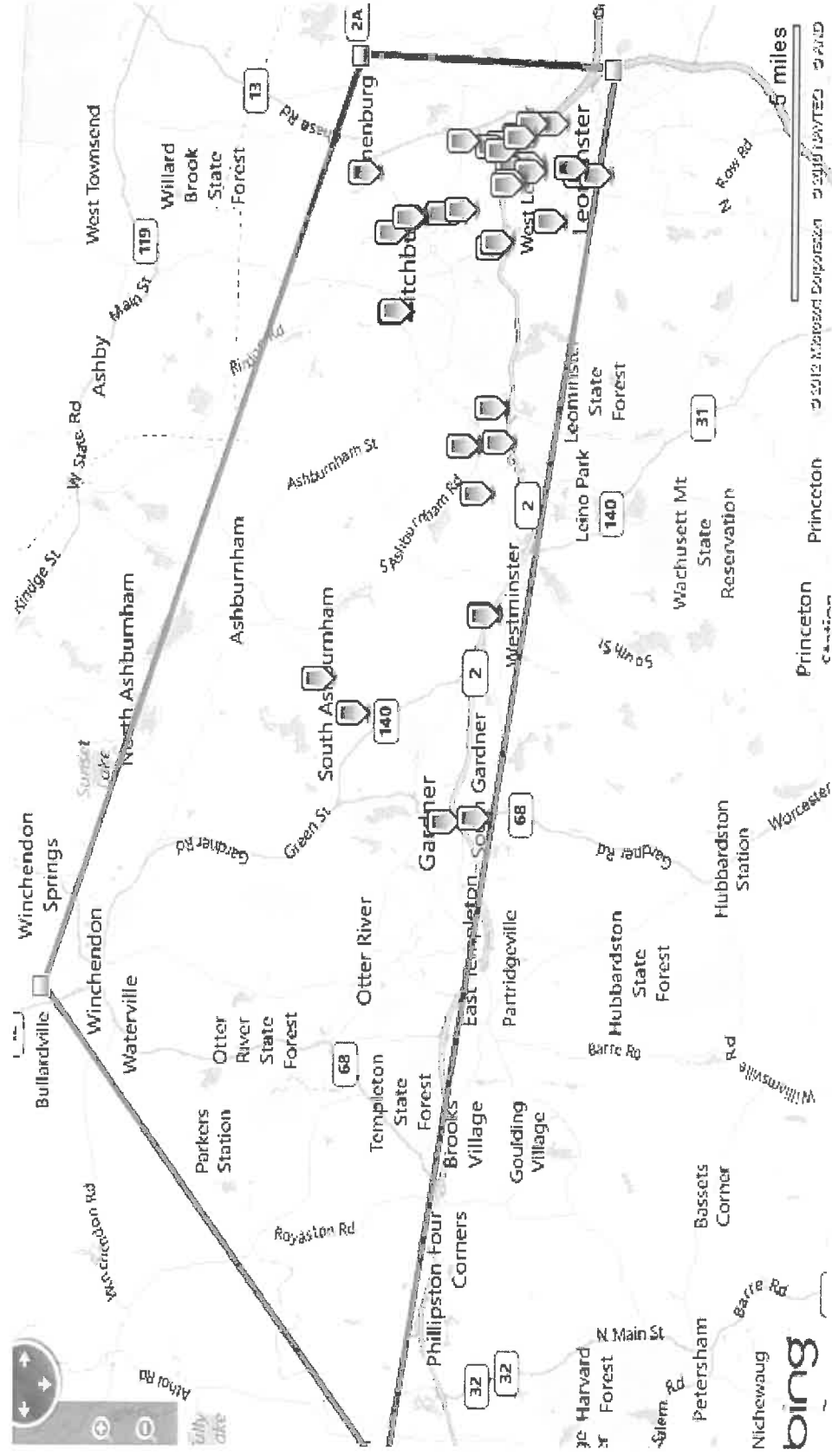


Source: NP calculations from MASS LMI Occupational Survey

**Defining the Market Area**

## Competitive market area for Gardner – listed properties

- The competitive market area runs from Leominster / Fitchburg to Athol along Rt 2



## Corporate Real Estate Market Conditions

11100

## A note of caution

- Any market study conducted today will indicate negative square foot absorption of space
- Market analysis / forecasting in these economic conditions is exceptionally difficult
  - Past trends can't be applied – particularly since credit markets are likely to stay tight for the foreseeable future tapering real estate development
  - Employment forecasts suggests a jobless recovery with a lack of clear indications of leadership in rehiring
- Moreover, space demand over the much of the last decade was created by smaller companies in tech industries, healthcare businesses, educational services, retail distribution and financial services – many of which have significantly scaled back expansion plans or in other cases are simply not easily accessible to Gardner

# There is a substantial inventory of preexisting space available in the regional market

|                                     | Office Space Available/<br>Vacancy Rate | Office Lease Rates | Industrial Available /<br>Vacancy Rate | Industrial Lease Rate (NNN) |
|-------------------------------------|-----------------------------------------|--------------------|----------------------------------------|-----------------------------|
| I190 Corridor (excluding Worcester) | 55.2ksft                                | \$8-\$12           | 613ksft                                | \$2.95-\$4.50               |
| Boston MetroWest                    | 11.2 million sft                        | \$20.25            | 7.2 million sft                        | \$6.10                      |
| Gardner Competition Zone            | 560 ksft                                | \$3.95 - \$6.00    | 2.2 million sft                        | \$1.45 – \$3.85             |

Source: NP calculations based on CBRE market reports, Loopnet searches, Mass site finder

## Framework for examining competitive supply

- Level 1: Building at move-in quality
- Level 2: Building needs refurbishment, modifications, or final build-out
- Level 3: Building in place but requires substantial renovation or code upgrades (mill and older industrial buildings)
- Level 4: Developed “pad ready” site with full site approvals, site plans and infrastructure in place
- Level 5: Raw land, zoned industrial or office / industrial
- Level 6: Raw land not necessarily zoned but designated for future business use

## Contemporary high tech flex building – NY Energy Park - Saratoga

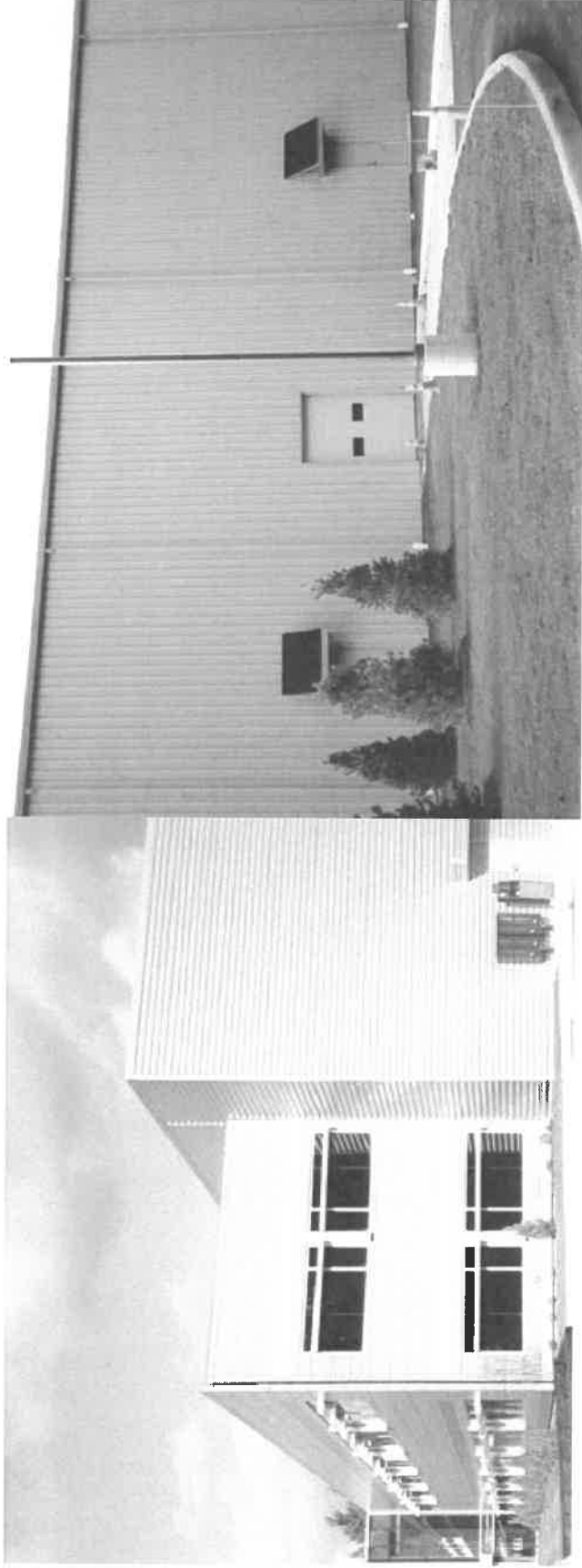
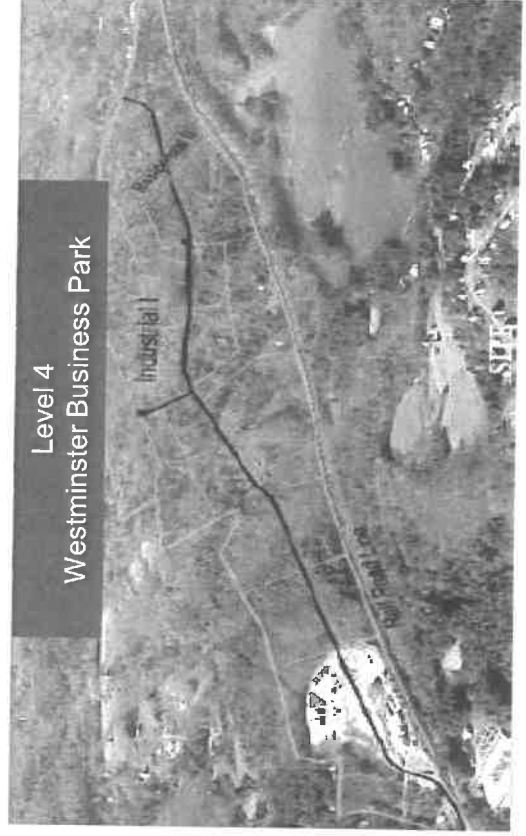


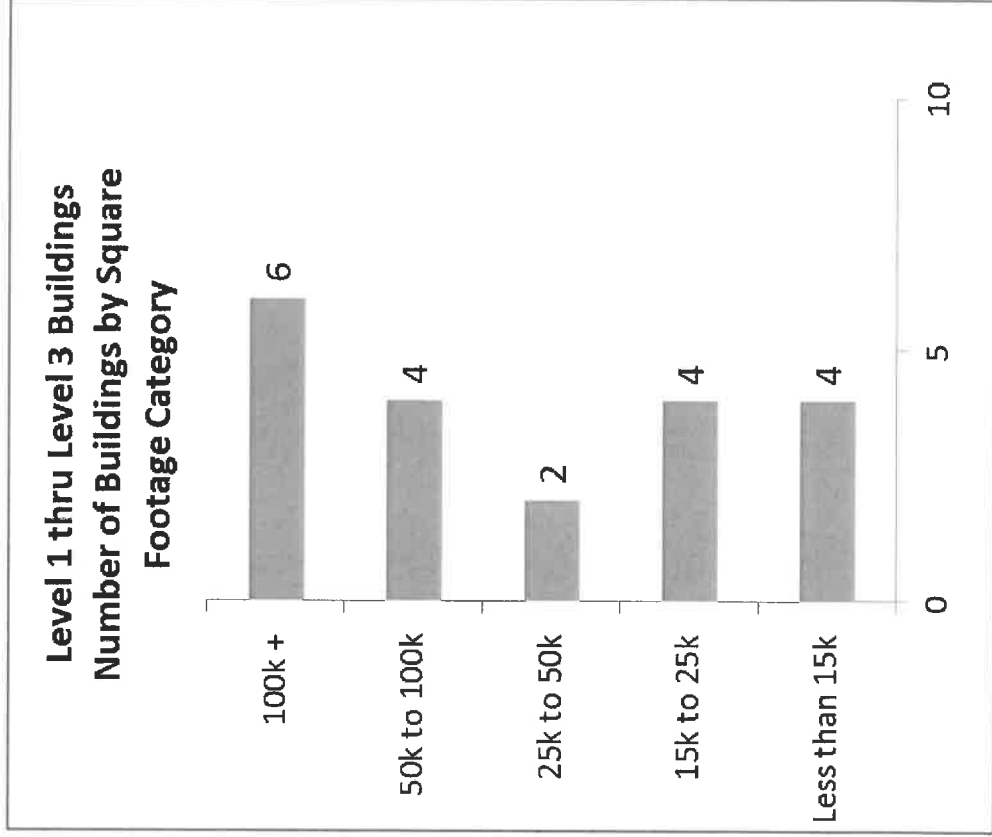
Photo source: NP

Ninigret Partners

## Examples of available product in the area at various stages of market readiness



# Market ready industrial space in the North Central region



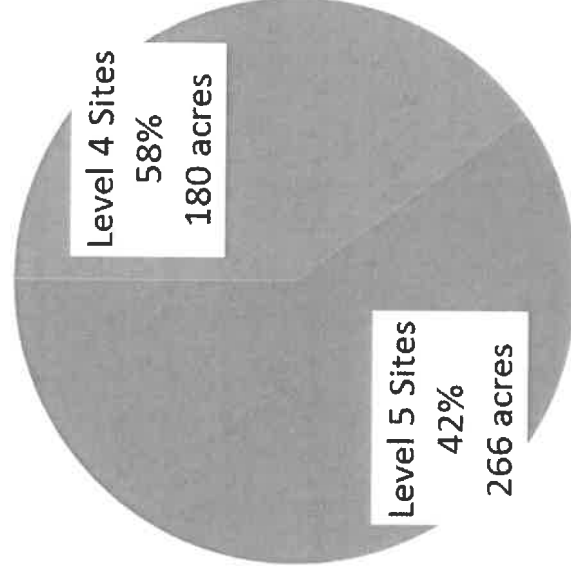
- The marketplace is dominated by large scale vacant industrial buildings
  - Some are special purpose buildings like a 28 acre chemical factory
  - Some will have limitations on the ability to subdivide
  - Many of these space can serve as flex space
- Nearly all of the midsize space is more than 20 years old and a substantial portion are mill buildings
- Potential issues for these sites:
  - Electric utility adequacy
  - Space utilization efficiency
  - Ceiling heights
  - Internal column / load bearing

Source: NP calculations based Loopnet and Mass Econ site finder data

## 446 acres of land is presently available for commercial or industrial development across the area

- 70% of this acreage has rail access
- The Westminster Business Park has 7000 ft of railroad frontage
  - Maximum proposed build out for this site is 1.6 million square feet

**Estimated Development Acreage  
by Site Readiness  
Thru 1/28/2012**



Source: Mass Site Finder – Loopnet; NP calculations

A major challenge for any development will be existing real estate price points

- An examination acreage pricing has the following asking prices as follows (1):
  - Randall Pond: \$30k per developable acre
  - Unimproved farm land: \$13k per acre
  - Industrial lots Fitchburg: \$76k per acre
- Asking prices for existing buildings range between \$8 to \$91 per foot depending on location and building age
  - Older industrial/mill buildings have asking prices between \$8 and \$30
  - Level 1 / Level 2 commercial/industrial buildings range between \$70 - \$91
- Existing real estate price points are well below development economics

Ex. Randall Pond Industrial Park

Available Lots\*

| Lot | Size (Acres) | Price     | Location       |
|-----|--------------|-----------|----------------|
| 2B  | 2.317        | \$69,510  | Quabbin Blvd.  |
| 3   | 4.917        | \$147,510 | Quabbin Blvd.  |
| 4   | 4.552        | \$135,660 | Quabbin Blvd.  |
| 5B  | 4.5          | \$135,000 | Quabbin Blvd.  |
| 6   | 6.189        | \$185,670 | R.W. Moore Ave |
| 7B  | 8.509        | \$255,270 | R.W. Moore Ave |
| 9   | 4.113        | \$123,390 | R.W. Moore Ave |

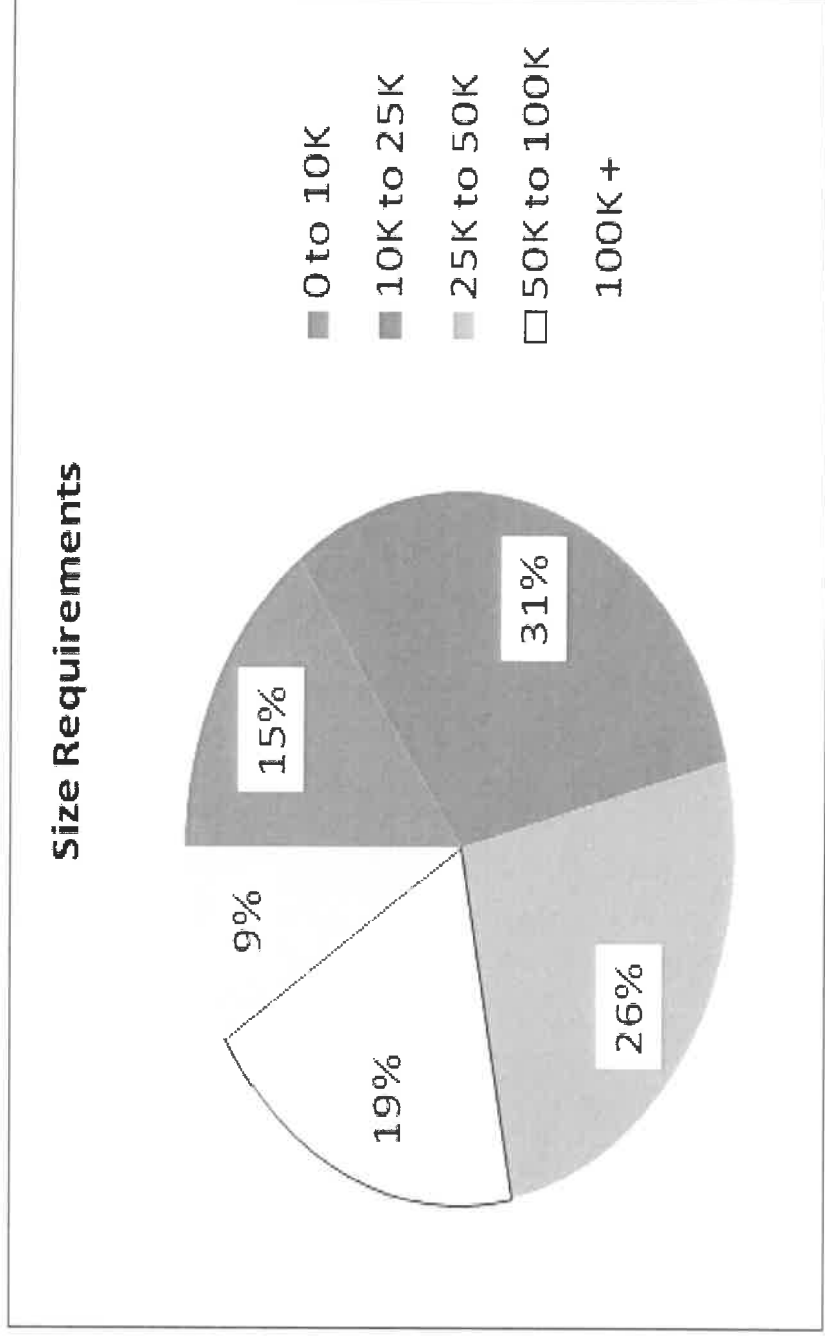
\*Availability and price subject to change without notice.

## Potential Demand and Real Estate Product Implications

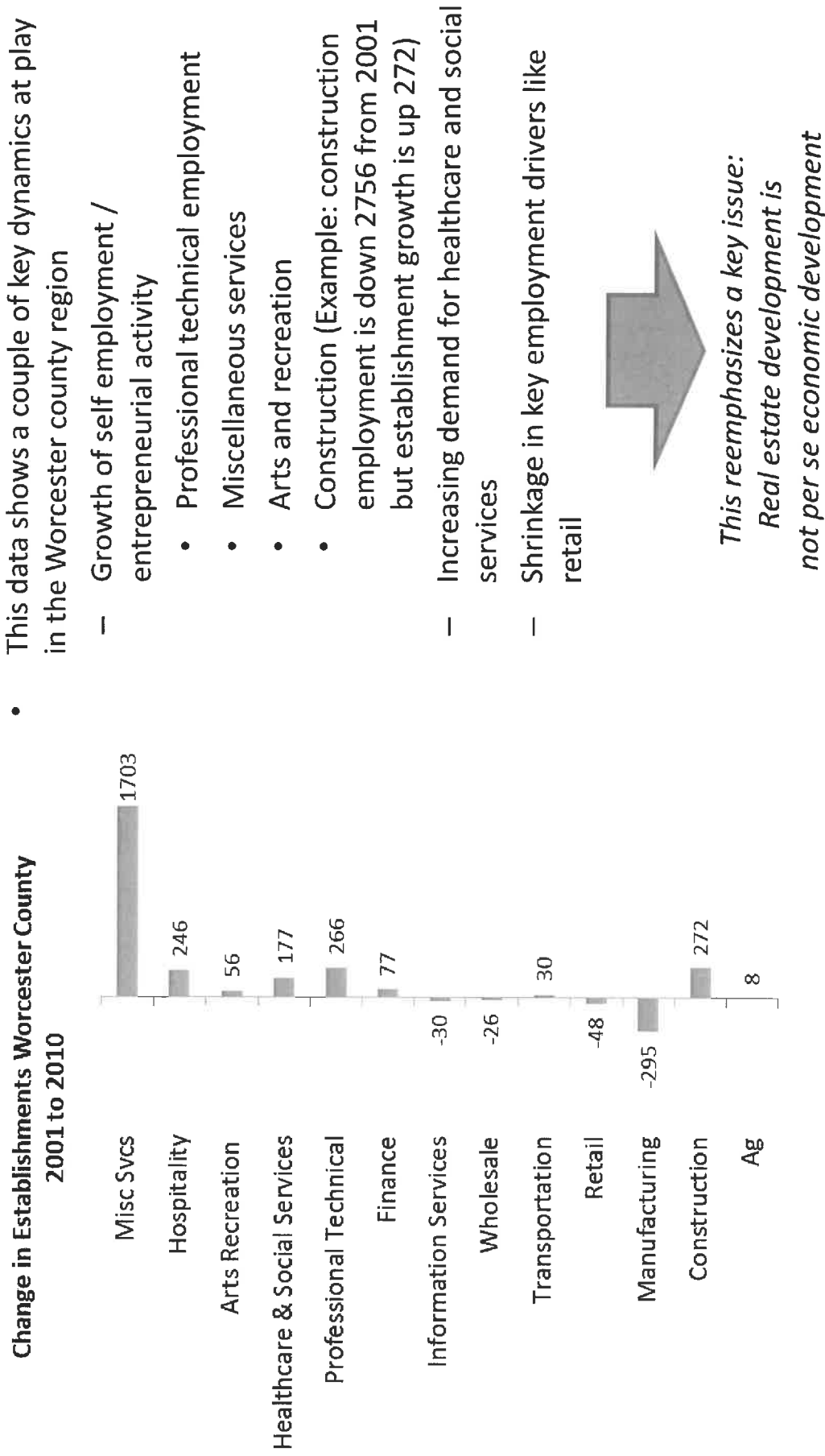
11100

## At the height of the Massachusetts economy 72% of space requirements were less than 50ksft

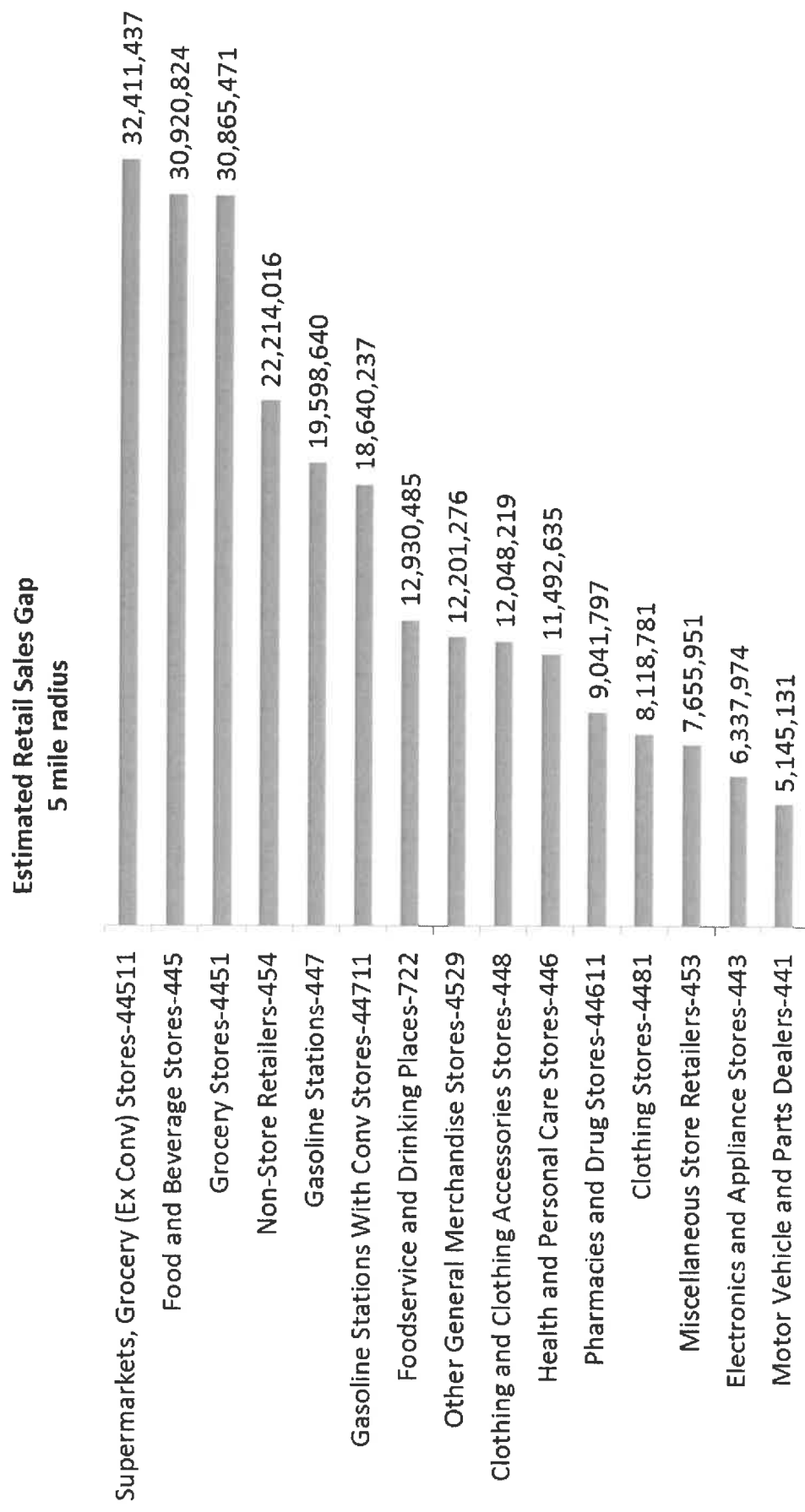
- This information is presented since making investment decisions solely on present economic conditions misses the long-term potential
- The Gardner area clearly has a lack of standalone buildings in this category but several buildings could be subdivided



# Changes in establishments are a key indicator of real estate demand



## There is an indication of local market need for additional grocery / convenience retail



Source: Nielsen Site Reports, 2012

Ninigret Partners

# Findings and Conclusions

## Real Estate Market

- There appears to be sufficient real estate availability in the market area to meet the majority of commercial/industrial needs for the foreseeable future therefore to best position the site for this type of activity means becoming site ready
- Establishment growth, an indicator of future real estate need, has been primarily in entrepreneurial service industry ventures which require small footprints and inexpensive space
  - Mill buildings easily fill that gap
  - Construction and distribution need workspace and laydown areas
- Gaps in the market clearly exist for contemporary high bay flex space between 20 – 50 ksft with expansion potential but...
- Real estate price points create substantial financing gaps for any speculative development
- Rail access is not a unique attribute in this market
- Interim uses for these sites should receive strong consideration given likely development timeframes

## Economic Development Implications

- The competitive real estate situation coupled with anemic job growth requires consideration of a different development pathway
- In part the economic viability of these sites is tied to the overall strengthening of the Gardner and regional economy
  - The Mill St Corridor should be considered as part of the overall job creation / tax base development portfolio for Gardner and not a singular solution
- Accordingly parallel efforts to get the sites “pad ready” coupled with an overall economic development program done in conjunction with community and state partners is critical

*At the moment its easier to “see”  
an economic regeneration  
strategy for Gardner; how the  
sites fit into that vision is still  
unclear*

## **Next Steps**

Conventional retail / industrial flex site planning with BSC

PLUS

More in depth assessment of the following:

- Evaluation of entrepreneurial new build precedents that may have applicability to Gardner
  - Site development linked to economic positioning
- Healthcare/social service programming opportunities

## Endnotes

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<sup>i</sup> Furniture Making in America: History of High Point, <http://www.apartmenttherapy.com/furniture-making-in-america-hi-152371>, January 11, 2012.

<sup>ii</sup> Greater Gardner Furniture History Documentary Project, Brief History of Furniture Companies, <http://mwcc.edu/gardnerfurniture/BriefHistory.htm>, January 11, 2012.



## City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 9, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Notification Regarding Parking Meter Study Committee

Dear Madam President and Councilors,

As was done in 2019, the Administration has tasked the following people to serve on an ad-hoc advisory committee to study the best way to replace the currently defective parking meters in the downtown area.

I have appointed:

- Director Josh Cormier, City Director of Purchasing and Civil Enforcement,
- Bradley Fucile as the representative of the City Treasurer/Collector's Office,
- Dane Arnold, City Director of Public Works,
- Chris Coughlin, DPW Business Manager,
- Deputy Police Chief Nick Maroni,
- Rebecca Marois, President of the Greater Gardner Chamber of Commerce

to serve on this committee to review the different options available and recommend how best to move forward.

I have also requested that the City Council President ask a City Councilor to serve in this role as well as a member of the Mayor's Ad-Hoc Advisory Committee. I have been informed that Councilor Craig Cormier will be serving in this capacity due to his current role as the Chair of the Public Safety Committee that oversees the parking meter area and as the City Council's liaison to the Traffic Commission.

Anne LeBlanc, Gardner resident and owner of John's Sports Shop has also agreed to help in an advisory role to the committee from the perspective of a Downtown Business owner, even though she doesn't have the time available to commit to a full seat on the committee due to her role in the store.

Once the final recommendation is completed, the administration will put forward a proposal before the City Council to correct the issue we are experiencing now.

Respectfully submitted,

Michael J. Nicholson  
Mayor, City of Gardner



## City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 14, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Notification of Grant Funding- Community One Stop for Growth Awards

Dear Madam President and Councilors,

I am writing to inform you that the Commonwealth has awarded a total of \$1,554,713.50 from the Commonwealth's Community One Stop for Growth Grant Awards for different projects around the City.

As you may recall, the Baker-Polito Administration created this new grant program that allowed municipalities to submit a single application for different community development related projects to allow experts at the Commonwealth to determine which grant programs best fit the project and allowed for a greater menu of various grants to be awarded to the same project based on that single application.

The City itself was awarded a \$90,000 grant to begin the process of creating a Master Plan for the City from the Community Planning Grant Program, and a \$964,713.50 grant from the MassWorks grant program to pave and install sidewalks on Fredette St., Wilkins Rd., Industrial Rowe, and a portion of Coleman Street.

The City currently has an economic development plan that was adopted in the early 2000s, two urban renewal plans that were adopted in 2011 (Downtown) and 2012 (Mill St), and an open space and recreation plan that was approved earlier this year. Working toward a full, comprehensive master plan would allow us to have a document to guide our projects on a City wide basis. The Administration estimates that the full scope of creating the City's first comprehensive master plan to be around \$250,000. As such, the \$90,000 awarded from the grant would allow us to update our existing plans and also create a housing production plan for the City and a development plan for the South Gardner Village Center to start the process of getting us to a full plan.

The streets that cover the Gardner Industrial Park – Fredette Street, Wilkins Road, and Industrial Rowe – have been at the top of the City's paving priority list for quite some time, but due to the large square footage of these roads, we were unable to pave them on our own. This funding will cover the cost of a complete reconstruction of Industrial Rowe and Fredette/Wilkins and a

milling and paving of Coleman Street and lower Parker Street, with sidewalks on all of those locations.

Lastly, \$500,000 was awarded to Millenium Holding Group from the Underutilized Properties Grant Program for renovations being done at 25 Main Street (commonly referred to as "The Bullnose Building"). The Commonwealth's award states:

"Millenium Holding Group, LLC will use this grant to redevelop a vacant 13,500-square-foot former office building in downtown Gardner into 14 units of market-rate housing on upper floors and commercial spaces on the first floor. Funds will be used to support gap funding, install high-efficiency electric mini-splits, improve life safety systems, and upgrade the elevator."

The Underutilized Properties Grant Program is an initiative in which developers, not municipalities, apply for projects to redevelop underutilized properties to bring them to their best use. Municipalities must, however, provide a letter of support for the project in order to be considered for funding. The City provided nine (9) letters of support for various projects across the City between five (5) developers, however this was the only project selected for funding.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Michael J. Nicholson".

Michael J. Nicholson  
Mayor, City of Gardner

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[\(7\) > Governor Maura Healey and Lt. Governor Kim Driscoll \(/orgs/governor-maura-healey-and-lt-governor-kim-driscoll\)](#)

## PRESS RELEASE

# Healey-Driscoll Administration Announces \$164 Million for Economic Development Projects Through Community One Stop for Growth

Announcement Delivers Funding from 13 State Grant Programs That Will Help Create 8,000 New Housing Units, 10,000 jobs, and 5.4 Million Square Feet of Commercial Development

FOR IMMEDIATE RELEASE:

10/25/2023

Governor Maura Healey and Lt. Governor Kim Driscoll

Executive Office of Economic Development

## MEDIA CONTACT

**Karissa Hand, Press Secretary**

Phone

**617-725-4025** (tel:6177254025)

**REVERE** — Today, Governor Maura Healey, Lieutenant Governor Kim Driscoll, Economic Development Secretary Yvonne Hao and Housing & Livable Communities Secretary Ed Augustus announced \$164 million for 338 grant awards to support local economic development projects in 161 communities across the state. The awards were made through the Community One Stop for Growth, an application portal overseen by EOED that provides a streamlined process for municipalities and organizations to apply for 13 state grant

programs that fund economic development projects related to planning and zoning, site preparation, building construction, infrastructure, and housing development.

The grants were announced during a kickoff celebration at Suffolk Downs in Revere honoring recipients of awards through the MassWorks and HousingWorks grant programs, two of the largest programs in the One Stop. Revere is a recipient of a MassWorks award for the redevelopment of Suffolk Downs, as well as a Housing Choice program grant.

“One Stop is a vital economic development tool to spark growth, spur development and strengthen local economies across the state,” said **Governor Healey**. “These funds will help make possible community-led projects that build vibrant downtowns and unlock economic potential in every region of Massachusetts, while creating new jobs, housing, and opportunity.”

“Building strong communities is essential to advancing economic development across Massachusetts,” said **Lieutenant Governor Driscoll**. “The One Stop for Growth allows us to partner with cities and towns statewide to support their economic development goals while empowering them to pursue their vision for growth. We’re excited to announce this year’s awards to 161 Massachusetts communities and can’t wait to see economic progress they help make possible in the years to come.”

Through this round of the One Stop, EOED received 783 applications from 239 communities representing every region of the state. Of the 336 applications awarded, 26 percent are located in a rural or small town, 33 percent are located in a Gateway City, and 61 percent are located in an [MBTA Community](#) ([info-details/multi-family-zoning-requirement-for-mbta-communities](#)), and 49 percent are located in a [Housing Choice Community](#) ([/housing-choice-designation-and-grants](#)). EOED estimates the One Stop awards will help create more 8,000 new housing units across the state including 3,000 new affordable units, 10,000 new permanent jobs, and more than 5.4 million square feet of new commercial development.

“The One Stop is an essential vehicle through which our administration can invest in Massachusetts communities, advance equitable and easy access to state resources and support the foundation upon which our state economy is built,” said **Secretary of Economic Development Yvonne Hao**. “We are building an economy that works for everyone, in every region of Massachusetts, and we’re thrilled to make these investments in more than 330 local economic development projects around the state.”

“As the administration vigorously works to turn the tide of the housing crisis, easy access to One Stop is an important tool for communities,” said Secretary of Housing and Livable Communities Ed Augustus. This portal simplifies the application process to tap into valuable funding to programs like HousingWorks and Housing Choice Community Grants, programs that allow communities to begin to unlock more housing where they need it.”

The FY24 One Stop awards include:

- **MassWorks Infrastructure Program** – \$91 million awarded to 53 projects
- **HousingWorks Infrastructure Program** – \$33,528,797 awarded to 15 projects
- **Underutilized Properties Program** – \$16,552,817 awarded to 39 projects

- **Rural and Small Town Development Fund** – \$5,000,000 awarded to 17 projects
- **Housing Choice Community Grants** – \$4,730,000 awarded to 34 projects
- **Site Readiness Program** – \$2,857,058 awarded to 10 projects
- **Urban Agenda Grant Program** – \$2,500,000 awarded to 28 projects
- **Community Planning Grants** – \$4,850,000 awarded to 79 projects
- **Brownfields Redevelopment Fund** – \$1,340,000 awarded to 8 projects
- **Collaborative Workspace Program** – \$950,000 awarded to 39 projects
- **Massachusetts Downtown Initiative** – \$550,000 awarded to 22 projects
- **Commonwealth Places** – \$375,000 awarded to 9 projects
- **Real Estate Services Technical Assistance** – \$250,000 awarded to 8 projects

The full list of grant recipients and project descriptions is available on the [EOED website \(/info-details/fy24-community-one-stop-for-growth-awards\)](#).

MassWorks, one of the state's largest competitive grant programs, offers cities and towns flexible capital funding to support and accelerate housing production and job growth. This year, the administration is awarding grants to 50 communities, including five communities that are receiving their first ever MassWorks award. Among this year's MassWorks' projects, 26 are supporting mixed-use or commercial developments and 15 are improving road safety in small towns. These projects will create an expected 4,525 units of housing, as well as more than 4,100 permanent jobs and 9,800 construction jobs.

HousingWorks provides municipalities with grants for a variety of infrastructure improvements that spur housing development and preservation. In this inaugural year of the grant program, EOHLC awarded grants to 15 communities to support or preserve 2,108 units of housing.

"Through the One Stop, the Healey-Driscoll administration provides cities and towns with a streamlined process to apply for state resources that bring key projects in their communities to life," said **Undersecretary of Economic Foundations Ashley Stolba**. "We are grateful to our teams at the Executive Office of Economic Development, Executive Office of Housing and Livable Communities, and MassDevelopment, who worked with hundreds of communities over the past several months to identify projects in 161 municipalities that will have a meaningful impact on local economic growth."

"This \$164 million investment from the Healey-Driscoll Administration will help cities, towns, and local partners tackle important projects that will make a difference in easing the housing shortage, creating jobs, breathing life into underused properties, and advancing community goals across Massachusetts," said **MassDevelopment President and CEO Dan Rivera**. "Our team at MassDevelopment administers six of the One Stop grant programs on behalf of the Commonwealth, utilizing our subject matter expertise and deep

understanding of local community and economic development issues to maximize the impact of these public dollars."

"Revere is in the midst of an exciting transformation - from Revere Beach to Suffolk Downs and Shirley Ave, the city continues to drive forward with great momentum. Our growth wouldn't be possible without the support of the Governor and her team and resources provided through the One Stop for Growth grants," said **Revere Acting Mayor Patrick Keefe**. "This program gives us the tools to inform our planning efforts, improve the quality of life in our neighborhoods, and support economic development for all in the city, allowing Revere to compete again for the fastest-growing city in the Commonwealth."

"On behalf of the people of Revere, I extend my appreciation to Governor Healey and Lt. Gov. Driscoll for their leadership in promoting these One Stop Awards," said **Representative Jeffrey Rosario Turco, D-Winthrop**. "With these grants, the City of Revere can continue its strategic planning to improve both economic opportunity and the quality of life for our residents."

"Having a single application portal and collaborative review process of community development grant programs is a great tool for gateway cities, like Revere," said **Representative Jessica Giannino, D-Revere**. "This process streamlines the experience for the applicant and better coordinates economic development programs which means more resources and programming for our communities."

### About the Community One Stop for Growth

The Community One Stop for Growth is an annual program overseen by the Executive Office of Economic Development (EOED) that provides a streamlined process for cities and towns to apply for 13 state grant programs administered by EOED, the Executive Office of Housing and Livable Communities, and the quasi-public agency MassDevelopment. Programs in the One Stop fund economic development projects related to community capacity building, planning and zoning, site preparation, building construction, infrastructure, and housing development. To learn more about the One Stop, visit [www.mass.gov/guides/community-one-stop-for-growth](https://www.mass.gov/guides/community-one-stop-for-growth) (/guides/community-one-stop-for-growth).

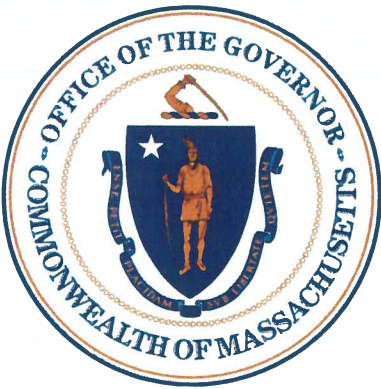
###

## Media Contact

**Karissa Hand, Press Secretary**

### Phone

**617-725-4025** (tel:6177254025)



**Governor Maura Healey and Lt. Governor Kim Driscoll**

Governor Healey and Lieutenant Governor Driscoll are committed to bringing people together and making Massachusetts a place where every worker, business and family can succeed.



**Executive Office of Economic Development**

The Executive Office of Economic Development promotes vibrant communities, growing businesses, and a strong middle class.



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**City of Gardner - *Executive Department***

**Mayor Michael J. Nicholson**

November 15, 2023

Hon. Elizabeth J. Kazinskas, Council President

And City Councilors

Gardner City Hall, Rm 121

95 Pleasant Street

Gardner, MA 01440

RE: Notification of Gubernatorial Appointments of Gardner Residents/Employees

Dear Madam President and Councilors,

I am writing to inform you that on November 6<sup>th</sup>, 2023, Governor Healey, Lt. Governor Driscoll, and Secretary of Veterans Services Jon Santiago officially appointed and swore in three individuals related to Gardner to the Commonwealth's new Veterans Services Advisory Council and Women Veterans Advisory Committee.

Director Lynette Gabrila, Gardner's Director of Veterans Services, as well as Gardner resident Mrs. Kayla Valila, who also serves as the Director of the Disabled American Veterans Advancement Program in Gardner, were both appointed to the Governor's new Women Veterans Advisory Committee.

Mr. Michael Valila, Gardner resident and the Department Adjutant of the Disabled American Veterans Department of Massachusetts was also appointed and sworn into the Governor's new Veterans Services Advisory Council.

As you are likely aware, Director Gabrila was also appointed by Governor Healey in September to serve on the Commonwealth's new Veterans Equity Review Board, which is tasked with approving appeals to allow veterans who received an "other than honorable discharge" from military service to do the former federal "Don't Ask, Don't Tell" policy to allow them to receive veterans benefits that they were unable to receive before.

Mrs. Dolores Thibault-Munoz was also appointed by Governor Healey in January of 2023 to serve on the Commonwealth's Judicial Nominating Committee that is tasked with reviewing applicants for judicial appointments and make recommendations to the Governor's Office on who should be appointed to judgeships throughout the Commonwealth.

I will continue to notify the City Council if any further appointments are made so that you can be aware of the work that some of our residents are doing.

Respectfully submitted,

Michael J. Nicholson

Mayor, City of Gardner

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[\(/\) > Executive Office of Veterans Services \(/orgs/executive-office-of-veterans-services\)](#)

## PRESS RELEASE

# Healey-Driscoll Administration Swears In Members of the Governor's Advisory Council on Veterans Services and Governor's Advisory Committee on Women Veterans

Maura T. Healey, in conjunction with Executive Office of Veterans Services Secretary Jon Santiago, swore in members of the Governor's Advisory Council on Veterans Services (GVAC) and the Governor's Advisory Committee on Women Veterans (WVAC) this morning.

FOR IMMEDIATE RELEASE:

11/06/2023

Governor Maura Healey and Lt. Governor Kim Driscoll

Executive Office of Veterans Services

## MEDIA CONTACT

**Karissa Hand, Press Secretary****Phone****617-725-4025** (tel:6177254025)



**BOSTON, MA** — Governor Maura T. Healey, in conjunction with Executive Office of Veterans Services Secretary Jon Santiago, swore in members of the Governor's Advisory Council on Veterans Services (GVAC) and the Governor's Advisory Committee on Women Veterans (WVAC) this morning at the Grand Staircase of the Massachusetts State House.

In May, Governor Healey signed Executive Order

613, ([/news/governor-healey-signs-executive-order-establishing-governors-advisory-council-on-veterans-services](#)) marking a significant milestone in reestablishing the Governor's Advisory Council on Veterans Services (GVAC). The restructured GVAC council is comprised of 25 appointed members who will serve as a key advisory body to the Governor on all matters affecting veterans in Massachusetts.

Aligning with Chapter 115, Section 2 of M.G.L., the Governor and the Secretary of the Executive Office of Veterans Services have appointed the Governor's Advisory Committee on Women Veterans (WVAC), which consists of 16 appointed members. This commitment highlights the dedication of the Healey-Driscoll Administration to promote the interests of women veterans, ensuring their needs and rights are prioritized and advocated for within the state.

"The formation of these advisory bodies underscores our commitment to addressing the crucial needs of our veterans, including women veterans," said **Governor Maura T. Healey**. "Their guidance and expertise will be invaluable as we strive to ensure that the contributions and sacrifices of our veterans are duly recognized and supported."

"Today's swearing-in of the Governor's Advisory Council on Veterans Services and the Governor's Advisory Committee on Women Veterans exemplifies our unwavering commitment to serving the diverse needs of our veteran community," said **Lieutenant Governor Driscoll**. "By prioritizing the unique challenges and experiences of veterans, we can create a more inclusive and supportive environment for all who have served our nation."

"These two councils stand as a testament to our continued dedication to recognizing the diverse experiences of our service members, playing a pivotal role in our mission to bolster comprehensive veterans' services throughout the state," said **Secretary Jon Santiago**.

The ceremony also featured the "**Many Faces of Veterans**" (</info-details/the-many-faces-of-veterans>) exhibit in the Memorial Hall, celebrating the diverse backgrounds, perspectives, and invaluable contributions that veterans have made to Massachusetts and the nation.

#### **Governor's Advisory Council on Veterans Services (GVAC) Membership:**

| First     | Last       | Town          |
|-----------|------------|---------------|
| Charles   | Battle     | Springfield   |
| Jeffery   | Blonder    | Swampscott    |
| Todd      | Bowers     | Wayland       |
| Clifford  | Brown      | Hyde Park     |
| Guillermo | Candelario | Woburn        |
| Jeffrey   | Chin       | Shrewsbury    |
| John Lee  | Diaz       | Newton        |
| Jenny     | D'Olympia  | Canton        |
| Edward    | Flynn      | South Boston  |
| Curtis    | Frye       | East Falmouth |

|             |              |                |
|-------------|--------------|----------------|
| Patrick     | George       | Roslindale     |
| Gumersindo  | Gomez        | Springfield    |
| Richard     | Gormley      | West Roxbury   |
| Sarah       | Johnson      | Quincy         |
| Cindy       | Lacoste      | Westfield      |
| Thomas      | Lyons        | Wakefield      |
| James       | Morrissey    | Wareham        |
| Sally       | Nay          | Indian Orchard |
| Jooyi       | Ryan         | East Sandwich  |
| Dana        | Sanders-Udo  | North Easton   |
| Matthew     | Seto         | Quincy         |
| Richard     | Smith        | Marshfield     |
| Joeseeph    | Thompson Jr. | Brockton       |
| Michael     | Valila       | Gardner        |
| Olivia Anne | Walsh        | Chelsea        |

### Governor's Advisory Committee on Women Veterans Membership:

| First       | Last          | Town        |
|-------------|---------------|-------------|
| Catherine   | Corkery       | Millbury    |
| Lynette     | Gabrila       | Ware        |
| Leanna      | Lynch         | Framingham  |
| Marika      | Solhan        | Lynn        |
| Ashley      | Flynn         | Boston      |
| Karen       | Frias         | Methuen     |
| Andrea      | Gayle-Bennett | Lynn        |
| Deirdre Ann | Hosler        | Medford     |
| Stephanie   | Landry        | Hull        |
| Tiffany     | Lever         | Chelmsford  |
| Kelly       | McAllister    | Belchertown |
| June        | Newman        | Braintree   |
| Kayla       | Valila        | Gardner     |
| Liseth      | Velez         | Everett     |
| Latashia    | White         | Charlestown |

Sandra

Whitley

New Bedford

###

## Media Contact

### Karissa Hand, Press Secretary

#### Phone

617-725-4025 (tel:6177254025)

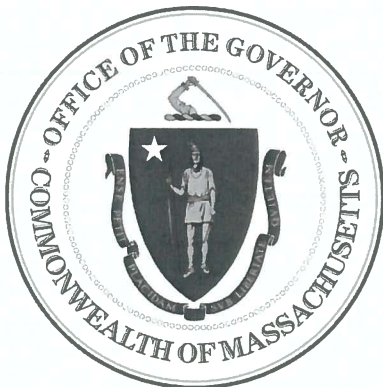
### Jacqueline Manning, Communications Director / Press Secretary

#### Phone

(857) 303-6051 (tel:8573036051)

#### Online

[jacqueline.manning@mass.gov](mailto:jacqueline.manning@mass.gov) (mailto:jacqueline.manning@mass.gov)



### Governor Maura Healey and Lt. Governor Kim Driscoll

Governor Healey and Lieutenant Governor Driscoll are committed to bringing people together and making Massachusetts a place where every worker, business and family can succeed.



## Executive Office of Veterans Services

The mission of the Executive Office of Veterans Services (EOVS) is to act as the primary advocate on behalf of all the Commonwealth's veterans.

EOVS provides our veterans and their families with quality support services and directs an emergency financial assistance program for those veterans and their dependents who are in need.

### RELATED

#### Executive Order

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**The "Many Faces of Veterans" Exhibit** (</info-details/the-many-faces-of-veterans>)



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City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

November 15, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Notification of Employee/Retiree Insurance Plan Change

Dear Madam President and Councilors,

The City of Gardner has accepted the provisions of Chapter 32B of the General Laws of the Commonwealth, which make it so that any plan changes done to the City's employee benefit insurances must be approved by the City's Insurance Advisory Council ("IAC").

This committee is made up of representatives from each of the City's unions, a non-union employee, and a representative of the City's retired employees.

At a recent meeting of the IAC, the committee voted to accept the City's proposal to add a new aspect to our health insurance plan known as PillarRX.

Under our current system, if an employee or retiree is required to have a specialty prescription, there are often times that the employee would have to find a coupon for the prescription directly from the manufacturer. However, if the employee uses this coupon when they purchase their prescriptions, only the employee sees the benefit of the lower price and not the City. That's also if, and only if, they find the coupons on their own.

This program utilizes a coupon broker from BlueCross and essentially builds those coupons for over 200 specialty prescriptions into the City's health plan so that both the City and the employee obtains the benefit of the lower price, the employee does not have to go out and find these coupons on their own, and increase the availability of these coupons for employees who may not realize they qualify for them.

Based on current data from our health insurance plan, there are currently 17 employees who have specialty prescriptions. With the implementation of this plan, the City is projected to now save \$92,546.00 annually due to these benefits coming to the City as well. Additionally, these 17 employees currently pay approximately \$4,665.00 in the aggregate on these prescriptions annually. This program would reduce that amount to \$260.00 in the aggregate annually. As such, both the City and our employees/retirees will see a financial benefit to this.

Respectfully Submitted,

  
Michael J. Nicholson  
Mayor, City of Gardner

IPC Copay Assistance Savings Estimate

Client: City of Gardner

Date Range: 08/01/2022-07/25/2023

Preparation Date: 08/23/2023

|              |     |
|--------------|-----|
| Group Number | All |
|--------------|-----|

| Drug Name       | Total Patient Count | Nbr Claims | Total Cost   | Assumed Plan Pay Amt | Assumed Plan Design | Manufacturer Pay | Manufacturer Amount | Plan Savings | PillarRx Services | Estimated Net Savings |
|-----------------|---------------------|------------|--------------|----------------------|---------------------|------------------|---------------------|--------------|-------------------|-----------------------|
| ACTEMRA         | 1                   | 9          | \$37,844.64  | \$26,491.23          | \$460.00            | \$10,828.41      | \$45.00             | \$10,873     | \$2,718.33        | \$8,155.08            |
| DUPIXENT        | 3                   | 18         | \$62,974.94  | \$44,082.49          | \$540.00            | \$18,352.45      | \$0.00              | \$18,352     | \$4,588.09        | \$13,764.37           |
| ENBREL          | 2                   | 10         | \$55,113.82  | \$40,010.45          | \$300.00            | \$14,803.37      | \$0.00              | \$14,803     | \$3,700.84        | \$11,102.53           |
| INVEGA SUSTENNA | 1                   | 3          | \$2,240.12   | \$1,568.08           | \$195.00            | \$447.04         | \$30.00             | \$477        | \$119.26          | \$357.78              |
| OPZELURA        | 1                   | 3          | \$2,748.45   | \$1,923.93           | \$90.00             | \$734.52         | \$0.00              | \$735        | \$183.63          | \$550.89              |
| STELARA         | 1                   | 11         | \$269,824.76 | \$260,609.76         | \$330.00            | \$9,095.00       | \$55.00             | \$9,105      | \$2,276.26        | \$6,828.76            |
| TALIZ           | 1                   | 4          | \$39,124.12  | \$29,914.12          | \$120.00            | \$9,095.00       | \$20.00             | \$9,110      | \$2,277.50        | \$6,832.51            |
| TREMIFYA        | 2                   | 8          | \$97,279.50  | \$80,644.66          | \$450.00            | \$16,319.84      | \$40.00             | \$16,345     | \$4,086.23        | \$12,258.65           |
| VALCHLOR        | 1                   | 8          | \$40,590.28  | \$30,380.28          | \$240.00            | \$10,000.00      | \$0.00              | \$10,000     | \$2,500.01        | \$7,499.99            |
| VIVITROL        | 2                   | 10         | \$14,687.12  | \$10,280.97          | \$650.00            | \$3,756.15       | \$0.00              | \$3,756      | \$939.02          | \$2,817.13            |
| XELJANZ         | 1                   | 12         | \$61,099.19  | \$45,769.19          | \$360.00            | \$15,000.00      | \$0.00              | \$15,000     | \$3,750.01        | \$11,250.04           |
| XOLAIR          | 3                   | 14         | \$52,493.09  | \$36,745.17          | \$910.00            | \$14,767.92      | \$70.00             | \$14,838     | \$3,709.51        | \$11,128.44           |
| Total           | 17                  | 110        | \$736,020.03 | \$608,420.33         | \$4,665.00          | \$123,199.70     | \$260.00            | \$123,395    | \$30,848.69       | \$92,546.17           |

| Estimated Savings     | 30% Coinsurance |
|-----------------------|-----------------|
| Total Drug Count      | 12              |
| Total Patient Count   | 17              |
| Total Claim Count     | 110             |
| Total Cost            | \$736,020       |
| Plan Cost             | \$608,420       |
| Assumed Plan Design   | \$4,665         |
| Manufacturer Share    | \$123,200       |
| Plan Savings          | \$123,395       |
| PillarRx Services     | \$30,849        |
| Estimated Net Savings | \$92,546        |



# SAVING ACCOUNTS AND MEMBERS MONEY WITH THE COST-SHARE ASSISTANCE PROGRAM

**Available to All Fully Insured Accounts, and Self-Insured Accounts with 100+ Members**

The Cost-Share Assistance Program uses coupons from manufacturers of medication to reduce the cost of eligible, high-cost specialty medications.<sup>1</sup> When you add the program to your pharmacy benefits, most or all of your members' out-of-pocket costs will be covered. They won't even have to change where they fill their prescriptions.

## HOW THE COST-SHARE ASSISTANCE PROGRAM WORKS



### Accounts Add the Program to Their Pharmacy Benefit

Eligible fully- and self-insured accounts can opt in to the program at renewal for no additional cost.<sup>2</sup> The program is automatically included for fully insured accounts with 1-50 members.



### Self-Insured Accounts Save on Claims Costs; Fully Insured Accounts Save on Their Premium

**Self-insured accounts:** You'll see 100% of the savings in real time through your claims expense. We'll bill you 25% of the savings to cover administrative costs, and you keep the remaining 75%.



### Members Enroll

If members are taking an eligible, high-cost specialty medication, they'll be contacted by PillarRx Consulting, an independent company that administers the program, to tell them about the program and help them enroll.



### Members Get Personalized, Ongoing Support

PillarRx will monitor members' claims every month to make sure they're receiving the correct savings. They'll provide additional support as needed.



### Members Save on Eligible Prescriptions

When members fill their prescription, a manufacturer's coupon will automatically be applied at checkout. The coupon reduces their out-of-pocket costs to anywhere between \$0 and \$35, depending on the medication. Members can look up the out-of-pocket cost for their medication by referring to the Cost-Share Assistance Program Medication List.<sup>3</sup>

## Questions?

If you have any questions, contact your account executive.

<sup>1</sup> For the current list of eligible medications, go to the Medication Lookup Tool at [bluecrossma.org/medication](https://bluecrossma.org/medication), and click **Cost-Share Assistance Medication List** under Important Information.

<sup>2</sup> Some restrictions apply. For more details, contact your account executive.

<sup>3</sup> In rare circumstances, a drug manufacturer may discontinue the program or limit the amount of monthly or annual financial assistance a member may receive. In that case, the member cost share would stay the same, and the account or Blue Cross would pay the remainder.

## How Members Enroll in the Cost-Share Assistance Program

PillarRx identifies members who are taking an eligible high-cost specialty medication, based on Blue Cross claims data. PillarRx then contacts the member by mail and phone to explain the program, and guides them through the enrollment process. If a member starts taking an eligible medication after the effective date of the program, PillarRx will reach out to them to enroll. Members can also call PillarRx directly at 1-636-614-3128 (TTY: 711).

Enrollment in the Cost-Share Assistance Program is optional. However, PillarRx is skilled in educating members to help them understand their out-of-pocket costs, and the importance of enrolling in the program.

## What Happens When a Member Doesn't Enroll

If an account adds the Cost-Share Assistance Program to their benefits, but an eligible member doesn't enroll, the member will be responsible for paying 30% co-insurance of the eligible medication's full cost.

## Members Already Using a Manufacturer Coupon Still Need to Enroll

If a member is currently using a manufacturer coupon for an eligible medication, they can continue using it. However, they'll still need to enroll in the program, so their actual out-of-pocket costs can be tracked, and the account and the member can realize the maximum cost savings.

## Some Members May Not Be Able to Sign Up

While most members can enroll, there may be specific instances that will make them ineligible for the program, such as:

- Their eligibility for government health insurance, such as Medicare or Medicaid
- Their medication isn't approved by the Food and Drug Administration (FDA) to treat their condition
- Their medication has age restrictions the member doesn't meet
- They use a secondary insurer in addition to Blue Cross to cover their plan's out-of-pocket costs

If a member is ineligible for the program, PillarRx will ensure that their medication is covered, based on the standard cost-share amount that applies for all other covered medications and supplies as described in their plan's Summary of Benefits, Schedule of Benefits, and/or riders.

## The Member's Out-of-Pocket Costs Apply to Their Out-of-Pocket Maximum and Deductible

Once a member is enrolled in the Cost-Share Assistance Program, the plan only applies the member's actual out-of-pocket costs to their annual out-of-pocket maximum. If an account decides to offer the program to members with a high-deductible health plan or a stand-alone pharmacy deductible, the plan will apply only the member's out-of-pocket costs to their annual deductible as well as to their out-of-pocket maximum.<sup>4</sup> For example, if a member pays \$10 for an eligible medication, \$10 will be applied to both their out-of-pocket maximum and their deductible.

## How PillarRx Supports Members and Accounts

PillarRx is an industry leader in administering pharmacy benefit programs like the Cost-Share Assistance Program, providing high-touch outreach to members and seamless program administration for accounts. PillarRx tracks member claims to make sure each coupon is being applied correctly, coordinates all payment and billing with our pharmacy benefit manager and in-network pharmacies, and resolves any issues that may arise.

## What Happens When the Manufacturer No Longer Offers Financial Assistance for an Eligible Medication

When a medication is removed from the program, there is no additional savings passed on to the account, and the member will then pay the standard cost share for this medication according to their pharmacy benefit. PillarRx will reach out to affected members to let them know about this change, and tell them which medication is no longer eligible. Members can check their Summary of Benefits or Schedule of Benefits to see the standard pharmacy cost share.

## Members Can Learn More About the Program Through MyBlue

Members with pharmacy benefits that include this program can download the MyBlue app or create an account at [bluecrossma.org](https://bluecrossma.org) to learn about claims, costs for eligible medications, and what to expect from the program. We've created a page with this information, a list of eligible medications, a fact sheet with FAQs, and contact information for members to get in touch with PillarRx.

<sup>4</sup> Some restrictions apply. For more details, contact your account executive.

Blue Cross Blue Shield of Massachusetts complies with applicable federal civil rights laws and does not discriminate on the basis of race, color, national origin, age, disability, sex, sexual orientation, or gender identity.

ATTENTION: If you don't speak English, language assistance services, free of charge, are available to you. Call Member Service at the number on your ID card (TTY: 711).

ATENCIÓN: Si habla español, tiene a su disposición servicios gratuitos de asistencia con el idioma. Llame al número de Servicio al Cliente que figura en su tarjeta de identificación (TTY: 711).

ATENÇÃO: Se fala português, são-lhe disponibilizados gratuitamente serviços de assistência de idiomas. Telefone para os Serviços aos Membros, através do número no seu cartão ID (TTY: 711).

# COST-SHARE ASSISTANCE PROGRAM

## MEDICATION LIST

### For plans that use the:

- Blue Cross Blue Shield of Massachusetts Formulary
- Standard Control with Advanced Control Specialty Formulary



### UNLOCK THE POWER OF YOUR PLAN

MyBlue is your key to more features and savings. Once you sign in or create an account, you can see all of your benefits, all in one place, such as:



COVERAGE, CLAIMS,  
AND DEDUCTIBLES



REIMBURSEMENTS  
AND SAVINGS



FIND A DOCTOR &  
ESTIMATE COSTS



MEDICATION  
LOOKUP

Download the MyBlue app, or create an account at [bluecrossma.org](https://bluecrossma.org).

## MEDICATIONS INCLUDED IN THE COST-SHARE ASSISTANCE PROGRAM

The following is a list of medications that are included in the Cost-Share Assistance Program, which is administered by PillarRx Consulting, an independent company. If your plan includes the Cost-Share Assistance Program, manufacturers of medication will cover most or all of your out-of-pocket costs for eligible medications.

Enrolling in the Cost-Share Assistance Program reduces your total out-of-pocket cost for your medication to the amount listed.<sup>1</sup> The amount will range between \$0 and \$35, depending on the medication.<sup>2</sup>

Medications on this list are subject to change. This isn't a complete list of covered medications, and inclusion on this list doesn't guarantee coverage.<sup>3</sup> You must have a valid prescription from a licensed health provider to receive coverage for these medications. Some medications may also be subject to pharmacy management programs, such as Step Therapy, Prior Authorization, or Quality Care Dosing, or have other coverage requirements.

If you're taking a medication on this list that's not approved by the Food and Drug Administration (FDA) to treat your condition, or a medication on this list with age restrictions, your medication won't qualify for cost-share assistance through this program. If you have any questions, call the PillarRx Care Team at 1-636-614-3128 (TTY: 711).

**NOTE: Some medications on this list may be considered non-covered, including new medications under review by Blue Cross. Your doctor may request an exception for a non-covered medication when medically necessary.<sup>4</sup>**

### Learn More About Your Coverage

For more information about coverage for these medications, sign in to MyBlue at [bluecrossma.org](https://bluecrossma.org) or open the MyBlue app, then go to **Medication Lookup Tool** under **My Medications**.

If you're not a member, you can get more information by visiting [bluecrossma.org/medication](https://bluecrossma.org/medication).

1. If the manufacturer changes the out-of-pocket cost for your medication listed, you'll be notified 60 days in advance of the change.

2. Your out-of-pocket cost for each medication isn't determined by the quantity or strength prescribed.

3. Not all medications listed are covered by all prescription plans. Check your benefit materials for details.

4. If approved, you'd pay the out-of-pocket cost shown on this list.

| MEDICATION NAME | MEMBER'S OUT-OF-POCKET COST |
|-----------------|-----------------------------|
| ACTEMRA         | \$5.00                      |
| ACTHAR          | \$0.00                      |
| ADAKVEO         | \$0.00                      |
| ADBRY           | \$0.00                      |
| ADEMPAS         | \$0.00                      |
| AMJEVITA        | \$0.00                      |
| AMONDYS-45      | \$5.00                      |
| ARIKAYCE        | \$0.00                      |
| AUSTEDO         | \$0.00                      |
| AVSOLA          | \$5.00                      |
| AYVAKIT         | \$0.00                      |
| BAFIERTAM       | \$0.00                      |
| BELEODAQ        | \$25.00                     |
| BENLYSTA        | \$0.00                      |
| BERINERT        | \$0.00                      |
| BESPONSA        | \$0.00                      |
| BETASERON       | \$0.00                      |
| BLINCYTO        | \$5.00                      |
| BRAFTOVI        | \$0.00                      |
| BRUKINSA        | \$0.00                      |
| CABLIVI         | \$0.00                      |
| CALQUENCE       | \$0.00                      |
| CAMZYOS         | \$10.00                     |
| CAYSTON         | \$10.00                     |
| CERDELGA        | \$0.00                      |
| CIBINQO         | \$0.00                      |
| CIMZIA          | \$0.00                      |
| CINQAIR         | \$0.00                      |
| COMETRIQ        | \$0.00                      |
| CORTROPHIN      | \$0.00                      |

| MEDICATION NAME    | MEMBER'S OUT-OF-POCKET COST |
|--------------------|-----------------------------|
| COSENTYX           | \$0.00                      |
| CRYSVITA           | \$0.00                      |
| CUTAQUIG           | \$5.00                      |
| CUVITRU            | \$0.00                      |
| DUPIXENT           | \$0.00                      |
| EGRIFTA SV         | \$0.00                      |
| EMFLAZA            | \$0.00                      |
| EMPAVELI           | \$0.00                      |
| ENBREL             | \$5.00                      |
| ENJAYMO            | \$0.00                      |
| ENSPRYNG           | \$5.00                      |
| ENTYVIO            | \$5.00                      |
| EVKEEZA            | \$5.00                      |
| EVRYSDI            | \$5.00                      |
| EXKIVITY           | \$0.00                      |
| EXONDYS 51         | \$0.00                      |
| EXTAVIA            | \$0.00                      |
| FASENRA            | \$0.00                      |
| FENSOLVI           | \$5.00                      |
| FOTIVDA            | \$0.00                      |
| FULPHILA           | \$0.00                      |
| FYLNETRA           | \$0.00                      |
| GATTEX             | \$5.00                      |
| GIVLAARI           | \$0.00                      |
| GLATIRAMER ACETATE | \$0.00                      |
| GLATOPA            | \$0.00                      |
| GOCOVRI            | \$20.00                     |
| GRANIX             | \$0.00                      |
| HAEGARDA           | \$0.00                      |
| HIZENTRA           | \$0.00                      |

| MEDICATION NAME        | MEMBER'S OUT-OF-POCKET COST |
|------------------------|-----------------------------|
| <b>HYFTOR</b>          | \$5.00                      |
| <b>HYQVIA</b>          | \$0.00                      |
| <b>IBRANCE</b>         | \$0.00                      |
| <b>ILUMYA</b>          | \$5.00                      |
| <b>INCRELEX</b>        | \$25.00                     |
| <b>INFLECTRA</b>       | \$0.00                      |
| <b>INGREZZA</b>        | \$0.00                      |
| <b>INLYTA</b>          | \$0.00                      |
| <b>INVEGA</b>          | \$10.00                     |
| <b>INVEGA HAFYERA</b>  | \$10.00                     |
| <b>INVEGA SUSTENNA</b> | \$10.00                     |
| <b>INVEGA TRINZA</b>   | \$10.00                     |
| <b>ISTURISA</b>        | \$20.00                     |
| <b>JAYPIRCA</b>        | \$0.00                      |
| <b>JYNARQUE</b>        | \$10.00                     |
| <b>KALYDECO</b>        | \$15.00                     |
| <b>KANUMA</b>          | \$0.00                      |
| <b>KESIMPTA</b>        | \$0.00                      |
| <b>KEVEYIS</b>         | \$0.00                      |
| <b>KEVZARA</b>         | \$0.00                      |
| <b>KINERET</b>         | \$0.00                      |
| <b>KITABIS PAK</b>     | \$0.00                      |
| <b>LUMOXITI</b>        | \$0.00                      |
| <b>LYNPARZA</b>        | \$0.00                      |
| <b>MAVENCLAD</b>       | \$0.00                      |
| <b>MAVYRET</b>         | \$5.00                      |
| <b>MAYZENT</b>         | \$0.00                      |
| <b>MEKTOVI</b>         | \$0.00                      |
| <b>MEPSEVII</b>        | \$0.00                      |
| <b>MYALEPT</b>         | \$0.00                      |

| MEDICATION NAME | MEMBER'S OUT-OF-POCKET COST |
|-----------------|-----------------------------|
| MYCAPSSA        | \$0.00                      |
| NEULASTA        | \$5.00                      |
| NEUPOGEN        | \$5.00                      |
| NIVESTYM        | \$0.00                      |
| NUBEQA          | \$0.00                      |
| NULIBRY         | \$0.00                      |
| NUPLAZID        | \$0.00                      |
| NYVEPRIA        | \$0.00                      |
| OCALIVA         | \$0.00                      |
| OCREVUS         | \$5.00                      |
| OFEV            | \$0.00                      |
| OLUMIANT        | \$5.00                      |
| OPSUMIT         | \$5.00                      |
| OPZELURA        | \$10.00                     |
| ORENCIA         | \$5.00                      |
| ORENITRAM ER    | \$10.00                     |
| ORKAMBI         | \$15.00                     |
| ORLADEYO        | \$0.00                      |
| OTEZLA          | \$0.00                      |
| OXBRYTA         | \$0.00                      |
| PALYNZIQ        | \$0.00                      |
| PLEGRIDY        | \$0.00                      |
| PONVORY         | \$0.00                      |
| PORTRAZZA       | \$25.00                     |
| PROMACTA        | \$0.00                      |
| PULMOZYME       | \$30.00                     |
| PYRUKYND        | \$0.00                      |
| RADICAVA        | \$0.00                      |
| RADICAVA ORS    | \$0.00                      |
| REBLOZYL        | \$10.00                     |

| MEDICATION NAME  | MEMBER'S OUT-OF-POCKET COST |
|------------------|-----------------------------|
| RECORLEV         | \$0.00                      |
| RELEUKO          | \$5.00                      |
| RELYVRIO         | \$5.00                      |
| REMICADE         | \$5.00                      |
| RENFLEXIS        | \$5.00                      |
| RETEVMO          | \$0.00                      |
| REZUROCK         | \$10.00                     |
| RIABNI           | \$5.00                      |
| RITUXAN          | \$5.00                      |
| ROLVEDON         | \$0.00                      |
| RUBRACA          | \$0.00                      |
| RUXIENCE         | \$0.00                      |
| SAPHNELO         | \$0.00                      |
| SEROSTIM         | \$0.00                      |
| SIGNIFOR         | \$25.00                     |
| SIKLOS           | \$0.00                      |
| SILIQ            | \$25.00                     |
| SIMPONI          | \$5.00                      |
| SIMPONI ARIA     | \$5.00                      |
| SOMATULINE DEPOT | \$0.00                      |
| SOMAVERT         | \$5.00                      |
| SOTYKTU          | \$5.00                      |
| SOVALDI          | \$5.00                      |
| SPEVIGO          | \$5.00                      |
| SPINRAZA         | \$0.00                      |
| SPRYCEL          | \$0.00                      |
| STELARA          | \$5.00                      |
| STIMUFEND        | \$0.00                      |
| STIVARGA         | \$0.00                      |
| STRENSIQ         | \$0.00                      |

| MEDICATION NAME | MEMBER'S OUT-OF-POCKET COST |
|-----------------|-----------------------------|
| SUBLOCADE       | \$5.00                      |
| SUSTOL          | \$0.00                      |
| SYLVANT         | \$5.00                      |
| SYMDEKO         | \$15.00                     |
| TADLIQ          | \$5.00                      |
| TAGRISSO        | \$0.00                      |
| TAKHZYRO        | \$0.00                      |
| TALTZ           | \$5.00                      |
| TALZENNA        | \$0.00                      |
| TEZSPIRE        | \$0.00                      |
| TOBI PODHALER   | \$0.00                      |
| TREMFYA         | \$5.00                      |
| TRIKAFTA        | \$15.00                     |
| TRUSELTIQ       | \$0.00                      |
| TRUXIMA         | \$0.00                      |
| TURALIO         | \$0.00                      |
| TYMLOS          | \$0.00                      |
| TYVASO          | \$5.00                      |
| UPTRAVI         | \$5.00                      |
| VALCHLOR        | \$0.00                      |
| VARUBI          | \$0.00                      |
| VEMLIDY         | \$0.00                      |
| VIJOICE         | \$0.00                      |
| VILTEPSO        | \$0.00                      |
| VIVITROL        | \$0.00                      |
| VOSEVI          | \$5.00                      |
| VOXZOGO         | \$0.00                      |
| VTAMA           | \$0.00                      |
| VYNDAMAX        | \$0.00                      |
| VYNDAQEL        | \$0.00                      |

| MEDICATION NAME   | MEMBER'S OUT-OF-POCKET COST |
|-------------------|-----------------------------|
| <b>VYONDYS-53</b> | \$0.00                      |
| <b>VYVGART</b>    | \$0.00                      |
| <b>VYXEOS</b>     | \$10.00                     |
| <b>XALKORI</b>    | \$0.00                      |
| <b>XELJANZ</b>    | \$0.00                      |
| <b>XELJANZ XR</b> | \$0.00                      |
| <b>XEMBIFY</b>    | \$0.00                      |
| <b>XEOMIN</b>     | \$0.00                      |
| <b>XERMELO</b>    | \$0.00                      |
| <b>XGEVA</b>      | \$5.00                      |
| <b>XOLAIR</b>     | \$5.00                      |
| <b>YONDELIS</b>   | \$5.00                      |
| <b>ZARXIO</b>     | \$0.00                      |
| <b>ZEJULA</b>     | \$0.00                      |
| <b>ZEPATIER</b>   | \$5.00                      |
| <b>ZEPOSIA</b>    | \$0.00                      |
| <b>ZIEXTENZO</b>  | \$0.00                      |
| <b>ZORYVE</b>     | \$25.00                     |
| <b>ZTALMY</b>     | \$0.00                      |

# PROFICIENCY OF LANGUAGE ASSISTANCE SERVICES

**Spanish/Español:** ATENCIÓN: Si habla español, tiene a su disposición servicios gratuitos de asistencia con el idioma. Llame al número de Servicio al Cliente que figura en su tarjeta de identificación (TTY: **711**).

**Portuguese/Português:** ATENÇÃO: Se fala português, são-lhe disponibilizados gratuitamente serviços de assistência de idiomas. Telefone para os Serviços aos Membros, através do número no seu cartão ID (TTY: **711**).

**Chinese/简体中文:** 注意: 如果您讲中文, 我们可向您免费提供语言协助服务。请拨打您 ID 卡上的号码联系会员服务部 (TTY 号码: **711**)。

**Haitian Creole/Kreyòl Ayisyen:** ATANSYON: Si ou pale kreyòl ayisyen, sèvis asistans nan lang disponib pou ou gratis. Rele nimewo Sèvis Manm nan ki sou kat Idantifikasyon w lan (Sèvis pou Malantandan TTY: **711**).

**Vietnamese/Tiếng Việt:** LƯU Ý: Nếu quý vị nói Tiếng Việt, các dịch vụ hỗ trợ ngôn ngữ được cung cấp cho quý vị miễn phí. Gọi cho Dịch vụ Hội viên theo số trên thẻ ID của quý vị (TTY: **711**).

**Russian/Русский:** ВНИМАНИЕ: если Вы говорите по-русски, Вы можете воспользоваться бесплатными услугами переводчика. Позвоните в отдел обслуживания клиентов по номеру, указанному в Вашей идентификационной карте (телетайп: **711**).

**Arabic/عربي:**

انتباه: إذا كنت تتحدث اللغة العربية، فتتوفر خدمات المساعدة اللغوية مجاناً بالنسبة لك. اتصل بخدمات الأعضاء على الرقم الموجود على بطاقة هويتك (جهاز الهاتف النقي للصم والبكم "TTY": **711**).

**Mon-Khmer, Cambodian/ខ្មែរ:** ការជូនជំនួយ: ប្រសិនបើអ្នកនិយាយភាសាខ្មែរ សេវាជំនួយភាសាឥតគិតថ្លៃ គឺអាចរកបានសម្រាប់អ្នក។ សូមទូរស័ព្ទទៅផ្នែកសេវាសមាជិកតាមលេខនៅលើប័ណ្ណ សម្គាល់សមាជិករបស់អ្នក (TTY: **711**)។

**French/Français:** ATTENTION : si vous parlez français, des services d'assistance linguistique sont disponibles gratuitement. Appelez le Service adhérents au numéro indiqué sur votre carte d'assuré (TTY: **711**).

**Italian/Italiano:** ATTENZIONE: se parlate italiano, sono disponibili per voi servizi gratuiti di assistenza linguistica. Chiamate il Servizio per i membri al numero riportato sulla vostra scheda identificativa (TTY: **711**).

**Korean/한국어:** 주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 귀하의 ID 카드에 있는 전화번호(TTY: **711**)를 사용하여 회원 서비스에 전화하십시오.

**Greek/Ελληνικά:** ΠΡΟΣΟΧΗ: Εάν μιλάτε Ελληνικά, διατίθενται για σας υπηρεσίες γλωσσικής βοήθειας, δωρεάν. Καλέστε την Υπηρεσία Εξυπηρέτησης Μελών στον αριθμό της κάρτας μέλους σας (ID card) (TTY: **711**).

**Polish/Polski:** UWAGA: Osoby posługujące się językiem polskim mogą bezpłatnie skorzystać z pomocy językowej. Należy zadzwonić do Działu obsługi ubezpieczonych pod numer podany na identyfikatorze (TTY: **711**).

**Hindi/हिंदी:** ध्यान दें: यदि आप हिन्दी बोलते हैं, तो भाषा सहायता सेवाएँ, आप के लिए निःशुल्क उपलब्ध हैं। सदस्य सेवाओं को आपके आई.डी. कार्ड पर दिए गए नंबर पर कॉल करें। टी.टी.वाई.: **711**).

**Gujarati/ગુજરાતી:** ધ્યાન આપો: જો તમે ગુજરાતી બોલતા હો, તો તમને ભાષાકીય સહાયતા સેવાઓ વિના મૂલ્યે ઉપલબ્ધ છે. તમારા આઈડી કાર્ડ પર આપેલા નંબર પર Member Service ને કોલ કરો (TTY: **711**).

**Tagalog/Tagalog:** PAUNAWA: Kung nagsasalita ka ng wikang Tagalog, mayroon kang magagamit na mga libreng serbisyo para sa tulong sa wika. Tawagan ang Mga Serbisyo sa Miyembro sa numerong nasa iyong ID card (TTY: **711**).

**Japanese/日本語:** お知らせ: 日本語をお話しになる方は無料の言語アシスタンスサービスをご利用いただけます。IDカードに記載の電話番号を使用してメンバーサービスまでお電話ください (TTY: **711**)。

**German/Deutsch:** ACHTUNG: Wenn Sie Deutsche sprechen, steht Ihnen kostenlos fremdsprachliche Unterstützung zur Verfügung. Rufen Sie den Mitgliederdienst unter der Nummer auf Ihrer ID-Karte an (TTY: **711**).

**Persian/پارسیان:**

توج: اگر زبان شما فارسی است، خدمات کمک زبانی ب صورت رایگان در اختیار شما قرار می گیرد. با شمار تلفن مندرج بروی کارت شناسایی خود با بخش «خدمات اعضا» تماس بگیرید (TTY: **711**).

**Lao/ລາວ:** ຂໍຄວນໃສ່ໃຈ: ຖ້າເຈົ້າເວົ້າພາສາລາວໄດ້, ມີການບໍລິການຊ່ວຍເຫຼືອດ້ານພາສາໃຫ້ທ່ານໂດຍບໍ່ເສຍຄ່າ. ໂທຫາ ຝ່າຍບໍລິການສະມາຊິກທີ່ໝາຍເລກໂທລະສັບຢູ່ໃນບັດຂອງທ່ານ (TTY: **711**).

**Navajo/Diné Bizaad:** BAA ÁKOHWIINDZIN DOOÍGÍ: Diné k'ehjí yánít'i'go saad bee yát'i' éí t'áájíik'e bee níká'a'doowólgo éí ná'ahoot'i'. Díí bee anítahígí ninaaltsoos bine'déé' nóomba biká'ígíjij' béésh bee hodíílnih (TTY: **711**).

Blue Cross Blue Shield of Massachusetts complies with applicable federal civil rights laws and does not discriminate on the basis of race, color, national origin, age, disability, sex, sexual orientation, or gender identity.

ATTENTION: If you don't speak English, language assistance services, free of charge, are available to you. Call Member Service at the number on your ID card (TTY: 711).

ATENCIÓN: Si habla español, tiene a su disposición servicios gratuitos de asistencia con el idioma. Llame al número de Servicio al Cliente que figura en su tarjeta de identificación (TTY: 711).

ATENÇÃO: Se fala português, são-lhe disponibilizados gratuitamente serviços de assistência de idiomas. Telefone para os Serviços aos Membros, através do número no seu cartão ID (TTY: 711).



MASSACHUSETTS

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002384603

55-001546449 (8/23)

AN ORDINANCE TO AMEND THE CODE OF THE CITY OF GARDNER BY ADDING A NEW CHAPTER TO BE ENTITLED, CHAPTER 504: WAGE THEFT PROTECTION, WHICH SHALL PROVIDE FOR PROTECTIONS FOR WORKERS AND EMPLOYEES OF CONTRACTORS WORKING ON CITY PROJECTS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GARDNER AS FOLLOWS:

SECTION 1: That a new Chapter 504, entitled “Wage Theft Protection,” be added to the City Code as follows:

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### **Section 1. DEFINITIONS**

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A. “Gardner Resident” means any person for whom the principal place of residence is within the City of Gardner during the entirety of time the person works on a Public Construction Project within the City of Gardner. Proof of such residence may include, but is not limited to, the following: a valid Massachusetts Driver's License or Massachusetts Identification Card, utility bills, proof of voter registration, or such other proof acceptable to the City of Gardner.

B. “Tax Relief” means any issuance of tax relief provided under a Tax Increment Financing Agreement, a Housing Development Exemption Agreement or any other provision of law or regulation authorizing the issuance of tax relief, or any form of municipality-funded grant (regardless of whether the source is tax revenues or otherwise) provided under the Community Preservation Act or any other provision of law or regulation authorizing the issuance of municipality-funded grants.

C. “Tax Relief Agreement” means any Agreement or other form of document governing the terms and conditions of the issuance of Tax Relief by the City of Gardner.

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### **Section 2. MUNICIPAL CONSTRUCTION CONTRACTS**

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Whenever the City of Gardner is procuring construction services subject to the provisions of M.G.L. Chapter 149, Chapter 149A or Chapter 30, §39M, the following shall be incorporated into the procurement documents and made part of the specifications and contract. Any person, company or corporation shall acknowledge, in writing, receipt of said requirements with their bid or proposal.

A. All bidders or proposers, contractors, and subcontractors and trade contractors, including subcontractors of any tier that are not subject to M.G.L. Chapter 149, §44F, (the “Contractor”) under the bidder, shall as a condition for bidding, contracting, or subcontracting verify under oath and in writing at the time of bidding or submittal in response to an RFP or in any event prior to entering into a contract or subcontract at any tier, that they comply with the following conditions for bidding,

contracting or subcontracting and, for the duration of the project, shall comply with the following requirements and obligations:

1. The Contractor shall not have been debarred or suspended from performing construction work by any federal, state or local government agency or authority in the past five years;
2. The Contractor shall not have been found within the past five years by a court or governmental agency in violation of any law relating to providing workers compensation insurance coverage, misclassification of employees as independent contractors, payment of employer payroll taxes, employee income tax withholding, earned sick time, wage and hour laws, prompt payment laws, or prevailing wage laws;
3. The Contractor shall maintain appropriate industrial accident insurance sufficient to provide coverage for all the employees on the project in accordance with M.G.L. Chapter 152 and provide documentary proof of such coverage included with the contractor's submitted bid to the Purchasing Department to be maintained as a public record;
4. The Contractor shall properly classify employees as employees rather than independent contractors and treat them accordingly for purposes of prevailing wages and overtime, workers' compensation insurance coverage, unemployment taxes, social security taxes and state and federal income tax withholding. (M.G.L. Chapter 149, §148B on employee classification).
5. The Contractor shall comply with M.G.L. Chapter 151, §1A and M.G.L. Chapter 149, § 148 with respect to the payment of wages;
6. The Contractor must make arrangements to ensure that each employee of every contractor and subcontractor of any tier entering or leaving the project individually completes the appropriate entries in a daily sign-in/out log. The sign in/out log shall include: the location of the project; current date; printed employee name; signed employee name; name of employee's employer and the time of each entry or exiting. The log shall contain a prominent notice that employees are entitled under state law to receive the prevailing wage rate for their work on the project. Such sign-in/out logs shall be provided to the City of Gardner on a weekly basis with the certified payrolls and shall be a public record.
7. The contractor, prior to bidding or, if not subject to bidding requirements, prior to performing any work on the project, shall sign under oath and provide to the City of Gardner a certification that they are not debarred or otherwise prevented from bidding for or performing work on a public project in the Commonwealth of Massachusetts or in the City of Gardner.

8. The contractor must be in compliance with the health and hospitalization requirements of the Massachusetts Health Care Reform law established by Chapter 58 of the Acts of 2006, as amended, and regulations promulgated under that statute by the Commonwealth Health Insurance Connector Authority; and

9. The Contractor must submit weekly to City Director of Purchasing certified payrolls for all employees. A certified payroll format will be provided by the City that includes the employees full name, address, identifying number, and gender. Each contractor shall provide a copy of the OSHA 10 card for every employee attached to the first certified payroll they submit on which the employee appears.

B. A proposal or bid submitted by any general bidder or by any trade contractor or subcontractor, at any tier, under the general bidder or proposer that does not comply with any of the foregoing conditions for bidding shall be rejected, and no subcontract for work outside the scope of M.G.L. Chapter 149, §44F shall be awarded to a subcontractor of any tier that does not comply with the forgoing conditions.

C. All bidders or proposers and all trade contractors and subcontractors under the bidder or proposer who are awarded or who otherwise obtain contracts on projects subject to M.G.L. c.149, §44A(2), c 149A, or c.30, §39M shall comply with each of the obligations set forth in paragraph A above for the entire duration of their work on the project. An officer of each contractor or subcontractor shall certify under oath and in writing in connection with each requisition or request for payment that it is in compliance with such obligations.

D. Any proposer, bidder, trade contractor or subcontractor under the bidder or proposer that fails to comply with any one of obligations set forth in Paragraph A above or any other requirements in bid or contract documents for any period of time shall be, at the sole discretion of the City of Gardner, subject to one or more of the following sanctions: (1) cessation of work on the project until compliance is obtained; (2) withholding of payment due under any contract or subcontract until compliance is obtained; (3) permanent removal from any further work on the project; (4) liquidated damages payable to the City of Gardner in the amount of 5% of the dollar value of the contract.

E. In addition to the sanctions outlined in Paragraph D above, a proposer, general bidder or contractor shall be equally liable for the violations of its subcontractor with the exception of violations arising from work performed pursuant to subcontracts that are subject to M.G.L. c.149, §44F. Any contractor or subcontractor that has been determined by the City/Town or by any court or agency to have violated any of the obligations set forth in Paragraphs A and C above shall be barred from performing any work on any future projects for six months for a first violation, three years for a second violation and permanently for a third violation.

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### **Section 3. TAX RELIEF AGREEMENTS**

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Minimum Mandatory Conditions. In addition to any other conditions that may be required in connection with the issuance of any Tax Relief issued or granted by the City of Gardner, each Tax Relief Agreement entered into between the City of Gardner and the recipient of such Tax Relief shall be subject to and shall include the following set of mandatory conditions:

A. It shall be a special and material condition of this Agreement that any construction manager, general contractor or other lead or prime contractor, or any entity functioning in any such capacity, and any other contractor or subcontractor of any tier or other person that is engaged to perform the construction work during the term of this Agreement on the property that is the subject of this Agreement (hereinafter, collectively and individually, the “Contractor”) shall comply with the following qualifications and conditions at all times during their performance of work on the property:

- (1) The Contractor has not been debarred or suspended from performing construction work by any federal, state or local government agency or authority in the past five years;
- (2) The Contractor has not been found within the past five years by a court or governmental agency in violation of any law relating to providing workers compensation insurance coverage, misclassification of employees as independent contractors, payment of employer payroll taxes, employee income tax withholding, earned sick time, wage and hour laws, prompt payment laws, or prevailing wage laws;
- (3) The Contractor must maintain appropriate industrial accident insurance sufficient to provide coverage for all the employees on the project in accordance with G.L. c.152 and provide documentary proof of such coverage as part of the application process, or prior to commencing any work to the City Purchasing Department to be maintained as a public record;
- (4) The Contractor must properly classify employees as employees rather than independent contractors and treat them accordingly for purposes of minimum wages and overtime, workers’ compensation insurance coverage, unemployment taxes, social security taxes and state and federal income tax withholding. (G.L. c.149, §148B on employee classification);
- (5) The Contractor must comply with G.L. c. 151, §1A and G.L. c. 149, § 148 with respect to the payment of wages;
- (6) The Contractor must be in compliance with the health and hospitalization requirements of the Massachusetts Health Care Reform law established by Chapter 58 of the Acts of 2006, as amended, and regulations promulgated under that statute by the Commonwealth Health Insurance Connector Authority; and

(7) The applicant shall submit to the City of Gardner as part of the applicant's request for Tax Relief a list of all the expected contractors to work on the project. The list shall include the name of the primary contact, the Contractor's address and either a phone number or email address. The applicant will provide a final all-inclusive list to the City of Gardner within 30 days of the conclusion of the project.

(8) The applicant and/or the Contractor must submit monthly to the City Director of Purchasing certified payrolls for all contractors. A certified payroll format will be provided by the City of Gardner that includes the employees full name, address, identifying number, and gender. Each contractor shall provide a copy of the OSHA 10 card for every employee attached to the first certified payroll they submit on which the employee appears.

(9) The Contractor must make arrangements to ensure that each employee of every contractor and subcontractor of any tier entering or leaving the project individually completes the appropriate entries in a daily sign-in/out log. The sign in/out log shall include: the location of the project; current date; printed employee name; signed employee name; name of employee's employer and the time of each entry or exiting. Such sign-in/out logs shall be provided to the City/Town on a weekly basis with the certified payrolls and shall be a public record.

B. If any person or entity subject to the foregoing qualifications and conditions fails to comply with any of them with respect to work on the property, the parties agree that such an event materially frustrates the public purpose for which the Tax Relief Agreement (and any certification or other form of approval that may have been granted by the state) was intended to advance. In such an event, the recipient of the Tax Relief shall be subject to the following penalty schedule:

- a. First Offense- the recipient shall pay the City of Gardner an amount equal to twenty-five (25%) of the total Tax Relief granted.
- b. Second Offense- the recipient shall pay the City of Gardner an amount equal to fifty (50%) of the total Tax Relief granted.
- c. Third Offense- Tax Relief granted by this Agreement shall be terminated upon written notice to the property owner, and the property owner shall pay to the City of Gardner an amount equal to the total value of any tax relief or grant that was received prior to the termination of the Tax Relief Agreement.

Where required, the City of Gardner shall petition the appropriate state agency or body for revocation of the certification or approval and, upon such revocation, the tax relief provided by this Agreement shall be terminated and the property owner shall pay to the City an amount equal to the value of the tax relief or grant that was received prior to the termination of the Tax Relief Agreement.

The above penalties are the only penalties that may be imposed in the event of a violation of the foregoing qualifications and conditions. However, the City Council

of the City of Gardner may, at its own discretion, impose a more severe penalty for a first or second offense from among those listed above.

C. In the event the owner of the property or any other person challenges the termination of the tax relief provided by this Agreement and/or the revocation by the state of any certification or approval, the owner shall set aside in an escrow account an amount equal to the full amount of the tax savings that previously would have accrued under this Agreement while any such challenge remains pending. The owner of the property shall have a continuing obligation to contribute to the escrow account amounts equal to any additional tax savings that accrue under this Agreement while its challenge remains pending. The owner shall promptly provide to the City of Gardner with documentation of its compliance with this obligation. The conditions of the escrow account shall provide that, in the event the owner or such other person is unsuccessful in its challenge, the funds in the account shall be paid to the City of Gardner. The owner's obligations under this subsection shall be judicially enforceable. It is the intent of the parties that the residents of this municipality are third party beneficiaries of this Agreement, and that it may be enforced in a civil proceeding brought by not less than 10 taxable inhabitants.

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#### **Section 4. BUILDING PERMITS**

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**Minimum Mandatory Conditions.** In addition to any other conditions that may be required in connection with the issuance of building permits under the provisions of the Code of the City of Gardner, each building permit issued in connection with the construction, reconstruction, installation, demolition, maintenance or repair of any commercial building estimated to cost not less than \$1,000,000 or in connection with a residential building with one-hundred-twenty-five (125) or more units shall be subject to and shall include the following set of mandatory permit conditions:

A. It shall be a material condition of this Permit that any construction manager, general contractor or other lead or prime contractor, or any entity functioning in any such capacity, and any other contractor or subcontractor of any tier or other person or entity that is engaged to perform the construction work on the property that is the subject of this Permit (hereinafter, collectively and individually, the "Contractor") shall comply with the following qualifications and conditions at all times during their performance of work on the project:

(1) The Contractor has not been debarred or suspended from performing construction work by any federal, state or local government agency or authority in the past five years;

(2) The Contractor has not been found within the past five years by a court or governmental agency in violation of any law relating to providing workers compensation insurance coverage, misclassification of employees as independent

contractors, payment of employer payroll taxes, employee income tax withholding, wage and hour laws, prompt payment laws, or prevailing wage laws;

(3) The Contractor must maintain appropriate industrial accident insurance sufficient to provide coverage for all the employees on the project in accordance with G.L. c.152 and provide documentary proof of such coverage to the Building Commissioner to be maintained as a public record;

(4) The Contractor must properly classify employees as employees rather than independent contractors and treat them accordingly for purposes of minimum wages and overtime, workers' compensation insurance coverage, unemployment taxes, social security taxes and state and federal income tax withholding. (G.L. c.149, §148B on employee classification);

(5) The Contractor must comply with G.L. c. 151, §1A and G.L. c. 149, § 148 with respect to the payment of wages; and

(6) The Contractor must be in compliance with the health and hospitalization requirements of the Massachusetts Health Care Reform law established by Chapter 58 of the Acts of 2006, as amended, and regulations promulgated under that statute by the Commonwealth Health Insurance Connector Authority.

(7) The Contractor must make arrangements to ensure that each employee of every contractor and subcontractor of any tier entering or leaving the project individually completes the appropriate entries in a daily sign-in/out log. The sign in/out log shall include: the location of the project; current date; printed employee name; signed employee name; name of employee's employer and the time of each entry or exiting. Such sign-in/out logs shall be provided to the City/Town on a weekly basis with the certified payrolls and shall be a public record.

If any person or entity that is subject to the foregoing fails to comply with any of the qualifications and conditions with respect to work on the project, this Permit shall be deemed temporarily suspended and all construction work on the entire project shall cease immediately upon issuance of a stop work order by the Building Commissioner or his/her designee until further notice by him/her.

**Remedies.** In the event the permit is granted, the applicant for the permit shall be responsible for ensuring that all contractors performing construction work on the property comply with the Minimum Mandatory Conditions required by this Section for the duration of work on the project. If any person or entity that is subject to those Minimum Mandatory Conditions fails to comply with any of the qualifications and conditions with respect to work on the project, and in addition to any other penalties or consequences provided by law, the Building Commissioner or his/her designee shall issue a stop work order with respect to all construction work on the entire project until the violation is remedied. Once the Building Commissioner or his/her designee

determines that the violation has been remedied, he/she shall withdraw the stop work order and construction on the project may proceed.

Appeals. Any person aggrieved by a stop work order issued by the **Building Commissioner** or his/her designee shall have the appeal rights set forth in by the Code of the City of Gardner or any applicable state law.

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#### **Section 5. SUCCESSORS IN INTEREST**

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The requirements of this Ordinance, including any sanctions or limitations imposed, that are applicable to any employer shall also be applicable to, and effective against, any successor employer that (1) has at least one of the same principals or officers as the predecessor employer and (2) is engaged in the same or equivalent trade or activity as the predecessor employer.

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#### **Section 6. SEPARABILITY**

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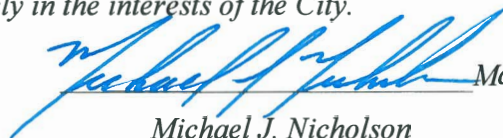
If any provision of this Ordinance, or the application of such provision to any person or circumstances, shall be enjoined or held to be invalid, the remaining provisions of this Ordinance, or the application of such provisions to persons or circumstances, other than that which is enjoined or held invalid shall be not affected thereby.

SECTION 2: This ordinance shall take effect upon passage and publication as required by law.

October 30, 2023

RECEIVED

2023 OCT 30 PM 11:45

**Commonwealth of Massachusetts****Worcester County****City of Gardner****CERTIFICATE OF APPOINTMENT***I appoint **Debra Pond** to the position of **Director of Human Resources,** and I certify**that in my opinion he/she is a person specially fitted by education, training, or experience to perform the duties of said office, and that I make the appointment solely in the interests of the City.*

 \_\_\_\_\_ Mayor  
 Michael J. Nicholson

Confirmed by City Council \_\_\_\_\_

 \_\_\_\_\_ City Clerk  
 Titi Siriphan
Expires: October 31, 2026

Worcester, ss., \_\_\_\_\_

*Then personally appeared the above named **Debra Pond** and made oath that he/she would faithfully and impartially perform the duties of the office of **Director, Human Resources** according to law and the best of his/her abilities.*

Before me,

\_\_\_\_\_ City Clerk

Chapter 303 Acts of 1975  
 and  
 Chapter 409 Acts of 1983

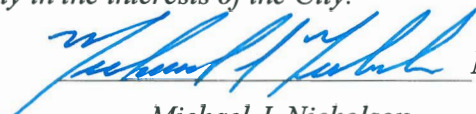
Received \_\_\_\_\_

October 30, 2023

**Commonwealth of Massachusetts****Worcester County****City of Gardner****CERTIFICATE OF APPOINTMENT**

I appoint **David Hackett** to the position of **Member, Disability Commission,** and I certify

that in my opinion he/she is a person specially fitted by education, training, or experience to perform the duties of said office, and that I make the appointment solely in the interests of the City.

 Mayor  
Michael J. Nicholson

Confirmed by City Council \_\_\_\_\_

\_\_\_\_\_  
City Clerk

Titi Siriphan

Expires: October 30, 2026

Worcester, ss., \_\_\_\_\_

Then personally appeared the above named **David Hackett** and made oath that he/she would faithfully and impartially perform the duties of the office of **Member, Disability Commission** according to law and the best of his/her abilities.

Before me,

\_\_\_\_\_  
City Clerk

Chapter 303 Acts of 1975  
and  
Chapter 409 Acts of 1983

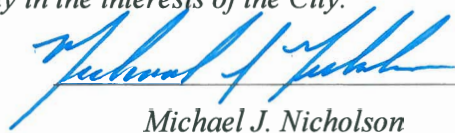
Received \_\_\_\_\_

October 30, 2023

**Commonwealth of Massachusetts****Worcester County****City of Gardner****CERTIFICATE OF APPOINTMENT**

I appoint **Debra Pond** to the position of **Member, Disability Commission**, and I certify

that in my opinion he/she is a person specially fitted by education, training, or experience to perform the duties of said office, and that I make the appointment solely in the interests of the City.

 Mayor  
Michael J. Nicholson

Confirmed by City Council \_\_\_\_\_

\_\_\_\_\_  
Titi Siriphan  
City Clerk

Expires: October 30, 2026

Worcester, ss., \_\_\_\_\_

Then personally appeared the above named **Debra Pond** and made oath that he/she would faithfully and impartially perform the duties of the office of **Member, Disability Commission** according to law and the best of his/her abilities.

Before me,

\_\_\_\_\_  
City Clerk

Chapter 303 Acts of 1975  
and  
Chapter 409 Acts of 1983

Received \_\_\_\_\_

AN ORDINACNE TO AMEND THE CODE OF THE CITY OF GARDNER CHAPTER 600, ENTITLED  
“VEHICLES AND TRAFFIC”, SECTION 24, ENTITLED “PARKING PROHIBITED ON CERTAIN STREETS”

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF GARDNER AS FOLLOWS:

SECTION 1: Section 24, of Chapter 600 of the Code of the City of Garnder, entitled “Parking Prohibited on Certain Streets” by amended by adding the following

| <u>Name of Street</u> | <u>Side</u> | <u>Location</u>                                          |
|-----------------------|-------------|----------------------------------------------------------|
| Comee St              | West        | Entire Length                                            |
| Comee St              | East        | From Pearl Street southerly for a distance<br>of 30 feet |



# CITY OF GARDNER POLICE DEPARTMENT

200 Main Street • Gardner, Massachusetts 01440

**Emergency-Dial 911**

Main line: (978) 632-5600

Fax Line: (978) 630-4027



## **TRAFFIC COMMISSION - MEETING MINUTES**

Date: Thursday August 10, 2023 Time: 10am

Location: Community Classroom, GPD

Provided by Dept. Chief of Police Nick Maroni

1. Members in attendance: Call to Order: 10:03 am by D.C. Nicholas Maroni  
Dane Arnold – Director of DPW  
Rob Oliva – City Engineer  
Josh Cormier – Director of Civil Enforcement  
Craig Cormier – Councilor at large  
  
Member(s) not in attendance- Trevor Beauregard
2. Waive reading / acceptance of meeting minutes from April 24, 2023
  - a. Motion by Dane, 2<sup>nd</sup> by Rob, All in favor – Unanimous.
3. Rob- updated on flashing school zone signs on Catherine St
  - a. Future updates to city ordinance to define current school zones.
4. Gardner ale house renting a parking spot on Parker St to designate as Pick up parking.
  - a. Josh- if allowed would this cause other businesses to ask too.
  - b. Dane-not in favor, large parking area behind business and across the street
  - c. Nick- limited parking already in the downtown area
  - d. Dane motion to not allow pick up parking for all of downtown, Rob 2<sup>nd</sup>, unanimous vote.
5. Pedestrian traffic concerns with new Tap House going in at Bullnose Park.
  - a. Rob- ask Tap house to help enhance crosswalks in area, flashing lights, push button to activate when pedestrians cross. Recommends city work with building owner to install flashing lights
6. New School Traffic and speeding on Catherine St.
  - a. Dane worked with school on new traffic pattern for drop off and pick up that should cut down on traffic. Tabled until start of school to see how it works.
7. Eliminate Parking Spot on Central St near the cross walk at Lake St on the Southwest travel side of Central St so pedestrians can be seen by motor vehicles.
  - a. Dane motioned, Josh 2<sup>nd</sup> All in Favor-Unanimous
  - b. Forwarded to Public Safety Committee
8. Remove handicap spot in front of 144 Central St and recommend city council to approve new Handicap spots on Central St at Monument Park.
  - a. Dane motioned, Josh 2<sup>nd</sup>, all in favor, unanimous.
  - b. Forwarded to Public Safety Committee
  - c. Let property owner know about removing Handicap spot in front of 144 Central.

9. Eliminate parking spot in front of crosswalk on west bound side of East Broadway at Prospect St so motor vehicles can see pedestrians in the cross walk.
  - a. Dane motioned, Rob 2<sup>nd</sup> all in favor, unanimous.
  - b. Forwarded to Public Safety Committee.
10. New Business
  - a. Rob suggested making whole length of westside of Comee St no parking and making no parking 30 ft from stop sign on east side heading from Pearl St
    - i. Dane motioned, Josh 2<sup>nd</sup> all in favor, unanimous will be forwarded to public safety committee.
  - b. Speeding on Elm St & Lawrence St, request more enforcement with school starting.
  - c. Craig asked about speeding issues on Chesley St
    - i. Nick stated Officers did enforcement in that area and we have not received any further complaints.

Conclusion: At 10:56 am Dane made a motion to adjourn the meeting, seconded by Craig

All in favor - Unanimous

Next Traffic Committee Meeting Schedule: TBD



City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

October 26, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant St  
Gardner, MA 01440

RE: Request for a Tax Classification Hearing

Dear Madam President and Councilors,

As you are aware, the General Laws of the Commonwealth require that the City Council annually vote to set the tax classification for the City prior to December 31<sup>st</sup> of each calendar year.

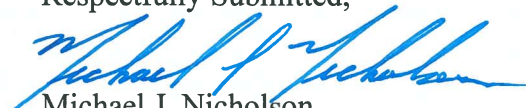
The Board of Assessors voted to recommend that the City Council vote to adopt a residential factor of one (1) for the 2024 Fiscal Year.

The City has made large strides in our economic development goals in recent years, and we are starting to see a very strong return on our investments in these endeavors. The Administration supports the recommendation of the Board of Assessors by continuing with a single tax rate rather than a split tax rate, with more of the burden shifted to commercial and industrial properties in the City.

Following the required procedures for certifications of new growth, tax recapitulation, value certifications, and certifications of sales, the tax rate for the current fiscal year is set to be certified at a rate of \$14.97 per thousand dollar valuation. This represents a \$1.16 reduction per thousand dollars, and is the lowest the tax rate has been since 2011.

I respectfully request that the City Council schedule the statutorily required hearing regarding the City's Tax Classification for a single or split tax rate for the 2024 Fiscal year.

Respectfully Submitted,

  
Michael J. Nicholson  
Mayor, City of Gardner

RECEIVED  
CITY OF GARDNER  
2023 OCT 27 AM 11:07

**CITY OF GARDNER***Office of the Board of Assessors*

95 Pleasant Street  
Room 223  
Gardner, MA 01440



Tel: 978-630-4004  
Fax: 978-630-4080  
Email: [ckumar@gardner-ma.gov](mailto:ckumar@gardner-ma.gov)

October 18, 2023

Mayor Nicholson  
95 Pleasant Street  
Gardner, MA 01440

Re: FY2024 Residential Factor Recommendation

Mayor Nicholson:

The Board of Assessors met yesterday, October 17, 2023, to discuss and vote on a recommendation to the City Council regarding the Residential Factor.

The Board of Assessors voted unanimously (3-0) to recommend a Residential Factor of "1" to the City Council. A Residential Factor of "1" would result in a single tax rate. We feel that it would not be beneficial to shift the tax burden to Commercial, Industrial and Personal property classes, as they account for only about 16% of the tax base.

Respectfully,

Christine Kumar, MAA  
City Assessor

### Gardner Average Single Family Home Tax Bill History

| Fiscal Year | Single Family Assessed Value | Single Family Parcels | Single Family Average Value | Residential Tax Rate | Average Single Family Tax Bill |
|-------------|------------------------------|-----------------------|-----------------------------|----------------------|--------------------------------|
| <b>2013</b> | 670,651,600                  | 3909                  | 171,566                     | 17.46                | \$2,995.54                     |
| <b>2014</b> | 633,628,900                  | 3913                  | 161,929                     | 18.87                | \$3,055.60                     |
| <b>2015</b> | 627,774,800                  | 3945                  | 159,132                     | 19.98                | \$3,179.45                     |
| <b>2016</b> | 650,308,100                  | 3962                  | 164,136                     | 20.47                | \$3,359.87                     |
| <b>2017</b> | 689,881,300                  | 3977                  | 173,468                     | 20.48                | \$3,552.62                     |
| <b>2018</b> | 713,318,700                  | 3985                  | 179,001                     | 20.27                | \$3,628.35                     |
| <b>2019</b> | 773,887,200                  | 4001                  | 193,423                     | 20.14                | \$3,895.55                     |
| <b>2020</b> | 824,554,400                  | 4005                  | 205,881                     | 19.74                | \$4,064.10                     |
| <b>2021</b> | 853,053,400                  | 4020                  | 212,202                     | 20.04                | \$4,252.53                     |
| <b>2022</b> | 959,390,400                  | 4032                  | 237,944                     | 18.59                | \$4,423.38                     |
| <b>2023</b> | 1,156,307,700                | 4034                  | 286,640                     | 16.13                | \$4,623.51                     |
| <b>2024</b> | 1,315,963,900                | 4032                  | 326,380                     | <b>14.97</b>         | <b>\$4,885.91</b>              |

***FY24 tax rate is an estimate***

## FY23 Average Single Family Home Values (N. Worcester County)

| Municipality   | Single Family Value | Tax Rate     | Single Family Tax Bill | Rank       |
|----------------|---------------------|--------------|------------------------|------------|
| Lunenburg      | 470,165             | 14.62        | 6,874                  | 125        |
| Leominster     | 371,691             | 15.54        | 5,776                  | 184        |
| Ashburnham     | 341,621             | 16.55        | 5,654                  | 193        |
| Westminster    | 412,711             | 13.06        | 5,390                  | 206        |
| Fitchburg      | 294,199             | 16.02        | 4,713                  | 259        |
| Hubbardston    | 354,932             | 13.03        | 4,625                  | 264        |
| <b>Gardner</b> | <b>286,640</b>      | <b>16.13</b> | <b>4,624</b>           | <b>265</b> |
| Phillipston    | 327,583             | 12.84        | 4,206                  | 299        |
| Templeton      | 320,151             | 12.92        | 4,136                  | 302        |
| Winchendon     | 281,647             | 13.40        | 3,774                  | 324        |
| Athol          | 248,935             | 14.04        | 3,495                  | 334        |

351 Municipalities in Massachusetts

## TOP 10 TAXPAYERS

| OWNER                                       | TOTAL<br>VALUE | TYPE                  | ESTIMATED<br>TAXES |
|---------------------------------------------|----------------|-----------------------|--------------------|
| OLDE ENGLISH VILLAGE PRESERVATION LP        | 11,618,900     | APARTMENTS            | \$173,935          |
| CEDAR TIMPANY LLC                           | 11,377,800     | RETAIL/COMMERCIAL     | \$170,326          |
| MOUNTAIN CLIMBER LLC                        | 11,278,400     | APARTMENTS            | \$168,838          |
| WAKEFIELD PLACE ASSOC LTD PTNR              | 11,125,100     | APARTMENTS            | \$166,543          |
| URQUHART FAMILY LLC/NEW ENGLAND WOODEN WARE | 10,684,300     | COMMERCIAL            | \$159,944          |
| MOLINA LANDMARK LLC/MOLINA REALTY LLC       | 10,197,700     | APARTMENTS/COMMERCIAL | \$152,660          |
| BINNALL HOUSE RHF PARTNERS                  | 8,879,900      | APARTMENTS            | \$132,932          |
| JENNY/JESSIE/MIKEY REALTY LLC               | 8,215,600      | CONDOS                | \$122,988          |
| EXCHANGERIGHT NET-LEASED PORTFOLIO 54 DST   | 7,292,300      | RETAIL/COMMERCIAL     | \$109,166          |
| C B & B INC                                 | 6,794,100      | HOTEL/COMMERCIAL      | \$101,708          |

*\* using an estimated tax rate of \$14.97*

### Gardner Historic Assessments & Percentages of Value

| FY   | TOTAL         | Residential   | Commercial  | Industrial | Personal Prop | Res % of Total | CIP % of Total | Tax Rate     |
|------|---------------|---------------|-------------|------------|---------------|----------------|----------------|--------------|
| 2013 | 1,181,385,479 | 969,707,075   | 111,731,325 | 61,621,600 | 38,325,479    | 82.08          | 17.92          | 17.46        |
| 2014 | 1,136,149,615 | 920,245,074   | 110,967,326 | 62,394,500 | 42,542,715    | 81.00          | 19.00          | 18.87        |
| 2015 | 1,131,686,711 | 896,784,169   | 111,029,231 | 62,898,800 | 60,974,511    | 79.24          | 20.76          | 19.98        |
| 2016 | 1,139,021,076 | 904,538,011   | 116,765,889 | 58,565,500 | 59,151,676    | 79.41          | 20.59          | 20.47        |
| 2017 | 1,197,247,612 | 949,314,346   | 120,068,054 | 60,033,000 | 67,832,212    | 79.29          | 20.71          | 20.48        |
| 2018 | 1,245,880,527 | 984,275,930   | 126,760,670 | 63,989,080 | 70,854,847    | 79.00          | 21.00          | 20.27        |
| 2019 | 1,337,397,809 | 1,069,105,409 | 124,307,491 | 63,340,650 | 80,644,259    | 79.94          | 20.06          | 20.14        |
| 2020 | 1,412,573,860 | 1,137,043,228 | 126,423,872 | 66,730,100 | 82,376,660    | 80.49          | 19.51          | 19.74        |
| 2021 | 1,456,237,096 | 1,175,288,183 | 130,856,217 | 63,236,000 | 86,856,696    | 80.71          | 19.29          | 20.04        |
| 2022 | 1,616,370,964 | 1,318,229,099 | 130,973,801 | 63,946,660 | 103,221,404   | 81.55          | 18.45          | 18.59        |
| 2023 | 1,954,354,540 | 1,621,892,966 | 150,541,334 | 75,159,200 | 106,761,040   | 82.99          | 17.01          | 16.13        |
| 2024 | 2,185,643,180 | 1,835,104,190 | 162,233,510 | 77,599,680 | 110,705,800   | 83.96          | 16.04          | <b>14.97</b> |

*FY24 Tax Rate is estimated*

| FY2024                  | Parcel Count | Percent of Total | FY24 Parcel Count - Including Exempt |                          |
|-------------------------|--------------|------------------|--------------------------------------|--------------------------|
| <b>Residential</b>      |              |                  |                                      |                          |
| Single Family           | 4032         |                  | 6107                                 | Residential              |
| Condos                  | 547          |                  | 22                                   | Chapterland              |
| 2 & 3 Family            | 808          |                  | 58                                   | Mixed Use                |
| 4+ Family               | 180          |                  | 291                                  | Commercial               |
| Manufactured Home Parks | 81           |                  | 139                                  | Industrial               |
| Mixed Residential       | 15           |                  | 6617                                 | Total Taxable RE Parcels |
| Residential Vacant Land | 459          |                  |                                      |                          |
| <b>TOTAL:</b>           | <b>6122</b>  | <b>92.52%</b>    | <b>510</b>                           | <b>Exempt Parcels</b>    |
| <b>Commercial</b>       |              |                  |                                      |                          |
| Chapterland             | 22           |                  | 7127                                 | TOTAL Parcels            |
| Mixed Commercial        | 42           |                  |                                      |                          |
| Commercial              | 291          |                  |                                      |                          |
| <b>TOTAL:</b>           | <b>355</b>   | <b>5.36%</b>     |                                      |                          |
| <b>Industrial</b>       |              |                  |                                      |                          |
| Mixed Industrial        | 1            |                  |                                      |                          |
| Industrial              | 139          |                  |                                      |                          |
| <b>TOTAL:</b>           | <b>140</b>   | <b>2.12%</b>     |                                      |                          |
| <b>TOTAL PARCELS:</b>   | <b>6617</b>  |                  |                                      |                          |

**FY2024**

| CIP SHIFT RATIO | RESIDENTIAL FACTOR | RES%     | CIP%     | RES TAX* RATE | CIP TAX RATE |      |
|-----------------|--------------------|----------|----------|---------------|--------------|------|
| 1               | 100%               | 83.9600% | 16.0400% | <b>14.97</b>  | <b>14.97</b> | 100% |
| 1.25            | 95.22%             | 79.9500% | 20.0500% | 14.26         | 18.71        | 100% |
| 1.5             | 90.45%             | 75.9400% | 24.0600% | 13.54         | 22.45        | 100% |

***FY24 Tax Rate is estimated***

| CLASS (A)         | TOTAL VALUE (B) | % Share ( C) |
|-------------------|-----------------|--------------|
| Residential       | 1,835,104,190   | 83.9617%     |
| Commercial        | 162,233,510     | 7.4227%      |
| Industrial        | 77,599,680      | 3.5504%      |
| Personal Property | 110,705,800     | 5.0651%      |
|                   | 2,185,643,180   | 100.0000%    |

CIP % 16.0383%

**Maximum Share of Levy for Classes Three, Four and Personal Property:**

$$150\% * 16.0383\% \text{ (Lines 3C + 4C + 5C)} = 24.05745\% \text{ (Max \% Share)}$$

**Minimum Share of Levy for Class One:**

$$100\% - 24.05745\% \text{ (Max \% Share)} = 75.94255\% \text{ (Min \% Share)}$$

**Minimum Residential Factor (MRF):**

$$75.94255\% \text{ (Min \% Share)} / 83.9617\% \text{ (Lines 1C)} = 90.449\% \text{ (MRF)}$$

MINIMUM RESIDENTIAL FACTOR LA7:

**90.4490%**

Chapter 58, Section 1A mandates a minimum residential factor of not less than 65 percent.



**City of Gardner - Executive Department**  
**Mayor Michael J. Nicholson**

October 18, 2023

Hon. Elizabeth J. Kazinskas, Council President  
 And City Councilors  
 Gardner City Hall, Rm 121  
 95 Pleasant Street  
 Gardner, MA 01440

RE: Notification of Certification of LA-4 Assessment/Classification Report FY2024

Dear Madam President and Councilors,

As part of the annual fiscal year processes, the City Assessor is required to submit a report to the Commonwealth's Department of Revenue Division of Local Assessments, detailing a breakdown of the different classifications of real property in the City and the values that these properties are assessed at. This document is known as the City's LA-4 document.

On October 6, 2023, the Administration received notification that the City's LA-4 Report had been certified by the Commonwealth.

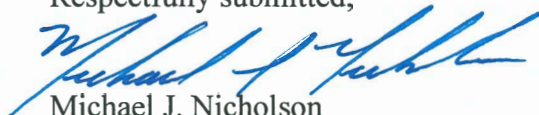
Under the General Laws of the Commonwealth and the Code of Massachusetts Regulation ("CMR"), property valuations must be based upon qualifying sales of real property in the City that took place two (2) fiscal years prior to the valuations being set. For the FY2024 budget, these sales took place in FY2022. These qualifying sales must also be arm's length sales and any anomalies are removed with the approval of the Department of Revenue.

The City's Assessor noted the following increases in valuations as a result of this process.

| <b>% Increase from FY23 to FY24</b> | <b>Property Classification</b> |
|-------------------------------------|--------------------------------|
| <b>13.86%</b>                       | Single Family                  |
| <b>21.22%</b>                       | Condominiums                   |
| <b>3.61%</b>                        | Mobile Homes                   |
| <b>11.09%</b>                       | Two Family                     |
| <b>12.30%</b>                       | Three Family                   |
| <b>6.97%</b>                        | Apt 4+ Units                   |
| <b>6.37%</b>                        | Residential Vacant Land        |
| <b>8.86%</b>                        | Commercial                     |
| <b>4.03%</b>                        | Industrial                     |

A copy of the City's Form LA-4, the certified qualifying sales, and the certified valuations are attached to this correspondence.

Respectfully submitted,

  
 Michael J. Nicholson  
 Mayor, City of Gardner

MASSACHUSETTS DEPARTMENT OF REVENUE  
DIVISION OF LOCAL SERVICES  
BUREAU OF LOCAL ASSESSMENT

Gardner

CITY

## ASSESSMENT/CLASSIFICATION REPORT as of January 1, 2023

Fiscal Year 2024

| Property Type                          | Parcel Count | Class1 Residential   | Class2 Open Space | Class3 Commercial  | Class4 Industrial | Class5 Pers Prop   |
|----------------------------------------|--------------|----------------------|-------------------|--------------------|-------------------|--------------------|
| 101                                    | 4,032        | 1,315,963,900        |                   |                    |                   |                    |
| 102                                    | 547          | 85,818,600           |                   |                    |                   |                    |
| MISC 103,109                           | 81           | 21,261,900           |                   |                    |                   |                    |
| 104                                    | 546          | 150,028,000          |                   |                    |                   |                    |
| 105                                    | 262          | 82,664,500           |                   |                    |                   |                    |
| 111-125                                | 180          | 145,346,600          |                   |                    |                   |                    |
| 130-32,106                             | 459          | 15,706,200           |                   |                    |                   |                    |
| 200-231                                | 0            |                      | 0                 |                    |                   |                    |
| 300-393                                | 291          |                      |                   | 151,323,000        |                   |                    |
| 400-442                                | 134          |                      |                   |                    | 75,000,380        |                    |
| 450-452                                | 5            |                      |                   |                    | 1,874,400         |                    |
| CH 61 LAND                             | 4            | 0                    | 0                 | 19,783             |                   |                    |
| CH 61A LAND                            | 3            | 3                    | 0                 | 30,400             |                   |                    |
| CH 61B LAND                            | 6            | 6                    | 0                 | 494,900            |                   |                    |
| 012-043                                | 58           | 18,314,490           | 0                 | 10,365,427         | 724,900           |                    |
| 501                                    | 138          |                      |                   |                    |                   | 9,625,080          |
| 502                                    | 152          |                      |                   |                    |                   | 23,347,820         |
| 503                                    | 0            |                      |                   |                    |                   | 0                  |
| 504                                    | 3            |                      |                   |                    |                   | 59,149,360         |
| 505                                    | 2            |                      |                   |                    |                   | 2,592,100          |
| 506                                    | 0            |                      |                   |                    |                   | 0                  |
| 508                                    | 3            |                      |                   |                    |                   | 1,080,550          |
| 550-552                                | 7            |                      |                   |                    |                   | 14,910,890         |
| <b>TOTALS</b>                          | <b>6,922</b> | <b>1,835,104,190</b> | <b>0</b>          | <b>162,233,510</b> | <b>77,599,680</b> | <b>110,705,800</b> |
| Real and Personal Property Total Value |              |                      |                   |                    |                   | 2,185,643,180      |
| Exempt Parcel Count & Value            |              |                      |                   |                    | 510               | 378,443,800        |

For CH 61, 61A and 61B Land: enter the mixed use parcel count in the left-hand box, and enter the 100% Chapter land parcel count in the right-hand box.

## Signatures

## Board of Assessors

Paulette A. Burns, Assessor , Gardner , duncan.burns75@gmail.com 978-630-4004 | 10/3/2023 9:05 AM

Charles R. Leblanc, Assessor , Gardner , leblanc37@comcast.net 978-630-4004 | 10/3/2023 9:14 AM

Christine Marie Kumar, City Assessor , Gardner , ckumar@gardner-ma.gov 978-630-4004 | 10/2/2023 2:48 PM

MASSACHUSETTS DEPARTMENT OF REVENUE  
DIVISION OF LOCAL SERVICES  
BUREAU OF LOCAL ASSESSMENT

**Gardner**

CITY

**ASSESSMENT/CLASSIFICATION REPORT as of January 1, 2023**

**Fiscal Year 2024**

**Comments**

No comments to display.

**Documents**

Documents have been uploaded.



## City of Gardner - *Executive Department*

Mayor Michael J. Nicholson

October 18, 2023

Hon. Elizabeth J. Kazinskas, Council President  
And City Councilors  
Gardner City Hall, Rm 121  
95 Pleasant Street  
Gardner, MA 01440

RE: Notification of Certification of City of Gardner LA13 Tax Base Levy Growth

RECEIVED  
2023 NOV -2 PM 1:07  
CITY CLERK'S OFFICE

Dear Madam President and Councilors,

As part of the annual fiscal year processes, the City Assessor's Department is required to submit a document to the Commonwealth's Department of Revenue Division of Local Assessments calculating the tax base levy growth for the budget adopted for the current fiscal year. This document is known as the City's Form LA-13.

The City received notification on October 6, 2023 that our LA-13 had been certified by the Commonwealth.

As part of this calculation, \$347,809.00 was identified as "New Growth" for the 2024 Fiscal Year. The term "new growth" is used to describe properties (both real and personal) that were not expected to be taxed when the budget was originally adopted by the City Council. This includes new purchases that were made or new construction that was done and has already had its final inspection by the building department. Please note that any major construction or new renovation cannot be calculated into the City's tax base until a final inspection or certificate of occupancy is issued. Once those processes are done, then those items would fall into the new growth category.

When the City's budget was adopted by the City Council in June of 2023, the Administration budgeted for \$250,000 of new growth to be added to the tax base. Since new growth came in higher, this leaves us with a surplus in that revenue line of \$97,809.00. My administration will be submitting a supplemental budget to the City Council shortly to appropriate this funding, so that it can be fully capitalized in the construction of the City's FY2025 budget next year.

Respectfully Submitted,

Michael J. Nicholson  
Mayor, City of Gardner

LA13 Tax Base Levy Growth

Retain documentation for 5 years in case of DOR audit - Fiscal Year 2024

| Property Class                    | (A)<br>All Prior Year Abatement No. | (B)<br>All Prior Year Abatement Values | (C)<br>New Growth Valuation | (D)<br>PY Tax Rate | (E)<br>Tax Levy Growth |
|-----------------------------------|-------------------------------------|----------------------------------------|-----------------------------|--------------------|------------------------|
| RESIDENTIAL                       |                                     |                                        |                             |                    |                        |
| SINGLE FAMILY (101)               | 0                                   | 0                                      | 3,758,200                   |                    |                        |
| CONDOMINIUM (102)                 | 0                                   | 0                                      | 619,500                     |                    |                        |
| TWO & THREE FAMILY (104 & 105)    | 0                                   | 0                                      | 945,800                     |                    |                        |
| MULTI - FAMILY (111-125)          | 0                                   | 0                                      | 1,860,900                   |                    |                        |
| VACANT LAND (130-132 & 106)       | 0                                   | 0                                      | 1,031,100                   |                    |                        |
| ALL OTHERS (103, 109, 012-018)    | 0                                   | 0                                      | 453,400                     |                    |                        |
| TOTAL RESIDENTIAL                 | 0                                   | 0                                      | 8,668,900                   | 16.13              | 139,829                |
| OPEN SPACE                        | 0                                   | 0                                      | 0                           |                    |                        |
| OPEN SPACE - CHAPTER 61, 61A, 61B | 0                                   | 0                                      | 0                           |                    |                        |
| TOTAL OPEN SPACE                  | 0                                   | 0                                      | 0                           | 0.00               | 0                      |
| COMMERCIAL                        |                                     |                                        |                             |                    |                        |
| COMMERCIAL - CHAPTER 61, 61A, 61B | 0                                   | 0                                      | 817,500                     |                    |                        |
| TOTAL COMMERCIAL                  | 0                                   | 0                                      | 817,500                     | 16.13              | 13,186                 |
| INDUSTRIAL                        | 3                                   | 2,602,850                              | 9,900                       | 16.13              | 160                    |
| PERSONAL PROPERTY                 | 5                                   | 187,630                                | 12,066,600                  | 16.13              | 194,634                |
| TOTAL REAL & PERSONAL             | 8                                   | 2,790,480                              | 21,562,900                  |                    | 347,809                |

Community Comments:

3 Abatements in Industrial were not growth.....was Mount Wachusett Community College

Signatures

Board of Assessors

Christine Marie Kumar, City Assessor , Gardner , ckumar@gardner-ma.gov 978-630-4004 | 10/5/2023 7:29 AM

LA13 Tax Base Levy Growth

Retain documentation for 5 years in case of DOR audit - Fiscal Year 2024

Charles R. Leblanc, Assessor , Gardner , leblanc37@comcast.net 978-630-4004 | 10/5/2023 7:31 AM  
Paulette A. Burns, Assessor , Gardner , duncan.burns75@gmail.com 978-630-4004 | 10/5/2023 7:32 AM

Documents have been uploaded.

**From:** [James Boone](#)  
**To:** [Elizabeth Kazinskas](#)  
**Cc:** [Titi Siriphan](#)  
**Subject:** New Business Agenda Item  
**Date:** Wednesday, November 1, 2023 3:26:19 PM

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Hi Lizzy,

I respectfully request an agenda item for New Business to request approval of a special meeting of the Council as a Whole to hear a presentation by SoMax Circular Solutions regarding the feasibility of an alternative or addition to expanding the Sludge Landfill.

Alan Rousseau sent each Councilor, via email, highlights and documentation of the study. I and other councilors that I have talked to feel it would be worthwhile for us to hear a presentation and have the opportunity for Q/A.

Hoping it can be placed on the Agenda for our next meeting. Please let me know.

Best Regards,  
Jim