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February 15, 2019

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : The Dascomb Road Project  
PROJECT MUNICIPALITY : Andover and Tewksbury  
PROJECT WATERSHED : Shawsheen  
EEA NUMBER : 15966  
PROJECT PROPONENT : The Lupoli Companies  
DATE NOTICED IN MONITOR : January 9, 2019

Pursuant to the Massachusetts Environmental Policy Act (M.G.L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA Regulations (301 CMR 11.00), I hereby determine that this project **requires** a Mandatory Environmental Impact Report (EIR). The Proponent submitted an Expanded Environmental Notification Form (EENF) with a request that I allow a Single EIR to be submitted in lieu of the usual two-stage Draft and Final EIR process pursuant to Section 11.06(8) of the MEPA regulations. The Proponent should submit a Single EIR in accordance with the Scope included in this Certificate.

Project Description

As described in the EENF, the project involves the redevelopment of an existing underutilized industrial/mixed use site. The project consists of razing existing office and industrial space and constructing a 524,000-square foot (sf) mixed use development comprised of five buildings. The buildings will include:

- 66,000 sf hotel (100-room)
- 293,000 sf of office space
- 80,000 sf of retail space

- 30,000 sf fitness center
- 35,000 sf grocery store
- 20,000 sf restaurant space

The project includes the construction of approximately 1,760 parking spaces including 1,256 structured parking spaces in an effort to maximize green space while providing adequate parking. Access to the site will be via a full access/egress driveway opposite Frontage Road. Four additional site driveways will be provided along Smith Way including a loading dock entrance and one to be shared with the adjacent existing commercial use.

The project includes the implementation of several transportation upgrades and the installation of a stormwater management system. The project includes the construction of a 4,020-linear foot (lf) sanitary sewer main which will connect to an existing municipal sewer located to the east of I-93 and construction of an onsite sanitary pump station and an additional off-site pump station.

### Project Site

The approximately 16.2-acre project site consists of a 306,350-sf office/industrial building, 8,360-sf service building and 247 surface parking spaces. Approximately 27,300 sf of the building is currently occupied by office uses. The project site is bounded by Smith Drive to the west, Dascomb Road to the north, Interstate 93 (I-93) to the east and Restaurant Depot to the south. The office/industrial building is connected to the Restaurant Depot to the south. No changes are proposed for the Restaurant Depot. An intermittent stream and Bordering Vegetated Wetlands (BVW) are located at the northwestern portion of the property adjacent to Dascomb Road.

The project site is not located within a 100-year flood plain. The project site is not located in Priority and/or Estimated Habitat as mapped by the Division of Fisheries and Wildlife's (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC).

### Jurisdiction and Permitting

The project is subject to MEPA review and the preparation of a Mandatory EIR pursuant to 301 CMR 11.03(6)(a)(6) and 11.03(6)(a)(7) because it requires an Agency Action and will generate 3,000 or more new average daily trips (adt) on roadways providing access to a single location and involves the construction of 1,000 or more new parking spaces at a single location. The project requires a Vehicular Access Permit from the Massachusetts Department of Transportation (MassDOT). It is subject to review under the May 2010 MEPA Greenhouse Gas (GHG) Emissions Policy and Protocol (GHG Policy).

The project received an Order of Conditions from the Andover Conservation Commission (File # 090-1247) on January 21, 2016 which was not appealed. It will require a National Pollutant Discharge Elimination System (NPDES) Stormwater General Permit from the United States Environmental Protection Agency (EPA). The project requires review by the Federal Highway Administration (FHWA) for a Break in Access Permit along Dascomb Road.

The Proponent may receive State Financial Assistance in the form of a MassWorks grant. Therefore, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

### Environmental Impacts and Mitigation

Potential environmental impacts include the new alteration of 2.2 acres of land; creation of 2.97 acres of new impervious area; alteration of 2,320 sf of BVW and 586 sf of Bank; generation of 12,746 new adt<sup>1</sup>; creation of 1,513 new parking spaces; increase in water demand of 48,500 gallons per day (gpd); and increase in wastewater generation of 51,000 gpd.

Measures to avoid, minimize and mitigate these impacts include roadway mitigation at several intersections, implementation of a Transportation Demand Management (TDM) plan to reduce single-occupancy vehicles (SOV) trips and installation of a stormwater management system consistent with the stormwater management standards (SMS) of the Wetlands Regulations (310 CMR 10.00).

### Request for Single EIR

The MEPA regulations indicate a Single EIR may be allowed provided I find that the EENF:

- a) describes and analyzes all aspects of the project and all feasible alternatives, regardless of any jurisdictional or other limitation that may apply to the Scope;
- b) provides a detailed baseline in relation to which potential environmental impacts and mitigation measures can be assessed; and,
- c) demonstrates that the planning and design of the project use all feasible means to avoid potential environmental impacts.

Consistent with this request, the EENF was subject to an extended comment period.

### Review of the EENF

The EENF described existing conditions, provided a project description and plans, and compared environmental impacts of the Preferred Alternative to alternative designs. It included a Transportation Impact Assessment (TIA) which identified the project's impacts on transportation. The EENF provided a GHG analysis and results of a mesoscale analysis and described mitigation measures.

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<sup>1</sup> This number represents the new trips generated by the project minus the existing office uses (266 adt).

## Alternatives Analysis

The alternatives analysis considered five alternatives including a No-Build Alternative; a Large Scale Planned Unit Development (PUD) Alternative; a Smaller Scale PUD Alternative; an All Commercial Alternative; and the Preferred Alternative as described above. The No-Build Alternative was dismissed because it is not consistent with the planning and redevelopment initiatives of the ID2 zoning district and the site would remain underutilized. As described in the EENF, the ID2 Zoning District was created to attract businesses by providing additional amenity uses/services to support office and industrial uses.

The large Scale PUD Alternative consisted of the construction of a 685,000-sf mixed use development comprised of 225 age restricted (55 and over) residential units; a 125-unit hotel; 200,000 sf of office use; 80,000 sf of general retail space; a 30,000-sf fitness center; a 35,0600-sf grocery store; a 10,000-sf recreational center; and 20,000 sf of restaurant space. This alternative was anticipated to generate 7,258 new adt and 7,078 adt<sup>2</sup> on an average Saturday. The parking demand for this alternative was anticipated to be 1,603 spaces. The Smaller Scale PUD Alternative consisted of the construction of a 600,000-sf mixed-use development comprised of 225 age-restricted (55 and over) residential units; a 100-room business-centric hotel; 150,000 sf of office space; 50,000 sf of general retail space; a 15,000-sf fitness center; a 35,000-sf grocery store; a 5,000-sf recreational center; and 20,000 sf of restaurant space. The smaller scale PUD alternative was anticipated to generate approximately 5,296 new adt and 5,030 adt on an average Saturday. The parking demand for this alternative was anticipated to be 1,407 spaces

The alternatives analysis also considered an All Commercial Alternative which included the construction of a 600,000-sf mixed-use development without a residential component. The development would include 435,000 sf of office space; 80,000 sf of retail space; 80,000 sf of retail space; a 30,000-sf fitness center; a 35,000-sf grocery store; and 20,000 sf of restaurant space. Trip generation was anticipated to be 8,036 adt and 5,862 trips on an average Saturday. Parking needs were not quantified. The residential alternatives resulted in less traffic impacts than the all commercial alternative. However, a Town Warrant Article developed during the Town PUD process which would permit residential uses within the ID2 Zoning District was defeated at the Andover Town Meeting on January 29, 2018. The EENF describes the Preferred Alternative as a scaled down version of the All Commercial Alternative (by approximately 75,000 sf) which minimizes impacts to wetlands resource areas and limits the impact of off-site traffic through various mitigation measures.

## Traffic and Transportation

The EENF included a TIA prepared in conformance with the MassDOT/EEA *Transportation Impact Assessment Guidelines*. The TIA reviewed crash rates, pedestrian and bicycle facilities and public transportation options in the study area. The crash rates for two of the study area intersections including the intersections of Dascomb Road at Frontage Road/Primary Site Driveway and Dascomb Road at Andover Street have crash rates that exceed the MassDOT statewide and District 4 averages. The project site is not directly served by public transportation. The nearest bus stops to the project site are situated 1.4 miles to north (serviced by the Lowell Regional Transit Authority (LRTA)) and 3.2 miles to the northeast (serviced by the Merrimack Valley Transit Authority (MVTA)). The MBTA's

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<sup>2</sup> Trip numbers included in the alternatives analysis were adjusted.

Haverhill Commuter Rail Line includes stations at Ballardvale, 1.6 miles east of the project site and Andover, 3.2 miles northeast of the project site. A MassDOT Park and Ride Facility is located across from the project site.

The Proponent will install a sidewalk along the southerly side of Dascomb Road between the East Street/Shawsheen Street and Frontage Road/Primary Site Driveway intersections, with a crossing at the Frontage Road/Primary Site Driveway intersection to access the sidewalk along the northerly side of Dascomb Road towards Osgood Street. A new sidewalk will be installed along the easterly side of Frontage Road between the MassDOT Park and Ride and the project site. Sidewalk repairs and improvements are proposed to connect the project site to the Ballardvale Commuter Rail Station. A five-foot wide bicycle lane is proposed between the East Street/Shawsheen Street and Frontage Road/Primary Site Driveway intersections, with shared use markings to the east along Dascomb road towards Osgood Street. A shared-use path will be provided adjacent to the primary site driveway to provide access to the site.

### *Traffic Operations*

Access to and from the site will be provided via two full access/egress driveways, a shared access/egress driveway with Restaurant Depot and a loading dock driveway along the easterly side of Smith Drive. Additionally, the primary access drive is proposed immediately opposite Frontage Road, becoming the fourth leg at the signalized intersection of Dascomb Road which will require a break in the “No Access” State Highway Layout Line. The Proponent will be required to request a change in access designation prior to the issuance of a Vehicular Access Permit.

The project’s trip generation was based on trip rates published in the Institute of Transportation Engineers’ (ITE) *Trip Generation Handbook, 10<sup>th</sup> Edition* using ITE land use code (LUC) 312 – Business Hotel, LUC 492 – Fitness Center, LUC 710 – General Office Building, LUC 820 – Shopping Center, LUC 931 Quality Restaurant, and LUC 932 – High Turnover Restaurant. LUC 820 was used for both the retail space and grocery store. However, internal capture between these two uses was not credited to account for the lower trip generation projections than if the generations were based on a grocery-specific LUC. The project is expected to generate 13, 012 new adt. When accounting for internal trips (2,114 adt), and existing trips (266 adt), the project will generate 10,632 new adt. Adjusting for external pass-by trips (2,076 adt) and transit trips (172 adt), the project is expected to generate 8,384 new adt<sup>3</sup> and 8,846 new Saturday trips with 410 vehicle trips occurring during the weekday morning peak hour, 774 vehicle trips occurring during the weekday evening peak hour, and 738 vehicle trips occurring during the Saturday midday peak hour. According to the EENF, the Town of Andover’s zoning bylaw requires 1,747 spaces for the proposed on-site uses.

The TIA analyzed existing and proposed transportation facilities, roadway conditions and traffic operations within a transportation study area comprising the following intersections:

- Dascomb Road/East Street at Shawsheen Street (Tewksbury)
- Dascomb Road at Hewlett Packard Site Driveway
- Dascomb Road at Smith Way
- Dascomb Road at Frontage Road/Primary Site Driveway

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<sup>3</sup> This number is used in the operational analysis.

- Dascomb Road at Interstate 93 North Bound Ramps
- Frontage Road at Interstate 93 Southbound Ramps
- Dascomb Road at Lovejoy Road/Acorn Drive
- Dascomb Road at Clark Road/Bannister Road
- Dascomb Road at Andover Street
- Primary Site Driveway at Northerly Site Driveway
- Smith Way at Northerly Site Driveway
- Smith Way at Southerly Site Driveway

Traffic operations were analyzed under 2018 (Existing), 2026 No Build, and 2026 Build scenarios at the study area intersections. Traffic conditions in 2026 were modeled assuming a 1.0 percent compounded annual growth rate in vehicular trips over the eight-year study period.

All signalized intersections are reflected as operating at a Level of Service (LOS) D or better under 2026 Build conditions. However, several approaches to intersections under state jurisdiction will experience deficient LOS as a result of project-related impacts. The TIA has proposed a mitigation program which is anticipated to alleviate these impacts under 2026 Mitigated Build conditions. The project proposes numerous mitigation measures at study area intersections under MassDOT jurisdiction including adaptive signal control compatible with the existing MassDOT cloud-based system. Safety improvements identified in previous Road Safety Audits (RSA) completed by the Proponent will also be implemented.

Mitigation measures include, but are not limited to, reconstructing the Dascomb Road at Frontage Road/Primary Site Driveway intersection to provide the primary site driveway approach from the south with an exclusive left-turn lane, through lane, and an exclusive right turn lane. Frontage Road will be widened to accommodate an exclusive left-turn lane, a through lane, and a channelized right-turn lane. Dascomb Road will be widened to include two exclusive left-turn lanes and a shared through/right-turn lane on the eastbound approach, and a left-turn lane, two through lanes, and a channelized right-turn lane on the westbound approach. A traffic signal is proposed to be installed at the Dascomb Road at I-93 Northbound Ramps and coordinated with other traffic signals along the Dascomb Road corridor. The I-93 Northbound Off-Ramp approach will be re-stripped to provide two exclusive left-turn lanes and a channelized right-turn lane. A traffic signal is proposed to be installed and coordinated with the Dascomb Road/Frontage Road/Primary Site Driveway intersection. The I-93 Southbound Off-Ramp approach will be re-stripped to provide two exclusive left-turn lanes and a channelized right-turn lane.

#### *Transportation Demand Management*

The TIA included a TDM plan. It identified the following measures that will be implemented to minimize SOV trips:

- Provision of an Employee Transportation Coordinator to oversee implement, monitor and evaluate TDM measures.
- Partnership with the Merrimack Valley Transportation Management Association (TMA).
- Registration of employees with NuRide (now Bay State Commute).
- Encouragement of vanpool and carpool participation through marketing, events, and vanpool formation meetings, and implementation of a ride-matching program to assist employees in finding appropriate carpool matches.

- Provision of a Guaranteed Ride Home program for all employees who carpool, bicycle or walk to work.
- Organization of promotional events and activities to encourage rideshares and alternative transportation means, coordinated with the Merrimack Valley TMA, MBTA, MVRTA and LRTA.
- Provision of an on-site bus/shuttle stop with passenger amenities including weather protection, seating, trash receptacles, and schedules.
- Coordination with MVRTA and LBRTA to extend bus service to/from the Dascomb Road Project site.
- Provision of on-site transit pass sales and offering of reduced-cost transit pass sales for employees.
- Provision of at least 20 preferential parking spaces for rideshare, carpool, and hybrid vehicles in close proximity to major entranceways or parking garage elevators.
- Provision of at least 20 charging stations for electric vehicles in close proximity to major entranceways or parking garage elevators.
- Evaluation of parking “buy out” program which will provide financial incentives for employees to use public transportation or other modes of transportation other than SOV and parking at or near the project site.
- Provision of secure, onsite and weather protected bicycle parking for employees.
- Provision of showers for employees who commute by walking or bicycling.

### *Transportation Monitoring*

The Proponent will conduct an annual traffic monitoring program for a period of five years beginning six months after occupancy of the project. The goals of the monitoring program will be to evaluate the assumptions made in the TIA and the adequacy of the mitigation measures, as well as to determine the effectiveness of the TDM program.

### Climate Change

Executive Order 569: Establishing an Integrated Climate Change Strategy for the Commonwealth (EO 569) was issued on September 16, 2016. EO 569 recognizes the serious threat presented by climate change and directs state agencies to develop and implement an integrated strategy that leverages state resources to combat climate change and prepare for its impacts. The Order seeks to ensure that Massachusetts will meet GHG emissions reduction limits established under the Global Warming Solution Act of 2008 (GWSA) and will work to prepare state government and cities and towns for the impacts of climate change. As noted in the Scope, the Single EIR should address the potential effects of climate change on the project site.

The GHG Policy requires Proponent's to analyze the effects of climate change through EIR review and is an important part of this statewide strategy. These analyses advance proponents' understanding of a project's contribution and vulnerability to climate change. I strongly encourage the Proponent to consider complementary approaches, such as incorporation of renewables and inclusion of low impact development (LID) in site design, which can improve the project's resiliency, reduce GHG emissions and conserve and sustainably employ the natural resources of the Commonwealth.

### *Greenhouse Gas (GHG) Emissions*

The EENF included a GHG analysis based on the MEPA GHG Policy. The Policy requires projects to quantify carbon dioxide (CO<sub>2</sub>) emissions and identify measures to avoid, minimize or mitigate such emissions. The analysis quantified the direct and indirect CO<sub>2</sub> emissions associated with the project's energy use (stationary sources) and transportation-related emissions (mobile sources). The EENF outlined and committed to mitigation measures to reduce GHG emissions.

The stationary source GHG analysis evaluated CO<sub>2</sub> emissions for two alternatives as required by the Policy: a Base Case and the Mitigation Alternative, based on Stretch Code compliance where applicable. The Base Case was designed to meet the minimum energy requirements of the 9<sup>th</sup> Edition of the Massachusetts Building Code, which references the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 and the International Energy Conservation Code (IECC) 2015. Andover adopted the Stretch Code in 2017. Therefore, the project will be required to meet the applicable version of the SC in effect at the time of construction for large buildings of any type over 100,000 sf. The SC requires a 10 percent reduction in energy use compared to the base Building Code requirements.

The GHG analysis used eQuest v.3.65 modeling software to quantify emissions from the project's stationary sources. The EENF provided separate model results for each of the six uses which will be located in five multi-story buildings. Two of these buildings will be subject to the Stretch Code. The project's overall stationary source CO<sub>2</sub> emissions were estimated at 2,646.6 tons per year (tpy) in the Base Case. The mitigation measures included in the Mitigation Alternative will reduce GHG emissions to 2,251.4 tpy, a reduction of 395.3 tpy (14.9 percent).

According to the EENF, energy efficiency measures proposed as part of the project include, but are not limited to:

- Installation of energy efficient windows and building envelope with wall insulation, roof insulation and window U-values exceeding Building Code requirements (U=.044 or R19+R12.5ci);
- Installation of cool roofs with a light-colored material;
- Use of higher efficiency than Code cooling systems;
- Use of higher efficiency hot water systems;
- Interior and exterior lighting systems with a lower light power density (LPD) than Code;
- Sealing, insulating, and testing HVAC supply ducts;
- Use of Energy management systems;
- Use of Energy STAR electric appliances, where possible;
- Use of low-flow bathroom fixtures to reduce water use (not credited in the energy modeling);

The EENF included a Draft Tenant Manual which will either mandate or encourage specific sustainable measures where applicable. The Tenant Manual will require that heating and cooling systems, interior lighting water heaters, and appliances outfitted by the tenant will need to conform to efficiency values equivalent to the Mitigation Case value commitments.

### *Renewable Energy Generation*

The EENF affirms the Proponent's commitment to have "solar-ready" space available for photo-voltaic (PV) installation on 50% of the flat roof area of Building A, as required by Code.

The EENF identifies 69,600 sf of total Useable Roof Area (URA) with a maximum potential of 696 kW of PV.

#### *Mobile Source GHG Emissions*

The EENF analyzed the project's mobile-source CO<sub>2</sub> emissions using the EPA's MOVES2014 emissions model and data from the traffic study. The MOVES2014 model calculates emissions factors for vehicles expressed in a volume per distance travelled. Total emissions of vehicles are estimated by applying Vehicle Miles Travelled (VMT) data to vehicles in the study area and emissions from idling vehicles. Under the 2026 Build conditions, estimated project-related emissions would be 813.3 tpy of CO<sub>2</sub>. The EENF analyzed a Build with Mitigation alternative that included proposed TDM measures. This mitigation measure would reduce GHG emissions by 16.3 tpy.

#### *Air Quality*

The EENF included the results of an air quality mesoscale analysis to determine whether and to what extent the proposed project will increase emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) within the project area. The mesoscale analysis was completed using data from the transportation modeling consistent with MassDEP guidance and is provided in the table below.

<b>Pollutant</b>	<b>2018 Existing</b>	<b>2026 No-Build</b>	<b>2026 Build</b>	<b>2026 Build with Mitigation</b>
<b>VOC</b>	27.135 kg/day	19.699 kg/day	22.496 kg/day	22.440 kg/day
<b>NO<sub>x</sub></b>	18.602 kg/day	7.571 kg/day	8.334 kg/day	8.319 kg/day

#### Wetlands and Stormwater

The project includes the relocation of an intermittent stream to accommodate improvements to Dascomb Road. The relocation will impact 586 lf of Bank and 2,320 sf of BVW. The project includes the restoration of 506 lf of Bank and a 5,500-sf wetland replication area in the northwesterly portion of the project site.

As described in the EENF, the stormwater management system for the proposed development is designed to comply with the MassDEP SMS through the implementation of both structural and non-structural Best Management Practices (BMPs) and LID techniques including street sweeping, deep sump hooded catch basins, water quality units, and underground infiltration basins.

#### Conclusion

The EENF documented the project's impacts and measures to avoid, minimize, and mitigate impacts. It documented baseline environmental conditions, included an alternatives analysis and identified measures to avoid, minimize and mitigate environmental impacts. Based on a review of the

EENF, consultations with State Agencies and review of comment letters, I have determined that the Proponent can submit a Single EIR in lieu of a Draft and Final EIR. The Proponent should submit a Single EIR that provides updated project information and analyses as specified in the Scope below.

## SCOPE

### General

The Single EIR should follow Section 11.07 of the MEPA regulations for outline and content, as modified by this Scope. It should include a detailed description of the proposed project and describe any changes to the project since the filing of the EENF. The Single EIR should include updated plans to reflect any modifications to the project design. If necessary, it should provide a revised description and analysis of applicable statutory and regulatory standards and requirements, and a description of how the project will meet those standards. The Single EIR should include a list of required Permits, Financial Assistance, or other State approvals and provide an update on the status of each of these pending actions.

### Transportation

The MassDOT comment letter identified additional data and analysis which should be included in the Single EIR. I hereby incorporate by reference, MassDOT's comment letter dated February 8, 2019. As noted in the EENF and the MassDOT letter, traffic counts within the study area were collected on September 13, 2018, the afternoon of the gas explosions in the Greater Lawrence area. Additional counts were conducted on September 20, 2018 to supplement the affected counts. Comments from MassDOT indicate that additional counts should be taken prior to the submission of the Single EIR to ensure existing conditions are appropriately represented. Traffic operations should be reanalyzed if there is a major discrepancy between the updated counts and counts presented in the EENF. Additionally, the Single EIR should explain the methodology used for generating off-peak traffic volumes.

As described in the EENF, the Proponent coordinated with the Town of Tewksbury Community Development Department and Town of Andover Planning Department to identify nearby private and public development projects in the vicinity of the study area that are either in the planning process or were recently approved by the municipal Planning Boards. No developments were identified during this coordination. However, the Dascomb Road and Frontage Road corridors have been designed to carry additional reserve capacity for potential future expansion along the immediate Dascomb Road and Frontage Road Area. The Proponent should coordinate with MassDevelopment to identify potential development projects within the project vicinity to ensure mitigation measures will not preclude additional traffic mitigation that may be required in the future.

The Single EIR should define the scope of safety improvements identified in previously conducted RSAs for the Dascomb Road at Frontage Road/Primary Site Driveway and Dascomb Road/I-93 Northbound Ramps intersections.

The trip generation methodology used in the TIAS applies a five percent transit trip credit for the office and hotel land uses despite no direct transit services to the site. The Single EIR should include correspondence between the Proponent and MVRTA and LVRTA regarding the status of extending bus service to the project site. Additionally, the Single EIR should include a feasibility analysis of the Proponent and/or the Merrimack Valley TMA providing transit service connections to the Ballardvale and/or Andover MBTA Commuter Rail stations enabling access from the project site to Boston. The Single EIR should include a discussion of the possibility of providing shuttle service to one or both of these stations.

Comments from abutters and the Town of Tewksbury express concerns regarding project generated traffic impacts on two at-grade Pam-Am railroad crossings. These crossings are located on Shawsheen Street and East Street within the vicinity of the project in Tewksbury. The Single EIR should expand the operational analysis to include the project's effect on delay times and queuing at the Shawsheen/East Street/Dascomb Road Intersection. The Single EIR should consider expanding sidewalk installation on East Street from Jill's Way to Leston Street and from 1636 Shawsheen Street in the Town of Tewksbury.

The Single EIR should identify any changes to mitigation measures proposed in the EENF.

### Climate Change

The EENF did not directly address the potential effects of climate change on the site or adaptation measures incorporated into the design of the project. The Single EIR should provide an analysis and discussion of vulnerabilities of the site to the potential effects associated with climate change including increased frequency and intensity of precipitation events, and extreme heat events. Future conditions at the site under certain climate change scenarios should be assessed and the Single EIR should identify measures that will be incorporated into the project design to improve the project's resiliency and ability to adapt to these effects.

To assist in this evaluation, the Proponent should review the 2018 Massachusetts State Hazard Mitigation and Climate Adaptation Plan at [www.resilientma.com](http://www.resilientma.com) and review data available through the Climate Change Clearinghouse for the Commonwealth. (<https://www.mass.gov/files/documents/2018/10/26/SHMCAP-September2018-Full-Plan-web.pdf> )

The Single EIR should evaluate incorporation of flood storage, additional LID elements, and further reduction in impervious surfaces. In addition, the Single EIR should evaluate the feasibility of: measures to minimize flood intrusion; ground floor use limitations; elevation of infrastructure, electrical equipment and outlet feeds, communication equipment, back-up communication equipment; use of water-resistant materials for structural elements below base flood elevation; emergency power sources, and essential personal safety measures. The analysis provided in the Single EIR should demonstrate that the project will not exacerbate flooding conditions of adjacent uses and properties.

### *GHG Emissions*

The Single EIR should include an updated GHG analysis which reflects any changes in building size and/or use since the filing of the EENF. The Single EIR should provide a detailed response to the

Department of Energy Resources' (DOER) comment letter regarding additional opportunities for energy efficiency and on-site energy generation that appear to be feasible for this project.

According to DOER, incorporation of heat pumps for space heating and water heating would improve emissions reduction from 14.9% to 18%. Rooftop solar PV could reduce GHG emissions by an additional 11% for a total of 29% emissions reductions over the Mitigation Case. Reductions associated with Building C and D, which are subject to the Stretch Code, are only 2 to 3% higher than Stretch Code requirements and do not include feasible measures that could result in additional reductions of projected GHG emissions. The Single EIR should address these key strategies for ensuring high-performance envelope:

- Limiting or eliminating use of glass “curtain wall” and spandrel assemblies;
- Maximizing framed, insulated walls sections;
- Minimizing window areas;
- Use of continuous insulation;
- Use of thermal breaks;
- Reducing air-leakage.

The Single EIR should demonstrate that these measures have been incorporated into the project to the maximum extent feasible. It should identify proposed insulation values for each building and demonstrate that values are consistent with stated U-values for the building envelope. The Single EIR should further evaluate the use of air source heat pumps with cold climate heat pumps for all buildings. I encourage the Proponent to exceed requirements for solar readiness included in the Code as project mitigation. The Single EIR should demonstrate pre-planning of rooftop space to preserve space for PV.

The Single EIR should include a revised mobile source GHG analysis to reflect any changes to traffic mitigation (roadway improvements, signal timing, public transportation, etc.) since the submission of the EENF.

#### Wetlands and Stormwater

The Single EIR should provide an update on any changes to wetland impacts and the stormwater management system. The Single EIR should demonstrate the LID measures have been incorporated into the stormwater management system to the maximum extent feasible.

#### Water, Wastewater and Utilities

As noted earlier, the project involves the construction of an approximately 4,020 lf sanitary sewer. The project should address concerns raised in the Town of Tewksbury's comment letter regarding the sizing of the proposed sewer connections and issues arising from the site's disconnection from the Tewksbury sewer line system. The Single EIR should clarify the location of the proposed off-site sanitary pump station. The Single EIR should confirm that the Town of Tewksbury has adequate capacity to meet water demand and wastewater generation associated with the project.

#### *Construction*

The Single EIR should describe all measures to be implemented to mitigate construction impacts, including but not limited, to sedimentation and erosion, noise, air quality and dust. The Proponent should review applicable MassDEP regulations and standards for dust, odor and noise control and the handling, disposal and recycling of construction and demolition (C&D) debris and other solid waste. I encourage the Proponent to recycle and reuse C&D material to the fullest extent. The Single EIR should specify construction-period truck routes.

If the project is proposed in phases, the Single EIR should describe each phase and its timing.

#### Mitigation and Section 61 Findings

The Single EIR should include a separate chapter identifying a comprehensive list of proposed mitigation measures in a tabular format. The Single EIR should contain clear commitments to implement these mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and a schedule for implementation. The Single EIR should include draft Section 61 Findings for each anticipated State Agency Action.

The Single EIR should include a commitment to provide a GHG self-certification to the MEPA Office at the completion of the project. It should be signed by an appropriate professional (e.g. engineer, architect, transportation planner, general contractor) indicating that all of the GHG mitigation measures, or equivalent measures that are designed to collectively achieve identified reductions in stationary source GHG emission and transportation-related measures, have been incorporated into the project.

#### Responses to Comments

The Single EIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the Single EIR should include direct responses to comments to the extent that they are within MEPA jurisdiction. This directive is not intended, and shall not be construed, to enlarge the scope of the Single EIR beyond what has been expressly identified in this certificate.

#### Circulation

The Proponent should circulate the Single EIR to those parties who commented on the EENF, to any State Agencies from which the Proponent will seek permits or approvals, and to any parties specified in section 11.16 of the MEPA regulations. A copy of the Single EIR should be made available for public review at the Andover and Tewksbury Public Libraries.



February 15, 2019

Date

Matthew A. Beaton

## Comments received:

01/24/2019 Robert Marsh  
01/24/2019 Susan Demoulas  
01/25/2019 Laurie Hartwick  
01/25/2019 Paige Impink  
01/26/2019 Margaret Holmes  
01/28/2019 Ann Sermos  
01/29/2019 Janet Clarke  
01/31/2019 Susan and Bob Soldani  
02/04/2019 Courtney Driscoll  
02/07/2019 Margaret Gath  
02/07/2019 Mary and Leonard Toombs  
02/08/2019 Deanna & Matt Flynn and five abutters  
02/08/2019 Joe Albuquerque  
02/08/2019 Mark Pascarella  
02/08/2019 Keith Saxon  
02/08/2019 Nancy Cornell  
02/08/2019 Evan Sermos  
02/08/2019 Town of Tewksbury  
02/08/2019 Massachusetts Department of Energy Resources (DOER)  
02/08/2019 Massachusetts Department of Transportation (MassDOT)

MAB/EFF/eff

**From:** [Buckley, Deirdre \(EEA\)](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [Schluter, Eve \(EEA\)](#)  
**Subject:** FW: Lupoli Project at 146 Dascomb Road Andover Ma 01810  
**Date:** Friday, February 15, 2019 1:02:49 PM

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**From:** Schwalbert, Nick (EEA) <[nick.schwalbert@mass.gov](mailto:nick.schwalbert@mass.gov)> **On Behalf Of** internet, env (EEA)  
**Sent:** Thursday, January 24, 2019 11:19 AM  
**To:** Ullman, Rebecca (EEA) <[rebecca.ullman@mass.gov](mailto:rebecca.ullman@mass.gov)>; Buckley, Deirdre (EEA) <[deirdre.buckley@mass.gov](mailto:deirdre.buckley@mass.gov)>  
**Subject:** FW: Lupoli Project at 146 Dascomb Road Andover Ma 01810

FYI

Nicholas Schwalbert  
617-626-1022

**From:** Robert Marsh [<mailto:robertmarsh800@gmail.com>]  
**Sent:** Thursday, January 24, 2019 11:17 AM  
**To:** internet, env (EEA)  
**Subject:** Lupoli Project at 146 Dascomb Road Andover Ma 01810

att: Mepa office, Secretary of Energy and Environmental Affairs

Robert Marsh  
8 Mulberry Cir  
Andover, Ma 01810

To Whom it Concerns

According to a description of the property I received from Shawsheen River Watershed Association (SRWA), this property borders 2320 sf of Bordering Vegetated Wetlands (BVW). It is a violation of Massachusetts Wetlands Act and Town of Andover Wetland Protection regulations. Further the main purpose of the Massachusetts Wetlands Act was to prevent development within 200 ft of wetlands which seems to include a significant part of this property. Also Dascomb road is a congested area at rush hours and other times. I know exceptions can be made by getting five environmental permits from five Federal, State and Town agencies for use of a resource area.

There fore I feel an environmental impact study should be done. I would also like to be invited to site visit and consult.

Sincerely,

Robert B. Marsh, PE  
978-821-8278  
[robertmarsh800@gmail.com](mailto:robertmarsh800@gmail.com)

SRWA Board of Directors

**From:** [Susan Demoulas](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** EEA 15966  
**Date:** Thursday, January 24, 2019 11:57:23 AM

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To: Matthew Beaton, Energy & Environmental Affairs Secretary; Erin Flaherty and the Andover Planning Board Members

You have a public site walk concerning this project on Friday, January 25 at 1 p.m. Unfortunately, I am out of town and unable to attend. I do wish, however, that you would schedule these walks and inspections between 6 a.m. and 9 a.m. and between 2:30 p.m. and 7 p.m. when the traffic is at gridlock. At 1 p.m. there is minimal traffic at that juncture.

Several years ago there was a medical complex built at Exit 43 off Interstate 93 on Lowell Street in Andover. Since that time there has been a marked increase in traffic coming off and going onto Rte. 93 at Exit 42 (Dascomb Road) at the times I mentioned above. Traffic on Lowell Street becomes unmanageable during commute hours, so people have taken to getting off Rte. 93 at Exit 42 (Dascomb Road) to get into Andover and Tewksbury, putting a huge strain on the roads leading off that exit.

I am afraid that the scope of this project will make an untenable situation even worse. With the addition of an estimated 13,000+ car trips per day on a Saturday (which does not have the jammed conditions as Monday through Friday does) and who knows how many during the week, I cannot imagine trying to drive through that intersection....no matter how many "traffic mitigations and improvements" might be planned.

Perhaps it would behoove the state to make a full clover leaf off Rte 93 at Dascomb Road and enlarge the adjoining access roads BEFORE giving permission for a project that will have such a huge impact on traffic. Or perhaps the Energy and Environmental Affairs department should consider very carefully all the residential properties and the men, women and children who live in them just a short distance from the project that will be adversely affected.

Sincerely,  
Susan Demoulas  
9 Partridge Hill Road  
Andover, MA 01810

**From:** [Laurie Hartwick](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** 146 Dascomb Road, Andover, Project 15966  
**Date:** Friday, January 25, 2019 7:47:26 AM

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33 Mystic Avenue

Tewksbury, MA 01876

January 25, 2019

Attn: Erin Flaherty, MEPA Analyst

Project: # 15966, The Lupoli Companies ET, 146 Dascomb Road, Andover, MA 01810

Ms. Flaherty:

I am submitting comments in regard to the Environmental Notification Form submitted by the Lupoli Companies ET on December 28, 2018, Project #15966, for property located at 146 Dascomb Road, Andover, MA 01810. I am voicing my support of the EEA to require an environmental impact report along with a site visit and consultation session. The area is significantly congested as it is and is close to both wetlands and the Shawsheen River. I would like to be notified of any site visits or consultation sessions.

This property borders 2320 sf of Bordering Vegetated Wetlands (BVW). Project plans are in violation of Massachusetts Wetlands Act and Town of Andover Wetland Protection regulations. Further, the main purpose of the Massachusetts Wetlands Act was to prevent development within 200 ft of wetlands which seems to include a significant part of this property. The project description includes impact directly on the wetlands.

In addition, Dascomb road is a congested area at rush hours and other times. Increased traffic, roadway construction, and the addition of significant parking areas on the site will contribute unwarranted road salt run-offs into both the wetlands and area outfalls.

Very truly yours,

Laurie Hartwick

Tewksbury resident

Recording Secretary for the Shawsheen River Watershed Association  
[hartwicklaurie@yahoo.com](mailto:hartwicklaurie@yahoo.com)

**From:** [Paige Impink](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Cc:** ["Paige Impink"](#)  
**Subject:** MEPA comments- The Dascomb Road Project 15966  
**Date:** Friday, January 25, 2019 8:10:41 AM

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Secretary Beaton, Ms. Flaherty, et al-

As a resident of Tewksbury who frequently uses Dascomb Road to access route 93, I am asking you to consider impacts to our community as you review The Dascomb Road project for the Lupoli Companies and the town of Andover. The project will affect a major gateway to Tewksbury and cause significant disruption to residents who live on Shawsheen Street, East Street, the neighborhoods nearby, and those who commute via that corridor. As state money is being proposed for this project, it is incumbent upon you to factor impacts to Tewksbury into the overall project plan.

**Please consider the following factors as you review the project components of traffic mitigation measures and project build out;**

- implementation of a limited truck exclusion to be granted by Andover to require large trucks to access the area via Route 93 at Dascomb Road and not cut through Tewksbury's neighborhoods
- traffic pressure on Vale, Leston, Carter, Shawsheen, Whittemore, and East Streets in Tewksbury as motorists avoid the intersection
- limiting hours of construction on weekdays so that commuters may enter and exit Tewksbury quickly
- limiting hours of construction on the weekends to 8am-3pm to minimize disruption to the enjoyment of residential properties
- extending sidewalks on East Street to the intersection of Carter and East to allow residents access to the new development safely
- building sidewalks on Shawsheen Street to Vale Street to allow resident access to the new development safely
- street sweeping to extend into Tewksbury on East Street
- dust dampening measures during traffic mitigation construction and during project construction to limit airborne particulate matter and impact to residents, most immediately at Katie Estates at Jill's Way
- air quality impacts due to idling at the numerous number of lights proposed
- traffic safety on Route 93 as backups will occur at both ramps and affect the commuter lane north

and southbound ( traffic count collection is for the ramps and not on the highway itself, which will be impacted directly by the stalled flow on Frontage and Dascomb with the proposed lights)

-dark sky considerations-the proposed signals, lights and crossings will represent a threat to wildlife in the area due to 24 hour illumination

Thank you in advance for your consideration. I will be following the project and hope the state, Andover and the Lupoli Companies will proceed as good neighbors and seek to minimize disruption as this major change to our community unfolds.

Paige Impink  
30 Geddes Drive  
Tewksbury, MA 01876  
pfimpink@comcast.net

**From:** [Meg Holmes](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [Janet Clarke](#)  
**Subject:** Dascomb Road Project- Andover MA EEA NO.: 15966  
**Date:** Saturday, January 26, 2019 10:56:32 AM

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Margaret Holmes  
40 Osgood Street  
Andover MA 01810

January 26 2019

Dear Erin Flaherty:

I am writing to provide comment on the proposed Lupoli development at Dascomb Road, Andover MA.

**SUBJECT:** The Dascomb Road Project - Andover

**EEA NO.:** 15966

I am asking you to share this letter with your board and with Andover town officials. I am a long-time resident of Andover and of Osgood Street, on the west side of Route 93 behind Raytheon, an area which I fear might not be represented in the current discussions.

My family and I have lived at 40 Osgood Street since 1978. I have witnessed the residential developments of Keystone and Hearthstone rise as well as the industrial development resulting from rezoning of land that was residential when I first moved here. This has led to ever-increasing traffic not just at the interchange of Frontage Road/ Dascomb Road and Route 93, but also on Osgood Street itself. Whenever rezoning issues came to Town Meeting, the officials and developers all said there would be traffic studies and safety would be addressed. There were traffic studies but no actual actions beyond putting up one sign that reads "Residential Neighborhood." No sidewalks, with the exception of a small section between Keystone and Hearthstone, and no speed limit signs were ever installed.

Consequently, traffic on Osgood Street has steadily grown over the years – mainly because employees of the new industrial complexes, like Hewlett-Packard, Raytheon and Vicor which have access to Frontage Road, use Osgood Street to commute and because more and more drivers also use the road to short cut between Route 495 and Route 93. In 1978, I could walk along this rural road – one of the original roads in Andover – with my children despite the lack of sidewalks. I would meet other residents walking, including some who regularly jogged a circuit that included Dascomb Road and Osgood Street.

Traffic along the Route 93 has also grown exponentially over the years, and the hours of commuting time have expanded. This has impacted Osgood Street. By 2011, I no longer felt safe walking along the street Monday through Friday, during the morning and evening commute times. Whereas, many employees of companies used to walk on Osgood Street during their lunch, by 2015, I noticed fewer of them. I, myself, no longer felt safe walking anywhere near the highway interchange or Dascomb Road because of the monumental increase in traffic and the lack of sidewalks.

Clearly, traffic and public safety is my concern when discussing the Lupoli project. I think the town must solve the issue, I credit Mr. Lupoli and the town for trying to keep the concerns of the residential neighbors on the east side of Route 93 in mind, but he and the town must realize this project also impacts residents on the west side of Route 93 - including those who live on Osgood, Keystone,

Hearthstone, Apple Blossom, Blanchard and Bellevue Roads. The effect of traffic in the area does not stop at the exit ramps for Route 93 north or south, nor at Dascomb Road.

Not only has traffic grown over the years, but so has the local population. It is important to realize that this project will increase traffic not only Monday through Friday, but also on the weekends, when families are more likely to be out and about. Building sidewalks down to Osgood Street, not just to the Route 93 interchange, would improve safety, and it would encourage both residents and employees of the industries to walk – instead of drive - to the services Mr. Lupoli hopes to provide. In fact, based on the projected traffic congestion, people in this area might find it quicker to walk to the site than to drive. Making the area conducive for walking with a network of sidewalks and pedestrian bridges on both sides of 93 would promote good public health and public safety while reducing potential traffic and air pollution.

Restricting Osgood Street to residential traffic only and posting and enforcing speed limits could mitigate the problem. Asking Raytheon to close their gate to Osgood/Frontage Road and have their employees enter and exit from Route 133, their main entrance, would reduce the impact. Asking other companies like Hewlett-Packard to tell their employees not to use Osgood Street would also help- especially when the congestion at the main HP exit drives frustrated employees to go the back way. A lot of the traffic issues in this area go back to the poor design of the Route 93 interchange, but that does not mean it is too late to come up with and implement solutions.

For the residents of all the nearby neighborhoods, for Mr. Lupoli, and for the town, it is critical no action on this Dascomb Road project should be taken until a definitive plan to correct and improve the traffic congestion has been developed, approved, funded, and implemented. There should be a process in place for accountability to insure that this issue is not just talked about, but actually solved.

Sincerely,

Margaret Holmes

To the Andover Townsman Editor:

My concern with the Lupoli corporation's proposed development on Dascomb Road is the traffic and the lack of any consideration for mitigating its impact on the residents who live west of Route 93, especially on Osgood Street. The traffic study posted on the Lupoli website does not include this neighborhood even though the homes here are less than a mile away from the project site. The study stops at the onramp for Route 93 South, but the effects of this project do not.

Osgood Street is probably one of the original rural roads in Andover, and it is narrow, has a dangerous curve, lacks sidewalks, and does not have a posted speed limit. It is not safe for walking, jogging, or riding bicycles during commuter traffic hours. Why? Because it is used as a shortcut by the industrial employees, locals and commuters who want to avoid the junction of Routes 93 and 495. This proposal increases traffic to the area not just Monday thru Friday, but on the weekend as well. The traffic study recommends installing more traffic lights at the junction of Route 93 and Dascomb Road – for a total of 5 sets in less than a half mile. While this might improve the traffic flow, it will also lengthen how long drivers wait at lights. Impatience is sure to influence many to seek alternate routes, and Osgood Street becomes one obvious solution – especially for those working in the vicinity. For example, Hewlett Packard employees exiting their main drive would have to negotiate up to 3 lights to access Route 93, but if they use their back drive which opens onto Osgood Street, they could avoid all the lights.

Clearly, the Osgood Street area on the west side of Route 93 is impacted by this project. Therefore, before the residents of this town vote on the Lupoli Dascomb Road project, a study addendum should be done to include this area. Solutions to alleviate the traffic issues for the public safety and public health of the Andover citizens most directly effected must include this neighborhood, and they should not just be proposals. They must be legally binding with accountability steps in place.

Sincerely,

Margaret Holmes

40 Osgood Street

Andover,MA

*Regards from the Taiji Storyteller,*

*Meg Holmes*

**From:** [Ann Sermos](#)  
**To:** [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** Dascomb Road Project 15966  
**Date:** Monday, January 28, 2019 9:54:08 PM  
**Attachments:** [HP Site Plan.pdf](#)

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Dear Erin ,

I am a resident of 6 Carriage Hill Road in Andover, Massachusetts and I am contacting you regarding the Dascomb Road Project which is approximately 1/2 mile from my home. I am concerned about a few things that have arisen regarding this project. First and foremost would be the amount of traffic this project is going to bring to my community. We already deal with a significant amount of backup on the 93N off ramp for traffic heading to Tewksbury. The vehicles backup onto 93 and to avoid waiting to take a left, drivers turn right onto Dascomb Road and then turn onto the closest streets that run from Dascomb to turn around. Carriage Hill Road is one of these streets. There is a continuous stream of cars that cruise up our street to turn around and that is before we have a shopping center on Dascomb Road.

There has been a traffic study done which I feel has downplayed the amount of traffic that is projected to occur. I am aware that there is also a piece of property that is across the street from the Dascomb Road Project #15966 that is being offered by Cushman and Wakefield called the Frontage Road Project which consists of 82 acres of property that "offers a wealth of development opportunities" which I do not feel is being seriously considered for its potential increase in traffic to my neighborhood, where I happen to live.

I also have concerns about sewage from these proposed projects and the fact that my street has been mentioned in print as potentially being considered as a location for a pumping station.

It has been proposed that sidewalks will be put in on Dascomb Road where there are no sidewalks currently. I worry about the loss of trees along Dascomb Road and the ease with which overflow parking may occur on our streets and people can then walk to the project. It has been mentioned at our Planning Board meeting (which I attend) an intention to create crosswalks with the ability to push a button and lights will flash so that people can cross the street.

Thank you for taking my concerns into consideration regarding the Dascomb Road project. I look forward to hearing any information you may have regarding this project.

Ann Sermos

6 Carriage Hill Road

Andover, MA 01810

978-807-7697

# FRONTAGE ROAD

ANDOVER • MASSACHUSETTS



**CUSHMAN & WAKEFIELD**

Global Real Estate Solutions

LAND SALE OFFERING MEMORANDUM

## EXECUTIVE SUMMARY

Cushman & Wakefield of Massachusetts, Inc. (herein “C&W”), is pleased to present to the development community on behalf of Hewlett-Packard (herein “HP”) approximately 82 acres of wooded and forested undeveloped land located in Andover and Tewksbury, Massachusetts. The property is strategically sited at 18 Frontage Road, directly off Route 93 at Exit 42 and is centrally positioned between Route 128 (195) and Interstate 495.

Development features include:

- Close to executive neighborhoods
- Available rare undeveloped land
- Various development options
- Perfect for R/D, Office, & Industrial Development
- Residential uses (requires rezoning)

This is an extremely unique and exceptional opportunity considering the location of the land and its scarcity. The Property can accommodate large-scale R&D Developments, or with a zoning change, Residential Condos, and other Residential Master Plan.

The proximity of this location to downtown Boston and high end bedroom communities makes this offering truly unique.



## SITE OVERVIEW



**Frontage Road** is 82 acres of pristine wooded and forested area that have never been developed. Once owned by Digital Equipment Corporation, the Frontage Road site is surrounded on three sides by a residential development consisting of large lot single-family homes.

Frontage Road's 82 acres offers a wealth of development opportunities. As currently zoned for industrial use, the site can support up to four commercial industrial buildings, ranging from 108,000 square feet to 210,000 square feet for a total of 635,000 square feet. Upon rezoning, other options include a mix of single family residences and multi-family buildings, representing 26 house lots and 108 units of attached cluster multi-family property,

Frontage Road is located on the Andover/Tewksbury town line at the northwest corner of Dascomb Road and Frontage Road, less than one mile from west of I-93 and three miles south of I-495. I-93 provides direct access south to Boston's CBD, while I-495 is the major artery to Boston's North, MetroWest and South suburban office and residential markets. Most of the immediate corporate neighbors are located along Dascomb Road, East Street and Frontage Road in office, industrial and commercial developments.



# SPECIFICATIONS

<b>AREA</b>	82 Acres
<b>ZONED</b>	Industrial D / Single Residence C (upon successful rezoning request)
<b>USES</b>	Business, Professional or Administrative Office; Laboratory for Research and Development; or Storage Facility for goods, materials products or equipment
<b>COVERAGE</b>	50% (all buildings including accessory buildings)
<b>ACCESS</b>	Located approximately 20 miles north of the Boston CBD, I-93 is just to the east of the property. Frontage Road runs parallel to I-93 and provides access.
<b>UTILITIES</b>	<i>Water</i> Town of Andover <i>Sewer</i> Septic/Town of Andover <i>Electricity</i> Massachusetts Electric <i>Gas</i> KeySpan
<b>AVAILABILITY</b>	For Sale \$15.0 million (?)

# DEVELOPMENT SCENARIOS



COMMERCIAL /INDUSTRIAL

BUILDING	BUILDING F.P.	BUILDING S.F.	PARKING SPACES	USE	AREA
A	113,000	113,000	175	BUSINESS OFFICES	12.29 AC
B	204,000	204,000	660	WAREHOUSE	11.89 AC
C	210,000	210,000	320	WAREHOUSE	11.89 AC
D	108,000	108,000	360	WAREHOUSE	14.28 AC
TOTALS	211,000	635,000	1,515		



# DEVELOPMENT SCENARIOS

	COMMERCIAL / INDUSTRIAL				
BUILDING	FOOTPRINT	SQUARE FOOTAGE	PARKING	USE	AREA
A	37,366 SF	112,100 SF	375 Spaces	Business/Industrial	12.86 Acres
B	68,000 SF	204,000 SF	680 Spaces	Business/Industrial	17.80 Acres
C	70,300 SF	210,900 SF	703 Spaces	Business/Industrial	17.80 Acres
D	36,000 SF	108,000 SF	362 Spaces	Business/Industrial	34.25 Acres
TOTALS	211,666 SF	635,000 SF	2,120 Spaces		



# DEVELOPMENT SCENARIOS



## OFFERING MEMORANDUM

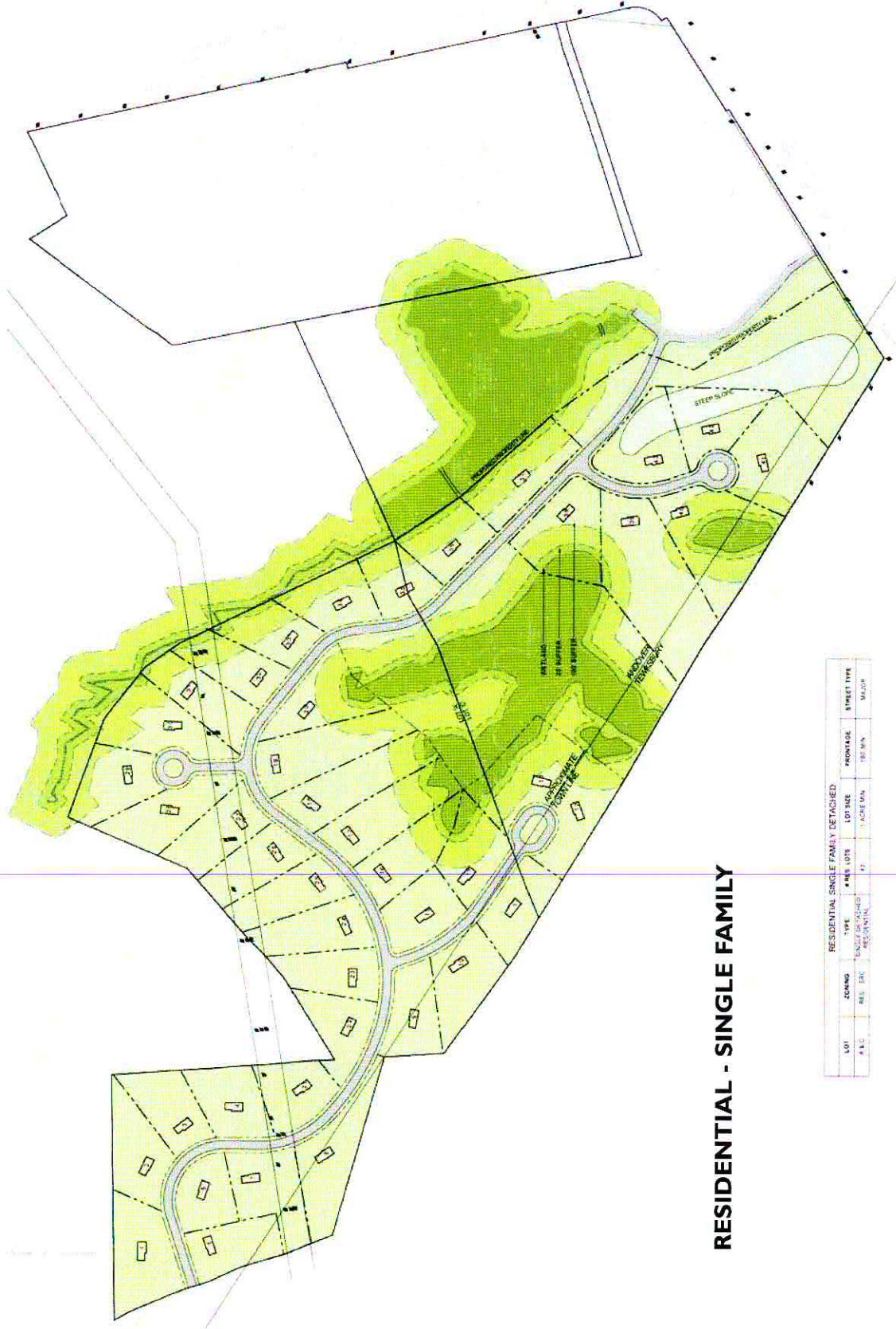
### RESIDENTIAL - MULTIFAMILY

LOT	ZONING	TYPE	# UNITS	LOT SIZE	FRONTAGE
B (New Lot)	Multi-Family	Attached Cluster	108 Total 36 Single Story 1 Bedroom 32 Single-Story 2 Bedroom 40 Two-Story 2 Bedroom	25 Acres	180' Minimum
A&C	Residential - SRC	Cluster Development	26	2/3-Acre Minimum	100' Minimum

**TOTAL PARKING: 338**

- Garage Parking: 72
- Exterior Parking: 236
- Clubhouse Parking: 30

# DEVELOPMENT SCENARIOS



RESIDENTIAL - SINGLE FAMILY

LOI	ZONING	TYPE	# RES LOTS	LOT AVE	FRONTAGE	STREET TYPE
P.A.C.	RES. ENG.	RESIDENTIAL	47	7,436 SQ. FT.	150' MIN.	MAJOR

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - SINGLE FAMILY

LOT	ZONING	TYPE	# RES. LOTS	LOT SIZE	FRONTAGE
A&C	Residential - SRC	Single Detached	434	1-Acre Minimum	180' Minimum

**From:** [Janet Clarke](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** MEPA Evaluartion #15966, 146 Dascomb Rd, Andover, MA  
**Date:** Tuesday, January 29, 2019 4:36:54 PM  
**Attachments:** [MEPA EVALUATION- 1-25-19.pdf](#)

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Mepa Anaylst Erin Flaherty,

Dear Erin,

I talked to you earlier this month about the Dascomb Rd project and the MEPA evaluation. Thank you for your help. I was sorry to not be at the Site Visit Evaluation, but we are away for the winter.

I am submitting my comments, thoughts and concerns about the proposed Lupoli development at 146 Dascomb Rd in Andover. #15966.

Thank you,

Janet Clarke, 5 Carriage Hill Rd., Andover

--

Janet

## **MEPA EVALUATION-**

Lupoli Company at 146 Dascomb Road in Andover, MA  
number 15966

I am writing to express my thoughts and concerns about the proposed development by the Lupoli Company at 146 Dascomb Road in Andover, MA. I have been actively involved with the neighbors and with the Town of Andover since Town Meeting, May 2017, and I was chosen by the Town Manager to serve as a member of the Dascomb Road Task Force. I live at 5 Carriage Hill Rd (for 40 years). I am a retired Registered Nurse and have worked in the local area in the past for many years, and raised a family of 4 children here. I hope we can maintain the reputation and character of Andover as a wonderful place to live and raise a family. Change will come, I know, and how do we make this work for all of us? Let's create a development that is environmentally conscious, "Green", both in buildings and landscaping, and traffic flow, and fitting in with the existing residential and commercial properties.

**Traffic and Future traffic- Traffic increase is my main concern**, both on Dascomb Rd. and at the I-93 Interchange. Traffic here is already heavy and the interchange, especially the northbound exit off I-93 is unsafe, as is the Frontage Rd. and Dascomb Rd. area. The Lupoli development at 146 Dascomb Rd is projected to produce over 10,000 vehicle trips per day. And additionally, there will be increasing development in Tewksbury on East St. and on Shawsheen Rd. There is much development here, both commercial and residential apartments and condos.

**Therefore I suggest that this tremendous increase of traffic be considered. And I recommend studying expanding the I-93/Dascomb Rd interchange be to a 3 or 4 way interchange, by accessing southbound I-93 through the as yet undeveloped Lupoli property at 146 Dascomb Rd., (or at Smith Rd. )**

**Local resident issues:** The local streets, Cardinal Lane, Surrey Lane, Carriage Hill Rd., Partridge Hill Rd, and Osgood St. are very frequently used by cars who turn right off the I-93 NB ramp to avoid the long wait to turn left onto Dascomb and then turn around in our streets to head west on Dascomb Rd. This is a big problem.

Also, the traffic on Dascomb Rd is too fast, especially approaching I-93, going by Surrey Lane, and the I-93 NB interchange. The lane usage is marked in a way to move through traffic in front of Surrey, making exiting Surrey difficult. The addition of a bike lane here, proposed by Lupoli seems outrageous to me. Biking through here is dangerous, the bridge underpass is dark and the sidewalks are covered with bird excrement. And then bikes and pedestrians would approach the Frontage Rd intersection which carries many 18 wheeler trucks, over 500 each way to and from Market Basket Depo, (according to Market Basket), plus many other shipping trucks needing a very wide turning range. **This is just plain unsafe.**

**Adding mitigation, traffic lights and cross walks, and bike lanes, and pedestrian walk ways may help**, but ultimately will slow the traffic flow through the area, further backing up traffic both east and west. This a major intersection, and adding a sizable commercial development at 146 Dascomb Rd. will add over 10,000 vehicle trips daily. The I-93 bridge is a 3 lane bottle neck that has to be dealt with.

**Additional Development:** Also, there are 23 Acres at 160 Dascomb Rd. that is developable, and 80 acres of land owned by Hewlett Packard one Frontage Rd. that is in the process of being evaluated for future development. It has been stated at other planning board and selectman's meetings that this acreage is also targeted for future development. TEC traffic report states they chose not to study this possibility of future development and increased traffic. Also, large businesses are already there on Frontage Rd. including Raytheon.

Residents on the west side of Osgood St. are very concerned about increased traffic in their neighborhood.

Additionally, I-93 north daily becomes congested with stop and go traffic through Andover causing traffic to exit and detour onto Dascomb, Lovejoy Roads, Greenwood and to the "Voke" and re-enter I-93 at River Rd.

**Why not expand this interchange to a 4 way interchange now before the property at 146 Dascomb Rd. is developed to solve the problem?**

**Ask DOT to do this study now.** A northbound entrance is more difficult because of the residential area at Surrey Lane, but may be possible. Neighbors have discussed the possibility of the state buying the homes on Surrey Lane to complete this 4 way entrance,(controversial, to say the least). We have all experienced the building of the Exit 46 interchange at Rt. 110 in Methuen and the years of disruption that has caused. The I-93 interchanges at River Rd and Rt. 133 are congested and difficult, too. **We should prevent traffic problems while we can.**

**Traffic Mitigation:**

**It is important to me to maintain the character of Dascomb Rd as a residential neighborhood with single family homes.**

The increase of traffic expected with the proposed Lupoli development at 146 Dascomb Rd. threatens our neighborhood.

I foresee that traffic will flow on and off of I-93 and move west to the new project, but I also see that there will be a greatly increased flow of traffic on Dascomb, east of I-93. And I fear traffic flow through this new intersection will be slow and tedious to travel across, and worst case scenario would be that it backs up east of I-93 to create a traffic jam on our residential side.

**Lowering the speed limit** on Dascomb to 30mph would help, and I think that **heavy trucks use should have limited hours.** I understand that trucks have limited time usage of East St. in Tewksbury and this should be extended to Dascomb Rd. also.

**Also, I think the addition of a sidewalk from I-93 to Osgood St. would be helpful** for local residents who walk for exercise, or walk a dog. This has long been discussed and proposed. I don't think a sidewalk is needed between Cardinal Lane and Partridge Hill Rd. The neighbor there has a beautiful lawn. This sidewalk would only connect the neighbors on Partridge and Cardinal, as if people tried to walk to the proposed shopping center on the south side of the street would take you across the NB I-93 interchange...Not a Safe place to walk....

**I am very uncertain about the proposed cross-walks at Partridge Hill Rd and at Osgood St.,** as these would be used only by a local neighbors; cross walks, yes, **but installed blinking lights seems to me to be more than we need,** and would take away from the residential appearance I hope to maintain. Perhaps, a flag system could be put in place where the person crossing could carry a flag to the edge of the street to stop on-coming cars and carry the flag as he crosses. I have seen this in use in other places. I walk the local streets several days a week and do not feel unsafe walking here, or crossing the street, although sometimes I will have to wait for a clear space.

**Other traffic mitigation and intersections**

**I-93 NB exit,** a 2nd Left turn lane, a through right turn lane, and timed traffic light, should help to move traffic through faster and hopefully reduce the number of cars turning right and then making u-turns in our local streets.

**Major widening of Frontage and Dascomb Rd.** and redesign of intersection to make 4 way intersection with entrance to new development, needs wide turning lanes for large 18 wheelers, timed lights, cross walks, and all that has been stated in the plans, And with improvements to the SB I-93 exit ramps with timed light here also. This is and will be a very busy intersection with the new 4th leg added. **I believe this is not a place to encourage bike or pedestrian use.**

Smith Drive, added traffic light, with widening and timing to create traffic flow needed, and somehow to include the entrance and exit of traffic to the HP building on Dascomb Rd. This could be helped by using the entrance/exit at Frontage Rd.

Ultimately we will have 5 traffic lights to time traffic and keep it moving through this area starting at Shawsheen Rd, then Smith Drive, Dascomb and Frontage, NB I-93 Interchange, and then Lovejoy Rd. My fear is that the traffic will back up onto the east side of I-93 in our residential area of Dascomb, with difficulty exiting our street. It is already difficult in the morning and evening exiting our street.

**I see the Dascomb Rd area from Surrey Lane westward to Shawsheen Rd. as a very busy, congested, difficult intersection with local car traffic and many large trucks, and 18 wheelers from industrial and commercial and private use.**

I would also hope that mitigation would extend east on Dascomb to Clark Rd. with a new traffic light here. This intersection backs up daily art rush hour, and a traffic light would help, as well as a possible through right turn lane.

The next intersection at Dascomb and Andover St. needs redesigning. Drivers are not sure where they are supposed to be and often we see cars in the wrong place and many accidents here, and drivers going across the pie divider and taking down the stop sign.

Increased traffic in all these areas will only make the traffic worse.

### **Sewers**

I am very concerned about the **Sewer extension down Dascomb Rd to Lupoli property.**

**The latest project proposal lists a Sewer pumping station at Dascomb and Carriage Hill Rd.** This is my street. I'm concerned for the appearance of a pumping station, the noise and possible odors, and unsightly exhaust/vent pipes.

**What exactly is planned for here.**

**And we would like to hook into the sewer line when it is built.** We are up the hill from Dascomb and would be able to hook in by gravity flow, as would Surrey Lane. Partridge Hill and Cardinal, would need to have pumping stations to hook in.

I am also concerned about the disruption of our streets as Dascomb Rd. is excavated to install the sewer. When will this be done and how long will it take?

**Also, I have been told that the 8 inch sewer line needs to be replaced back down Dascomb to Andover St.** as it is inadequate to carry the increased flow and that it will back up and cause extra expense to the town, not the developer, to fix. I believe there is a recent sewer report that addresses this known problem.

### **Noise, air pollution, and light caused by the Lupoli development are further concerns.**

Noise and air pollution are certainly a concern with increased traffic and congestion. How does this get measured and what kind of mitigation helps here?

I am concerned that a lighted development will create a glow in the night sky, and light our neighborhood also. I am concerned about the further removal of trees increases the air and noise pollution, and will allow the light and noise to travel unrestricted to our home.

### **Blasting and "earth moving"**

I understand the Lupoli project calls for leveling the lot and the removal of all the trees, except those few left near the wetland area.

How can our neighborhood protect itself from the effects of earth moving which may include blasting, noise, and dust, cracked foundations, and damage to antique homes, (such as 125 Dascomb Rd.) Andover has had a recent bad blasting event on Elm St. and we don't want this to happen to us.

**Crime, including drugs**

I am concerned about having a large shopping complex and office building and hotel next to me in regards to crime, home break-ins, drugs, etc. How can the neighbors be reassured that increased crime will not happen?

**Home Values-** I fear our home value will drop by being near a large commercial center.

**Impact on the Downtown Andover businesses.**

**ID2 zoning was created to add amenities for the local businesses.** This development exceeds that expectation by adding office space and then adding amenities for the office space.

**How does this development impact the downtown of Andover? Is it drawing more business out of town when we are trying to develop the downtown and the Historic Mill District. Is this the right place for the town of Andover to add a large office complex and gym, hotel, and grocery store and restraints and shops?**

**From:** [Robert Soldani](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** The Dascomb Road Project 15966  
**Date:** Thursday, January 31, 2019 8:28:54 PM

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Mr. Matthew Beaton, Ms. Erin Flaherty, members Andover Planning Board,  
We are residents of East Street in Tewksbury and respectfully wish to  
comment on the proposed Dascomb Road Project in Andover.

Quite honestly, we are very alarmed by the magnitude of the project in an area that is residentially populated by homes in Tewksbury at an intersection that is historically congested, dangerous, chaotic and has a high rate of vehicle accidents. Developing such extensive acreage with facilities that will be utilized and populated 24 hours a day 7 days a week will have dramatic, extremely negative impacts on the residents who live in the area and travel in the area. It will also negatively impact well established businesses in that area. The environment is in jeopardy, noise pollution and light pollution will be at an all time high, air quality will be affected and safety will be jeopardized as an unfathomable volume of traffic backs up on Rt. 93 and clogs Tewksbury roads.

Drivers who are faced with traffic congestion in that area will find alternate roads in Tewksbury to access anything in the area of the project whether it be the Dascomb Road Project facilities, homes, Tewksbury businesses or Route 93. That will put the traffic congestion on Tewksbury side streets and make life for those who live on those streets incredibly difficult. Those drivers will not only be average cars but also tractor trailer trucks making deliveries to the Dascomb Road Project facilities. There are two railroad crossings in the area of the proposed project, both in Tewksbury....one on Shawsheen Street and one on East Street. When a train passes now, traffic in both locations backs up quickly, for a significant distance, for a notable period of time. Imagine what that will be like with additional traffic going to and from the Dascomb Road Project.

Dascomb Road in Andover becomes East Street in Tewksbury just yards from the Rt. 93 interchange. Given that the town line is so close to this proposed project, the proposed facilities have a significant impact on not only that area

of Andover but on Tewksbury, too. Since state money is being proposed for this project, Tewksbury residents deserve respect and consideration as you review this project.

East Street is a narrow, two lane road that is already very congested with traffic. Drivers who will be traveling to and from the Dascomb Road Project will certainly find East Street to do it, likely coming from Rt. 495 and Rt. 38 and that will add an incredible amount of traffic to an already busy street. This project will negatively impact the value of our property and the quality of life in our own home...the additional volume of traffic generated by this project will bring more noise, pollution and rumbling that will make our lives miserable.

It is not realistic to think that traffic to and from the Dascomb Road Project will use only Rt. 93 for access and departure. No amount of redesign of the Rt. 93 interchange, travel lanes, Rt. 93 ramps, no amount of landscaping, lighting or sidewalk additions will make this project right, safe or appealing. It is a huge injustice to the residents of Tewksbury.

It is just wrong that a project of this magnitude is even being considered for the Dascomb Road location. We respectfully submit that the only right thing to do is to NOT approve this project.

Thank you for your consideration.

Susan and Bob Soldani  
670 East Street  
Tewksbury, MA 01876  
bsoldani@verizon.net



**From:** [Courtney Driscoll](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Cc:** [Courtney Driscoll](#)  
**Subject:** Dascomb Road Project, number 15966  
**Date:** Monday, February 04, 2019 9:47:44 AM

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Dear Mr. Beaton, Ms. Flaherty, and Andover Planning Board,

I am a concerned resident of 1 Carriage Hill Road in Andover, Massachusetts and I am contacting you regarding the Dascomb Road Project, number 15966. The project is less than a mile from my home and there are several aspects of this project that have me worried – it will add thousands of vehicle trips per day; 1,513 parking spaces, and an estimated 48,500 gallons per day of sewage.

Traffic: The traffic studies performed do not reflect an accurate account of the traffic on Dascomb Road. The studies were done over a holiday weekend and then again, the day of the gas explosions. These are key factors in how the developer is projecting the amount of traffic that is to occur once that area is developed.

Also, the studies are not considering the property adjacent to the Dascomb Road Project that is being offered by Cushman and Wakefield called the Frontage Road Project which consists of 82 acres of property that "offers a wealth of development opportunities." While I understand it is not up to the developer to anticipate what might be developed around his property, I feel it should be a concern to you and the Boards you represent. That is an enormous amount of land in the same area that is being considered for development – it would put insurmountable traffic in that area, which is already ranked at a level F.

Sewer Pumping Station: I do not want a sewer pumping station at the proposed location of Carriage Hill and Dascomb Road. The fact that my street has been mentioned in print as potentially being considered as a location for a pumping station is incredibly concerning to me – especially since our home is located on that corner.

The Dascomb Rd Project MEPA filing ENF#15966, states the following: "A new sanitary sewer main is proposed to connect the proposed Site sanitary sewer to the existing municipal sewer located east of I-93. The proposed wastewater design includes the construction of approximately 4,020-lf of sanitary sewer main and two (2) new sanitary sewer pump stations. ...and the second pump station is proposed to be located along Dascomb Rd near Carriage Hill Road".

The Town's Proposed Dascomb Rd Area Sewer Connection Design from June 2016 does not show any pump station at Carriage Hill or a second pump station being needed for the Dascomb Rd project site. From looking at the 2016 Map, it appears that instead of installing a large pump station serving the industrial areas, the Dascomb Rd project is installing only a smaller pump station for its site and needs a "booster" pump station to make the final leg up to the existing gravity sewer line at Osgood & Dascomb.

Since the state (MA DEP) will have to issue the sewer connection/extension permits and will need to address any items commented on/discussed as part of the MEPA review – I want it on the record that as a resident who lives at that location, I do not want it!

Traffic calming and Parking on side streets: While I can appreciate building traffic calming efforts into Dascomb Road, I am apprehensive about how that will change the "look" of the street. The proposal is to add sidewalks this would mean taking down all the large mature trees that are lining the street today. To strip the street of trees would strip away the character and hometown feel that Dascomb Road offers as you enter Andover.

Another grave concern is by building new sidewalks that connect the Dascomb Road development and our neighborhoods it would allow for overflow parking on our streets and allow people to walk to the project. I do not want people parking in our neighborhoods all day long, it is a safety concern for our children and neighbors. Additionally, it was mentioned at the Andover Planning Board meeting an intention to create crosswalks with the ability to push a button and lights will flash so that people can cross the street. I strongly oppose adding flashing yellow lights along Dascomb Road it again would ruin the character of the neighborhoods.

Thank you for taking my concerns into consideration regarding the Dascomb Road project. I look forward to hearing any information you may have regarding further development of this project.

Sincerely,

Courtney Driscoll  
1 Carriage Hill Road  
Andover, MA

**From:** [Bob Paolini](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** 146 Dascomb Road Project  
**Date:** Tuesday, February 05, 2019 12:13:38 PM

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To: Matthew Beaton , Energy and Environmental Affairs Secretary at [env.internet@mass.gov](mailto:env.internet@mass.gov)

Erin Flaherty MEPA Analyst at [Erin.Flaherty@mass.gov](mailto:Erin.Flaherty@mass.gov)  
Andover Planning Board at [planning@andoverma.gov](mailto:planning@andoverma.gov)

From: Bob & Roseann Paolini, Tewksbury, MA

Date: February 5, 2019

Re: 146 Dascomb Road Project

Dear Sir/Madam:

We are writing to provide our shared opinion of the proposed development at 146 Dascomb Road, Andover MA and the impact it will likely have on our lives if approved as proposed. The project developer is Lupoli Companies.

We have lived in Tewksbury, MA for 29 years, on Cart Path Road, which is approximately 2 miles from the project site. So, any potentially negative long-term effects of this project are of great concern to us.

Given all that we have read about this project, coupled with our familiarity and experience with the area, we can confine our extremely negative opinion of it based solely on the glaringly harmful effects that will likely result on traffic should the project be approved and constructed as proposed.

The intersection at Dascomb Road and Frontage Road is already congested and has a high crash rate according to the Massachusetts Department of Transportation and our personal experience confirms this. Recent real estate developments on East Street, such as Bella Woods - 147 homes and Joan's Farm - 96 apartments, have resulted in constant and pervasive gridlock contrary to what the developers of these projects contended. Additionally, there are several other large housing developments under construction on Route 38, in Tewksbury, that will no doubt add to East Street traffic volume. There are railroad crossings within ½ to 1 ½ miles from the project site, on Shawsheen Street and East Street, that further exacerbate traffic flow in this area on a regular basis. Although the developer proposes to build multiple new traffic lights, turn lanes, pedestrian crossings, sidewalks, and bike lanes, none of these cosmetic enhancements will address the real problem -- too much additional traffic. And, considering that the project is expected to generate approximately 13,698 vehicle trips during a normal Saturday, does the Developer really want to encourage pedestrian and bicycle traffic too?

The intersection at Dascomb Road and Frontage Road is used by thousands of commuters daily for access to and from Interstate 93. If this project has the expected negative impact on

traffic, then the lives of many will be significantly disadvantaged. As a result, we are adamantly opposed to the project and hope the officials responsible will deny the 146 Dascomb Road Project. Should the Lupoli Companies be allowed to complete the project they will then disappear and the cost to remedy the predicated problems will be the burden of others who have gained nothing at great personal expense.

Sincerely,  
Bob & Roseann Paolini  
Tewksbury, MA

**From:** [Krista Newman](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** Dascomb Road Project #15966  
**Date:** Tuesday, February 05, 2019 8:56:00 AM

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Dear Ms. Flaherty, Mr. Beaton, and Andover Planning Board,

I live at 5 Brown Street Andover, Massachusetts and I am contacting you regarding the Dascomb Road Project, number 15966 because I have several concerns.

First, the traffic studies performed were done over a holiday weekend and then again, the day of the gas explosions. The studies therefore do not reflect an accurate account of the traffic on Dascomb Road. The developer is projecting the amount of traffic that is to occur once that area is developed on inaccurate/incomplete information.

While not a concern to the Dascomb Road developer, the possible development of the property adjacent to the Dascomb Road Project that consists of 82 acres and is being offered by Cushman and Wakefield called the Frontage Road Project, is of great concern to residents in the area. These Boards need to take that into consideration, that is a huge amount of land being considered for development – the traffic from both developments would crush that area and the surrounding neighborhoods. The Rt. 93 off ramp is already ranked at a level F, no matter how many traffic calming techniques you apply adding that much new traffic to the area would be devastating.

I am all for finding ways to help calm the traffic on Dascomb Road, but the character of the street must be considered. If you add sidewalks and flashing yellow lights that connect the new development to the neighborhoods it would require you to take down all the mature trees that line the street today – stripping it of the character and charm. It would also allow for neighborhoods that already deal with a constant flow of traffic turning around on our streets to now have to deal with overflow parking and having people park their cars for the day in our neighborhoods and walk to the Dascomb Road development – we do not want that!

The blasting that the development will require needs to be taken into consideration. The Elm Street neighborhood was devastated, and still is, by the blasting that they had to endure due to the Stone Hill for Andover development – we do not want to see that happen again to Andover residents. Also, note the Andover Preservation Commission award winning 1759 antique farmhouse sits at [125 Dascomb Road](#), blasting could devastate that home.

And, finally it was proposed that a second pumping station be placed at the corner of Carriage Hill Road and Dascomb Road. The Town's Proposed Dascomb Rd Area Sewer Connection Design from June 2016 does not show any pump station at Carriage Hill or a second pump station being needed for the Dascomb Rd project site. Therefore, it would appear that instead of installing a large pump station serving the industrial areas, the Dascomb Rd project is installing only a smaller pump station for its site and needs a "booster" pump station to make the final leg up to the existing gravity sewer line at Osgood & Dascomb. I want it on the record that as a resident, I am against any pump station being located at Carriage Hill and Dascomb Road.

Thank you for taking my concerns into consideration regarding the Dascomb Road project. I look forward to hearing any further information you have regarding this development site.

Sincerely,

Krista Newman  
5 Brown Street

**From:** [Margaret Gath](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](mailto:planning@andoverma.gov)  
**Subject:** Project Number 15966  
**Date:** Thursday, February 07, 2019 5:29:59 PM

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To Matthew Beaton and Erin Flaherty,

I am a resident of Regis Road off of East Street in Tewksbury. I live less than a quarter of a mile from Dascomb Road.

I have a major concern regarding this development and the impact of traffic on East Street and Shawsheen Street.

Have any of the brilliant people involved in this development taken into consideration the impact of traffic when there is a train crossing East Street and Shawsheen Street which on most occasions has stopped traffic on both streets for a minimum of 15 minutes and usually takes a lot longer as traffic has built up on both streets and takes a lot longer to clear. I have sat in traffic on numerous occasions trying to get out of Carter onto East Street for up to a half hour.

Traffic has been so impacted by the train that exiting 93 south to Dascomb Road is a major backup and traffic on East Street and Shawsheen Street comes to a total halt creating a traffic nightmare.

It is time that the residents of the towns affected are taken into consideration and their concerns not tossed aside for the almighty dollar.

Regards,  
Margaret Gath  
15 Regis Road  
Tewksbury, MA

**From:** [Mary Toombs](#)  
**To:** [internet\\_env \(EEA\)](#)  
**Cc:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** EEA15966 Dascomb Road project  
**Date:** Thursday, February 07, 2019 8:37:47 PM

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As a 40 year Tewksbury resident of Shawsheen Street, Tewksbury, my husband and I would like to express our concerns and request consideration regarding the traffic increases that will happen in the Dascomb Road area including people using Shawsheen Street to avoid the intersection during construction. It is already a congested intersection and the proposed increase in traffic will push the limits of reasonability. Shawsheen Street is a thickly settled family street that is already heavily traveled with commuters and school buses with a speed limit of 40 mph. and no sidewalks. Of further concern is the freight train that crosses Shawsheen Street daily and backs traffic up for fifteen minutes with current traffic conditions.

Mary and Leonard Toombs  
1172 Shawsheen Street  
Tewksbury, MA 01876  
therileydog2@yahoo.com

**From:** [Krystal Solimine](#)  
**To:** [internet\\_env \(EEA\)](#); [Flaherty, Erin \(EEA\)](#); [planning@andoverma.gov](#)  
**Cc:** [Deanna.Flynn@fmr.com](#); [moyerin@gmail.com](#); [kensuede@verizon.net](#); [jhechemy@gmail.com](#); [courtney.driscoll@sap.com](#); [ksaxon@aol.com](#)  
**Subject:** Dascomb Road Project, number 15966  
**Date:** Friday, February 08, 2019 9:01:50 AM

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Please see our concerns and comments below provided by all the neighbors that live on Surrey Lane. We appreciate you providing this feedback period.

Vehicle emissions with extreme increase in traffic (both cars and large transport trucks as well as construction vehicles)

Very close proximity to our homes!

Will be a daily issue/concern

Already a route that significant tractors trailers travel for Market Basket Warehouse and Restaurant Depot

Noise and light pollution not only during construction

Environmental impacts during the construction

Dust from construction and blasting

Vibrations (also concern for the structural damage of our homes)

Noise

Extremely busy off ramp

Traffic studies not done during true peak days

Turn arounds on Surrey Lane and surrounding streets from cars backed up because traffic is so backed up off the 93 N ramps cause a major safety issue

The true impact on the environment specifically air quality for the neighborhoods within less .20 miles from this development have not truly been studied or represented

The planned road improvements are not enough to compensate for the current traffic issues, let alone the large increase of traffic expected from this development

Traffic issues have not been addressed on how to ensure local neighbors can exit and enter their neighborhood with the increased traffic: neighborhoods already have a hard time getting out of their street at peak travel times due to current traffic (right of way)

Increase risk of accidents at the intersection: again, the planned road improvements are not enough for the large increase in traffic volume

The freight train that runs through Shawsheen Street in Tewksbury backs the traffic up currently to this Dascomb road project. Something needs to be done with that situation or traffic light mitigation because with the new traffic coming theres no

way that won't cause a major safety issue.

#### Water usage

Water quality impacts

Andovers water is already bad

Brown water throughout the year, increasing during the summer

Town stated this was due to increased usage.....how will a large development impact water quality

How will water quality be affected by construction, blasting, heavy traffic, and large increase in water usage within the property itself

contamination

#### Noise impacts (noise pollution) due to the construction and operation activities once development is complete

Traffic noise is already an issue in our neighborhood due to proximity of the highway and "road rage" at the heavy traffic off ramp

Truck noise and horns can easily be heard within our homes already

Sound barrier wall does not eliminate this

Current traffic/road improvement plan will not support the large traffic volume increase due to the development: cars and trucks will still blast horns out of frustration within the intersection

#### Parking overflow concerns

Being so close to project we have concerns that the sidewalks could bring patrons to our street who would be parking here and walking to the project. There needs to be adequate parking on that site so there aren't overflow issues. Also the park and ride is already at full capacity. With the project coming there may be people that will park at the mall all day and commute to their jobs in Boston and take up the spaces meant for the patrons of the project.

#### Light pollution

Lights on during evening/night

Will they be seen within our homes

light intrusion

Increased transport • light intrusion

Lights from the traffic coming off the highway backed up on the off ramp will shine into 2 & 4 Surrey Lane without a proper barrier blocking

They will be looking for a sign variance allow illuminated lighting, again with our homes .20 miles away we have concerns about the light pollution

Not only that traffic increases substantially in the vicinity of malls, but

cars are usually driven at slow speeds when most of the toxic exhaust is generated. Although the exhaust gases will get into the atmosphere and thus dilute, studies have shown that within the mall and its vicinity air quality may be affected. Additionally, **noise pollution** may also be a factor for nearby residences.

Issues to consider include: the effect on landscape character of the physical presence of a business park; increased traffic and light intrusion; air quality with gas emissions from HEAVY increase in daily traffic; the potential for soils to become contaminated from oil, fuel and vehicle maintenance activities and from contaminated runoff during the lifetime of the development. Problems associated with soil contamination will continue long after operations have ceased.

Air and Climatic Factors 3.11 Business parks have the potential to affect local air quality somewhat as a result of dust from on site activity and from vehicle movements on- and off-site.

Physical presence of business park

change in character of landscape: will the local neighborhoods now be looking at the hotel from our homes  
“Landscape” view from within our homes looking out will now be traffic lights and a large increase in cars and trucks on the off ramp

Local wildlife impact

There has already been an increase of local wildlife (deer, fox, coyote) being driven into neighborhoods, what will the construction and increased traffic do to these animals?

Because this is a mixed development, the impact on the local neighborhoods will be 7 days a week! The effects and concerns have not been properly addressed.

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Signed,

Deanna & Matt Flynn  
1 Surrey Lane  
Andover, MA 01810

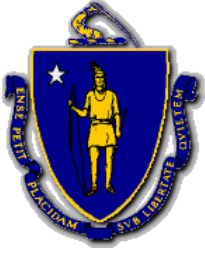
Krystal Solimine  
2 Surrey Lane

Andover, MA 01810

Ken & Sue DeBenedictis  
3 Surrey Lane  
Andover, MA 01810

Erin Moyer  
4 Surrey Lane  
Andover, MA 01810

Gigi Hechemy  
6 Surrey Lane  
Andover, MA 01810



COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF  
ENERGY AND ENVIRONMENTAL AFFAIRS  
**DEPARTMENT OF ENERGY RESOURCES**  
100 CAMBRIDGE ST., SUITE 1020  
BOSTON, MA 02114  
Telephone: 617-626-7300  
Facsimile: 617-727-0030

**Charles D. Baker**  
Governor

**Matthew A. Beaton**  
Secretary

**Karyn E. Polito**  
Lt. Governor

**Judith F. Judson**  
Commissioner

8 February 2019

Matthew Beaton, Secretary  
Executive Office of Energy & Environmental Affairs  
100 Cambridge Street  
Boston, Massachusetts 02114  
Attn: MEPA Unit

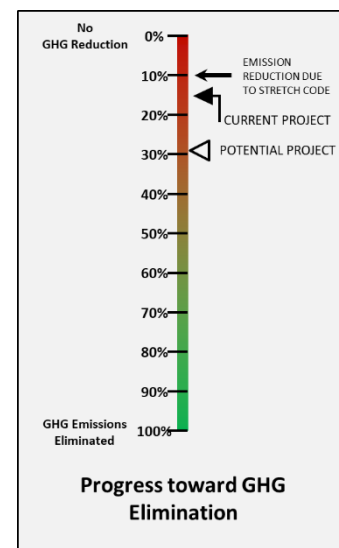
RE: The Dascomb Road Project., Andover, Massachusetts, EEA #15966

Cc: Maggie McCarey, Director of Energy Efficiency, Department of Energy Resources  
Judith Judson, Commissioner, Department of Energy Resources

Dear Secretary Beaton:

We've reviewed the Expanded Environmental Notification Form (EENF) for the above project. The proposed project consists of approximately 524,000-sf of office, retail, grocery, and restaurant space. In summary:

- Notably, the project is committing to above-code walls throughout the project. Committed wall assembly performance for all buildings is  $U=0.044$ , which corresponds to R19+R12.5ci.
- Project emissions reduction is about 15%. This can be improved to 29% with addition of heat pumps and rooftop PV.
- Buildings B and C have minimal mitigation (2 to 3%). These buildings should be made a high-priority for additional mitigation.

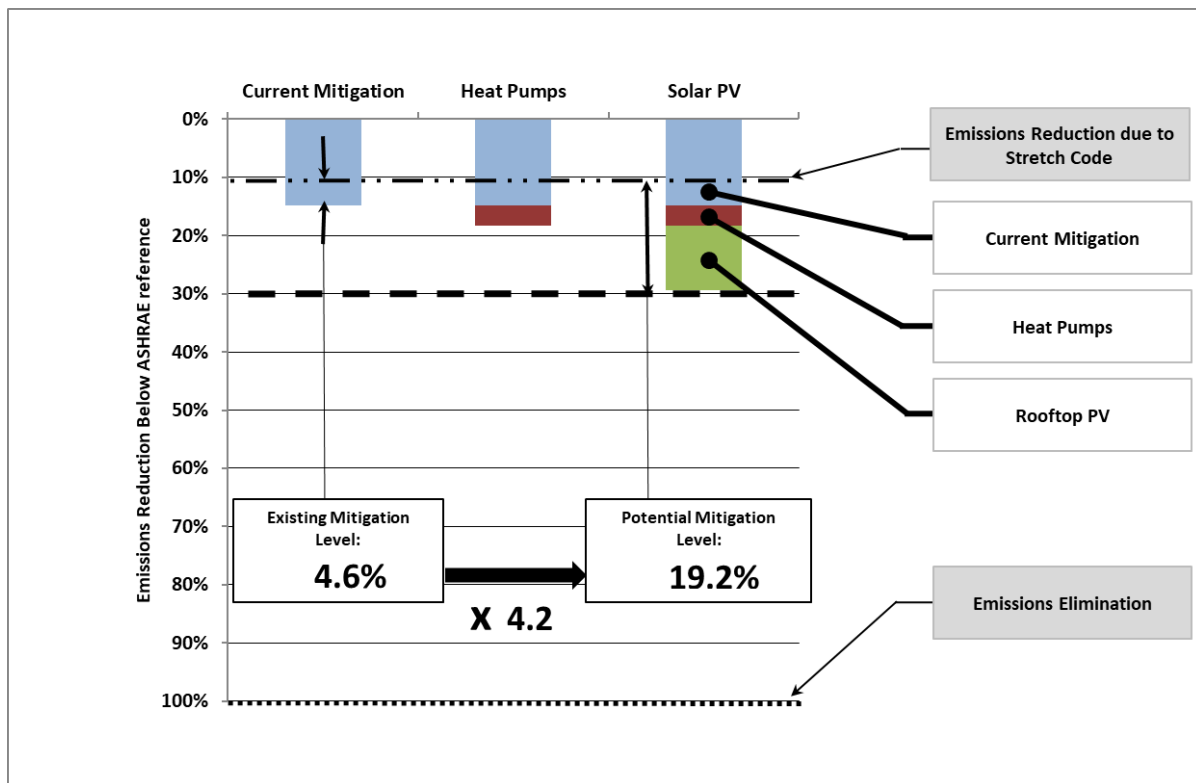


### Pathway to 28% Emissions Elimination

The currently-planned across-the-project GHG reduction below reference is 15% due to various planned building improvements (envelope upgrades, lighting, and refrigeration energy reduction).

Emission reduction can be further improved as follows:

- Incorporation of heat pump (or VRF) for space heating and heat pumps for water heating would improve reduction to 18%;
- Adding 1,050 kW of PV on the roof would improve reduction to 29%.



The project's Mitigation Level is about 4.6%<sup>1</sup> as shown in the illustration. This can be improved by a factor of more than 4 to 19.2%. Note that buildings B and C have minimal mitigation, with energy use that is about equal to what is required by Code, with little to no improvement.

<sup>1</sup> Mitigation Level is the percent GHG reduction beyond the reduction that would occur as a result of following state and local building codes. A Mitigation Level of 0% means that no mitigation is proposed.

## High-Performance Envelope

Underpinning all strategies for emissions reduction is a high-performance envelope. Key strategies for ensuring high-performance envelope include:

- Limiting or eliminating use of glass “curtain wall” and spandrel assemblies;
- Maximizing framed, insulated walls sections;
- Minimizing window areas;
- Using continuous insulation;
- Using thermal breaks;
- Reducing air-leakage.

The thermal performance of even the highest-performing windows, curtain walls, and spandrel assemblies available is about **70 to 80% less** than the thermal performance of the framed, insulated wall assemblies. Accordingly, buildings which use extensive curtain wall, spandrel, and windows have compromised envelope performance which increases energy consumption and emissions.

We are pleased to see that the project is committing to the following envelope mitigation for all buildings:

<b>Code</b>	<b>Proposed Mitigated</b>	<b>Improvement</b>
0.064	0.044	45%

To achieve a wall assembly U value of 0.044, continuous insulation of about R12.5ci is required (see ASHRAE Table A3.3.3.1) in addition to proposed R19 insulation between the steel framing. It appears that the amount of continuous insulation being proposed may be an error on Table 7A through 7B.

## Electric Space and Service Water Heating

### *Space Heating*

The submission states that space heating with electric heat pumps reduces GHG and provides other benefits. Accordingly, electric air source heat pump space heating with cold climate heat pumps is recommended for all buildings. Electric air source space heating can be readily incorporated into all building types proposed. Electric space heating may also qualify for Alternative Energy Certificates and MassSave® incentives. (More below.)

### *Service Water Heating*

Electric air source water heating should be considered for some or all the buildings.

The submission erroneously states that heat pump water heaters do not work in this climate zone. In fact, heat pump water heaters can be used in any climate zone. Most heat pump water heater models are designed to be located inside the building and do not use exterior air source. Some models are now available which are located outside and are designed to use exterior air source. Either would work well for office, retail, and other proposed uses.

The submission also suggests that heat pump water heating is less efficient because it extracts heat from the interior space, increasing fuel consumed for space heating. Heat pumps which have interior condensers do indeed extract heat from the surrounding air space and which will increase space heating when the building is in heating mode. However, air source heat pumps still reduce overall energy use because hot water production is over 200% more efficient than currently-planned hot water production efficiency. In addition, hot water production reduces indoor cooling energy requirements in the summer, when the building is in cooling mode.

The proponent appears to be overestimating the space that must be dedicated to the heat pump, stating that 125 sf of space is required, or, the equivalent of an 11-ft by 11-ft area. This is inaccurate. The water heater is about the same size as a conventional storage water heater (22-in diameter, or about 2.6 sf.) and can be located in a closet. The water heater needs to have access to unrestricted air flow from a room having 125-sf area. This can be accomplished by locating the heat pump in a closet and having louvered doors adjacent to a larger room, according to manufacturer installation instructions<sup>2</sup>.

### **Space Heating with Heat Pumps and Alternative Energy Credits**

Space heating with eligible heat pumps would qualify for Alternative Energy Credits (AECs). The value of these credits would be approximately \$6,200 per year<sup>3</sup>. The value of the Alternative Energy Credits could potentially be larger (as noted in the submission), if the project can qualify systems under the “small” category in the guidelines.<sup>4</sup>

### **Potential First Cost Savings**

Utilization of heat pumps introduces potential cost savings for the project:

- Less equipment: Two systems are currently planned, one system for space heating and a second system for space cooling. Heat pumps provide both heating and cooling and thus reduce heating/cooling systems from two to one.

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<sup>2</sup> [https://s3.amazonaws.com/bradfordwhitecorp/wp-content/uploads/residential\\_heat\\_pump\\_aerotherm\\_re\\_series\\_installation\\_checklist\\_52325.pdf](https://s3.amazonaws.com/bradfordwhitecorp/wp-content/uploads/residential_heat_pump_aerotherm_re_series_installation_checklist_52325.pdf)

<sup>3</sup> At \$15/AEC.

<sup>4</sup> <https://www.mass.gov/service-details/statutes-regulations-and-guidelines>

- **Gas infrastructure saving:** If the project uses heat pumps for both space heating and water heating, gas service may be able to be reduced and/or eliminated for some of the buildings. Office and retail spaces, for example, are potentially well-suited to be all electric, eliminating the need for gas service to these spaces.

We recommend investigating potential savings associated with reduced/eliminated equipment and gas infrastructure.

### **MassSave®**

The project is likely eligible for MassSave® incentives. MassSave® incentives are generally performance-based: larger incentives are available for higher performing buildings. MassSave® also has incentives to reduce soft costs. We recommend that the proponent meet the MassSave® utility in-person in order to obtain incentive estimates for the following scenarios (plus any other scenario MassSave® may recommend) for each building:

- as proposed, but with heat pump space heating;
- as proposed, but with heat pump space heating and heat pump water heating

### **Emissions 2020 to 2050**

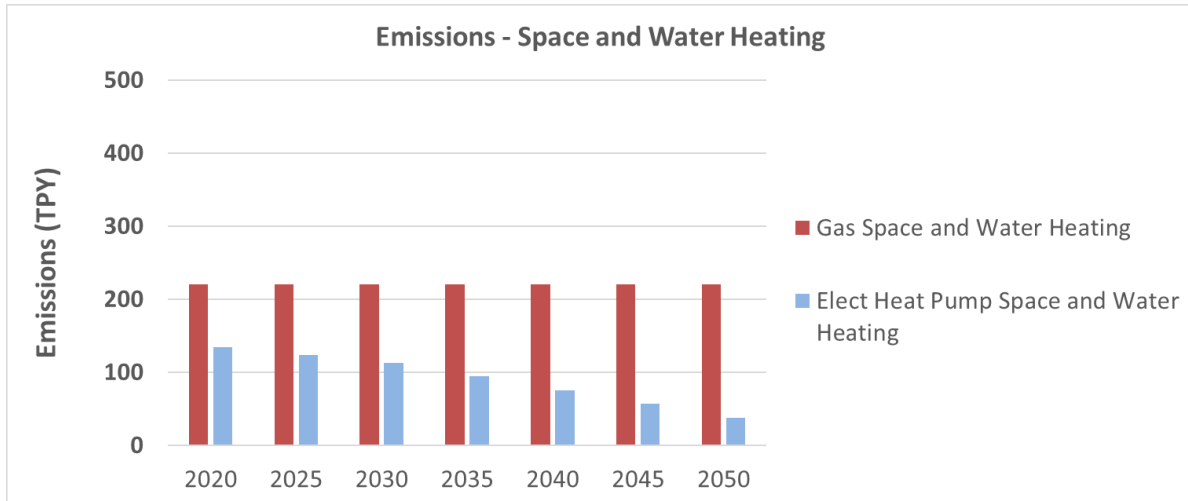
The DOER also analyzed the effect of mitigation measures considering the effect of decreasing emissions rates for electricity for the period between 2020 through 2050. Our analysis focused on the implications of electrifying space and water heating.

Emissions rates of Massachusetts' grid electricity are expected to decline significantly due to the Commonwealth's commitments and policies<sup>5</sup>. Emission rates are expected to be about: 600 lbs/MWhr in 2030; 400 lbs/MWhr in 2040; and 200 lbs/MWhr in 2050. Current emissions are about 700 lbs/MWhr. Emissions for individual years in between are linearly interpolated.

The illustration below presents the emissions associated with using gas for space and water heating (in red) versus using electricity for space and water heating (in blue). The figure illustrates the influence of fixed emission rates (gas) versus decreasing emission rates (electricity). With an electric heat pump approach, emission reduction goes from 39% in 2020 to 83% in 2050.

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<sup>5</sup> [https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=fadee14ffc925769d112205e9322aee2&mc=true&r=PART&n=pt40.8.60#ap40.8.60\\_15580.2](https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=fadee14ffc925769d112205e9322aee2&mc=true&r=PART&n=pt40.8.60#ap40.8.60_15580.2); and <https://www.mass.gov/files/documents/2019/01/02/310cmr07.pdf>



### Rooftop Solar PV

Rooftops can be an asset for renewable generation with solar PV either for the host buildings themselves, for a third party, for community solar programs, or some other future use to be determined. We are pleased to see a thorough analysis of solar PV. We did not see in the submission, however, any specific commitments for solar readiness beyond what is already required by Code.

Building Code now requires rooftop solar readiness for all buildings 3 stories or less. In general, the Code requires that 50% of flat and south facing roofs be made solar-ready. Some exceptions exist to accommodate shading. Only solar-readiness that is beyond what is required by Code is considered mitigation.

Accordingly, as a mitigation measure, we recommend that the project commit to more expansive solar readiness than required by Code, as follows:

- solar readiness for all buildings regardless of number of stories; and,
- more area than the code-required 50%;

Proponent should demonstrate that solar readiness has been thoroughly examined and that the project is pre-planning rooftop real estate in order to preserve space for potential future PV.

## Recommendations

Our recommendations are as follows:

1. We recommend using heat pumps (or vrf) throughout the project for all space heating.
2. Heat pump water heating should be considered for all buildings.
3. Next submission should have the following:
  - a. Level of continuous insulation to be used for walls to bring U value to committed 0.044.
  - b. Estimate value of:
    - Reducing two systems (separate heating and cooling systems) to one;
    - Potential savings associated with gas infrastructure reduction and/or elimination for spaces that are “all electric”, served with heat pumps for both space and water heating.
  - c. Scale plans showing areas set aside for PV. Show on plans how PV set aside areas coordinate with skylights and other rooftop features. Show on plans set aside that is for Code requirements and set aside that is above-Code mitigation.
  - d. Incentive estimates from MassSave® utility meeting for the scenarios described above, plus other scenarios they may recommend.

Sincerely,



Paul F. Ormond, P.E.  
Efficiency Engineer  
Massachusetts Department of Energy Resources

**From:** [Evan Sermos](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Cc:** [planning@andoverma.gov](mailto:planning@andoverma.gov); [internet\\_env \(EEA\)](#)  
**Subject:** Dascomb Road Project, Number 15966  
**Date:** Friday, February 08, 2019 3:15:39 PM

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Dear Mathew, Erin, APB,

Thank you Erin for coming out to the site and for taking the time to listen and read our concerns.

I am really concerned about the environmental impact that the Dascomb Road Project will have on my community and neighborhood. The proponent for this project is asking for approx. 525,000 sq. ft. of office, retail, hotel, restaurants, fitness center, supermarket, etc. That is about 3-4 times the size of the existing structure.

The traffic congestion now is a real problem for us as residents and this project, in my opinion, will only exacerbate the problem. I question the quality of the traffic study to start with. In the past, from what I understand their traffic studies for other projects in town happen to occur during the summer months or during a holiday (Columbus Day from what I understand) when traffic is typically light. The Dascomb traffic study fell on a holiday week as well. September 10 the schools were closed, September 11 was a holiday and September 13 was the gas crisis. I noted the counters on Tuesday and they were gone on Thursday. There was no notice to us as residents and neighbors about where and when the studies would be conducted. Coincidentally right after a bit of noise and questioning from us at a planning board meeting about the study the counters reappeared. There seems to always be an under estimate of the traffic to begin with. We were once told that "only 20 -25 cars back up on the 93 N exit ramp", I've on numerous occasions after that statement was made counted into the high 50's. I also believe their traffic mitigation measures aren't enough to make our neighborhood and quality of life acceptable. The noise from the trucking will be substantially increased, our streets will be less safe, the light pollution is a real concern and quite frankly the air we breath will also be affected. This project is just too large for this residential area. I feel allowing the developer to just double the size of the existing property would be more reasonable and acceptable.

In addition, consideration must be taken with the 80 plus acres across the street at HP. During this projects infancy while the proponent was asking for housing from the town's residents and was soundly defeated at town meeting. One of the main reasons for us as residents for refusing to allow for housing was the fact that the Cushman Wakefield development scenarios were discovered by us. In addition to that, ICP (formally California Paint) was shocked to learn of all these plans from us as residents and not the developer. ICP abuts this property and moves chemicals in and out of their paint manufacturing building. One would think you would send them a letter or something. Needless to say they are not happy. Tewksbury residents were also kept in the dark until recently. The impact of this project moving forward with it's current development plan is unreasonable and we ask for your support in reining it in. We don't feel this developer does things in a way that is truthful or forthcoming to the neighbors of the project both in Tewksbury and Andover as well as their abutters.

The talk of sidewalks along the Dascomb corridor is also a concern, although they would be nice to have I feel that they would benefit the development more than us. Parking on our streets people could walk to the development, which again is to include a hotel, restaurants, supermarket, fitness, etc affecting our quality of life. Trees may be affected in the process and planting new ones isn't the answer for me. Interestingly enough when I asked about the possibility of concrete sidewalks instead of asphalt I was told they (developer) didn't really care and that costs were about the same. If I have to have them I'd prefer concrete, but costs being the same? Hmm.

Then there is the issue of sewer. When I saw that the plan called for a sewer pumping station at Carriage Hill Rd. I questioned the engineer who stated that it wasn't the case, when indeed it's in a document. This I feel was done in spite because of the residents on Carriage Hill strongly oppose this project. I really feel that there is considerable bad blood because of the housing denial and the developer is determined to pay us back with this monstrosity.

The potential for blasting and the fact we cant talk about it at this point is a concern of mine as well. Why can't this be discussed? We have antique buildings in the area, we've had numerous issues with noise, vibrations and filth from other blasting projects in town. I'm all set with that.

This developer has had other projects in town where they just do as they please then ask for special considerations after the fact. See Medical Building and Garage on 133. They had to have it! Then they sold it off. Nice... and thank you.

Please consider not recommending this project to move forward.

Sincerely,  
Evan Sermos  
6 Carriage Hill Road  
Andover, MA 01810

February 8, 2019

**RE: 146 Dascomb Road Project in Andover (ENF EEA#15966 & MassWorks Grant)**

Dear Secretary Beaton and Secretary Kennealy,

Please find public comments and concerns regarding to the 146 Dascomb Road Project in Andover (ENF EEA#15966) due February 8, 2019, which was recently published in the Environmental Monitor as well as MassWorks grant currently under review.

It is my understanding that the purpose of MEPA review is to provide meaningful opportunities for public review of potential impacts of projects, and to minimize & mitigate to the maximum extent practicable. For this purpose, I would like voice my concerns related to traffic and sewer infrastructure.

It has been stated according to attached TEC letter dated 10/09/17 that the Dascomb Road interchange has been determined by MEPA and Massachusetts Valley Planning Commission to be operating at a Level of Service F, the lowest rating. This is prior to the revised proposal of 524,000 mixed-use redevelopment, which according to TEC, civil engineer for the project, would add 10,460 additional daily vehicle trips according to the attached ENF Summary.

The proposed mitigation measures described by TEC in the Town Crier article dated 01/12/19, includes signal installation, widening of the off ramps, new traffic signal at Smith Road, and calming measures, will not work on Day 1 when this project is completed. We strongly recommend that part of MEPA and MassWorks' decisions and approvals that it includes conditions that it account for additional volume from Tewksbury's Route 38 corridor along with the referenced planning study and conceptual design of three developments options prepared by the Town of Andover on the identified 82-acre "HP Site" at Frontage Road and across from 146 Dascomb Road as highlighted in a previous TEC traffic study dated 10/27/17 on page 15 of 47. Moreover, as a taxpayer, why would we spend potential \$6 million dollars from MassWorks grant and not account for all of this future traffic volume?

In the Town Crier article, it points out that Tewksbury officials have not been contacted by TEC regarding to this future development, which is a professional courtesy normally extended during a project's traffic phase. Please note that this project has been ongoing for two plus years since Andover Selectmen signed the initial MassWorks application for the project in August 2016. Tewksbury and its residents will undoubtedly see a significant impact from this and 82-acre development.

An Andover Planning Board member strongly encouraged the proponent to factor this future growth and associated traffic volume rather than simply using the industry standard one percent as stated in the article. Please note that the flow of traffic from Tewksbury's Route 38, which has seen a fair share of large developments including housing, merges into the interchange area in front of 146 Dascomb Road.

Additionally, there is sufficient data from the attached Andover study plan related to 82-acre HP site that can accurately estimate potential future conditions of this intersection and interchange based on the three conceptual options. Furthermore, the revised MassWorks grant for 2018 (see attached) submitted by the Town states to unlock 80 acres site and the designated Chapter 43D District at 160 Dascomb. How can the MassWorks Program consider approval of this project without comprehensive investigation to support future growth if it does not consider the factors detailed in this letter?

In fact, there is a lesson to be learned from another Lupoli Companies project, Thorndike Exchange (Phase 1) in Lowell, where traffic concerns were raised by residents. It does not appear that widening the road and the new “smart lights” have helped control the flow of traffic to allow cars to pull out safely. ([http://www.lowellsun.com/todayshadlines/ci\\_32063917/at-lowells-thorndike-exchange-its-turning-stressful](http://www.lowellsun.com/todayshadlines/ci_32063917/at-lowells-thorndike-exchange-its-turning-stressful)) MassWorks awarded \$2 million for road improvements.

With respect to this currently proposed project in Andover/Tewksbury, it is important to this correctly in the outset or Vale Street, Lovejoy Road, and Osgood Road will become even busier cut throughs to bypass this interchange for residential and possibly commercial vehicle motorists. Please note that commercial traffic volume is a significant within this corridor between Shawsheen Street, East Street and Route I-93 interchanges at Dascomb.

Equally troubling is the attached Lupoli Companies support letter dated 11/27/18, part of the attached MassWorks application, which indicates the need for sewer extension infrastructure by the proponent of 146 Dascomb Road. According to the information provided by and discussions with Tewksbury Town officials during the duration of this project, they have repeatedly stated in writing to me that they are able to continue to provide sewer infrastructure to existing Andover businesses in the Dascomb area, including the proponent. According to the ENF Summary, it states an estimated 48,500 gallons per day of sewerage. The attached Tewksbury letter dated 05/20/14 includes project assessment and associated costs for sewer with a design usage of 75,000 gallons per day, which would meet necessary capacity required from the ENF Summary. However, Tewksbury officials did point out that they would not have the capacity to expand to 82-acre potential development opportunity.

Additionally, Lupoli Companies has stated in the past that Tewksbury was going to take away sewer from Andover businesses as indicated in the following clip ([https://www.youtube.com/watch?v=m\\_IBE-olEeg](https://www.youtube.com/watch?v=m_IBE-olEeg)) at 08/27/17 Selectmen meeting. Please find attached MA public request for electronic copy of the letter that Lupoli Companies had stated in the clip that was provided to the Town of Andover and referenced at this Selectmen Meeting. It is very concerning that the Andover’s Town Manager stated that “the Town is not in possession of the document”.

The purpose of the MassWorks program is to provide capital funds to complete infrastructure projects that support growth and development, but it may put Tewksbury at a disadvantage as Andover businesses in the Dascomb Road area may opt to switch over to Andover because there is no cost required for hookup.

Likewise, based on the Town of Andover 82-acre HP study, it mentions under “utilities” that the future development options/scenarios could be either septic or Town sewer. If septic is an option, is there a need to bring sewer down to unlock 82-acre opportunity after all? More disturbing is to find out from reading the materials, the future sewer design includes a proposed second pump station to be located along Dascomb Road near Carriage Hill Road in residential neighborhoods.

As a taxpayer, I would like to know before we spend any money on sewer extension and infrastructure from MassWorks grant whether it is really required so I ask for conditions to be placed in your respective decisions to confirm with the Town of Tewksbury that they are truly taking away sewer and if an extension is truly needed based on the attached Andover study related to 82-acre HP site.

Lastly, according to the June 2016 Sewer study performed by CDM for the Town of Andover, it identified capacity problems in Andover's existing collection system downstream of the Dascomb Road expansion area connection under the wet weather scenario. Surcharging and flooding from the model occurred at two locations downstream of the connection from both branches of the expansion area (Dascomb Road & Tewksbury Street). Please note that this study did not include the impact of potential and future development of Historic Mill District in the downtown Andover area on existing sewer infrastructure and capacity. This is another condition that I would like to request that this is further evaluated. When taken together, Dascomb Road, River Road and Historic Mill District will have a tremendous impact on existing traffic volume as well as sewer infrastructure.

Thank you very much for the opportunity to provide comments.

Regards,  
Joe Albuquerque  
197 Greenwood Road  
Andover, MA 01810

**Commonwealth of Massachusetts**  
 Executive Office of Energy and Environmental Affairs  
 Massachusetts Environmental Policy Act (MEPA) Office

**Environmental Notification Form**

*For Office Use Only*

EEA#: 15966

MEPA Analyst: Erin Flaherty

*The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.*

Project Name: <b>The Dascomb Road Project</b>		
Street Address: <b>146 Dascomb Road</b>		
Municipality: <b>Andover, Massachusetts</b>	Watershed: <b>Shawsheen</b>	
Universal Transverse Mercator Coordinates: <b>321275.42E   4721303.13N 19T</b>	Latitude: <b>42°37'24.4" N</b> Longitude: <b>71°10'45.9" W</b>	
Estimated commencement date: <b>4/2019</b>	Estimated completion date: <b>9/2020</b>	
Project Type: <b>Mixed-Use Redevelopment</b>	Status of project design: <b>80% complete</b>	
Proponent: <b>The Lupoli Companies</b>		
Street Address: <b>280 Merrimack Street</b>		
Municipality: <b>Lawrence</b>	State: <b>MA</b>	Zip Code: <b>01843</b>
Name of Contact Person: <b>Peter F. Ellison, P.E.</b>		
Firm/Agency: <b>TEC, Inc.</b>	Street Address: <b>146 Dascomb Road</b>	
Municipality: <b>Andover</b>	State: <b>MA</b>	Zip Code: <b>01810</b>
Phone: <b>978-794-1792</b>	Fax: <b>N/A</b>	E-mail: <b>PELLISON@theengineeringcorp.com</b>

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

a Single EIR? (see 301 CMR 11.06(8))  Yes  No  
 a Special Review Procedure? (see 301CMR 11.09)  Yes  No  
 a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No  
 a Phase I Waiver? (see 301 CMR 11.11)  Yes  No  
 (Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

- **301 CMR 11.03(6)(a)(6) – Generation of 3,000 or more New ADT on roadways providing access to a single location; and**
- **301 CMR 11.03(6)(a)(7) – Construction of 1,000 or more New parking spaces at a single location.**



65 Glenn Street | 169 Ocean Blvd.  
Lawrence, MA 01843 | Unit 101, PO Box 249  
Hampton, NH 03842  
T: 978.794.1792 | T: 603.601.8154  
TheEngineeringCorp.com

Mr. Salvatore N. Lupoli  
Lupoli Companies  
290 Merrimack Street, 2<sup>nd</sup> Floor  
Lawrence, MA 01843

October 9, 2017

Re: Traffic Executive Summary  
The Dascomb Road Project  
Andover, MA

Dear Mr. Lupoli:

This purpose of this letter is to summarize the Traffic Impact and Access Study (TIAS) for the Dascomb Road Project, dated September 27, 2017. The Traffic Study is extensive and should be referred to for additional information or clarifications regarding the transportation improvements to remedy existing conditions and accommodate the project.

### **Existing Traffic Conditions**

Transportation improvements along Dascomb Road and the I-93 ramps are required under existing conditions due to traffic congestion, high crash rates, and poor intersection/interchange operations. Transportation improvements on Dascomb Road have been contemplated by the Town and the Merrimack Valley Planning Commission (MVPC) for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the Massachusetts Environmental Policy Act (MEPA) Certificate that was issued in 2008 and confirmed by our Traffic Study. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient traffic operations of the interchange. In the period between 2006 - 2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying transportation improvements as a Priority Project. The need for safety and operational improvements along Dascomb Road and the I-93 Ramps is well documented.

### **Proposed Transportation Improvements / Mitigation**

The project proposes to improve the safety and mobility for all users of the roadway by proposing a combination of the following transportation improvements listed below. It is important to note that the project requires review and approval from the MassDOT, Federal Highway, and the Town of Andover to construct improvements within their respective roadways:

#### **Roadway Improvements & Signalization**

It is anticipated that widened sections of roadway will be constructed along Dascomb Road, I-93 Ramps, and Smith Drive to accommodate existing traffic, proposed traffic generated by the project, and to improve safety. The study identifies that the following intersections will be signalized and/or modified (at existing signalized intersections):

- Smith Drive / Dascomb Road
- Dascomb Road / Frontage Road
- I-93 SB Off-Ramps / Frontage Road
- I-93 NB Off-Ramps / Dascomb Road

#### **Traffic Calming**

Traffic calming measures shall also be considered and constructed if acceptable to the Town, specifically along Dascomb Road from the I-93 NB Off-Ramp to Lovejoy Road. Currently that

Plan | Permit | Design | Construct

Which State Agency Permits will the project require?

- **Permit to Access State Highway (Massachusetts Department of Transportation)**

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres: *DDPC*

The project will be seeking opportunities for private-public partnership with the Town of Andover in the form of a Mass Works Infrastructure Grant for off-site transportation improvements.

Summary of Project Size & Environmental Impacts	Existing	Change	Total
<b>LAND</b>			
Total site acreage	16.2		
New acres of land altered		13.9	
Acres of impervious area	±6.62	+2.97	±9.59
Square feet of new bordering vegetated wetlands alteration		2,320	
Square feet of new other wetland alteration		0	
Acres of new non-water dependent use of tidelands or waterways		0	
<b>STRUCTURES</b>			
Gross square footage	± 314,710	+ 209,290	±524,000
Number of housing units	0	0	0
Maximum height (feet)	30	+ 20	50
<b>TRANSPORTATION</b>			
Vehicle trips per day	266	+ 10,460	10,726
Parking spaces	247	+ 1,513	1,760
<b>WASTEWATER</b>			
Water Use (Gallons per day)	2,500	+ 48,500	51,000
Water withdrawal (GPD)	0	0	0
Wastewater generation/treatment (GPD)	2,500	+ 48,500	51,000
Length of water mains (miles)	±0.398	-0.112	±0.286
Length of sewer mains (miles)	±0.069	+0.209	±0.278
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			

## GENERAL PROJECT INFORMATION – all proponents must fill out this section

### PROJECT DESCRIPTION:

Describe the existing conditions and land uses on the project site:

The 16.2-acre site is located at #146 Dascomb Road and is within the Industrial D2 (ID2) zoning district which was adopted by the Town of Andover in 2013 with unanimous support from the Planning Board and Board of Selectmen. The stated goal of the ID2 zoning district is to create targeted development opportunities. The ID2 zone was created to make Andover more attractive for businesses by allowing additional amenity uses/services to support office and industrial uses. The existing site currently consists of a two-story ±306,350 gross square foot (SF) mixed office and industrial building (±161,535 SF footprint) and a one-story ±8,360 SF service building with 247 on-site surface parking. The existing office and industrial space on-site are presently underutilized. A 27,300 SF office tenant is currently the properties primary occupant.

A ±86,500 SF (not included in the above square footage) Restaurant Depot facility, who partially shared driveways connections with the site, operates on the property located adjacent to and south of the site. The Restaurant Depot building currently connects with the existing building on the #146 Dascomb Road site; as the property runs along the wall with separates the two buildings.

The #146 Dascomb Road site is currently accessed via five (5) site driveways along the easterly side of Smith Way, south of Dascomb Road. Dascomb Road, at its intersection with Smith Way, is under the jurisdiction of the Town of Andover. Further east along the site frontage, Dascomb Road is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). MassDOT's State Highway Layout (SHLO) for Interstate 93 additional runs along the project's easterly property line.

Describe the proposed project and its programmatic and physical elements:

The Project consists of razing the existing underutilized office and industrial space and constructing a 524,000 SF mixed-use redevelopment; comprised of a 100-room business-centric hotel; 293,000 SF of office space; 80,000 SF of general retail space; a 30,000 SF fitness center; a 35,000 SF neighborhood grocery store; and 20,000 SF of restaurant space. The Project proposes to modify the access/egress to the property, providing two (2) full-access/egress driveways, a shared full-access/egress driveway with Restaurant Depot, and a loading dock driveway along the easterly side of Smith Way. All full-access/egress driveways for the Restaurant Depot facility along Smith Way will be retained. Additionally, a full-access/egress driveway for the proposed redevelopment will be provided immediately opposite Frontage Road, becoming the fourth leg at the signalized intersection on Dascomb Road.

The Project looks to significantly reconfigure the parking at the site and will provide 1,760 parking spaces to service the mixed-use redevelopment. A large quantity of the on-site parking, 1,256 spaces, will be structured in order to maximize the amount of green space within the project while still maintaining opportunities for patrons, employees, and visitors to park efficiently without overflow. Access/egress to/from the structured parking will be provided at multiple locations within the redevelopment so to disperse traffic volumes throughout the site and the site's main access/egress points.

The Project will include an on-site sidewalk network; including a shared-use path providing connectivity to the Dascomb Road corridor. Bicycle accommodations and a transit stop (with amenities) will also be provided on-site. Where much of the space within the site is currently impervious today, the Project looks to significantly increase the

[http://homenewshere.com/tewksbury\\_town\\_crier/news/article\\_c90fe05e-153d-11e9-862b-af41bda9d61c.html](http://homenewshere.com/tewksbury_town_crier/news/article_c90fe05e-153d-11e9-862b-af41bda9d61c.html)

## Traffic headaches coming for Tewksbury

By PAIGE IMPINK News Correspondent Paige@yourtowncrier.com Jan 12, 2019

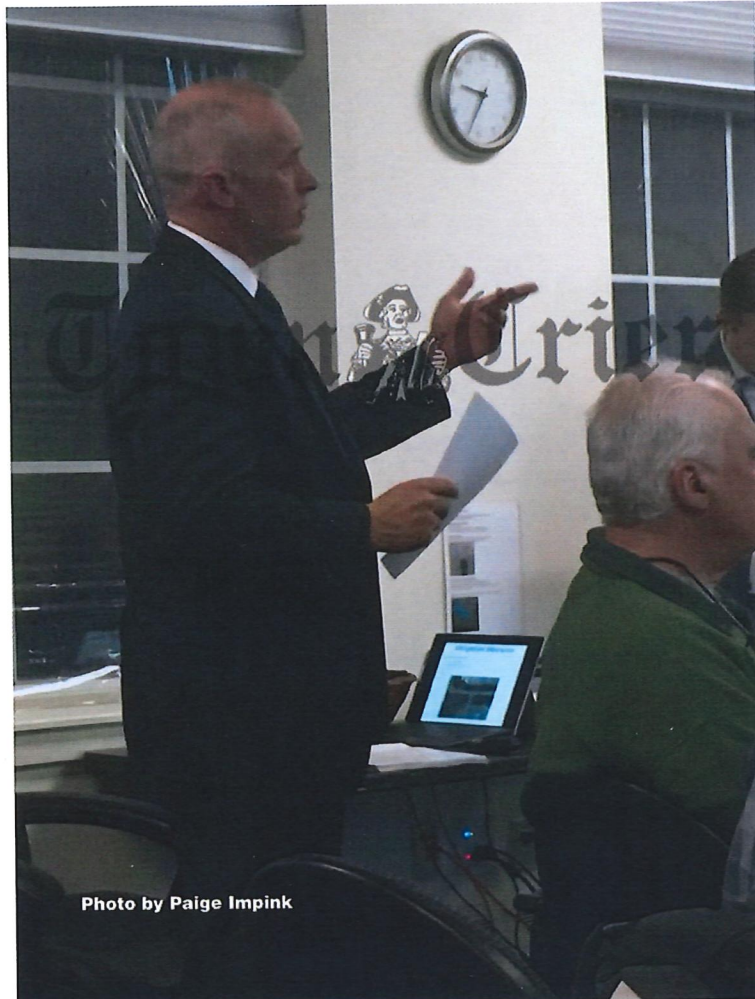


Photo by Paige Impink

Tewksbury Assistant Town Manager Steve Sadwick discusses details of a memo sent to the Andover Planning Board regarding impacts from a proposed development on Dascomb Road in Andover near the Tewksbury line during the Andover Planning Board's public hearing on Tuesday evening. (Paige Impink photo)

ANDOVER — The Andover Planning board met on Tuesday at Andover Town Hall to discuss the traffic impacts of the proposed Dascomb Road Project, a self-described lifestyle community. Andover residents voted down the residential component of the project last year, but the developer is back with a proposal that includes a 66,000 square foot 100-room business centric hotel, 80,000 square feet of retail, 20,000 square feet of restaurants, a 30,000 square foot fitness center, a 35,000 square foot grocery store, and 293,000 square feet of professional office space, according to plan documents.

The parcel is located at 146 Dascomb Road in Andover, on the Tewksbury side of Route 93, just across from the MassDOT commuter parking lot and near the entrance of Restaurant Depot on Smith Road. The applicant, Lupoli Companies of Sal's Restaurants, is proposing to redevelop the 16.2 acre site, including demolition of an existing 200,000 square foot building.

In January 2018, Andover residents packed the Collins Center at Andover High School to overflow capacity, voting to reject a rezoning of the parcel to accommodate an over-55 community within the development. An abutting business, California Paint, came out against the residential rezoning, citing negative impacts of having housing near an industrial business.

Osgood Street residents voiced opposition to the traffic and development, calling out Lupoli as trying to turn a poor piece of industrial land into a “gold mine” by seeking to change the site zoning to include residences. As a result of the rejection, Lupoli then planned, according to reports, to continue with a wholly commercial development. The site zoning does allow for business and retail uses.

Part of the site plan special permit process is a traffic study. The intersection at Dascomb Road and Route 93 is plagued with traffic and safety issues already. The traffic impacts, according to the Traffic Impact Analysis, is expected to be significant.

Per the report, the development is “expected to degrade levels of service at all intersections during the AM, PM and Saturday Midday peak hours”.

The study suggests further analysis is required to determine which mitigation measures, such as installation of additional traffic signals, turning lanes, etc. would be warranted. In a second traffic review, it is stated that the project is expected to “generate more than 3,000 new vehicle trips per day (VPD) and construct more than 1,000 new parking spaces.”

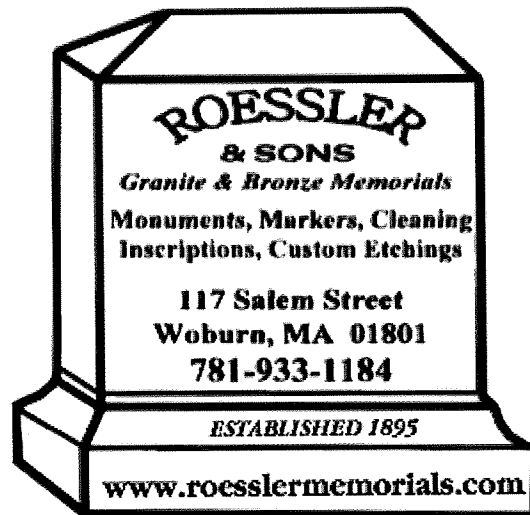
The analysis, provided by Greenman-Pedersen, Inc. to the Andover Planning Board at the end of 2018, noted a large number of angular vehicle collisions due to the geometry of the intersection and the turning challenges proposed by the confluence of roads involved; Frontage Road, Smith Road, Dascomb Road, East Street, Shawsheen Street, Clark Road (Andover) and Andover Street (Andover).

The report states, “The intersection of Dascomb Road/Frontage Road is an HSIP eligible crash cluster, experiencing an average of 14 crashes per year and a crash rate significantly higher than the state and district-wide averages”.

MassDOT will need to perform its own traffic analysis and evaluation.

At the meeting, Rick Friberg, representing the proponent's civil engineering firm TEC, gave the traffic presentation, describing mitigation measures which would include installation of signaling at the north and southbound off ramps of Route 93, widening of the off ramps, a new traffic signal at Smith Road, sidewalks, and flashing crosswalk lights. The Andover Planning board raised questions about public transportation access, work that would need to be conducted by MEPA-Massachusetts Environmental Protection Agency, and why the traffic impacts to Tewksbury were not explored further.

Board member Vincent Chiozzi specifically asked why the study did not include future growth, specifically Shawsheen Street. There was some disagreement by the board as to how far any one project's reach would have to be studied and how much consideration future growth, beyond an industry standard one percent, should be factored, but Chiozzi did encourage the proponent to look beyond Andover. The proponent stated there was no obligation to consider how future developments would be accommodated by their mitigation measures.



Tewksbury Assistant Town Manager Steve Sadwick was in attendance and when asked if his office had been contacted by TEC regarding any future developments for the corridor which could have additional traffic impacts, Sadwick stated that no contact had been made. This was much to the board's surprise since it appears this is a professional courtesy typically extended during a project's traffic study phase. Sadwick did raise concerns about impacts to the Shawsheen Street/East Street

intersection and the turning radius for trucks; consideration of the at-grade railroad crossing on Shawsheen Street and East Street, and he requested a limited truck exclusion from Andover as a neighbor to Tewksbury, specifically to help mitigate truck traffic for East Street neighborhoods affected by deliveries to the Market Basket distribution facility at 875 East St.

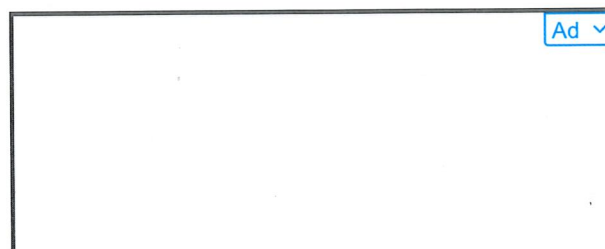
Sadwick is seeking a 6 p.m. - 6 a.m. exclusion. Sadwick explained that trucks use their GPS and come off of Route 495 and cut through Tewksbury via Route 38 to get to facilities on East Street. An exclusion would be something that could be sent to GPS companies to alert trucks to use Route 93 as the access point instead. The Town of Tewksbury's comments on the project were sent to the Andover Planning board in a memo, according to Sadwick.

Friberg did explain to the board that, should the project move forward, all traffic mitigation measures would be in place before any occupancy would occur. The project is described in phases, with applications to the Andover Planning Board required at specific, but yet to be defined junctures. When asked if there would be additional public hearings regarding traffic, board member Zach Bergeron said "this is it."

Residents interested in following the project will have the opportunity to comment on the proposal during the MEPA process, and Andover Planning Board meetings are open to the public. The next meeting is scheduled for Jan. 22 at Andover Town Hall, third floor at 8 p.m. where other aspects of the project will be discussed.

The work that you see being done on Dascomb Road is part of their order of conditions from the Andover Conservation Commission.

This link has more information <http://andoverma.gov/766/146-Dascomb-Road>



Chandler Street. Traffic volumes expected to be generated by this development were obtained from the Traffic Impact and Access Study<sup>13</sup> conducted by Ron Müller & Associates and dated February 23, 2015. Thirty percent of the site-generated trips are anticipated to travel along Dascomb Road through the study area and thus have been included as part of this study.

- *Hewlett-Packard Campus Expansion (Andover)* – The Town of Andover Planning Department indicated the potential for a campus expansion of the existing Hewlett-Packard site located at #165 Dascomb Road. Access to the site is provided via a driveway along Dascomb Road (within the study area) and a driveway along Frontage Road (immediately north of the study area). Additional employees at the site would result in increased trips passing through the study area. Additionally, the Town of Andover identified an 82-acre "HP Site" future development site at #18 Frontage Road. A planning study and conceptual design were prepared for the Town of Andover that outlined development concepts; however, further progress for development is hindered by lack of adequate site access and sewer infrastructure. Substantial development in this site would require expansive off-site mitigation to improve access/egress along Frontage Road. Traffic for this potential future project was not included as part of this study as a development and access/egress plan has not been identified; however, potential future development traffic is assumed to be included within the 0.5 percent per year compounded annual background traffic growth rate.

The off-site improvements along the Dascomb Road corridor have been designed to carry additional reserve capacity for potential future expansion of projects along the immediate Dascomb Road and Frontage Road area; including the Hewlett-Packard Campus Expansion Project listed above. The improvements have also been designed to not preclude additional transportation improvement measures should measures be warranted.

The resulting "Specific Development by Others" traffic volumes are illustrated in Figure 3 for the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

### **2027 No-Build Traffic Volumes**

The 2027 No-Build weekday morning, weekday evening, and Saturday midday peak-hour traffic-volume networks were developed by applying the 0.5 percent per year compounded annual background traffic growth rate on the 2016 Existing peak-hour traffic volumes over the 11-year design horizon and adding traffic to be generated by the specific developments by others. The resulting 2027 No-Build weekday morning, weekday evening, and Saturday midday peak-hour traffic-volume networks are illustrated in Figure 4.

---

<sup>13</sup> *Traffic Impact and Access Study; Apartment Development, 715-737 Livingston Street – Tewksbury, Massachusetts; Ron Müller & Associates; February 2015.*

# FRONTAGE ROAD

ANDOVER • MASSACHUSETTS

LAND SALE OFFERING MEMORANDUM



## EXECUTIVE SUMMARY

Cushman & Wakefield of Massachusetts, Inc. (herein "C&W"), is pleased to present to the development community on behalf of Hewlett-Packard (herein "HP") approximately 82 acres of wooded and forested undeveloped land located in Andover and Tewksbury, Massachusetts. The property is strategically sited at 18 Frontage Road, directly off Route 93 at Exit 42 and is centrally positioned between Route 128 (195) and Interstate 495.

Development features include:

- Close to executive neighborhoods
- Available rare undeveloped land
- Various development options
- Perfect for R/D, Office, & Industrial Development
- Residential uses (requires rezoning)

This is an extremely unique and exceptional opportunity considering the location of the land and its scarcity. The Property can accommodate large-scale R&D Developments, or with a zoning change, Residential Condos, and other Residential Master Plan.

The proximity of this location to downtown Boston and high end bedroom communities makes this offering truly unique.

## SITE OVERVIEW

# OFFERING MEMORANDUM

### Frontage Road

is 82 acres of pristine wooded and forested area that have never been developed. Once owned by Digital Equipment Corporation, the Frontage Road site is surrounded on three sides by a residential development consisting of large lot single-family homes.



Frontage Road's 82 acres offers a wealth of development opportunities. As currently zoned for industrial use, the site can support up to four commercial industrial buildings, ranging from 108,000 square feet to 210,000 square feet for a total of 635,000 square feet. Upon rezoning, other options include a mix of single family residences and multi-family buildings, representing 26 house lots and 108 units of attached cluster multi-family property,

Frontage Road is located on the Andover/Tewksbury town line at the northwest corner of Dascomb Road and Frontage Road, less than one mile from west of I-93 and three miles south of I-495. I-93 provides direct access south to Boston's CBD, while I-495 is the major artery to Boston's North, MetroWest and South suburban office and residential markets. Most of the immediate corporate neighbors are located along Dascomb Road, East Street and Frontage Road in office, industrial and commercial developments.

## SPECIFICATIONS

<b>AREA</b>	82 Acres
<b>ZONED</b>	Industrial D / Single Residence C (upon successful rezoning request)
<b>USES</b>	Business, Professional or Administrative Office; Laboratory for Research and Development; or Storage Facility for goods, materials products or equipment
<b>COVERAGE</b>	50% (all buildings including accessory buildings)
<b>ACCESS</b>	Located approximately 20 miles north of the Boston CBD, I-93 is just to the east of the property. Frontage Road runs parallel to I-93 and provides access.
<b>UTILITIES</b>	<i>Water</i> Town of Andover <i>Sewer</i> Septic/Town of Andover <i>Electricity</i> Massachusetts Electric <i>Gas</i> KeySpan
<b>AVAILABILITY</b>	For Sale \$15.0 million (?)





# DEVELOPMENT SCENARIOS



## COMMERICAL / INDUSTRIAL

BUILDING	FOOTPRINT	SQUARE FOOTAGE	PARKING	USE	AREA
A	37,366 SF	112,100 SF	375 Spaces	Business/Industrial	12.86 Acres
B	68,000 SF	204,000 SF	680 Spaces	Business/Industrial	17.80 Acres
C	70,300 SF	210,900 SF	703 Spaces	Business/Industrial	17.80 Acres
D	36,000 SF	108,000 SF	362 Spaces	Business/Industrial	34.25 Acres
TOTALS	211,666 SF	635,000 SF	2,120 Spaces		

Frontage Road • Andover, Massachusetts

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - MULTIFAMILY

MULTIFAMILY ATTACHED CLUSTER OPTION									
LOT #	ZONING	TYPE	APPROX. CLUSTER	UNITS	LOT SIZE	ROADWAY	STREET TYPE	APPROX. UNIT PRICE	APPROX. UNIT VALUE
1-10	MULTI-FAM	MULTI-FAM	CLUSTER	100	23,500 sq. ft.	10' wide	UNION	\$100,000	\$10,000,000
11-20	MULTI-FAM	MULTI-FAM	CLUSTER	100	23,500 sq. ft.	10' wide	UNION	\$100,000	\$10,000,000

SCALE: 1" = 100'



# DEVELOPMENT SCENARIOS



## RESIDENTIAL - MULTIFAMILY

LOT	ZONING	TYPE	# UNITS	LOT SIZE	FRONTAGE
B (New Lot)	Multi-Family	Attached Cluster	108 Total 36 Single Story 1 Bedroom 32 Single-Story 2 Bedroom 40 Two-Story 2 Bedroom	25 Acres	180' Minimum
A&C	Residential - SRC	Cluster Development	26	2/3-Acre Minimum	100' Minimum

**TOTAL PARKING: 338**

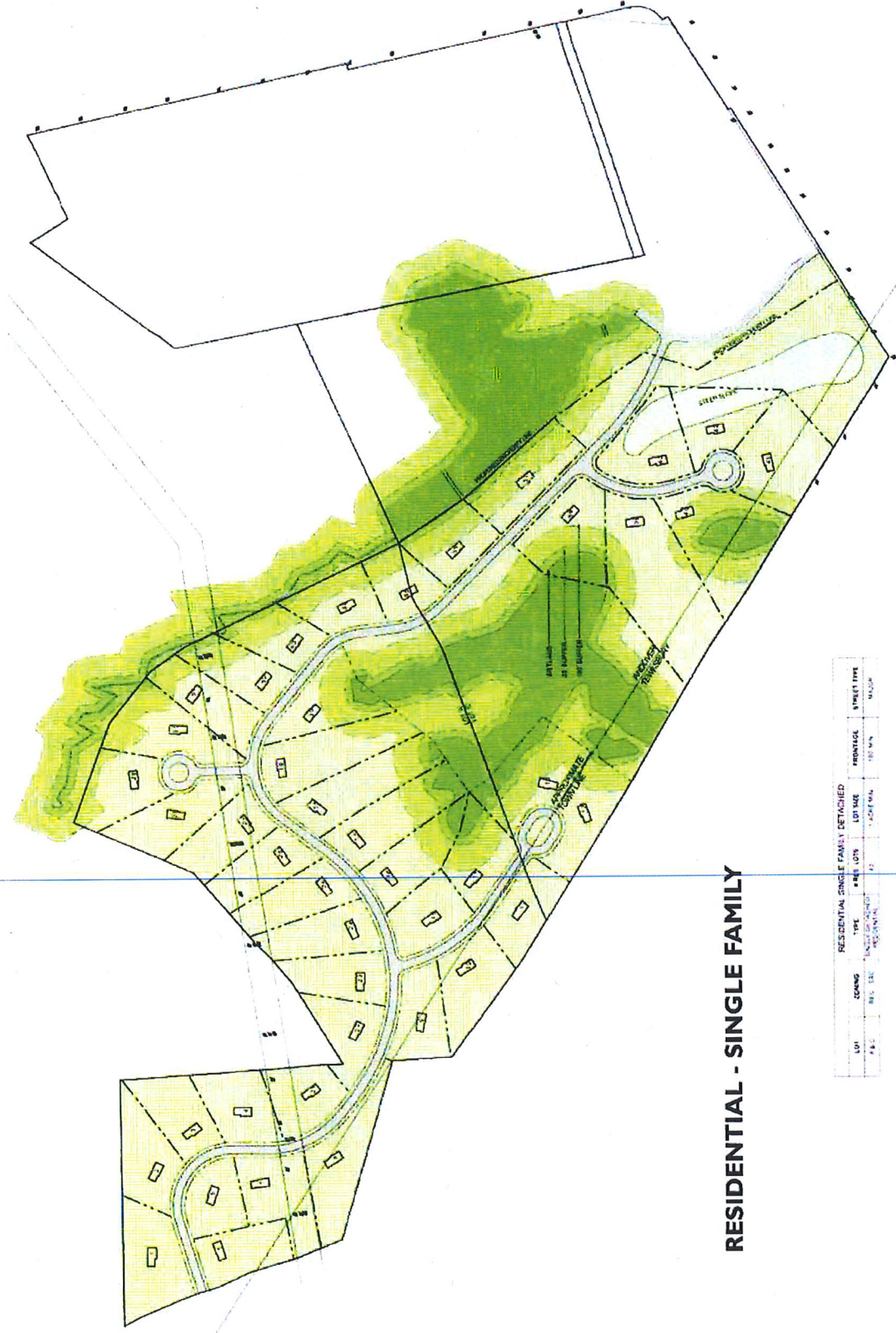
- Garage Parking: 72
- Exterior Parking: 236
- Clubhouse Parking: 30



# OFFERING MEMORANDUM

Frontage Road • Andover, Massachusetts

## DEVELOPMENT SCENARIOS



RESIDENTIAL - SINGLE FAMILY



Frontage Road • Andover, Massachusetts

# DEVELOPMENT SCENARIOS



OFFERING MEMORANDUM

## RESIDENTIAL - SINGLE FAMILY

LOT	ZONING	TYPE	# RES. LOTS	LOT SIZE	FRONTAGE
A&C	Residential - SRC	Single Detached	434	1-Acre Minimum	180' Minimum



Section I. Project Summary

1.1: Applicant Municipality or Public Entity: Town of Andover

1.2: Applicant CEO Name/Title: Andrew Flanagan, Town Manager

1.3: Applicant Address: 36 Bartlet Street

1.4: City: Andover

1.5: State: MA

1.6: Zip Code: 01810

1.7: Telephone: (978) 623-8210

1.8: Email: aflanagan@andoverma.gov

1.9: Project Contact Name/Title (if different): Paul Materazzo, Director of Planning & Economic Development

1.10: Contact Tel.: (978) 623-8650

1.11: Contact Email: pmaterazzo@andoverma.gov

1.12: Select the one item below that best describes the type of development being supported by the infrastructure project proposed in this application:

- Mixed-use development with housing density of at least 4 units to the acre
- Housing development at density of at least 4 units to the acre
- ✓ Economic Development and job creation and retention
- Road improvements to enhance transportation safety in small towns with population of 7,000 or less. (STRAP grant)

1.14: Amount of Grant Request: \$6,000,000.00  
\$6,000,000.00

1.15: Total Project Budget:

1.16: Name of Proposed Project: Dascomb Road Improvements Project

1.17: Project Address/Parcel ID: Dascomb Road, Frontage Road, I-93 Ramps Andover MA

1.18: Please provide a brief description (no more than 150 words) of the proposed project.  
The proposed project consists of infrastructure improvements along Dascomb Road including roadway widening, traffic signal improvements, construction of bicycle lanes, sidewalks, lighting and a sewer extension.

Section II. Infrastructure Project Description

2.1: Description of project site/location:

The project is comprised of approximately 3,500 linear feet of Dascomb Road/East Street from Jill's Way to Cardinal Lane and includes the intersections at East Street/Shawsheen Street, Dascomb Road/Smith Way, Dascomb Road/Frontage Road, Frontage Road/Rt.93 and Dascomb Road/Rt. 93.

2.2: Is the project site publicly owned?

Yes                       No

2.3: If yes, public owner name: Town of Andover

2.5: Describe the type of ownership (select all that apply).

Public land     Leasehold  
 Right of Way     Easement

Other: Please explain:

2.6: Project Description – Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance. Include details about construction plans, timeline, planned uses for the grant, etc.

Include a brief description of how the infrastructure project will advance the host community's housing, economic development and/or community revitalization objectives, or if the request is for a STRAP grant, how the project will enhance public safety and transportation.

If this funding request is intended for a specific part of a larger public infrastructure project, please describe that part and its relationship to the overall project.

Please provide maps, photographs or other graphics which delineate the project site and the proposed infrastructure work.

The Town of Andover is seeking grant assistance from the MassWorks Grant Infrastructure Program to provide public infrastructure improvements along Dascomb Road corridor to facilitate the immediate redevelopment of the 146 Dascomb Road parcel and unlock development opportunities at the 80-acre so-called "HP Site" and the designated Chapter 43D District at 160 Dascomb Road. The public infrastructure improvements will include roadway widening, traffic signal improvements at Dascomb Road/Smith Drive, Dascomb Road/Frontage Road, Frontage Road/I-93 SB Ramps, and Dascomb Road/I-93 NB Ramps, construction of bicycle lanes, sidewalks, lighting, and a sewer extension. The transportation improvements along Dascomb Road are required under existing conditions due to traffic congestion, high crash rates, and poor intersection/interchange operations. The Town's Planning Board is unable to approve any significant economic development at the interchange until the public safety and traffic conditions have been addressed. This exciting project represents a \$200 Million private investment into the Town of Andover and proposes 100,000 SF of restaurants/retail, 293,000 SF of professional office, a 100-room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center, totaling 524,000 SF. The project proposes to bring amenities and services to an amenity-starved

Section II. Infrastructure Project Description

Dascomb Road corridor. Constructing the project is expected to generate 1,000 temporary construction jobs and 1,792 full-time jobs after construction is complete. Widening/improvements to Dascomb Road have been contemplated by the Town and the MVPC for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the MEPA Certificate that was issued in 2008. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient operation of the interchange. In the period between 2006-2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying improvements as a Priority Project. Additionally, only a limited amount of sewer from the surrounding area is allowed to be discharged into Tewksbury's municipal system. The proposed public infrastructure improvements will improve the operation and safety of the Dascomb Road interchange and provide the necessary sewer accommodations to allow development of the 146 Dascomb Road site, the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road. The proposed improvements to public infrastructure will include reconstructing/widening Dascomb Road into a multimodal roadway that will accommodate healthy transportation alternatives such as walking, bicycling, and public/shared transit at the existing Park and Ride. The project proposes: (1) roadway and traffic signal improvements to improve traffic flow for vehicular users which will reduce greenhouse gas emissions; (2) sidewalks and bicycle lanes; (3) reconstruction of approximately 3,500 linear feet of Dascomb Road/ East Street, from Jill's Way to Cardinal Lane; (4) new traffic signals at the East Street/ Shawsheen Street intersection, the Dascomb Road/ Smith Way intersection, the Dascomb Road/ Frontage Road intersection, the Frontage Road/ Rt 93 intersection, and the Dascomb Road/ Rt 93 intersection; (5) five signalized pedestrian crossings and (6) extend Andover's municipal sewer along Dascomb Road to support development. The Dascomb Road Improvements Project proposes to remove the barriers to economic development by improving public safety, improving the flow of traffic, and providing a sewer connection to the Town of Andover's municipal sewer system.

2.7: Is the proposed project expected to support future economic growth, immediately or within the next five years, in and around the project area?

Yes                       No

2.8: Has the project been a subject at a local public hearing?

Yes                       No

2.9: Please provide the anticipated schedule/timeline for the public infrastructure project for which the community is seeking MassWorks funding.

Milestone	Start Date	End Date
Survey/Design/Engineering	1/1/2019	10/1/2019
Bid/Contract	4/1/2019	6/1/2019
Construction Start	6/1/2019	
25% Construction		9/1/2019
50% Construction		12/1/2019
75% Construction		4/1/2020

Section VI. Applicability of MEPA Review

If MassWorks funding will be the only form of state action implicated by this project, please refer to EOHED's guidelines for applicability of MEPA review.

6.1: Does the public infrastructure project meet or exceed any of the thresholds for MEPA review set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      ✓ No

Threshold	ENF Required	EIR Required
Land Development		
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation		
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.2: Does the private development project identified herein, meet or exceed the MEPA thresholds as set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      No

Threshold	ENF Required	EIR Required
Land Development	✓	✓
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation	✓	✓
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.3: Can the private development proceed independently without the public infrastructure project? Attach letter(s) from the private development proponent confirming and explaining this answer.

Yes                      ✓ No

**Section VI. Applicability of MEPA Review**

[https://madhcd.intelligrants.com//\\_Upload/423981\\_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication\\_11-29-18.\\_Final.pdf](https://madhcd.intelligrants.com//_Upload/423981_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication_11-29-18._Final.pdf)

6.4: Please list any filings that have been made or will be made with the MEPA Office in connection with the public infrastructure project or a private development project described above.

All MEPA filings expected to be complete by 10/1/2019.



354 Merrimack Street  
Lawrence, MA 01843  
Tel 978-681-7777  
Fax 978-687-6764

November 27, 2018

Secretary Jay Ash  
Executive Office of Housing and Economic Development  
One Ashburton Place, Room 2101  
Boston, Massachusetts 02108

RE: MassWorks 2016 Infrastructure Program  
Town of Andover, MA  
Dascomb Road Improvements Project

Dear Secretary Ash:

Lupoli Companies is pleased to provide this letter of support for the Town of Andover's 2018 application to the MassWorks Infrastructure Program. The Application proposes transportation and safety improvements to public infrastructure and a sewer extension to support the transformation of our parcel from an underutilized industrial building into a thriving mixed-use development.

The proposed public infrastructure improvements will improve public safety and traffic congestion and provide a sewer connection that will be necessary to support our development and the development of other parcels adjacent to the improvements. The improvements are necessary because the current conditions of Dascomb Road, without any additional development, include a high-crash intersection (Dascomb Road/Frontage Road) and traffic congestion. Without the infrastructure improvements no significant development can occur within this Priority Development Area. Additionally, for a development of this magnitude an on-site septic system is infeasible so extending the Town's sewer will eliminate the barrier to development on our parcel and others adjacent to the improvements.

We anticipate that construction will begin in the summer of 2019 onsite and that the construction will occur in phases over approximately 5 years. The development has secured local permits from the Zoning Board of Appeals and the Conservation Commission. Outstanding permitting includes a zoning amendment to allow a hotel use onsite at Town Meeting, expected in January 2019, Planning Board, expected in spring of 2019, and filings under the Massachusetts Environmental Policy Act (MEPA), which will likely begin in the fall of 2018.

Overall the project proposes 524,000 SF of new construction containing a mix of uses including 100,000 SF of retail/restaurants, 293,000 SF of professional office, a 100 room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center. The new buildings, structured parking, site prep, and site furnishings represent a \$200 million private investment into the property. The construction of the site will generate 1,000 temporary construction jobs and 1,792 permanent jobs post-construction.



354 Merrimack Street  
Lawrence, MA 01843  
Tel 978-681-7777  
Fax 978-687-6764

Lupoli Companies appreciates the ongoing partnership with the Town of Andover to address the challenges for this exciting project. We thank you for your consideration of this application and hope that you see the opportunity for the success of our proposed project.

Sincerely,

A handwritten signature in black ink, appearing to read "Salvo", written in a cursive style.

Salvatore N. Lupoli, CEO  
Lupoli Companies

Section VII. Certification of Public Entity Authorizartion

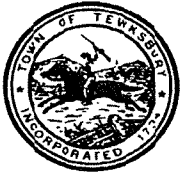
7.1: Does your city/town require a vote of the executive body to authorize the submission of this application?

Yes       No

I, Andrew Flanagan, hereby certify that I am duly authorized to submit this application on behalf of (applicant) Town of Andover and to agree, if awarded, to implement the MassWorks Grant Program requirements on behalf of said applicant. I understand that the information provided with this application will be relied upon by the Commonwealth in deciding whether to award a MassWorks grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby certify, under the pains and penalties of perjury that, the answers submitted in this application and the documentation submitted in support are true, accurate and complete.

Andrew Flanagan	Town Manager	12/3/2018
Name	Title	Date



**OFFICE OF THE TOWN MANAGER**  
**TOWN OF TEWKSBURY**  
TOWN HALL  
1009 MAIN ST  
TEWKSBURY, MASSACHUSETTS 01876

RICHARD A. MONTUORI  
TOWN MANAGER

(978) 640-4300  
FAX (978) 640-4302

May 20, 2014

Salvatore Lupoli, President/CEO  
Lupoli Companies  
354 Merrimack Street  
Lawrence, MA 01843

Dear Mr. Lupoli:

As a follow up to our meeting regarding 146 Dascomb Road in Andover I would like to reiterate the Town of Tewksbury's concern that there is no longer any available capacity to offer businesses in Andover over and above what has already been allocated to connect to the sewer line on East Street. The only opportunity to expand capacity can only occur if an approximately 900 ft. section of 10 inch sewer pipe on East Street is replaced with a 12 inch sewer pipe. The Town estimates that work to be upwards of \$350,000 and could be higher since the trench to reach the sewer line would need to be approximately 19 feet deep.

If you have any questions please feel free to contact me.

Sincerely

Richard A. Montuori  
Town Manager

2014/2015

Lupoli Project Andover

Units 5  
Design Usage 75,000

Town Assesment For Sewer

Meter per unit Cost	Not sure	Not sure
\$11 per gallon Capacity	11	825,000
I/I removal at \$11.00/gallon	11	825,000
Sewer Line Upgrade East Street	Approx	<u>500,000</u>
Total		2,150,000

**From:** Andrew Flanagan <[aflanagan@andoverma.gov](mailto:aflanagan@andoverma.gov)>  
**Date:** September 21, 2017 at 5:54:30 PM EDT  
**To:** Stacey&Joe  
**Subject:** Public Records Request

Mr. Albuquerque,

This email is in response to your request. The Town is not in possession of either document.

Please let me know if you have any questions.

Best,  
**Andrew P. Flanagan**  
Town Manager  
Town of Andover  
[36 Bartlet Street](http://36BartletStreet.com)  
[Andover, MA 01810](http://Andover,MA01810.com)  
[aflanagan@andoverma.gov](mailto:aflanagan@andoverma.gov)  
(978)-623-8210

Begin forwarded message:

**From:** Stacey&Joe  
**Date:** September 21, 2017 at 2:22:11 PM EDT  
**To:** [Wendy.adams@andoverma.us](mailto:Wendy.adams@andoverma.us)  
**Subject:** Massachusetts Public Request - Materials referenced at 8/28/17 BOS meeting

Hi Ms. Adams – Please find attached a Massachusetts public records request related to 8/28/17 BOS meeting. Thank you for your assistance.

Best,  
Joe Albuquerque  
-----  
September 21, 2017

Town Manager Andrew P. Flanagan  
Wendy Adams, Executive Assistant &  
Public Records Access Officer  
36 Bartlet Street Andover, MA 01810

**Re: Massachusetts Public Records Request**

Mr. Flanagan:

This is a request under the Massachusetts Public Records Law (M.G.L. Chapter 66, S. 10). I am requesting that I be provided a copy of the following records:

- Electronic copy of the letter provided to your office and referenced by Mr. Sal Lupoli at the 8/28 Selectmen Meeting related to sewer capacity regarding to Tewksbury.
- Electronic copy of the traffic report already completed and stated by Mr. Sal Lupoli at the 8/28 Selectmen Meeting.

I recognize that I may be charged a reasonable cost for copies. If you expect costs to exceed \$10.00, please provide a detailed fee estimate.

As you may be aware, the Public Records Law requires you to provide me with a written response within 10 calendar days. If you cannot comply with my request, you are statutorily required to provide an explanation in writing.

Sincerely,  
Joe Albuquerque



HOWARD STEIN HUDSON

Engineers + Planners

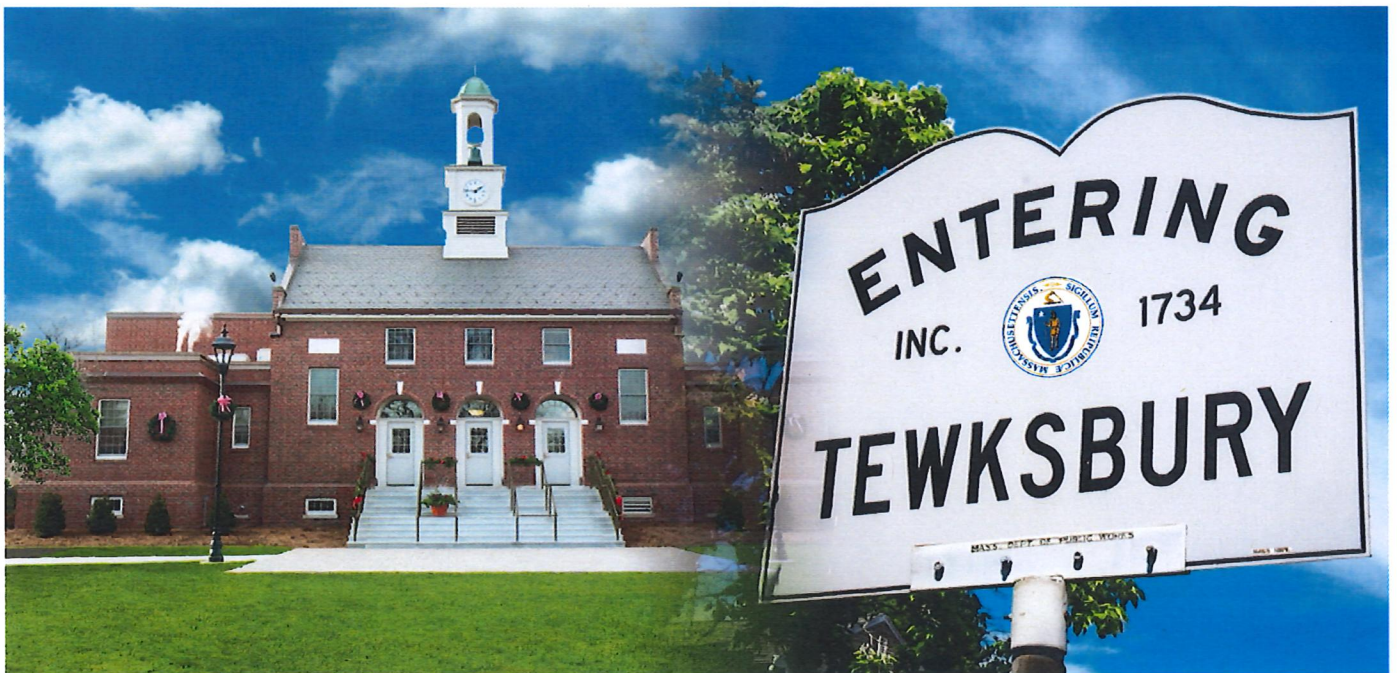
# Heavy Commercial Vehicle Exclusion, Tewksbury, MA

## Technical Report

Prepared for  
**Massachusetts Department of Transportation**  
**Town of Tewksbury, Massachusetts**

Prepared by  
**Howard Stein Hudson**

**February 2017**





# Introduction

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The Town of Tewksbury is requesting a Heavy Commercial Vehicle Exclusion (HCVE) from the Massachusetts Department of Transportation (MassDOT) along a portion of East Street between the Main Street (Route 38) and Whittemore Street. This HCVE) would prohibit trucks between the hours of 6:00 p.m. and 6:00 a.m.

# Background

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East Street begins at Main Street in Tewksbury Center and extends west to the Andover town line, where it becomes Dascomb Road. The adjacent land use along this segment of East Street is predominantly residential with some farmland along a relatively narrow cross section.

The existing heavy vehicle traffic is primarily related to (but not limited to) the Demoulas Super Markets (Market Basket) Warehouse located just east of Whittemore Street in Tewksbury and a number of other businesses along Industrial Avenue and Shawsheen Street. In addition, East Street connects Interstates 495 and 93 via Main Street (Route 38). The street currently provides heavy commercial vehicles a shorter route (7.4 miles compared to 5.8 miles), especially in times of traffic congestion.

This heavy commercial vehicle exclusion will enhance the safety and reduce excessive noise along this predominantly residential street while providing an alternate route which maintains access to the Demoulas Super Markets Warehouse and other businesses on Industrial Avenue and Shawsheen Street via I-495 and I-93.

See **Figure 1** for a map of the area.

February 8, 2019

Secretary Matthew Beaton  
Executive Office of Environmental Affairs  
Attn: MEPA Office  
Erin Flaherty, EEA#15966  
100 Cambridge Street  
Suite 900  
Boston, MA 02114

RE: EENF The Dascomb Road Project – EEA #15966 – Andover MA

Dear Secretary Beaton,

I appreciate the opportunity to provide comments on this significant development project (EENF# 15966). The scope of this project and its interrelated/interdependent MA Works Grant will have significant environmental & developmental impacts on the entire region. The SEIR needs to adequately address all associated impacts which do not seem to be completely or adequately included within the EENF.

Thus I have the following comments, points-of-information, and suggestions for how these can be addressed in the SEIR.

#### **SEWER SYSTEM CAPACITY – DOWNSTREAM WETLAND/WATERWAYS IMPACTS**

The project proposes installation of significant new sewer infrastructure that both redirects sewerage from the project site & immediate area from going to Tewksbury into Andover (an ultimately GLSD) but also significantly increases the wastewater flows from the project site & available capacity from the entire area. Andover had CDM Smith prepare a Sanitary Sewer Master Plan in June 2016 that described and evaluated such a connection to its system. Some key findings of this report include:

- a) “The model did identify capacity problems in the Town’s existing collection system downstream of the Dascomb Road expansion area connection under the wet weather scenario. Surcharging and flooding occurred at two locations downstream of the connection....Central Street at the intersection of Lupine Road and Abbott Bridge Road, and at the Powder Mill Square area (two manhole locations)...and resulted in an overflow of 280,000 gallons at Central Street and 110,000 gallons at Powder Mill Square”.
- b) Potential improvements were evaluated that might be undertaken “to correct the capacity constraints identified during the wet weather conditions”. These consisted of significant increase in pipe diameter for >10,000 linear feet and/or a minimum 40% reduction of inflow in the tributary area as part of a significant program of extraneous (infiltration and inflow) flow reduction.

The Shawsheen River is in close proximity and immediately downgradient of both surcharging/flooding locations identified thus potential for significant negative environmental impact. The SEIR must require the proponent to evaluate & mitigate the downstream impact of the additional new & redirected sewage generated by this project. This includes funding the necessary I/I removal or other projects to create the capacity needed to prevent downstream sewer overflows.

## MASS WORKS GRANT

The MEPA scope should be broad because The Dascomb Rd Project is only possible with and is directly linked to the \$6mm+ MA Works grant. Per the Project Proponent (as recently as the MEPA site visit on 1/25/19) and per EoHED – “there would not be a MA Works Grant awarded without The Dascomb Road Project”, it’s a public private partnership. The MA Works Grant funds transportation and the sewer infrastructure improvements. This is critical because dating back to 2016, this grant is intended to “facilitate the immediate redevelopment of the 146 Dascomb Rd parcel and unlock development opportunities at the (undeveloped) 80-acre so-called ‘HP Site’ and the designated Chapter 43D District at 160 Dascomb Rd.” Further the HED press release (link below) for the original out of round grant states that it “will open future development opportunities at an adjacent 80-acre parcel”.

<http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/round-results/massworks-out-of-round-awards.html>

The SEIR must consider & review the potential overall impacts that the Project/MA Works Grant will create. And most importantly ensure that any identified mitigation is lasting and sustainable given the immediate future development it creates. For instance, what is the point of traffic mitigation for 10,000 ADTs if there will be another 10 or 20k ADTs added in very short order rendering any improvements moot and bringing the LOS to F.

The 2016 and 2018 Dascomb Rd MA Works Grant application summaries are attached for your review

## TRAFFIC IMPACTS – 82 ACRE HP SITE; CORRIDOR DEVELOPMENT DUE TO PROJECT/GRANT

The traffic impacts performed for the project significantly underestimates the potential impact from the Project and associated infrastructure grant thus making any proposed mitigation suspect, or at the very least extremely short lived in efficacy.

- a) The Town of Andover prepared a planning study and conceptual design for the undeveloped industrially zoned 82-acre site across Dascomb Rd. This attached study, referenced in both the 2016 CDM Smith Andover Sewer Master Plan (pg 2-1) and the 10/27/17 TEC Traffic Impact & Access Study for the Project (Pg 15of47), indicated the site could have over 600,000sf of office by right. Such a development would create significant additional ADTs on the same order of magnitude of +10k per day; however traffic from such a development was **NOT** included in the traffic study. This site is very close to development activity as evidenced by the completion & approval of costly Wetlands Resource Area Delineations in both Tewksbury & Andover (that only have a 3-year shelf life) for the parcel within the last 14 months.
- b) Further the Proponent has stated that the traffic study assumed its traffic counts for Smith Way included the full development at the Chapter 43D 160 Dascomb Rd (former Mayo Clinic site). This is not accurate and an undercount, as the 160 Dascomb Rd site is currently less than 50% occupied, and as evidenced by the nearly empty parking lots during the 1/25/19 MEPA site visit.
- c) This also says nothing for the potential for significant redevelopment for the existing older buildings & property along the Frontage Rd corridor due to the additional sewerage capacity & roadway improvements that the project/grant is specifically designed to create.

The SEIR must include the potential impact and traffic counts of this additional development on the corridor to ensure that any traffic mitigation is effective long-term to maintain an acceptable level of service. Further it must ensure that any short-term traffic improvements do not preclude additional improvements from being made.

Given the specificity & timing of potential development at the 80-acre undeveloped parcel, the SEIR should specifically require the proponent to review full 4-way signalized intersections with a relocated shared access to the combined undeveloped 80-acre parcel & the existing HP-site with both Shawsheen/Dascomb/East and Smith Way/Dascomb.

#### **TRAFFIC IMPACTS – ICP/CA PAINTS; EXISTING PARK & RIDE; ADT DISCREPANCY**

The following traffic impacts were not discussed in any detail in the EENF and should be reviewed in more detail in the SEIR.

- a) ICP (Ca Paints, a Paints / Chemical Manufacturing facility, is located at the end of Smith Way. As such larger tanker trucks carrying flammable solvents are required to routinely traverse Smith Way and Dascomb Rd. The EENF does not mention that these movements have been analyzed to ensure adequate clearance for these tanks within the turning lanes and radii. The SEIR should specifically address this to ensure both the capacity of intersection as well as the safety of all vehicular, bicycle, and pedestrian traffic at the project site and corridor.
- b) The proponent has indicated their plan to link the Park & Ride facility at Frontage/Dascomb/I93 by sidewalk to the Project Site. Commuting spaces to promote multi-occupant travel are rare in the area. Anything that threatens to reduce these spaces, ie by those who might use the Park & Ride to access the project site instead of for commuting, should be avoided at all costs. The SEIR needs to address this.
- c) The Draft Proposed Chapter 61 Mitigation Plan in the EENF indicated that the project would create an additional 13,012 vehicle trips. However the EENF summary only states an additional 10,460 vehicle trips. The SEIR should address why there is an almost 3000 ADT discrepancy and ensure that all traffic studies & mitigation utilize the maximum anticipated additional vehicle trips.

#### **ALTERNATIVES ANALYSIS**

The EENF indicated that Proponent performed an alternatives analysis utilizing a ~700,000 and ~600,000 small & large PUD site designs. This approach is flawed and does not meet the true alternative analysis required by MEPA.

- a) The proposed PUDs involved residential components not allowed or envisioned under current zoning. In fact they required a 2/3 vote of Town Meeting which was not obtained. Thus is akin to saying an alternative was a 100-story tower in an area zoned for 3-stories – sure you could try for a waiver but would not be expected to get it. Residential was never a baseline option.
- b) The 600,000 PUD also contained a commercial only option akin to the existing 524,000 sf project. However, this option was deemed unallowable by the Building Inspector due to the lot coverage limitations under existing zoning. Again it was not a realistic option.

The SEIR should require the Proponent to consider only Alternatives in its analysis that are actually viable for the site as it currently exists.

## **AIR QUALITY IMPACTS – NOISE**

The EENF makes no mention or discussion of potential long term noise impacts which have the potential to create significant air pollution (noise) to the large residential populations to the east. Noise sources include:

- a) Additional traffic (>10kADT)
- b) Traffic Infrastructure – controls/transformers for new signalization
- c) Cooling Towers
- d) Emergency Generators (including for sewer pump stations & fire water supply)
- e) Dumpster Areas
- f) Air Handling Equipment

The SEIR should ensure that Noise impacts are assessed and mitigated to the full extent possible.

## **MISCELLANEOUS POINTS**

- a) Industrial Wastewater Discharge: The proposed new sewer infrastructure from this project includes the rerouting of the industrial wastewater discharges from the ICP (CA Paints) manufacturing plant located on Smith Way. As an Industrial User with a sewer discharge classified under a 314 CMR 7.17 listed SIC code, this will likely require a DEP Sewer Connection Permit due to its redirection and new discharge/connection to the Greater Lawrence Sanitary District from Lowell WWTP. The SEIR should include this state permit as part of the project.
- b) Water Supply – Fire Tank: The existing 146 Dascomb Rd site is served by a large on-site storage tank for fire protection. Given the additional buildings it seems likely a larger tank & fire pump system may be required. No mention though of this in the EENF. The SEIR should address if there will be impacts.
- c) Water Supply – Brown Water: The Town of Andover water supply system is overtaxed during the summer irrigation system resulting increased flow rate and prevalence of undrinkable/unusable brown water throughout the town. The significant water use from this development seems to have the potential to only make this worse. The SEIR should evaluate both:
  - a. Whether the water demand from the project will create additional brown water incidences within the Town and take steps to mitigate it.
  - b. Requiring any on-site irrigation need to be from on-site wells and/or recycled/recovered storm water to prevent additional strain on the municipal water supply.

I can be reached directly at 781-454-5330 or at [ksaxon@aol.com](mailto:ksaxon@aol.com) if you have any questions and/or need additional information regarding my comments.

Thank You,

Keith Saxon  
15 Wethersfield Drive  
Andover, MA 01810

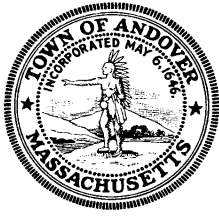
<http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/round-results/massworks-out-of-round-awards.html>

## **MassWorks Out of Round Awards**

**2017**

### **Andover - \$6,000,000**

Andover's \$6 million MassWorks grant will unlock up to \$220 million in private investment, through the redevelopment of 146 Dascomb Road into a 660,000-square-foot mixed-use complex, including 200,000 square feet of office space, 150,000 square feet of retail and restaurant space, a 125-room hotel, and up to 225 new housing units. The sewer and traffic improvements will also open future development opportunities at an adjacent 80-acre parcel. Both sites are located in a priority development area.



## BOARD OF SELECTMEN AGENDA

TUESDAY, AUGUST 30, 2016

SPECIAL SELECTMEN MEETING 7:00 P.M.

SELECTMEN'S CONFERENCE ROOM, TOWN OFFICES

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The agenda for each meeting closes at 4:30 P.M. on the Wednesday preceding the meeting. Times designated for agenda items are estimated.

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- I. Call to Order– 7:00 P.M.
- II. Opening Ceremonies – 7:00 P.M.
  - A. Moment of Silence/Pledge of Allegiance
- III. Regular Business of the Board – 7:05PM
  - A. Discuss and consider voting to support a MassWorks Grant Application for Dascomb Road.
- IV. Adjournment– 7:30 P.M.

*If any member of the public wishing to attend this meeting seeks special accommodations in accordance with the Americans with Disabilities Act, please contact Wendy Adams at 978-623-8225 or [wadams@andoverma.gov](mailto:wadams@andoverma.gov) in the Town Manager's Office.*

MEETINGS ARE TELEVISED ON  
COMCAST CHANNEL 22 AND VERIZON CHANNEL 45

Applicant Information

**Name of Municipality or Public Entity**

Town of Andover

**Executive Officer or Designee for Project**

Andrew Flanagan, Town Manager

**Application Contact (if different from above)**

Paul Materazzo

**Title:**

Director of Planning

**Address:**

36 Bartlet Street

**City:**

Andover

**State:**

MA

**Zip:**

01810

**Phone:**

(978) 623-8310

**Fax:**

**E-mail Address:**

pmaterazzo@andoverma.gov

**Project Type and Description**

**Please select one of the following project types that best describe your project. \***

- Mixed-use development with density of at least 4 units to the acre
- Housing development at a density of at least 4 units to the acre
- Transportation improvements to enhance safety in small, rural communities
- Economic development and job creation and retention

**Is the population of the host community 7,000 or below? \***

Yes  No

**If yes, has the host community received a Small Town Rural Assistance Program (STRAP) grant in the last 3 years?**

Yes  No

**2.3 Project Description**

**Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance that includes a full explanation of the uses for which this grant is being requested. Please provide a concise explanation of how the infrastructure project will advance the host community's housing, economic development and/or community revitalization objectives, or if your community has a population of 7,000 or less, how the project will enhance public safety and transportation.**

**If housing is not supported by this application request, the community should identify mixed-use or housing development efforts (such as overlay districts, new zoning bylaws) which support housing development of at least 4 acres per unit for single family development and 8 acres per acre for multifamily development that have been adopted in other locations (e.g. accepted at town meeting) by your community.**

**If the MassWorks Infrastructure Program funding is intended for a specific element of a larger public infrastructure project, please describe that element and its relationship to the overall project.**

**Please be advised that no more than 10% of the total grant request may be used for design/engineering, except in communities with a population of 7,000 or less, where the communities are eligible to apply for full design/engineering costs along with a construction grant.**

The Town of Andover is seeking grant assistance from the MassWorks Grant Infrastructure Program to provide public infrastructure improvements along Dascomb Road corridor to facilitate the immediate redevelopment of the 146 Dascomb Road parcel and unlock development opportunities at the 80-acre so-called "HP Site" and the designated Chapter 43D District at 160 Dascomb Road. The improvements will include roadway widening, traffic signal improvements at Dascomb Road/Smith Drive, Dascomb Road/Frontage Road, Frontage Road/I-93 SB Ramps, and Dascomb Road/I-93 NB Ramps, construction of bicycle lanes, sidewalks, lighting, and a sewer extension.

The transportation improvements along Dascomb Road are required under existing conditions due to traffic congestion, high crash rates (in the period between 2006-2010 there were 265 crashes at the interchange), and poor intersection/interchange operations (the I-93/Lowell Junction Interchange determined that Dascomb

**Project Type and Description**

Road Interchange operated at a Level of Service F, the lowest rating). The proposed large scale mixed-use development at 146 Dascomb Road, directly across from the Frontage Road/I-93 SB ramps represents a \$220 Million private investment into the Town of Andover and proposes a mix of restaurants/retail, office, hotel and 175 apartments, totaling 582,400 SF. Constructing the project is expected to generate 1,100 temporary construction jobs, 950 full-time jobs, and 250 part-time jobs.

The proposed improvements will include reconstructing/widening Dascomb Road into a multimodal roadway that will accommodate healthy transportation alternatives such as walking, bicycling, and public/shared transit at the existing Park and Ride. The project proposes: (1) roadway and traffic signal improvements to improve traffic flow for vehicular users which will reduce greenhouse gas emissions; (2) sidewalks and bicycle lanes (3) reconstruction of approximately 3,500 linear feet of Dascomb Road/ East Street, from Jill's Way to Cardinal Lane; (4) new traffic signals at the East Street/ Shawsheen Street intersection, the Dascomb Road/ Smith Way intersection, the Dascomb Road/ Frontage Road intersection, the Frontage Road/ Rt 93 intersection, and the Dascomb Road/ Rt 93 intersection (5) five signalized pedestrian crossings (6) extend Andover's municipal sewer along Dascomb Road to support development.

The Dascomb Road Improvements Project proposes to remove the barriers to economic development by improving public safety, improving the flow of traffic, and providing a sewer connection to the Town of Andover's municipal sewer system. Multi-family residential is not currently allowed in the zoning district so the proposed residential component requires a zoning amendment approval at Town Meeting. The improvements will allow for the proposed development at 146 Dascomb Road and unlock the future development of the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road.

Public Infrastructure Project

**Amount of funds requested**

\$6,000,000.00

**Name of proposed project**

Dascomb Road Improvements Project

**Project site address**

Dascomb Road, Frontage Road, I-93 Ramps Andover MA

**Is the project site publicly owned?**

Yes  No

**Describe type of ownership (select all that apply).**

Public land

Right of Way

Leasehold

Easement

Other

**If other, please explain.**

**If not currently public, will the site be publicly owned by the project start date?**

Yes  No

**If not, please explain and include details about the nature, timing, and mechanism of the public acquisition.**

**Is the project seeking other sources of public funds?\***

Yes  No

**Has the project been subject of a local public hearing or meeting?\***

Yes  No

**Will the project be ready to proceed with construction in the upcoming construction season?\***

Yes  No

Preparing for Success

**Does the project support transit-oriented developments (that is, developments located within one-half mile of a transit station; further, transit station is defined as a subway or rail station, or a bus stop serving as the convergence of two or more bus fixed routes that serve commuters)?\***

Yes  No

**If yes, please identify the type of transit services and name of location/station:**

**Does the project support the redevelopment of a previously developed site?\***

Yes No

**Does the project support a development containing a mix of residential and commercial uses, with a residential density of at least four units to the acre?\***

Yes No

**Does the project support the development of new housing (or a mix of uses including housing) with a residential density of at least four units to the acre?\***

Yes No

**Is the project supported by two or more communities?\***

Yes  No

**If yes, please attach letters of support from each community. At least one letter, from a community other than yours, is required.**

**Is the project located in a Gateway City? \***

Yes  No

**Is the project consistent with MassDOT's Complete Streets design guidelines? Please note, if the project impacts a state owned roadway the project proponent will be required to adhere to the Complete Street design guidelines.\***

Yes No

**If no, please explain.**

**Is the project consistent with the City or Town's Master Plan?\***

Yes No

Preparing for Success

**Is the project consistent with a Regional Planning Agency regional growth plan?\***

✓ Yes No

**If yes, please identify the plan.**

Merrimack Valley Priority Growth Strategy

**Is the proposed project expected to support future growth, within the next five years, in and around the project area?**

✓ Yes No

**Does the municipal zoning allow, by-right, each of the housing or economic development project(s) identified in this application? If not, please describe the existing zoning and any steps that have been taken to amend the zoning to allow the project(s) to proceed by-right or by expedited permit process.**

Yes ✓ No

**If no, please explain.**

Any housing component will require a Zoning Amendment approval at Town Meeting.

**To answer the following questions, the Preparing for Success Online Mapping Tool can be utilized. The Preparing for Success Online Mapping Tool allows users to interactively display a number of geographic districts, as well as overlay multiple districts at one time. The Online Mapping Tool is available on the Massachusetts Permit Regulatory Office website under the MassWorks Infrastructure Program page: [http://maps.massgis.state.ma.us/map\\_ol/eohed\\_mapping.php](http://maps.massgis.state.ma.us/map_ol/eohed_mapping.php)**

**Is your community engaged, or in the process of engaging in a Community Compact with the Commonwealth?**

✓ Yes No

**If yes, please provide the status of your Community Compact.**

Adopted 1/21/2016, with initiatives in progress.

**Does this project fall within an Expedited Local Permitting District/Chapter 43D District?**

✓ Yes No

**If yes, what is the name of the Chapter 43D District?**

160 Dascomb Road

**Does this project fall within a Growth District?**

Yes ✓ No

**Does your municipality have a Chapter 40R District or Compact Neighborhood Designation?**

Yes ✓ No

Preparing for Success

**Is the proposed project located within a Chapter 40R District or Compact Neighborhood Designation?**

Yes  No

**Is the project located within any of the regions that have a Land Use Priority Plan which identifies priority development and preservation area (e.g., South Coast Rail Corridor, 495/Metrowest Compact Merrimack Valley, Central MA, Pioneer Valley or Metro North region).**

✓ Yes No

**If yes, does this project fall within a state identified Priority Development Area or a Priority Preservation Area?**

✓ Priority Development Area  
Priority Preservation Area

**If yes, what is the name of the Priority Area?**

I-93/Osgood Street

**Please explain how the proposed project is consistent with the Land Use Priority Plan for your region. If not identified as a state or regional priority area, how is the location and/or development consistent with the plan?**

The I-93/Osgood Street PDA has been a major regional employment center for decades and the Town has encouraged and assisted in its growth. The plan calls for a continued expansion as long as there is no harmful effects in nearby residential neighborhoods. This public works project allows for continued economic growth by mitigating the associated traffic congestion and safety impacts.

**Has your community received a Green Community Designation from the Executive Office of Energy and Environmental Affairs?**

✓ Yes No

**Will the proposed project impact or involve (directly or indirectly) a state owned highway or roadway?**

✓ Yes No

**If yes, what is the name of the state owned highway or roadway that will be impacted. If multiple highways or roadways will be impacted please list them.**

Dascomb Road, Frontage Road and I-93 ramps.

**If yes, have you reviewed the project with your local MassDOT District Office?**

✓ Yes No

**Project Map**

**Please provide maps, photographs or any other graphics which delineate the project site and its context.**

**After each file is selected please click save before uploading the next file.**

**Applicants may use the Preparing for Success Online Mapping Tool to create project maps that can be uploaded to this form. The Planning Ahead for Growth Online Mapping Tool is available on the Massachusetts Permit Regulatory Office website under the MassWorks Infrastructure Program page.**

**[http://maps.massgis.state.ma.us/map\\_ol/eohed\\_mapping.php](http://maps.massgis.state.ma.us/map_ol/eohed_mapping.php)**

**[https://madhcd.intelligrants.com/\\_Upload/384165-MassWorksImprovements.pdf](https://madhcd.intelligrants.com/_Upload/384165-MassWorksImprovements.pdf)**

**[https://madhcd.intelligrants.com/\\_Upload/384165\\_2-MassWorks\\_ProjectLocationMap.pdf](https://madhcd.intelligrants.com/_Upload/384165_2-MassWorks_ProjectLocationMap.pdf)**

Budget and Sources

This should include the cost of each project element (surveying, permitting, design, bid, construction oversight, construction, etc.) and should not be limited to the work which will be covered by the MassWorks Grant.

Please also indicate if the cost listed is an estimate or if the work has been bid and if MassWorks funds will be used for each element of work listed.

Please be advised that no more than 10 % of the total grant request may be used for design/engineering, except in communities with a population of 7,000 or less, where the communities are eligible to apply for full design/engineering costs along with a construction grant.

Action	Cost
Survey *	\$50,000.00
Permitting *	\$275,000.00
Design/Engineering *	\$275,000.00
Construction *	\$5,400,000.00
Other:	
Other:	
Other:	
Other:	
Other:	
Total:	\$6,000,000.00

Source	Amount	Secured OR Pending	Additional Details
MassWorks *	\$6,000,000.00	Secured	
Municipality *	\$100,000.00	✓ Pending	Sanitary Sewer Master Plan, as prepared by CDM Smith, dated June 2016
		✓ Secured	
		Pending	
Federal *	\$0	✓ Secured	
		Pending	
Other: Lupoli Companies/Developer	\$250,000.00	✓ Secured	
		Pending	
Other:		Secured	
		Pending	
Other:		Secured	
		Pending	
Other:		Secured	
		Pending	

**Budget and Sources**

**Total:** \$6,350,000.00

Project Schedule and Milestones

Please provide a project schedule and anticipated project milestones for the public infrastructure project for which the community is seeking grant assistance.

<b>Milestone</b>	<b>Start Date</b>	<b>End Date</b>	<b>Additional Details</b>
<b>Survey</b>	9/1/2016	11/1/2016	
<b>Permitting</b>	11/1/2016	8/1/2017	
<b>Design/Engineering</b>	11/1/2016	8/1/2017	
<b>Bid/Contract</b>	8/1/2017	9/1/2017	
<b>Start Construction</b>	9/15/2017		
<b>25% Construction</b>	11/15/2017		
<b>50% Construction</b>	4/15/2018		
<b>75% Construction</b>	5/15/2018		
<b>100% Construction</b>	6/15/2018		
<b>Punch List</b>	6/30/2018	6/30/2018	

**MassWorks Infrastructure Program - 2016**

**Readiness Checklist**

Please provide a list of all permits and other actions required for this project, the current status of those permits, and the timeframe in which the permits will be obtained. Please specify all required local permits and the status of each.

	<b>Required Permit</b>	<b>Filing / Request Date</b>	<b>Anticipated Date of Issuance</b>	<b>Additional Details</b>
✓	MEPA: ENF	9/15/2016	10/21/2016	
✓	MEPA: EIR/FEIR	11/15/2016	12/30/2016	
✓	Order of Conditions Superseding Order of Conditions 401 Water Quality Certification Water Management Act Permit	5/15/2015	1/21/2016	
✓	MassDOT Access Permit	1/15/2017	9/1/2017	
✓	Sewer Extension Permit Mass Historic Commission Review	3/1/2017	9/1/2017	
✓	Utility relocation Article 97 Land Disposition Other Permit: Other Permit: Other Permit:	3/1/2017	9/1/2017	
✓	Local Permit: Zoning Board	9/8/2014	12/1/2014	
✓	Local Permit: Planning Board	6/1/2017	9/1/2017	
✓	Local Permit: Town Meeting Local Permit: Local Permit: Local Permit: Local Permit:	1/1/2017	5/1/2017	

Development Project

**Is the applicant seeking grant funds to support a transportation project to enhance safety in a small, rural community with a population of 7,000 or less?**

**If yes, the applicant is not required to complete the remaining questions in the Development Project form.**

Yes  No

**Please select one of the following project types that best describe the private project or community plans to be supported by the infrastructure grant request.**

Mixed-use development with housing density of at least 4 units to the acre

Housing development at density of at least 4 units to the acre

Economic development and job creation and retention

**Does the project support immediate growth in and around the project area?**

Yes No

**Please provide a letter from the private entity confirming the intent to move forward with the proposed private development project and answering the questions listed below. The municipality should also reflect the information provided in the developer's letter or describe the broader development plans for this location in the answers to the questions below. Municipalities are strongly encouraged not to leave the questions in this form blank.**

[https://madhcd.intelligrants.com//\\_Upload/384243-LupoliSupportLetter\\_Andover.pdf](https://madhcd.intelligrants.com//_Upload/384243-LupoliSupportLetter_Andover.pdf)

**Is the private development project dependent on the public infrastructure project that is the subject of this application? If yes, please explain how the infrastructure investment is necessary for the development to proceed and include supporting evidence. If no, please explain the relationship between the public infrastructure and the private development identified in the application.**

Yes. Widening/improvements to Dascomb Road have been contemplated by the Town for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the MEPA Certificate that was issued in 2008. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient operation of the interchange. In the period between 2006-2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying improvements as a Priority Project. Additionally, only a limited amount of sewer from the surrounding area is allowed to be discharged into Tewksbury's municipal system. The proposed public infrastructure improvements will improve the operation and safety of the Dascomb Road interchange and provide the necessary sewer accommodations to allow development of the 146 Dascomb Road site, the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road.

**Please provide the anticipated private development project start date.**

9/1/2017

**Is the development project fully permitted?**

Yes  No

Development Project

**If the development is not fully permitted, please indicate what permits are outstanding and the expected timeframe within which the permit(s) will be secured.**

Town Warrant Article (2017) & Planning Board, all permits expected by 9/1/2017

**Please provide the total anticipated private investment in the private development project.**

\$220,000,000.00

**Is the development project's funding fully secured?**

Yes  No

**If financing is not secured, please indicate funding sources being sought and a timeline for when they will be secured by the developer.**

Financing is expected to be secured upon receiving all necessary permits, 9/1/2017. Funding sources will include private equity and construction loans.

**Please provide a detailed description of the private development project that includes the full scope of the project (including phasing details, if applicable).**

The 146 Dascomb Road redevelopment project will proposed a 582,400 SF mixed-use development that proposes to transform an underutilized industrial property into a thriving live-work-play development. The 582,400 SF development is comprised of 91,200 SF of restaurants/retail, 270,000 SF of professional office, 61,200 SF/100 room hotel, and up to 175 market rate apartments, the residential component requires approval of a Zoning Amendment at Town Meeting in May 2017. The project is proposed to be constructed in phases over a five year period with construction on site planned to start in the summer of 2017.

**Please provide information related to the private development scope in the following table:**

<b>Type of Development</b>	Commercial Housing <input checked="" type="checkbox"/> Mixed-use
	<b>Number</b>
<b>Square footage of new development</b>	422,400
<b>Number of rental units</b>	175
<b>Number of homeownership units</b>	0
<b>Total number of units</b>	175
<b>Total number of affordable housing units</b> (Affordability definition based on DHCD standards. Please see guidance for DHCD Affordability standards.)	
<b>State Level of affordability</b> (30% of Area Median Income, 50%, 60%, 80%, etc.)	
<b>Number of part time jobs to be created</b>	1100
<b>Number of full time jobs to be created</b>	950
<b>Number of full time jobs to be retained</b>	0

Development Project

Please provide a project schedule and the anticipated project milestones for the private development project. If necessary, please use the space provided below to provide additional details.

Milestone	Start Date	End Date	Additional Details
Permitting	11/1/2016	8/1/2017	
Design/Engineering	11/1/2016	8/1/2017	
Start Construction	9/15/2017	9/30/2017	
50% Construction	4/15/2018	4/15/2018	
100% Construction	6/15/2018	6/15/2018	

If available, please provide the following information for the private entity for this project:

- **Company Name** Lupoli Companies
- **Contact Information** Salvatore Lupoli
- **Phone** (978) 681-7777
- **Email** SLupoli@LupoliCompanies.com

**Certification of Public Entity Authorization**

Please submit a certified copy of the vote taken by the executive body authorizing acceptance of state funding for this project.

[https://madhcd.intelligrants.com//\\_Upload/384463-selectmenvote8-30-16.pdf](https://madhcd.intelligrants.com//_Upload/384463-selectmenvote8-30-16.pdf)

If your community requires a vote to authorize acceptance of state funding for this project but the vote has not been taken, please explain the timeframe in which this will be *completed*. If a vote is not needed, please explain.

Please complete the following statement:

I, Andrew Flanagan, hereby certify that I am duly authorized to submit this application on behalf of Town of Andover and to agree to implement the MassWorks Infrastructure Program requirements on behalf of said municipality. I understand that the information provided with this application will be relied upon by the Commonwealth in deciding whether to make the MassWorks Infrastructure grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby certify under the pains and penalties of perjury that the answers submitted in this application and the documentation submitted in support are accurate and complete.

Andrew Flanagan  
Name

Town Manager  
Title

9/1/2016  
Date

**Please print, complete, sign, date, and mail the following document within two (2) weeks of your application submission.**

MassWorks Certification Letter

**Please return an original copy of the signed authorization letter to:**

**MassWorks Infrastructure Program  
Executive Office of Housing and Economic Development  
1 Ashburton Place, Room 2101  
Boston, MA 02108**

Bldg	Footprint	Floors	Square Feet	Uses
1	8,200 SF	1	8,200 SF	8,200 SF Retail
2	10,500 SF	1	10,500 SF	10,500 SF Retail
3	15,300 SF	4	61,200 SF	61,200 SF Hotel (100 Rooms)
4	11,000 SF	3	33,000 SF	11,000 SF Retail + 22,000 SF Office
5	6,500 SF	6	39,000 SF	39,000 SF Office
6	7,000 SF	6	42,000 SF	42,000 SF Office
7	8,000 SF	3	24,000 SF	8,000 SF Retail + 16,000 SF Office
8	10,000 SF	3	30,000 SF	10,000 SF Retail + 20,000 SF Office
9	10,000 SF	3	30,000 SF	10,000 SF Retail + 20,000 SF Office
10	33,000 SF	varies	160,000 SF	125 Market Rate Apts + 50 Age Rest Apts
11	11,000 SF	4	44,000 SF	11,000 SF Retail + 33,000 SF Office
12	10,500 SF	5	52,500 SF	10,500 SF Retail + 42,000 SF Office
13	12,000 SF	4	48,000 SF	12,000 SF Retail + 36,000 SF Office
			582,400 SF	91,200 SF Retail + 270,000 SF Office + 61,200 SF Hotel + 160,000 SF Apts



ascom Road Improvements



Andover, Massachusetts  
Jul 27, 2016

Scale: 1" = 150'



**PROJECT LOCATION MAP**

Andover, Massachusetts  
August 22, 2016



Section I. Project Summary

1.1: Applicant Municipality or Public Entity: Town of Andover

1.2: Applicant CEO Name/Title: Andrew Flanagan, Town Manager

1.3: Applicant Address: 36 Bartlet Street

1.4: City: Andover

1.5: State: MA

1.6: Zip Code: 01810

1.7: Telephone: (978) 623-8210

1.8: Email: aflanagan@andoverma.gov

1.9: Project Contact Name/Title (if different): Paul Materazzo, Director of Planning & Economic Development

1.10: Contact Tel.: (978) 623-8650

1.11: Contact Email: pmaterazzo@andoverma.gov

1.12: Select the one item below that best describes the type of development being supported by the infrastructure project proposed in this application:

- Mixed-use development with housing density of at least 4 units to the acre
- Housing development at density of at least 4 units to the acre
- ✓ Economic Development and job creation and retention
- Road improvements to enhance transportation safety in small towns with population of 7,000 or less. (STRAP grant)

1.14: Amount of Grant Request: \$6,000,000.00  
\$6,000,000.00

1.15: Total Project Budget:

1.16: Name of Proposed Project: Dascomb Road Improvements Project

1.17: Project Address/Parcel ID: Dascomb Road, Frontage Road, I-93 Ramps Andover MA

1.18: Please provide a brief description (no more than 150 words) of the proposed project.  
The proposed project consists of infrastructure improvements along Dascomb Road including roadway widening, traffic signal improvements, construction of bicycle lanes, sidewalks, lighting and a sewer extension.

Section II. Infrastructure Project Description

2.1: Description of project site/location:

The project is comprised of approximately 3,500 linear feet of Dascomb Road/East Street from Jill's Way to Cardinal Lane and includes the intersections at East Street/Shawsheen Street, Dascomb Road/Smith Way, Dascomb Road/Frontage Road, Frontage Road/Rt.93 and Dascomb Road/Rt. 93.

2.2: Is the project site publicly owned?

- Yes
- No

2.3: If yes, public owner name: Town of Andover

2.5: Describe the type of ownership (select all that apply).

- Public land
- Right of Way
- Leasehold
- Easement

Other: Please explain:

2.6: Project Description – Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance. Include details about construction plans, timeline, planned uses for the grant, etc.

Include a brief description of how the infrastructure project will advance the host community’s housing, economic development and/or community revitalization objectives, or if the request is for a STRAP grant, how the project will enhance public safety and transportation.

If this funding request is intended for a specific part of a larger public infrastructure project, please describe that part and its relationship to the overall project.

Please provide maps, photographs or other graphics which delineate the project site and the proposed infrastructure work.

The Town of Andover is seeking grant assistance from the MassWorks Grant Infrastructure Program to provide public infrastructure improvements along Dascomb Road corridor to facilitate the immediate redevelopment of the 146 Dascomb Road parcel and unlock development opportunities at the 80-acre so-called “HP Site” and the designated Chapter 43D District at 160 Dascomb Road. The public infrastructure improvements will include roadway widening, traffic signal improvements at Dascomb Road/Smith Drive, Dascomb Road/Frontage Road, Frontage Road/I-93 SB Ramps, and Dascomb Road/I-93 NB Ramps, construction of bicycle lanes, sidewalks, lighting, and a sewer extension. The transportation improvements along Dascomb Road are required under existing conditions due to traffic congestion, high crash rates, and poor intersection/interchange operations. The Town’s Planning Board is unable to approve any significant economic development at the interchange until the public safety and traffic conditions have been addressed. This exciting project represents a \$200 Million private investment into the Town of Andover and proposes 100,000 SF of restaurants/retail, 293,000 SF of professional office, a 100-room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center, totaling 524,000 SF. The project proposes to bring amenities and services to an amenity-starved

**Section II. Infrastructure Project Description**

Dascomb Road corridor. Constructing the project is expected to generate 1,000 temporary construction jobs and 1,792 full-time jobs after construction is complete. Widening/improvements to Dascomb Road have been contemplated by the Town and the MVPC for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the MEPA Certificate that was issued in 2008. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient operation of the interchange. In the period between 2006-2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying improvements as a Priority Project. Additionally, only a limited amount of sewer from the surrounding area is allowed to be discharged into Tewksbury's municipal system. The proposed public infrastructure improvements will improve the operation and safety of the Dascomb Road interchange and provide the necessary sewer accommodations to allow development of the 146 Dascomb Road site, the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road. The proposed improvements to public infrastructure will include reconstructing/widening Dascomb Road into a multimodal roadway that will accommodate healthy transportation alternatives such as walking, bicycling, and public/shared transit at the existing Park and Ride. The project proposes: (1) roadway and traffic signal improvements to improve traffic flow for vehicular users which will reduce greenhouse gas emissions; (2) sidewalks and bicycle lanes; (3) reconstruction of approximately 3,500 linear feet of Dascomb Road/ East Street, from Jill's Way to Cardinal Lane; (4) new traffic signals at the East Street/ Shawsheen Street intersection, the Dascomb Road/ Smith Way intersection, the Dascomb Road/ Frontage Road intersection, the Frontage Road/ Rt 93 intersection, and the Dascomb Road/ Rt 93 intersection; (5) five signalized pedestrian crossings and (6) extend Andover's municipal sewer along Dascomb Road to support development. The Dascomb Road Improvements Project proposes to remove the barriers to economic development by improving public safety, improving the flow of traffic, and providing a sewer connection to the Town of Andover's municipal sewer system.

2.7: Is the proposed project expected to support future economic growth, immediately or within the next five years, in and around the project area?

- Yes
- No

2.8: Has the project been a subject at a local public hearing?

- Yes
- No

2.9: Please provide the anticipated schedule/timeline for the public infrastructure project for which the community is seeking MassWorks funding.

<b>Milestone</b>	<b>Start Date</b>	<b>End Date</b>
Survey/Design/Engineering	1/1/2019	10/1/2019
Bid/Contract	4/1/2019	6/1/2019
Construction Start	6/1/2019	
25% Construction		9/1/2019
50% Construction		12/1/2019
75% Construction		4/1/2020

Section II. Infrastructure Project Description

Construction Complete 6/1/2020  
 Punch List 6/30/2020 6/30/2020

2.10: Does the public infrastructure project have all final permits and approvals required to commence in the upcoming construction season?

Yes  No

2.11: Please indicate what permits are required for this project, if the permit has been secured, and if not, the timeframe in which it will be obtained.

Required Permit	Secured?	Filing / Request Date	Anticipated Decision Date
<input checked="" type="checkbox"/> MEPA		1/1/2019	3/1/2019
<input checked="" type="checkbox"/> Order of Conditions Superseding Order of Conditions 401 Water Quality Certification Water Management Act Permit	<input checked="" type="checkbox"/>	5/15/2015	1/21/2016
<input checked="" type="checkbox"/> MassDOT Access Permit Sewer Extension Permit Mass Historic Commission Review		3/1/2019	10/1/2019
<input checked="" type="checkbox"/> Utility Relocation Article 97 Land Disposition		6/1/2019	9/1/2019
<input checked="" type="checkbox"/> Other: Local Permit: Zoning Board	<input checked="" type="checkbox"/>	9/8/2014	12/1/2014
<input checked="" type="checkbox"/> Other: Local Permit: Planning Board/ZBA		12/1/2018	4/1/2019

2.12: Has applicant consulted with the MEPA office about applicability?

Yes  No

2.13: Will the project require coordination with a utility company?

Yes  No

2.14: If yes, please list the company involved and briefly describe your interactions to date.  
 Informal discussions with National Grid and Colombia Gas

2.15: Is the project consistent with MassDOT's Complete Streets design guidelines? Note:  
 Required for all projects affecting roadways.

Yes  No

2.17: Will the proposed project affect (directly or indirectly) any state owned highways or roadways?

Yes  No

2.18: If yes, identify the highway(s) or roadway(s) that will be effected. Dascomb Road, Frontage Road & I-93 ramps.

Section II. Infrastructure Project Description

2.19: If yes, have you reviewed the project with your local MassDOT District Office?

Yes                       No

2.20: Regional Planning Agency for this location: Merrimack Valley Planning Commission

2.21: Is the project located in an area that is part of a Land Use Priority Plan, or similar regional plan that identifies priority development and/or preservation sites?

Yes                       No

2.22: If yes, identify the Region and Plan: I-93/Osgood Street, Merrimack Valley Strategic Priority Growth Strategy

2.24: Is project also in a Regional- or State-Designated Priority Development and/or Preservation Area?

Yes                       No

2.25: Are there climate resiliency benefits with the project?

Yes                       No

2.27: Are each of the housing or economic development project(s) identified in this application, allowed by-right in current municipal zoning?

Yes                       No

Section III. Budget and Sources

3.1: Amount of Grant Request: \$6,000,000.00

3.2: Total Project Budget: \$6,100,000.00

3.3: Please provide a breakdown of the project budget by spending category. This should include the cost of each element of the project (survey, permitting, design, bid, construction oversight, construction, etc.) and reflect the budget for the entire project. Indicate other funding, source, and if those funds are secured. *Please be advised that no more than 10% of the total grant request may be used for pre-construction activities such as surveying, permitting and design/engineering, except in communities applying for a STRAP grant, which are eligible to apply for full preconstruction and construction costs.*

Spending Category	MassWorks Funding Request	Other Funding	Total Project Budget	Source of Other Funds	Are Funds Secured?
Surveying	\$0	\$50,000.00	\$50,000.00	Developer	✓
Permitting	\$275,000.00	\$50,000.00	\$325,000.00	Developer	✓
Design/Engineering	\$325,000.00	\$0	\$325,000.00		
<b>CONSTRUCTION</b>	\$5,400,000.00	\$0	\$5,400,000.00		
Other: 0	0		0		
Other: 0			\$0		
Other: 0			\$0		
<b>TOTALS</b>	<b>\$6,000,000.00</b>	<b>\$100,000.00</b>	<b>\$6,100,000.00</b>		
	<b>0</b>		<b>0</b>		

Section IV. Preparing for Success

4.1: Is your community participating in a Community Compact with the Commonwealth?

- ✓ Yes
- No

4.2: If yes, describe the progress your community has made on implementing best practice(s).  
Adopted 1/21/16, Initiatives are in progress.

4.3: Does the municipality have a current Master Plan and/or Economic Development Plan in place?

- ✓ Yes
- No

4.4: Is community designated or seeking designation as a Mass. Municipal Vulnerability Preparedness Community by the Executive Office of Energy and Environmental Affairs (EOEEA)?

- ✓ Yes
- No

4.5: Is community designated or seeking designation as a Green Community by EOEEA?

- ✓ Yes
- No

4.6: Indicate which of the following strategies/planning tools your community has adopted to attract investment in the community as a whole and at the project site specifically.

<b>Development Tool / Strategy</b>	<b>Within Municipality</b>	<b>Within Project Site</b>
Approved 40R District or Compact Neighborhood Designation		
Urban Center Housing Tax Increment Financing		
Approved Housing Development Incentive Program Zone		
✓ Valid, unexpired, Housing Production Plan	✓	
Approved Urban Renewal Plan		
Approved Tax Increment Financing District	✓	
✓ 43D Expedited Permitting District	✓	
Multi-family zoning by-right		
✓ Mixed-use / cluster zoning	✓	
✓ Commercial zoning by-right	✓	
Business Improvement District, Main Street program, or similar		
Federal Choice Neighborhood		
Federal Opportunity Zone nominated census tract(s)		
Federal Economic Development District		
Other:		

Section IV. Preparing for Success

Indicate all applicable items below related to the MassWorks investment goals:

4.7: Does the project support a transit-oriented development; a development located within one-half mile of a transit station (defined as a subway or rail station, or a bus stop serving as the convergence of two or more bus fixed routes that serve commuters)?

Yes                      ✓ No

4.8: Does the project support the redevelopment of a previously developed site?

✓ Yes                      No

4.9: Does the project support a development containing a mix of residential and commercial uses, with a residential density of at least four units to the acre?

Yes                      ✓ No

4.10: Does the project support development of new housing with a density of at least four units/acre?

Yes                      ✓ No

4.11: Is the project supported by two or more municipalities? If yes, please attach letters of support from each community.

Yes                      ✓ No

4.12: Is the project located in a Gateway City?

Yes                      ✓ No

Section V. Benefitted Private Development Projects

5.1: Does the public infrastructure project support new development in and around the project area?

If yes, continue to the next question. If No, skip to Section VI.

- Yes
- No

5.2: Please select the project type(s) that best describe the private development project that is expected to benefit from the public infrastructure project. (check all that apply)

- Housing
- Commercial
- Mixed-Use
- Industrial
- Other:

5.3: Will the public infrastructure project...

- (a) directly serve or connect to a private development project?
  - Yes
  - No
  
- (b) be located on parcels of land that either are part of a private development project site, or adjacent to parcels of land that are part of a private development project site?
  - Yes
  - No
  
- (c) involve the construction of improvements that are required to be constructed as a condition in a permit or approval for a private development project?
  - Yes
  - No

5.4: If you answered Yes to any of the above, please continue to answer the remaining questions in this section regarding the private development project. If you answered No to all, skip to Section VI. (If yes to any in 5.3, then continue, if no, skip to section VI)

5.5: Please provide a detailed description of the private development project(s) that includes the full scope of the development, anticipated start/end dates, construction schedule, and phasing, if any.

The 146 Dascomb Road redevelopment project will propose a 524,000 SF commercial development comprised of 100,000 SF restaurants/retail, 293,000 SF of professional office, a 100-room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center. The hotel component requires approval of a Special Permit by the Zoning Board of Appeals. The project proposes to be constructed in phases over a five year period with construction on site planned to start in the Summer of 2019.

5.6: Indicate all of the applicable public benefits of the private development project:

Total private investment: \$200,000,000.00

Section V. Benefitted Private Development Projects

Total new square footage of new office, retail or industrial space:	524,000
Total number of new rental housing units to be created:	
Total number of new homeownership units to be created:	
Total overall number of new units to be created:	
Total number of affordable units to be created:	
State level of affordability (30% of Area Median Income, 50%, 60%, 80%, etc.):	%
Number of construction jobs to be created:	1,000
Number of part time jobs to be created:	800
Number of full time jobs to be created:	1,300
Number of full time jobs to be retained:	50

5.7: Does the private development project have all final permits and approvals required to commence construction?  
 Yes                     No

5.9: If no, please identify what federal, state and/or local permits are outstanding and the expected timeframe within which the permit(s) will be secured.  
 Planning Board and Zoning Board, all permits anticipated by 4/1/2019.

5.10: Is the private development project's funding fully secured?  
 Yes                     No

5.11: If no, please indicate funding sources being sought and a timeline for when the resources will be secured by the private developer.  
 Financing is expected to be secured upon receiving all necessary permits, 10/1/2019. Funding sources will include private equity and construction loans

5.12: Has the municipality provided the private development project with local benefits or incentives?  
 Yes                     No

5.14: Provide the following information for the entity undertaking the private development project:

Proponent Entity/Company: Dascomb Road Development, LLC  
 Contact Name/Title: Salvatore Lupoli  
 Phone: (978) 681 - 7777  
 Email: SLupoli@lupolicompanies.com

Section VI. Applicability of MEPA Review

If MassWorks funding will be the only form of state action implicated by this project, please refer to EOHEd’s guidelines for applicability of MEPA review.

6.1: Does the public infrastructure project meet or exceed any of the thresholds for MEPA review set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      ✓ No

<b>Threshold</b>	<b>ENF Required</b>	<b>EIR Required</b>
Land Development		
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation		
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.2: Does the private development project identified herein, meet or exceed the MEPA thresholds as set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      No

<b>Threshold</b>	<b>ENF Required</b>	<b>EIR Required</b>
Land Development	✓	✓
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation	✓	✓
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.3: Can the private development proceed independently without the public infrastructure project? Attach letter(s) from the private development proponent confirming and explaining this answer.

Yes                      ✓ No

**Section VI. Applicability of MEPA Review**

[https://madhcd.intelligrants.com//\\_Upload/423981\\_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication\\_11-29-18.\\_Final.pdf](https://madhcd.intelligrants.com//_Upload/423981_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication_11-29-18._Final.pdf)

6.4: Please list any filings that have been made or will be made with the MEPA Office in connection with the public infrastructure project or a private development project described above.

All MEPA filings expected to be complete by 10/1/2019.

Section VII. Certification of Public Entity Authorizartion

7.1: Does your city/town require a vote of the executive body to authorize the submission of this application?

✓ Yes                      No

I, Andrew Flanagan, hereby certify that I am duly authorized to submit this application on behalf of (applicant) Town of Andover and to agree, if awarded, to implement the MassWorks Grant Program requirements on behalf of said applicant. I understand that the information provided with this application will be relied upon by the Commonwealth in deciding whether to award a MassWorks grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby certify, under the pains and penalties of perjury that, the answers submitted in this application and the documentation submitted in support are true, accurate and complete.

Andrew Flanagan	Town Manager	12/3/2018
_____	_____	_____
Name	Title	Date

# FRONTAGE ROAD

ANDOVER • MASSACHUSETTS



**CUSHMAN & WAKEFIELD**

Global Real Estate Solutions

LAND SALE OFFERING MEMORANDUM

## EXECUTIVE SUMMARY

Cushman & Wakefield of Massachusetts, Inc. (herein "C&W"), is pleased to present to the development community on behalf of Hewlett-Packard (herein "HP") approximately 82 acres of wooded and forested undeveloped land located in Andover and Tewksbury, Massachusetts. The property is strategically sited at 18 Frontage Road, directly off Route 93 at Exit 42 and is centrally positioned between Route 128 (195) and Interstate 495.

Development features include:

- Close to executive neighborhoods
- Available rare undeveloped land
- Various development options
- Perfect for R/D, Office, & Industrial Development
- Residential uses (requires rezoning)

This is an extremely unique and exceptional opportunity considering the location of the land and its scarcity. The Property can accommodate large-scale R&D Developments, or with a zoning change, Residential Condos, and other Residential Master Plan.

The proximity of this location to downtown Boston and high end bedroom communities makes this offering truly unique.

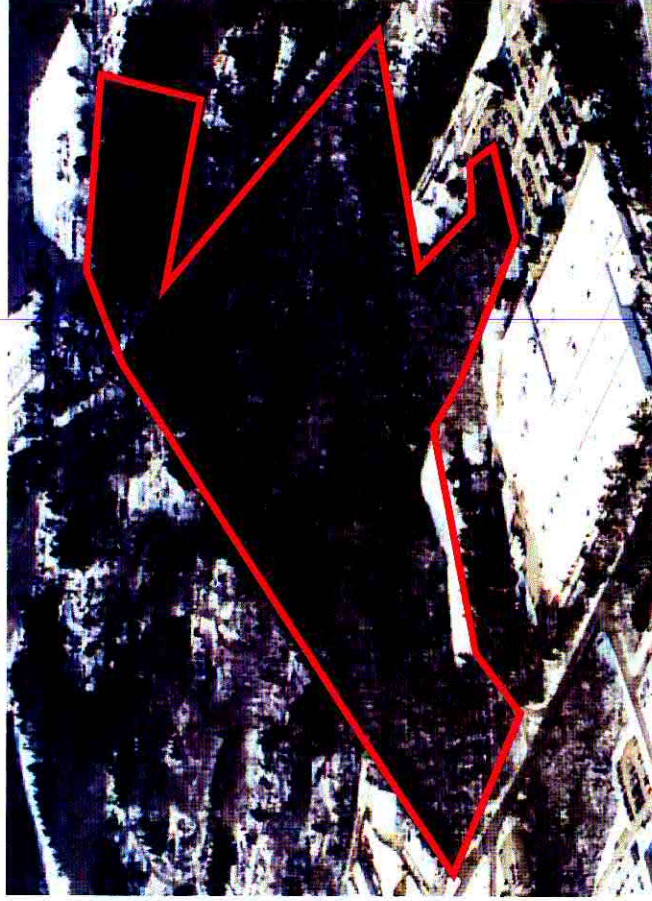


## SITE OVERVIEW

# OFFERING MEMORANDUM

### Frontage Road

is 82 acres of pristine wooded and forested area that have never been developed. Once owned by Digital Equipment Corporation, the Frontage Road site is surrounded on three sides by a residential development consisting of large lot single-family homes.



Frontage Road's 82 acres offers a wealth of development opportunities. As currently zoned for industrial use, the site can support up to four commercial industrial buildings, ranging from 108,000 square feet to 210,000 square feet for a total of 635,000 square feet. Upon rezoning, other options include a mix of single family residences and multi-family buildings, representing 26 house lots and 108 units of attached cluster multi-family property,

Frontage Road is located on the Andover/Tewksbury town line at the northwest corner of Dascomb Road and Frontage Road, less than one mile from west of I-93 and three miles south of I-495. I-93 provides direct access south to Boston's CBD, while I-495 is the major artery to Boston's North, MetroWest and South suburban office and residential markets. Most of the immediate corporate neighbors are located along Dascomb Road, East Street and Frontage Road in office, industrial and commercial developments.





# SPECIFICATIONS

<b>AREA</b>	82 Acres
<b>ZONED</b>	Industrial D / Single Residence C (upon successful rezoning request)
<b>USES</b>	Business, Professional or Administrative Office; Laboratory for Research and Development; or Storage Facility for goods, materials products or equipment
<b>COVERAGE</b>	50% (all buildings including accessory buildings)
<b>ACCESS</b>	Located approximately 20 miles north of the Boston CBD, I-93 is just to the east of the property. Frontage Road runs parallel to I-93 and provides access.
<b>UTILITIES</b>	<i>Water</i> Town of Andover <i>Sewer</i> Septic/Town of Andover <i>Electricity</i> Massachusetts Electric <i>Gas</i> KeySpan
<b>AVAILABILITY</b>	For Sale \$15.0 million (?)

# DEVELOPMENT SCENARIOS



COMMERCIAL /INDUSTRIAL

BUILDING	BUILDING F.P.	BUILDING S.F.	PARKING SPACES	USE	AREA
A	113,000	113,000	175	BUSINESS OFFICES	12.29 AC
B	204,000	204,000	660	WAREHOUSE	11.89 AC
C	210,000	210,000	73	WAREHOUSE	11.89 AC
D	108,000	108,000	362	WAREHOUSE	14.23 AC
TOTALS	211,000	635,000	2,122		



# DEVELOPMENT SCENARIOS

	COMMERCIAL / INDUSTRIAL				
BUILDING	FOOTPRINT	SQUARE FOOTAGE	PARKING	USE	AREA
A	37,366 SF	112,100 SF	375 Spaces	Business/Industrial	12.86 Acres
B	68,000 SF	204,000 SF	680 Spaces	Business/Industrial	17.80 Acres
C	70,300 SF	210,900 SF	703 Spaces	Business/Industrial	17.80 Acres
D	36,000 SF	108,000 SF	362 Spaces	Business/Industrial	34.25 Acres
TOTALS	211,666 SF	635,000 SF	2,120 Spaces		

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - MULTIFAMILY

# DEVELOPMENT SCENARIOS



## OFFERING MEMORANDUM

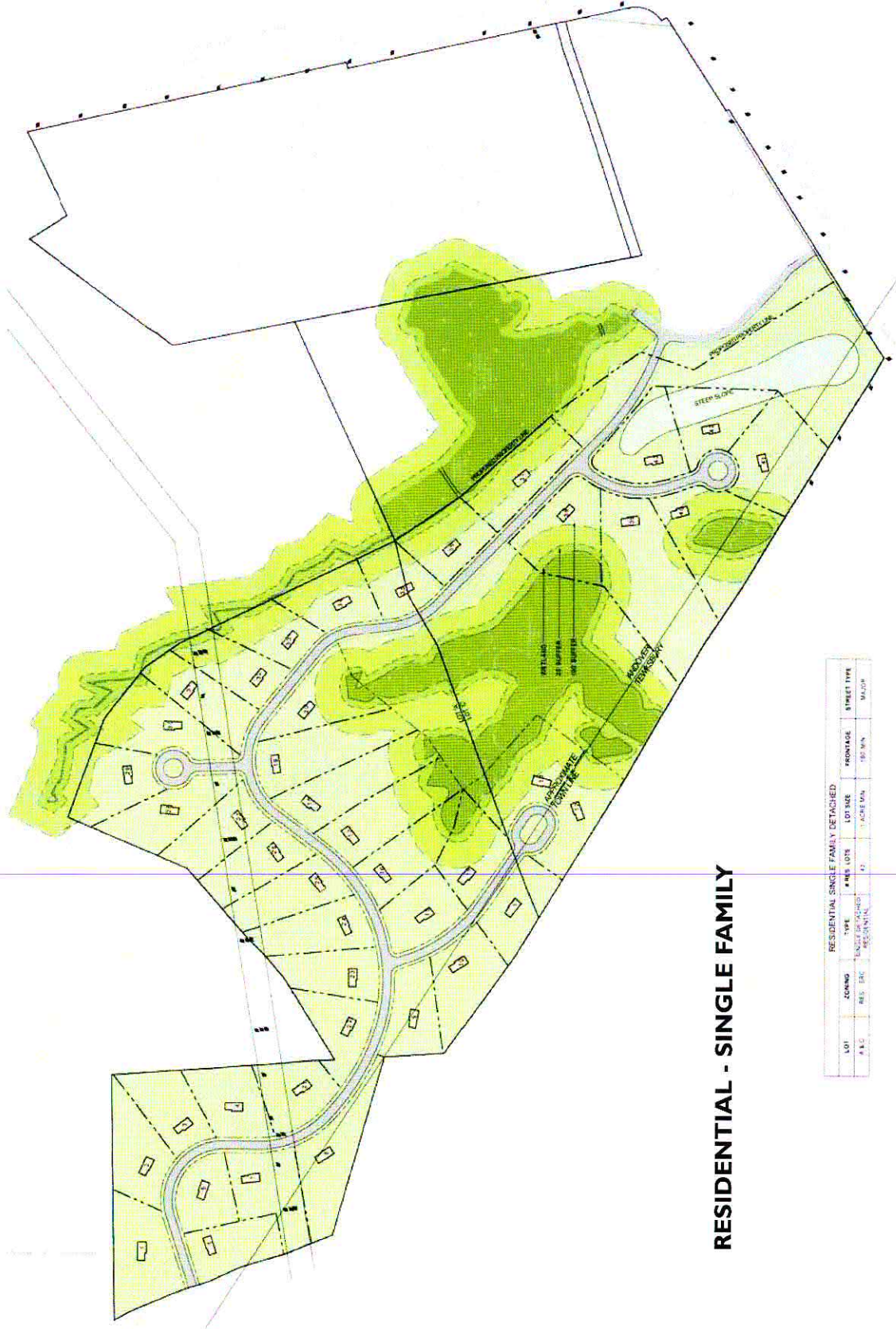
### RESIDENTIAL - MULTIFAMILY

LOT	ZONING	TYPE	# UNITS	LOT SIZE	FRONTAGE
B (New Lot)	Multi-Family	Attached Cluster	108 Total 36 Single Story 1 Bedroom 32 Single-Story 2 Bedroom 40 Two-Story 2 Bedroom	25 Acres	180' Minimum
A&C	Residential - SRC	Cluster Development	26	2/3-Acre Minimum	100' Minimum

**TOTAL PARKING: 338**

- Garage Parking: 72
- Exterior Parking: 236
- Clubhouse Parking: 30

# DEVELOPMENT SCENARIOS



RESIDENTIAL - SINGLE FAMILY

LOI	ZONING	TYPE	# RES LOTS	LOT SIZE	FRONTAGE	STREET TYPE
P.A.C.	RES. ENG.	RESIDENTIAL	47	1.46 ACRES	190' MIN.	MAJOR

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - SINGLE FAMILY

LOT	ZONING	TYPE	# RES. LOTS	LOT SIZE	FRONTAGE
A&C	Residential - SRC	Single Detached	434	1-Acre Minimum	180' Minimum

February 8, 2019

Secretary Matthew Beaton  
Executive Office of Environmental Affairs  
Attn: MEPA Office  
Erin Flaherty, EEA#15966  
100 Cambridge Street  
Suite 900  
Boston, MA 02114

RE: EENF The Dascomb Road Project – EEA #15966 – Andover MA

Dear Secretary Beaton,

I appreciate the opportunity to provide comments on this significant development project (EENF# 15966). The scope of this project and its interrelated/interdependent MA Works Grant will have significant environmental & developmental impacts on the entire region. The SEIR needs to adequately address all associated impacts which do not seem to be completely or adequately included within the EENF.

Thus I have the following comments, points-of-information, and suggestions for how these can be addressed in the SEIR.

#### **SEWER SYSTEM CAPACITY – DOWNSTREAM WETLAND/WATERWAYS IMPACTS**

The project proposes installation of significant new sewer infrastructure that both redirects sewerage from the project site & immediate area from going to Tewksbury into Andover (an ultimately GLSD) but also significantly increases the wastewater flows from the project site & available capacity from the entire area. Andover had CDM Smith prepare a Sanitary Sewer Master Plan in June 2016 that described and evaluated such a connection to its system. Some key findings of this report include:

- a) “The model did identify capacity problems in the Town’s existing collection system downstream of the Dascomb Road expansion area connection under the wet weather scenario. Surcharging and flooding occurred at two locations downstream of the connection....Central Street at the intersection of Lupine Road and Abbott Bridge Road, and at the Powder Mill Square area (two manhole locations)...and resulted in an overflow of 280,000 gallons at Central Street and 110,000 gallons at Powder Mill Square”.
- b) Potential improvements were evaluated that might be undertaken “to correct the capacity constraints identified during the wet weather conditions”. These consisted of significant increase in pipe diameter for >10,000 linear feet and/or a minimum 40% reduction of inflow in the tributary area as part of a significant program of extraneous (infiltration and inflow) flow reduction.

The Shawsheen River is in close proximity and immediately downgradient of both surcharging/flooding locations identified thus potential for significant negative environmental impact. The SEIR must require the proponent to evaluate & mitigate the downstream impact of the additional new & redirected sewage generated by this project. This includes funding the necessary I/I removal or other projects to create the capacity needed to prevent downstream sewer overflows.

## MASS WORKS GRANT

The MEPA scope should be broad because The Dascomb Rd Project is only possible with and is directly linked to the \$6mm+ MA Works grant. Per the Project Proponent (as recently as the MEPA site visit on 1/25/19) and per EoHED – “there would not be a MA Works Grant awarded without The Dascomb Road Project”, it’s a public private partnership. The MA Works Grant funds transportation and the sewer infrastructure improvements. This is critical because dating back to 2016, this grant is intended to “facilitate the immediate redevelopment of the 146 Dascomb Rd parcel and unlock development opportunities at the (undeveloped) 80-acre so-called ‘HP Site’ and the designated Chapter 43D District at 160 Dascomb Rd.” Further the HED press release (link below) for the original out of round grant states that it “will open future development opportunities at an adjacent 80-acre parcel”.

<http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/round-results/massworks-out-of-round-awards.html>

The SEIR must consider & review the potential overall impacts that the Project/MA Works Grant will create. And most importantly ensure that any identified mitigation is lasting and sustainable given the immediate future development it creates. For instance, what is the point of traffic mitigation for 10,000 ADTs if there will be another 10 or 20k ADTs added in very short order rendering any improvements moot and bringing the LOS to F.

The 2016 and 2018 Dascomb Rd MA Works Grant application summaries are attached for your review

## TRAFFIC IMPACTS – 82 ACRE HP SITE; CORRIDOR DEVELOPMENT DUE TO PROJECT/GRANT

The traffic impacts performed for the project significantly underestimates the potential impact from the Project and associated infrastructure grant thus making any proposed mitigation suspect, or at the very least extremely short lived in efficacy.

- a) The Town of Andover prepared a planning study and conceptual design for the undeveloped industrially zoned 82-acre site across Dascomb Rd. This attached study, referenced in both the 2016 CDM Smith Andover Sewer Master Plan (pg 2-1) and the 10/27/17 TEC Traffic Impact & Access Study for the Project (Pg 15of47), indicated the site could have over 600,000sf of office by right. Such a development would create significant additional ADTs on the same order of magnitude of +10k per day; however traffic from such a development was **NOT** included in the traffic study. This site is very close to development activity as evidenced by the completion & approval of costly Wetlands Resource Area Delineations in both Tewksbury & Andover (that only have a 3-year shelf life) for the parcel within the last 14 months.
- b) Further the Proponent has stated that the traffic study assumed its traffic counts for Smith Way included the full development at the Chapter 43D 160 Dascomb Rd (former Mayo Clinic site). This is not accurate and an undercount, as the 160 Dascomb Rd site is currently less than 50% occupied, and as evidenced by the nearly empty parking lots during the 1/25/19 MEPA site visit.
- c) This also says nothing for the potential for significant redevelopment for the existing older buildings & property along the Frontage Rd corridor due to the additional sewerage capacity & roadway improvements that the project/grant is specifically designed to create.

The SEIR must include the potential impact and traffic counts of this additional development on the corridor to ensure that any traffic mitigation is effective long-term to maintain an acceptable level of service. Further it must ensure that any short-term traffic improvements do not preclude additional improvements from being made.

Given the specificity & timing of potential development at the 80-acre undeveloped parcel, the SEIR should specifically require the proponent to review full 4-way signalized intersections with a relocated shared access to the combined undeveloped 80-acre parcel & the existing HP-site with both Shawsheen/Dascomb/East and Smith Way/Dascomb.

#### **TRAFFIC IMPACTS – ICP/CA PAINTS; EXISTING PARK & RIDE; ADT DISCREPANCY**

The following traffic impacts were not discussed in any detail in the EENF and should be reviewed in more detail in the SEIR.

- a) ICP (Ca Paints, a Paints / Chemical Manufacturing facility, is located at the end of Smith Way. As such larger tanker trucks carrying flammable solvents are required to routinely traverse Smith Way and Dascomb Rd. The EENF does not mention that these movements have been analyzed to ensure adequate clearance for these tanks within the turning lanes and radii. The SEIR should specifically address this to ensure both the capacity of intersection as well as the safety of all vehicular, bicycle, and pedestrian traffic at the project site and corridor.
- b) The proponent has indicated their plan to link the Park & Ride facility at Frontage/Dascomb/I93 by sidewalk to the Project Site. Commuting spaces to promote multi-occupant travel are rare in the area. Anything that threatens to reduce these spaces, ie by those who might use the Park & Ride to access the project site instead of for commuting, should be avoided at all costs. The SEIR needs to address this.
- c) The Draft Proposed Chapter 61 Mitigation Plan in the EENF indicated that the project would create an additional 13,012 vehicle trips. However the EENF summary only states an additional 10,460 vehicle trips. The SEIR should address why there is an almost 3000 ADT discrepancy and ensure that all traffic studies & mitigation utilize the maximum anticipated additional vehicle trips.

#### **ALTERNATIVES ANALYSIS**

The EENF indicated that Proponent performed an alternatives analysis utilizing a ~700,000 and ~600,000 small & large PUD site designs. This approach is flawed and does not meet the true alternative analysis required by MEPA.

- a) The proposed PUDs involved residential components not allowed or envisioned under current zoning. In fact they required a 2/3 vote of Town Meeting which was not obtained. Thus is akin to saying an alternative was a 100-story tower in an area zoned for 3-stories – sure you could try for a waiver but would not be expected to get it. Residential was never a baseline option.
- b) The 600,000 PUD also contained a commercial only option akin to the existing 524,000 sf project. However, this option was deemed unallowable by the Building Inspector due to the lot coverage limitations under existing zoning. Again it was not a realistic option.

The SEIR should require the Proponent to consider only Alternatives in its analysis that are actually viable for the site as it currently exists.

## **AIR QUALITY IMPACTS – NOISE**

The EENF makes no mention or discussion of potential long term noise impacts which have the potential to create significant air pollution (noise) to the large residential populations to the east. Noise sources include:

- a) Additional traffic (>10kADT)
- b) Traffic Infrastructure – controls/transformers for new signalization
- c) Cooling Towers
- d) Emergency Generators (including for sewer pump stations & fire water supply)
- e) Dumpster Areas
- f) Air Handling Equipment

The SEIR should ensure that Noise impacts are assessed and mitigated to the full extent possible.

## **MISCELLANEOUS POINTS**

- a) Industrial Wastewater Discharge: The proposed new sewer infrastructure from this project includes the rerouting of the industrial wastewater discharges from the ICP (CA Paints) manufacturing plant located on Smith Way. As an Industrial User with a sewer discharge classified under a 314 CMR 7.17 listed SIC code, this will likely require a DEP Sewer Connection Permit due to its redirection and new discharge/connection to the Greater Lawrence Sanitary District from Lowell WWTP. The SEIR should include this state permit as part of the project.
- b) Water Supply – Fire Tank: The existing 146 Dascomb Rd site is served by a large on-site storage tank for fire protection. Given the additional buildings it seems likely a larger tank & fire pump system may be required. No mention though of this in the EENF. The SEIR should address if there will be impacts.
- c) Water Supply – Brown Water: The Town of Andover water supply system is overtaxed during the summer irrigation system resulting increased flow rate and prevalence of undrinkable/unusable brown water throughout the town. The significant water use from this development seems to have the potential to only make this worse. The SEIR should evaluate both:
  - a. Whether the water demand from the project will create additional brown water incidences within the Town and take steps to mitigate it.
  - b. Requiring any on-site irrigation need to be from on-site wells and/or recycled/recovered storm water to prevent additional strain on the municipal water supply.

I can be reached directly at 781-454-5330 or at [ksaxon@aol.com](mailto:ksaxon@aol.com) if you have any questions and/or need additional information regarding my comments.

Thank You,

Keith Saxon  
15 Wethersfield Drive  
Andover, MA 01810

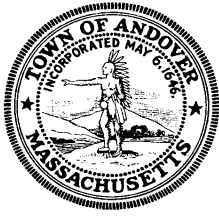
<http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/round-results/massworks-out-of-round-awards.html>

## **MassWorks Out of Round Awards**

**2017**

### **Andover - \$6,000,000**

Andover's \$6 million MassWorks grant will unlock up to \$220 million in private investment, through the redevelopment of 146 Dascomb Road into a 660,000-square-foot mixed-use complex, including 200,000 square feet of office space, 150,000 square feet of retail and restaurant space, a 125-room hotel, and up to 225 new housing units. The sewer and traffic improvements will also open future development opportunities at an adjacent 80-acre parcel. Both sites are located in a priority development area.



## BOARD OF SELECTMEN AGENDA

TUESDAY, AUGUST 30, 2016

SPECIAL SELECTMEN MEETING 7:00 P.M.

SELECTMEN'S CONFERENCE ROOM, TOWN OFFICES

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The agenda for each meeting closes at 4:30 P.M. on the Wednesday preceding the meeting. Times designated for agenda items are estimated.

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- I. Call to Order– 7:00 P.M.
- II. Opening Ceremonies – 7:00 P.M.
  - A. Moment of Silence/Pledge of Allegiance
- III. Regular Business of the Board – 7:05PM
  - A. Discuss and consider voting to support a MassWorks Grant Application for Dascomb Road.
- IV. Adjournment– 7:30 P.M.

*If any member of the public wishing to attend this meeting seeks special accommodations in accordance with the Americans with Disabilities Act, please contact Wendy Adams at 978-623-8225 or [wadams@andoverma.gov](mailto:wadams@andoverma.gov) in the Town Manager's Office.*

MEETINGS ARE TELEVISED ON  
COMCAST CHANNEL 22 AND VERIZON CHANNEL 45

Applicant Information

**Name of Municipality or Public Entity**

Town of Andover

**Executive Officer or Designee for Project**

Andrew Flanagan, Town Manager

**Application Contact (if different from above)**

Paul Materazzo

**Title:**

Director of Planning

**Address:**

36 Bartlet Street

**City:**

Andover

**State:**

MA

**Zip:**

01810

**Phone:**

(978) 623-8310

**Fax:**

**E-mail Address:**

pmaterazzo@andoverma.gov

**Project Type and Description**

**Please select one of the following project types that best describe your project. \***

- Mixed-use development with density of at least 4 units to the acre
- Housing development at a density of at least 4 units to the acre
- Transportation improvements to enhance safety in small, rural communities
- ✓ Economic development and job creation and retention

**Is the population of the host community 7,000 or below? \***

Yes ✓ No

**If yes, has the host community received a Small Town Rural Assistance Program (STRAP) grant in the last 3 years?**

Yes ✓ No

**2.3 Project Description**

**Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance that includes a full explanation of the uses for which this grant is being requested. Please provide a concise explanation of how the infrastructure project will advance the host community's housing, economic development and/or community revitalization objectives, or if your community has a population of 7,000 or less, how the project will enhance public safety and transportation.**

**If housing is not supported by this application request, the community should identify mixed-use or housing development efforts (such as overlay districts, new zoning bylaws) which support housing development of at least 4 acres per unit for single family development and 8 acres per acre for multifamily development that have been adopted in other locations (e.g. accepted at town meeting) by your community.**

**If the MassWorks Infrastructure Program funding is intended for a specific element of a larger public infrastructure project, please describe that element and its relationship to the overall project.**

**Please be advised that no more than 10% of the total grant request may be used for design/engineering, except in communities with a population of 7,000 or less, where the communities are eligible to apply for full design/engineering costs along with a construction grant.**

The Town of Andover is seeking grant assistance from the MassWorks Grant Infrastructure Program to provide public infrastructure improvements along Dascomb Road corridor to facilitate the immediate redevelopment of the 146 Dascomb Road parcel and unlock development opportunities at the 80-acre so-called "HP Site" and the designated Chapter 43D District at 160 Dascomb Road. The improvements will include roadway widening, traffic signal improvements at Dascomb Road/Smith Drive, Dascomb Road/Frontage Road, Frontage Road/I-93 SB Ramps, and Dascomb Road/I-93 NB Ramps, construction of bicycle lanes, sidewalks, lighting, and a sewer extension.

The transportation improvements along Dascomb Road are required under existing conditions due to traffic congestion, high crash rates (in the period between 2006-2010 there were 265 crashes at the interchange), and poor intersection/interchange operations (the I-93/Lowell Junction Interchange determined that Dascomb

**Project Type and Description**

Road Interchange operated at a Level of Service F, the lowest rating). The proposed large scale mixed-use development at 146 Dascomb Road, directly across from the Frontage Road/I-93 SB ramps represents a \$220 Million private investment into the Town of Andover and proposes a mix of restaurants/retail, office, hotel and 175 apartments, totaling 582,400 SF. Constructing the project is expected to generate 1,100 temporary construction jobs, 950 full-time jobs, and 250 part-time jobs.

The proposed improvements will include reconstructing/widening Dascomb Road into a multimodal roadway that will accommodate healthy transportation alternatives such as walking, bicycling, and public/shared transit at the existing Park and Ride. The project proposes: (1) roadway and traffic signal improvements to improve traffic flow for vehicular users which will reduce greenhouse gas emissions; (2) sidewalks and bicycle lanes (3) reconstruction of approximately 3,500 linear feet of Dascomb Road/ East Street, from Jill's Way to Cardinal Lane; (4) new traffic signals at the East Street/ Shawsheen Street intersection, the Dascomb Road/ Smith Way intersection, the Dascomb Road/ Frontage Road intersection, the Frontage Road/ Rt 93 intersection, and the Dascomb Road/ Rt 93 intersection (5) five signalized pedestrian crossings (6) extend Andover's municipal sewer along Dascomb Road to support development.

The Dascomb Road Improvements Project proposes to remove the barriers to economic development by improving public safety, improving the flow of traffic, and providing a sewer connection to the Town of Andover's municipal sewer system. Multi-family residential is not currently allowed in the zoning district so the proposed residential component requires a zoning amendment approval at Town Meeting. The improvements will allow for the proposed development at 146 Dascomb Road and unlock the future development of the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road.

Public Infrastructure Project

**Amount of funds requested**

\$6,000,000.00

**Name of proposed project**

Dascomb Road Improvements Project

**Project site address**

Dascomb Road, Frontage Road, I-93 Ramps Andover MA

**Is the project site publicly owned?**

Yes  No

**Describe type of ownership (select all that apply).**

Public land

Right of Way

Leasehold

Easement

Other

**If other, please explain.**

**If not currently public, will the site be publicly owned by the project start date?**

Yes  No

**If not, please explain and include details about the nature, timing, and mechanism of the public acquisition.**

**Is the project seeking other sources of public funds?\***

Yes  No

**Has the project been subject of a local public hearing or meeting?\***

Yes  No

**Will the project be ready to proceed with construction in the upcoming construction season?\***

Yes  No

Preparing for Success

**Does the project support transit-oriented developments (that is, developments located within one-half mile of a transit station; further, transit station is defined as a subway or rail station, or a bus stop serving as the convergence of two or more bus fixed routes that serve commuters)?\***

Yes  No

**If yes, please identify the type of transit services and name of location/station:**

**Does the project support the redevelopment of a previously developed site?\***

Yes No

**Does the project support a development containing a mix of residential and commercial uses, with a residential density of at least four units to the acre?\***

Yes No

**Does the project support the development of new housing (or a mix of uses including housing) with a residential density of at least four units to the acre?\***

Yes No

**Is the project supported by two or more communities?\***

Yes  No

**If yes, please attach letters of support from each community. At least one letter, from a community other than yours, is required.**

**Is the project located in a Gateway City? \***

Yes  No

**Is the project consistent with MassDOT's Complete Streets design guidelines? Please note, if the project impacts a state owned roadway the project proponent will be required to adhere to the Complete Street design guidelines.\***

Yes No

**If no, please explain.**

**Is the project consistent with the City or Town's Master Plan?\***

Yes No

Preparing for Success

**Is the project consistent with a Regional Planning Agency regional growth plan?\***

✓ Yes No

**If yes, please identify the plan.**

Merrimack Valley Priority Growth Strategy

**Is the proposed project expected to support future growth, within the next five years, in and around the project area?**

✓ Yes No

**Does the municipal zoning allow, by-right, each of the housing or economic development project(s) identified in this application? If not, please describe the existing zoning and any steps that have been taken to amend the zoning to allow the project(s) to proceed by-right or by expedited permit process.**

Yes ✓ No

**If no, please explain.**

Any housing component will require a Zoning Amendment approval at Town Meeting.

**To answer the following questions, the Preparing for Success Online Mapping Tool can be utilized. The Preparing for Success Online Mapping Tool allows users to interactively display a number of geographic districts, as well as overlay multiple districts at one time. The Online Mapping Tool is available on the Massachusetts Permit Regulatory Office website under the MassWorks Infrastructure Program page: [http://maps.massgis.state.ma.us/map\\_ol/eohed\\_mapping.php](http://maps.massgis.state.ma.us/map_ol/eohed_mapping.php)**

**Is your community engaged, or in the process of engaging in a Community Compact with the Commonwealth?**

✓ Yes No

**If yes, please provide the status of your Community Compact.**

Adopted 1/21/2016, with initiatives in progress.

**Does this project fall within an Expedited Local Permitting District/Chapter 43D District?**

✓ Yes No

**If yes, what is the name of the Chapter 43D District?**

160 Dascomb Road

**Does this project fall within a Growth District?**

Yes ✓ No

**Does your municipality have a Chapter 40R District or Compact Neighborhood Designation?**

Yes ✓ No

Preparing for Success

**Is the proposed project located within a Chapter 40R District or Compact Neighborhood Designation?**

Yes  No

**Is the project located within any of the regions that have a Land Use Priority Plan which identifies priority development and preservation area (e.g., South Coast Rail Corridor, 495/Metrowest Compact Merrimack Valley, Central MA, Pioneer Valley or Metro North region).**

Yes No

**If yes, does this project fall within a state identified Priority Development Area or a Priority Preservation Area?**

Priority Development Area  
Priority Preservation Area

**If yes, what is the name of the Priority Area?**

I-93/Osgood Street

**Please explain how the proposed project is consistent with the Land Use Priority Plan for your region. If not identified as a state or regional priority area, how is the location and/or development consistent with the plan?**

The I-93/Osgood Street PDA has been a major regional employment center for decades and the Town has encouraged and assisted in its growth. The plan calls for a continued expansion as long as there is no harmful effects in nearby residential neighborhoods. This public works project allows for continued economic growth by mitigating the associated traffic congestion and safety impacts.

**Has your community received a Green Community Designation from the Executive Office of Energy and Environmental Affairs?**

Yes No

**Will the proposed project impact or involve (directly or indirectly) a state owned highway or roadway?**

Yes No

**If yes, what is the name of the state owned highway or roadway that will be impacted. If multiple highways or roadways will be impacted please list them.**

Dascomb Road, Frontage Road and I-93 ramps.

**If yes, have you reviewed the project with your local MassDOT District Office?**

Yes No

**Project Map**

**Please provide maps, photographs or any other graphics which delineate the project site and its context.**

**After each file is selected please click save before uploading the next file.**

**Applicants may use the Preparing for Success Online Mapping Tool to create project maps that can be uploaded to this form. The Planning Ahead for Growth Online Mapping Tool is available on the Massachusetts Permit Regulatory Office website under the MassWorks Infrastructure Program page.**

**[http://maps.massgis.state.ma.us/map\\_ol/eohed\\_mapping.php](http://maps.massgis.state.ma.us/map_ol/eohed_mapping.php)**

**[https://madhcd.intelligrants.com/\\_Upload/384165-MassWorksImprovements.pdf](https://madhcd.intelligrants.com/_Upload/384165-MassWorksImprovements.pdf)**

**[https://madhcd.intelligrants.com/\\_Upload/384165\\_2-MassWorks\\_ProjectLocationMap.pdf](https://madhcd.intelligrants.com/_Upload/384165_2-MassWorks_ProjectLocationMap.pdf)**

Budget and Sources

This should include the cost of each project element (surveying, permitting, design, bid, construction oversight, construction, etc.) and should not be limited to the work which will be covered by the MassWorks Grant.

Please also indicate if the cost listed is an estimate or if the work has been bid and if MassWorks funds will be used for each element of work listed.

Please be advised that no more than 10 % of the total grant request may be used for design/engineering, except in communities with a population of 7,000 or less, where the communities are eligible to apply for full design/engineering costs along with a construction grant.

Action	Cost
Survey *	\$50,000.00
Permitting *	\$275,000.00
Design/Engineering *	\$275,000.00
Construction *	\$5,400,000.00
Other:	
Other:	
Other:	
Other:	
Other:	
Total:	\$6,000,000.00

Source	Amount	Secured OR Pending	Additional Details
MassWorks *	\$6,000,000.00	Secured	
Municipality *	\$100,000.00	✓ Pending	Sanitary Sewer Master Plan, as prepared by CDM Smith, dated June 2016
		✓ Secured	
		Pending	
Federal *	\$0	✓ Secured	
		Pending	
Other: Lupoli Companies/Developer	\$250,000.00	✓ Secured	
		Pending	
Other:		Secured	
		Pending	
Other:		Secured	
		Pending	
Other:		Secured	
		Pending	

**Budget and Sources**

**Total:** \$6,350,000.00

Project Schedule and Milestones

Please provide a project schedule and anticipated project milestones for the public infrastructure project for which the community is seeking grant assistance.

<b>Milestone</b>	<b>Start Date</b>	<b>End Date</b>	<b>Additional Details</b>
<b>Survey</b>	9/1/2016	11/1/2016	
<b>Permitting</b>	11/1/2016	8/1/2017	
<b>Design/Engineering</b>	11/1/2016	8/1/2017	
<b>Bid/Contract</b>	8/1/2017	9/1/2017	
<b>Start Construction</b>	9/15/2017		
<b>25% Construction</b>	11/15/2017		
<b>50% Construction</b>	4/15/2018		
<b>75% Construction</b>	5/15/2018		
<b>100% Construction</b>	6/15/2018		
<b>Punch List</b>	6/30/2018	6/30/2018	

**MassWorks Infrastructure Program - 2016**

**Readiness Checklist**

Please provide a list of all permits and other actions required for this project, the current status of those permits, and the timeframe in which the permits will be obtained. Please specify all required local permits and the status of each.

	<b>Required Permit</b>	<b>Filing / Request Date</b>	<b>Anticipated Date of Issuance</b>	<b>Additional Details</b>
✓	MEPA: ENF	9/15/2016	10/21/2016	
✓	MEPA: EIR/FEIR	11/15/2016	12/30/2016	
✓	Order of Conditions Superseding Order of Conditions 401 Water Quality Certification Water Management Act Permit	5/15/2015	1/21/2016	
✓	MassDOT Access Permit	1/15/2017	9/1/2017	
✓	Sewer Extension Permit Mass Historic Commission Review	3/1/2017	9/1/2017	
✓	Utility relocation Article 97 Land Disposition Other Permit: Other Permit: Other Permit:	3/1/2017	9/1/2017	
✓	Local Permit: Zoning Board	9/8/2014	12/1/2014	
✓	Local Permit: Planning Board	6/1/2017	9/1/2017	
✓	Local Permit: Town Meeting Local Permit: Local Permit: Local Permit: Local Permit:	1/1/2017	5/1/2017	

Development Project

**Is the applicant seeking grant funds to support a transportation project to enhance safety in a small, rural community with a population of 7,000 or less?**

**If yes, the applicant is not required to complete the remaining questions in the Development Project form.**

Yes  No

**Please select one of the following project types that best describe the private project or community plans to be supported by the infrastructure grant request.**

Mixed-use development with housing density of at least 4 units to the acre

Housing development at density of at least 4 units to the acre

Economic development and job creation and retention

**Does the project support immediate growth in and around the project area?**

Yes No

**Please provide a letter from the private entity confirming the intent to move forward with the proposed private development project and answering the questions listed below. The municipality should also reflect the information provided in the developer's letter or describe the broader development plans for this location in the answers to the questions below. Municipalities are strongly encouraged not to leave the questions in this form blank.**

[https://madhcd.intelligrants.com//\\_Upload/384243-LupoliSupportLetter\\_Andover.pdf](https://madhcd.intelligrants.com//_Upload/384243-LupoliSupportLetter_Andover.pdf)

**Is the private development project dependent on the public infrastructure project that is the subject of this application? If yes, please explain how the infrastructure investment is necessary for the development to proceed and include supporting evidence. If no, please explain the relationship between the public infrastructure and the private development identified in the application.**

Yes. Widening/improvements to Dascomb Road have been contemplated by the Town for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the MEPA Certificate that was issued in 2008. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient operation of the interchange. In the period between 2006-2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying improvements as a Priority Project. Additionally, only a limited amount of sewer from the surrounding area is allowed to be discharged into Tewksbury's municipal system. The proposed public infrastructure improvements will improve the operation and safety of the Dascomb Road interchange and provide the necessary sewer accommodations to allow development of the 146 Dascomb Road site, the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road.

**Please provide the anticipated private development project start date.**

9/1/2017

**Is the development project fully permitted?**

Yes  No

Development Project

**If the development is not fully permitted, please indicate what permits are outstanding and the expected timeframe within which the permit(s) will be secured.**

Town Warrant Article (2017) & Planning Board, all permits expected by 9/1/2017

**Please provide the total anticipated private investment in the private development project.**

\$220,000,000.00

**Is the development project's funding fully secured?**

Yes  No

**If financing is not secured, please indicate funding sources being sought and a timeline for when they will be secured by the developer.**

Financing is expected to be secured upon receiving all necessary permits, 9/1/2017. Funding sources will include private equity and construction loans.

**Please provide a detailed description of the private development project that includes the full scope of the project (including phasing details, if applicable).**

The 146 Dascomb Road redevelopment project will proposed a 582,400 SF mixed-use development that proposes to transform an underutilized industrial property into a thriving live-work-play development. The 582,400 SF development is comprised of 91,200 SF of restaurants/retail, 270,000 SF of professional office, 61,200 SF/100 room hotel, and up to 175 market rate apartments, the residential component requires approval of a Zoning Amendment at Town Meeting in May 2017. The project is proposed to be constructed in phases over a five year period with construction on site planned to start in the summer of 2017.

**Please provide information related to the private development scope in the following table:**

<b>Type of Development</b>	Commercial Housing <input checked="" type="checkbox"/> Mixed-use
	<b>Number</b>
<b>Square footage of new development</b>	422,400
<b>Number of rental units</b>	175
<b>Number of homeownership units</b>	0
<b>Total number of units</b>	175
<b>Total number of affordable housing units</b>	
(Affordability definition based on DHCD standards. Please see guidance for DHCD Affordability standards.)	
<b>State Level of affordability</b> (30% of Area Median Income, 50%, 60%, 80%, etc.)	
<b>Number of part time jobs to be created</b>	1100
<b>Number of full time jobs to be created</b>	950
<b>Number of full time jobs to be retained</b>	0

Development Project

Please provide a project schedule and the anticipated project milestones for the private development project. If necessary, please use the space provided below to provide additional details.

Milestone	Start Date	End Date	Additional Details
Permitting	11/1/2016	8/1/2017	
Design/Engineering	11/1/2016	8/1/2017	
Start Construction	9/15/2017	9/30/2017	
50% Construction	4/15/2018	4/15/2018	
100% Construction	6/15/2018	6/15/2018	

If available, please provide the following information for the private entity for this project:

- **Company Name** Lupoli Companies
- **Contact Information** Salvatore Lupoli
- **Phone** (978) 681-7777
- **Email** SLupoli@LupoliCompanies.com

**Certification of Public Entity Authorization**

Please submit a certified copy of the vote taken by the executive body authorizing acceptance of state funding for this project.

[https://madhcd.intelligrants.com//\\_Upload/384463-selectmenvote8-30-16.pdf](https://madhcd.intelligrants.com//_Upload/384463-selectmenvote8-30-16.pdf)

If your community requires a vote to authorize acceptance of state funding for this project but the vote has not been taken, please explain the timeframe in which this will be *completed*. If a vote is not needed, please explain.

Please complete the following statement:

I, Andrew Flanagan, hereby certify that I am duly authorized to submit this application on behalf of Town of Andover and to agree to implement the MassWorks Infrastructure Program requirements on behalf of said municipality. I understand that the information provided with this application will be relied upon by the Commonwealth in deciding whether to make the MassWorks Infrastructure grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby certify under the pains and penalties of perjury that the answers submitted in this application and the documentation submitted in support are accurate and complete.

Andrew Flanagan  
Name

Town Manager  
Title

9/1/2016  
Date

**Please print, complete, sign, date, and mail the following document within two (2) weeks of your application submission.**

MassWorks Certification Letter

**Please return an original copy of the signed authorization letter to:**

**MassWorks Infrastructure Program  
Executive Office of Housing and Economic Development  
1 Ashburton Place, Room 2101  
Boston, MA 02108**

Bldg	Footprint	Floors	Square Feet	Uses
1	8,200 SF	1	8,200 SF	8,200 SF Retail
2	10,500 SF	1	10,500 SF	10,500 SF Retail
3	15,300 SF	4	61,200 SF	61,200 SF Hotel (100 Rooms)
4	11,000 SF	3	33,000 SF	11,000 SF Retail + 22,000 SF Office
5	6,500 SF	6	39,000 SF	39,000 SF Office
6	7,000 SF	6	42,000 SF	42,000 SF Office
7	8,000 SF	3	24,000 SF	8,000 SF Retail + 16,000 SF Office
8	10,000 SF	3	30,000 SF	10,000 SF Retail + 20,000 SF Office
9	10,000 SF	3	30,000 SF	10,000 SF Retail + 20,000 SF Office
10	33,000 SF	varies	160,000 SF	125 Market Rate Apts + 50 Age Rest Apts
11	11,000 SF	4	44,000 SF	11,000 SF Retail + 33,000 SF Office
12	10,500 SF	5	52,500 SF	10,500 SF Retail + 42,000 SF Office
13	12,000 SF	4	48,000 SF	12,000 SF Retail + 36,000 SF Office
			582,400 SF	91,200 SF Retail + 270,000 SF Office + 61,200 SF Hotel + 160,000 SF Apts



ascom Road Improvements



Andover, Massachusetts  
Jul 27, 2016

Scale: 1" = 150'



**PROJECT LOCATION MAP**

Andover, Massachusetts  
August 22, 2016



Section I. Project Summary

1.1: Applicant Municipality or Public Entity: Town of Andover

1.2: Applicant CEO Name/Title: Andrew Flanagan, Town Manager

1.3: Applicant Address: 36 Bartlet Street

1.4: City: Andover

1.5: State: MA

1.6: Zip Code: 01810

1.7: Telephone: (978) 623-8210

1.8: Email: aflanagan@andoverma.gov

1.9: Project Contact Name/Title (if different): Paul Materazzo, Director of Planning & Economic Development

1.10: Contact Tel.: (978) 623-8650

1.11: Contact Email: pmaterazzo@andoverma.gov

1.12: Select the one item below that best describes the type of development being supported by the infrastructure project proposed in this application:

- Mixed-use development with housing density of at least 4 units to the acre
- Housing development at density of at least 4 units to the acre
- ✓ Economic Development and job creation and retention
- Road improvements to enhance transportation safety in small towns with population of 7,000 or less. (STRAP grant)

1.14: Amount of Grant Request: \$6,000,000.00  
\$6,000,000.00

1.15: Total Project Budget:

1.16: Name of Proposed Project: Dascomb Road Improvements Project

1.17: Project Address/Parcel ID: Dascomb Road, Frontage Road, I-93 Ramps Andover MA

1.18: Please provide a brief description (no more than 150 words) of the proposed project.  
The proposed project consists of infrastructure improvements along Dascomb Road including roadway widening, traffic signal improvements, construction of bicycle lanes, sidewalks, lighting and a sewer extension.

Section II. Infrastructure Project Description

2.1: Description of project site/location:

The project is comprised of approximately 3,500 linear feet of Dascomb Road/East Street from Jill's Way to Cardinal Lane and includes the intersections at East Street/Shawsheen Street, Dascomb Road/Smith Way, Dascomb Road/Frontage Road, Frontage Road/Rt.93 and Dascomb Road/Rt. 93.

2.2: Is the project site publicly owned?

- Yes
- No

2.3: If yes, public owner name: Town of Andover

2.5: Describe the type of ownership (select all that apply).

- Public land
- Right of Way
- Leasehold
- Easement

Other: Please explain:

2.6: Project Description – Please provide a detailed description of the public infrastructure project for which you are requesting grant assistance. Include details about construction plans, timeline, planned uses for the grant, etc.

Include a brief description of how the infrastructure project will advance the host community’s housing, economic development and/or community revitalization objectives, or if the request is for a STRAP grant, how the project will enhance public safety and transportation.

If this funding request is intended for a specific part of a larger public infrastructure project, please describe that part and its relationship to the overall project.

Please provide maps, photographs or other graphics which delineate the project site and the proposed infrastructure work.

The Town of Andover is seeking grant assistance from the MassWorks Grant Infrastructure Program to provide public infrastructure improvements along Dascomb Road corridor to facilitate the immediate redevelopment of the 146 Dascomb Road parcel and unlock development opportunities at the 80-acre so-called “HP Site” and the designated Chapter 43D District at 160 Dascomb Road. The public infrastructure improvements will include roadway widening, traffic signal improvements at Dascomb Road/Smith Drive, Dascomb Road/Frontage Road, Frontage Road/I-93 SB Ramps, and Dascomb Road/I-93 NB Ramps, construction of bicycle lanes, sidewalks, lighting, and a sewer extension. The transportation improvements along Dascomb Road are required under existing conditions due to traffic congestion, high crash rates, and poor intersection/interchange operations. The Town’s Planning Board is unable to approve any significant economic development at the interchange until the public safety and traffic conditions have been addressed. This exciting project represents a \$200 Million private investment into the Town of Andover and proposes 100,000 SF of restaurants/retail, 293,000 SF of professional office, a 100-room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center, totaling 524,000 SF. The project proposes to bring amenities and services to an amenity-starved

**Section II. Infrastructure Project Description**

Dascomb Road corridor. Constructing the project is expected to generate 1,000 temporary construction jobs and 1,792 full-time jobs after construction is complete. Widening/improvements to Dascomb Road have been contemplated by the Town and the MVPC for almost 10 years. Traffic analysis for the I-93/Lowell Junction Interchange determined that Dascomb Road Interchange operated at a Level of Service F, the lowest rating, this was memorialized in the MEPA Certificate that was issued in 2008. The MVPC has also been studying the Dascomb Road corridor due to high crash rates and the inefficient operation of the interchange. In the period between 2006-2010 there were 265 crashes at the interchange, categorizing it as the highest crash rate in MVPC's table and identifying improvements as a Priority Project. Additionally, only a limited amount of sewer from the surrounding area is allowed to be discharged into Tewksbury's municipal system. The proposed public infrastructure improvements will improve the operation and safety of the Dascomb Road interchange and provide the necessary sewer accommodations to allow development of the 146 Dascomb Road site, the 80-acre so-called "HP Site", and the Chapter 43D District at 160 Dascomb Road. The proposed improvements to public infrastructure will include reconstructing/widening Dascomb Road into a multimodal roadway that will accommodate healthy transportation alternatives such as walking, bicycling, and public/shared transit at the existing Park and Ride. The project proposes: (1) roadway and traffic signal improvements to improve traffic flow for vehicular users which will reduce greenhouse gas emissions; (2) sidewalks and bicycle lanes; (3) reconstruction of approximately 3,500 linear feet of Dascomb Road/ East Street, from Jill's Way to Cardinal Lane; (4) new traffic signals at the East Street/ Shawsheen Street intersection, the Dascomb Road/ Smith Way intersection, the Dascomb Road/ Frontage Road intersection, the Frontage Road/ Rt 93 intersection, and the Dascomb Road/ Rt 93 intersection; (5) five signalized pedestrian crossings and (6) extend Andover's municipal sewer along Dascomb Road to support development. The Dascomb Road Improvements Project proposes to remove the barriers to economic development by improving public safety, improving the flow of traffic, and providing a sewer connection to the Town of Andover's municipal sewer system.

2.7: Is the proposed project expected to support future economic growth, immediately or within the next five years, in and around the project area?

- Yes
- No

2.8: Has the project been a subject at a local public hearing?

- Yes
- No

2.9: Please provide the anticipated schedule/timeline for the public infrastructure project for which the community is seeking MassWorks funding.

<b>Milestone</b>	<b>Start Date</b>	<b>End Date</b>
Survey/Design/Engineering	1/1/2019	10/1/2019
Bid/Contract	4/1/2019	6/1/2019
Construction Start	6/1/2019	
25% Construction		9/1/2019
50% Construction		12/1/2019
75% Construction		4/1/2020

Section II. Infrastructure Project Description

Construction Complete 6/1/2020  
 Punch List 6/30/2020 6/30/2020

2.10: Does the public infrastructure project have all final permits and approvals required to commence in the upcoming construction season?

Yes  No

2.11: Please indicate what permits are required for this project, if the permit has been secured, and if not, the timeframe in which it will be obtained.

Required Permit	Secured?	Filing / Request Date	Anticipated Decision Date
✓ MEPA		1/1/2019	3/1/2019
✓ Order of Conditions Superseding Order of Conditions 401 Water Quality Certification Water Management Act Permit	✓	5/15/2015	1/21/2016
✓ MassDOT Access Permit Sewer Extension Permit Mass Historic Commission Review		3/1/2019	10/1/2019
✓ Utility Relocation Article 97 Land Disposition		6/1/2019	9/1/2019
✓ Other: Local Permit: Zoning Board	✓	9/8/2014	12/1/2014
✓ Other: Local Permit: Planning Board/ZBA		12/1/2018	4/1/2019

2.12: Has applicant consulted with the MEPA office about applicability?

✓ Yes  No

2.13: Will the project require coordination with a utility company?

✓ Yes  No

2.14: If yes, please list the company involved and briefly describe your interactions to date.  
 Informal discussions with National Grid and Colombia Gas

2.15: Is the project consistent with MassDOT's Complete Streets design guidelines? Note:  
 Required for all projects affecting roadways.

✓ Yes  No

2.17: Will the proposed project affect (directly or indirectly) any state owned highways or roadways?

✓ Yes  No

2.18: If yes, identify the highway(s) or roadway(s) that will be effected. Dascomb Road, Frontage Road & I-93 ramps.

Section II. Infrastructure Project Description

2.19: If yes, have you reviewed the project with your local MassDOT District Office?

Yes                       No

2.20: Regional Planning Agency for this location: Merrimack Valley Planning Commission

2.21: Is the project located in an area that is part of a Land Use Priority Plan, or similar regional plan that identifies priority development and/or preservation sites?

Yes                       No

2.22: If yes, identify the Region and Plan: I-93/Osgood Street, Merrimack Valley Strategic Priority Growth Strategy

2.24: Is project also in a Regional- or State-Designated Priority Development and/or Preservation Area?

Yes                       No

2.25: Are there climate resiliency benefits with the project?

Yes                       No

2.27: Are each of the housing or economic development project(s) identified in this application, allowed by-right in current municipal zoning?

Yes                       No

Section III. Budget and Sources

3.1: Amount of Grant Request: \$6,000,000.00

3.2: Total Project Budget: \$6,100,000.00

3.3: Please provide a breakdown of the project budget by spending category. This should include the cost of each element of the project (survey, permitting, design, bid, construction oversight, construction, etc.) and reflect the budget for the entire project. Indicate other funding, source, and if those funds are secured. *Please be advised that no more than 10% of the total grant request may be used for pre-construction activities such as surveying, permitting and design/engineering, except in communities applying for a STRAP grant, which are eligible to apply for full preconstruction and construction costs.*

Spending Category	MassWorks Funding Request	Other Funding	Total Project Budget	Source of Other Funds	Are Funds Secured?
Surveying	\$0	\$50,000.00	\$50,000.00	Developer	✓
Permitting	\$275,000.00	\$50,000.00	\$325,000.00	Developer	✓
Design/Engineering	\$325,000.00	\$0	\$325,000.00		
<b>CONSTRUCTION</b>	\$5,400,000.00	\$0	\$5,400,000.00		
Other: 0	0		0		
Other: 0			\$0		
Other: 0			\$0		
<b>TOTALS</b>	<b>\$6,000,000.00</b>	<b>\$100,000.00</b>	<b>\$6,100,000.00</b>		
	<b>0</b>		<b>0</b>		

Section IV. Preparing for Success

4.1: Is your community participating in a Community Compact with the Commonwealth?

✓ Yes                      No

4.2: If yes, describe the progress your community has made on implementing best practice(s).  
Adopted 1/21/16, Initiatives are in progress.

4.3: Does the municipality have a current Master Plan and/or Economic Development Plan in place?

✓ Yes                      No

4.4: Is community designated or seeking designation as a Mass. Municipal Vulnerability Preparedness Community by the Executive Office of Energy and Environmental Affairs (EOEEA)?

✓ Yes                      No

4.5: Is community designated or seeking designation as a Green Community by EOEEA?

✓ Yes                      No

4.6: Indicate which of the following strategies/planning tools your community has adopted to attract investment in the community as a whole and at the project site specifically.

<b>Development Tool / Strategy</b>	<b>Within Municipality</b>	<b>Within Project Site</b>
Approved 40R District or Compact Neighborhood Designation		
Urban Center Housing Tax Increment Financing		
Approved Housing Development Incentive Program Zone		
✓ Valid, unexpired, Housing Production Plan	✓	
Approved Urban Renewal Plan		
Approved Tax Increment Financing District	✓	
✓ 43D Expedited Permitting District	✓	
Multi-family zoning by-right		
✓ Mixed-use / cluster zoning	✓	
✓ Commercial zoning by-right	✓	
Business Improvement District, Main Street program, or similar		
Federal Choice Neighborhood		
Federal Opportunity Zone nominated census tract(s)		
Federal Economic Development District		
Other:		

Section IV. Preparing for Success

Indicate all applicable items below related to the MassWorks investment goals:

4.7: Does the project support a transit-oriented development; a development located within one-half mile of a transit station (defined as a subway or rail station, or a bus stop serving as the convergence of two or more bus fixed routes that serve commuters)?

Yes                      ✓ No

4.8: Does the project support the redevelopment of a previously developed site?

✓ Yes                      No

4.9: Does the project support a development containing a mix of residential and commercial uses, with a residential density of at least four units to the acre?

Yes                      ✓ No

4.10: Does the project support development of new housing with a density of at least four units/acre?

Yes                      ✓ No

4.11: Is the project supported by two or more municipalities? If yes, please attach letters of support from each community.

Yes                      ✓ No

4.12: Is the project located in a Gateway City?

Yes                      ✓ No

Section V. Benefitted Private Development Projects

5.1: Does the public infrastructure project support new development in and around the project area?

If yes, continue to the next question. If No, skip to Section VI.

- Yes
- No

5.2: Please select the project type(s) that best describe the private development project that is expected to benefit from the public infrastructure project. (check all that apply)

- Housing
- Commercial
- Mixed-Use
- Industrial
- Other:

5.3: Will the public infrastructure project...

- (a) directly serve or connect to a private development project?
  - Yes
  - No
- (b) be located on parcels of land that either are part of a private development project site, or adjacent to parcels of land that are part of a private development project site?
  - Yes
  - No
- (c) involve the construction of improvements that are required to be constructed as a condition in a permit or approval for a private development project?
  - Yes
  - No

5.4: If you answered Yes to any of the above, please continue to answer the remaining questions in this section regarding the private development project. If you answered No to all, skip to Section VI. (If yes to any in 5.3, then continue, if no, skip to section VI)

5.5: Please provide a detailed description of the private development project(s) that includes the full scope of the development, anticipated start/end dates, construction schedule, and phasing, if any.

The 146 Dascomb Road redevelopment project will propose a 524,000 SF commercial development comprised of 100,000 SF restaurants/retail, 293,000 SF of professional office, a 100-room hotel, a 35,000 SF grocery store and a 30,000 SF fitness center. The hotel component requires approval of a Special Permit by the Zoning Board of Appeals. The project proposes to be constructed in phases over a five year period with construction on site planned to start in the Summer of 2019.

5.6: Indicate all of the applicable public benefits of the private development project:

Total private investment: \$200,000,000.00

Section V. Benefitted Private Development Projects

Total new square footage of new office, retail or industrial space:	524,000
Total number of new rental housing units to be created:	
Total number of new homeownership units to be created:	
Total overall number of new units to be created:	
Total number of affordable units to be created:	
State level of affordability (30% of Area Median Income, 50%, 60%, 80%, etc.):	%
Number of construction jobs to be created:	1,000
Number of part time jobs to be created:	800
Number of full time jobs to be created:	1,300
Number of full time jobs to be retained:	50

5.7: Does the private development project have all final permits and approvals required to commence construction?  
 Yes                     No

5.9: If no, please identify what federal, state and/or local permits are outstanding and the expected timeframe within which the permit(s) will be secured.  
 Planning Board and Zoning Board, all permits anticipated by 4/1/2019.

5.10: Is the private development project's funding fully secured?  
 Yes                     No

5.11: If no, please indicate funding sources being sought and a timeline for when the resources will be secured by the private developer.  
 Financing is expected to be secured upon receiving all necessary permits, 10/1/2019. Funding sources will include private equity and construction loans

5.12: Has the municipality provided the private development project with local benefits or incentives?  
 Yes                     No

5.14: Provide the following information for the entity undertaking the private development project:

Proponent Entity/Company: Dascomb Road Development, LLC  
 Contact Name/Title: Salvatore Lupoli  
 Phone: (978) 681 - 7777  
 Email: SLupoli@lupolicompanies.com

Section VI. Applicability of MEPA Review

If MassWorks funding will be the only form of state action implicated by this project, please refer to EOHEd’s guidelines for applicability of MEPA review.

6.1: Does the public infrastructure project meet or exceed any of the thresholds for MEPA review set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      ✓ No

<b>Threshold</b>	<b>ENF Required</b>	<b>EIR Required</b>
Land Development		
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation		
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.2: Does the private development project identified herein, meet or exceed the MEPA thresholds as set forth in 301 CMR 11.03? Check all relevant thresholds and indicate if ENF and/or EIR are required.

Yes                      No

<b>Threshold</b>	<b>ENF Required</b>	<b>EIR Required</b>
Land Development	✓	✓
Rare, threatened, or endangered species		
Wetlands, waterways, and tidelands		
Water		
Wastewater		
Transportation	✓	✓
Energy		
Air		
Solid and hazardous waste		
Historical and archeological resources		
Areas of environmental concern		

6.3: Can the private development proceed independently without the public infrastructure project? Attach letter(s) from the private development proponent confirming and explaining this answer.

Yes                      ✓ No

**Section VI. Applicability of MEPA Review**

[https://madhcd.intelligrants.com//\\_Upload/423981\\_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication\\_11-29-18.\\_Final.pdf](https://madhcd.intelligrants.com//_Upload/423981_537304-3-Sect.6.3-LupoliCompaniesLetter-2018MWIPApplication_11-29-18._Final.pdf)

6.4: Please list any filings that have been made or will be made with the MEPA Office in connection with the public infrastructure project or a private development project described above.

All MEPA filings expected to be complete by 10/1/2019.

Section VII. Certification of Public Entity Authorizartion

7.1: Does your city/town require a vote of the executive body to authorize the submission of this application?

✓ Yes                      No

I, Andrew Flanagan, hereby certify that I am duly authorized to submit this application on behalf of (applicant) Town of Andover and to agree, if awarded, to implement the MassWorks Grant Program requirements on behalf of said applicant. I understand that the information provided with this application will be relied upon by the Commonwealth in deciding whether to award a MassWorks grant and that the Commonwealth reserves the right to take action against the applicant or any other beneficiary of the grant if any of the information provided is inaccurate, misleading, or false.

I hereby certify, under the pains and penalties of perjury that, the answers submitted in this application and the documentation submitted in support are true, accurate and complete.

Andrew Flanagan	Town Manager	12/3/2018
Name	Title	Date

# FRONTAGE ROAD

ANDOVER • MASSACHUSETTS



**CUSHMAN &  
WAKEFIELD**

Global Real Estate Solutions

LAND SALE OFFERING MEMORANDUM

## EXECUTIVE SUMMARY

Cushman & Wakefield of Massachusetts, Inc. (herein "C&W"), is pleased to present to the development community on behalf of Hewlett-Packard (herein "HP") approximately 82 acres of wooded and forested undeveloped land located in Andover and Tewksbury, Massachusetts. The property is strategically sited at 18 Frontage Road, directly off Route 93 at Exit 42 and is centrally positioned between Route 128 (195) and Interstate 495.

Development features include:

- Close to executive neighborhoods
- Available rare undeveloped land
- Various development options
- Perfect for R/D, Office, & Industrial Development
- Residential uses (requires rezoning)

This is an extremely unique and exceptional opportunity considering the location of the land and its scarcity. The Property can accommodate large-scale R&D Developments, or with a zoning change, Residential Condos, and other Residential Master Plan.

The proximity of this location to downtown Boston and high end bedroom communities makes this offering truly unique.

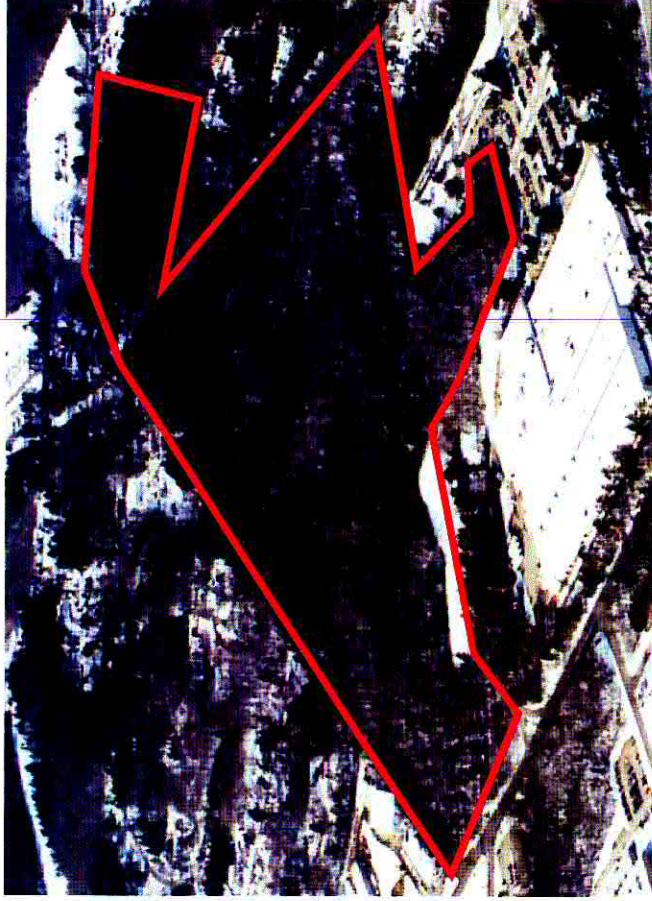


## SITE OVERVIEW

# OFFERING MEMORANDUM

### Frontage Road

is 82 acres of pristine wooded and forested area that have never been developed. Once owned by Digital Equipment Corporation, the Frontage Road site is surrounded on three sides by a residential development consisting of large lot single-family homes.



Frontage Road's 82 acres offers a wealth of development opportunities. As currently zoned for industrial use, the site can support up to four commercial industrial buildings, ranging from 108,000 square feet to 210,000 square feet for a total of 635,000 square feet. Upon rezoning, other options include a mix of single family residences and multi-family buildings, representing 26 house lots and 108 units of attached cluster multi-family property,

Frontage Road is located on the Andover/Tewksbury town line at the northwest corner of Dascomb Road and Frontage Road, less than one mile from west of I-93 and three miles south of I-495. I-93 provides direct access south to Boston's CBD, while I-495 is the major artery to Boston's North, MetroWest and South suburban office and residential markets. Most of the immediate corporate neighbors are located along Dascomb Road, East Street and Frontage Road in office, industrial and commercial developments.





# SPECIFICATIONS

<b>AREA</b>	82 Acres
<b>ZONED</b>	Industrial D / Single Residence C (upon successful rezoning request)
<b>USES</b>	Business, Professional or Administrative Office; Laboratory for Research and Development; or Storage Facility for goods, materials products or equipment
<b>COVERAGE</b>	50% (all buildings including accessory buildings)
<b>ACCESS</b>	Located approximately 20 miles north of the Boston CBD, I-93 is just to the east of the property. Frontage Road runs parallel to I-93 and provides access.
<b>UTILITIES</b>	<i>Water</i> Town of Andover <i>Sewer</i> Septic/Town of Andover <i>Electricity</i> Massachusetts Electric <i>Gas</i> KeySpan
<b>AVAILABILITY</b>	For Sale \$15.0 million (?)

# DEVELOPMENT SCENARIOS



COMMERCIAL /INDUSTRIAL

BUILDING	BUILDING F.P.	BUILDING S.F.	PARKING SPACES	USE	AREA
A	113,000	113,000	175	BUSINESS OFFICES	12.29 AC
B	204,000	204,000	300	WAREHOUSE	11.89 AC
C	210,000	210,000	320	WAREHOUSE	11.89 AC
D	108,000	108,000	160	WAREHOUSE	14.23 AC
TOTALS	211,000	635,000	2,115		



# DEVELOPMENT SCENARIOS

	<b>BUILDING</b>	<b>FOOTPRINT</b>	<b>SQUARE FOOTAGE</b>	<b>PARKING</b>	<b>USE</b>	<b>AREA</b>
	A	37,366 SF	112,100 SF	375 Spaces	Business/Industrial	12.86 Acres
	B	68,000 SF	204,000 SF	680 Spaces	Business/Industrial	17.80 Acres
	C	70,300 SF	210,900 SF	703 Spaces	Business/Industrial	17.80 Acres
	D	36,000 SF	108,000 SF	362 Spaces	Business/Industrial	34.25 Acres
	TOTALS	211,666 SF	635,000 SF	2,120 Spaces		

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - MULTIFAMILY

# DEVELOPMENT SCENARIOS



## OFFERING MEMORANDUM

### RESIDENTIAL - MULTIFAMILY

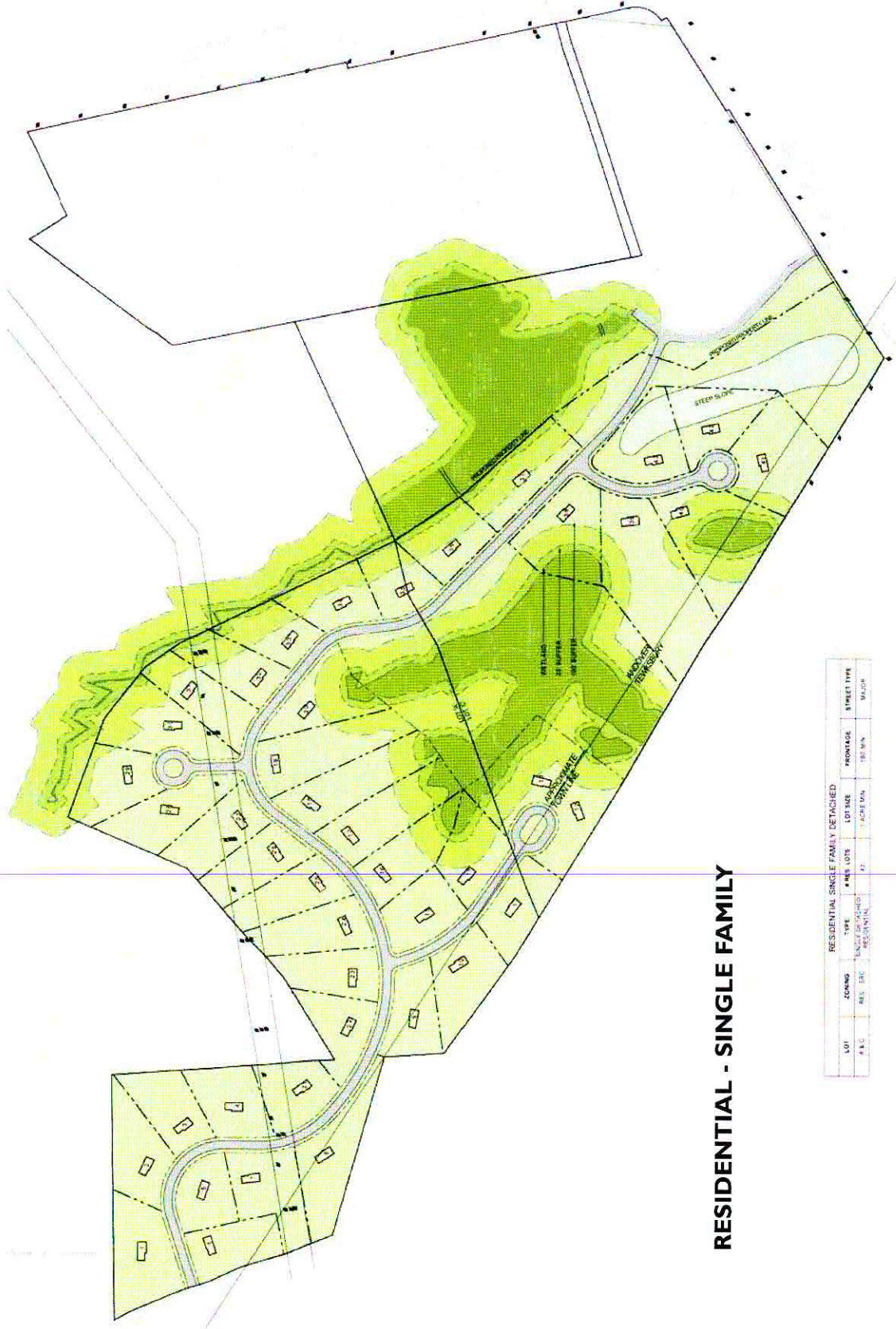
LOT	ZONING	TYPE	# UNITS	LOT SIZE	FRONTAGE
B (New Lot)	Multi-Family	Attached Cluster	108 Total 36 Single-Story 1 Bedroom 32 Single-Story 2 Bedroom 40 Two-Story 2 Bedroom	25 Acres	180' Minimum
A&C	Residential - SRC	Cluster Development	26	2/3-Acre Minimum	100' Minimum

**TOTAL PARKING: 338**

- Garage Parking: 72
- Exterior Parking: 236
- Clubhouse Parking: 30



# DEVELOPMENT SCENARIOS



RESIDENTIAL - SINGLE FAMILY

LOI	ZONING	TYPE	# RES LOTS	LOT SIZE	FRONTAGE	STREET TYPE
P.A.C.	RES. ENG.	RESIDENTIAL	47	1.46 ACRES	150' MIN.	MAJOR

# DEVELOPMENT SCENARIOS



## RESIDENTIAL - SINGLE FAMILY

LOT	ZONING	TYPE	# RES. LOTS	LOT SIZE	FRONTAGE
A&C	Residential - SRC	Single Detached	434	1-Acre Minimum	180' Minimum

MEPA EVALUATION

Lupoli Company at 146 Dascomb Road, Andover, MA

Number 15966

To whom it may concern:

I have numerous concerns re: the size of the project at 146 and the related issues it may cause, however I've chosen to focus on just one item in this correspondence:

**WATER**

As you know, Andover is currently unable to offer its residents potable water during the summer months as "excessive usage" causes brown/black water with impossibly high metal contents. Our town officials insist this water is safe to drink, but try cooking or cleaning with black water. Since we did not and could not project an increase from year to year which apparently caused this issue, and have yet to fully understand or remediate the matter, my question is this:

**"How can you approve the Dascomb Road Project without knowing what impact it will have on the safety of drinking water for the residents of Andover?"**

Since we do not yet have a final report from the Town's water consultants on the root cause of Andover's black water, it would seem reckless at best to allow such a large project to be connected to the Town's system, driving consumption and endangering families.

I appreciate your consideration of this topic.

**Mark Pascarella**  
**81 Osgood Street**  
**Andover**



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

February 8, 2019

Matthew Beaton, Secretary  
Executive Office of Energy and Environmental Affairs  
100 Cambridge Street, Suite 900  
Boston, MA 02114-2150

RE: Andover: The Dascomb Road Project – EENF  
(EEA # 15966)

ATTN: MEPA Unit  
Erin Flaherty

Dear Secretary Beaton:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed Dascomb Road Project in Andover, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please contact J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (857) 368-8862.

Sincerely,

David J. Mohler  
Executive Director  
Office of Transportation Planning

DJM/jll

cc: Jonathan Gulliver, Administrator, Highway Division  
Patricia Leavenworth, P.E., Chief Engineer, Highway Division  
Neil Boudreau, Assistant Administrator of Traffic and Safety Engineering  
Paul Stedman, District 4 Highway Director  
Merrimack Valley Regional Planning Commission  
Department of Community Development & Planning, Town of Andover  
Merrimack Valley Regional Transit Authority  
Merrimack Valley TMA  
PPDU Files



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

## MEMORANDUM

TO: David Mohler, Executive Director  
Office of Transportation Planning

FROM: J. Lionel Lucien, P.E, Manager  
Public/Private Development Unit

DATE: February 8, 2019

RE: Andover: The Dascomb Road Project – EENF  
(EEA #15966)

The Public/Private Development Unit (PPDU) has reviewed the Expanded Environmental Notification Form (EENF) for the Dascomb Road Project in Andover. The 16.2-acre site, located at 146 Dascomb Road, currently consists of an approximately 306,350 square foot mixed office and industrial buildings as well as an approximately 8,360 square foot service building. The Proponent seeks to raze the existing structures and develop an approximately 524,000 square foot mixed-use project, comprised of approximately 293,000 square feet of office space; 80,000 square feet of retail space, a 30,000 square foot fitness center, a 35,000 square foot neighborhood grocery store, a 20,000 square foot restaurant, and a 100-room business-centric hotel.

Based on the information presented in the EENF, the Full-Build project is expected to generate 10,726 weekday trips, including 405 trips during the weekday morning peak hour and 385 trips during the weekday evening peak hour. The project will include provision for 1,760 parking spaces. The project exceeds the Massachusetts Environmental Policy Act (MEPA) thresholds for trip generation (3,000 new trips) and parking (1,000 spaces) and thus is categorically included for the preparation of an Environmental Impact Report (EIR). The Proponent has requested a waiver to prepare a Single Environmental Impact Report (SEIR) for the project. MassDOT has no objections to this request.

Access to the site is planned via a full access/egress driveway opposite Frontage Road, becoming the fourth leg at the signalized intersection with Dascomb Road. Four additional site driveways will be provided along Smith Way: two full access/egress driveways, one shared full access/egress driveway with the Restaurant Depot facility adjacent to and south of the project site, and a loading dock driveway. A Vehicular Access Permit from MassDOT will be required as Dascomb Road is a state-owned roadway east of the Frontage Road intersection and because the site abuts Interstate 93 (I-93), a state-owned roadway.

The EENF includes a Transportation Impact Assessment (TIA) that is in general conformance with the current MassDOT/EOEEA *Transportation Impact Assessment Guidelines*. The SEIR should address the comments raised in this letter.

### Study Area

The TIA study area includes the following intersections:

- Dascomb Road/East Street at Shawsheen Street;
- Dascomb Road at Hewlett Packard Driveway;
- Dascomb Road at Smith Way;
- Dascomb Road at Frontage Road/Primary Site Driveway;
- Primary Site Driveway at Northerly Site Driveway;
- Smith Way at Northerly Site Driveway;
- Smith Way at Southerly Site Driveway;
- Frontage Road at I-93 Southbound Ramps;
- Dascomb Road at I-93 Northbound Ramps;
- Dascomb Road at Lovejoy Road/Acorn Drive;
- Dascomb Road at Clark Road/Bannister Road; and
- Dascomb Road at Andover Street;

The study area is considered to be acceptable and adequate in capturing the impact of the project on area roadways.

### Trip Generation

The TIA includes trip generation rates that were calculated using the Institute of Transportation Engineers (ITE)'s *Trip Generation Manual* (10<sup>th</sup> Edition). As presented in the EENF, trip generation was calculated based on ITE trip rates for Land Use Code (LUC) 312 – Business Hotel, LUC 492 – Fitness Center, LUC 710 – General Office Building, LUC 820 – Shopping Center, LUC 931 – Quality Restaurant, and LUC 932 – High-Turnover Restaurant. LUC 820 was used for both the 80,000 square foot retail space and 35,000 square foot neighborhood grocery store; internal capture between these uses was not credited to account for the lower trip generation projections than if a grocery-specific LUC was utilized. Furthermore, credit was taken for 27,300 square feet of existing office use on the project site.

Internal capture and pass-by trips were calculated using the ITE *Trip Generation Handbook, 3<sup>rd</sup> Edition*, with the exception of internal capture between the retail and grocery uses and the two restaurant uses. 2010-2014 American Community Survey 5-Year Estimates from the U.S. Census Bureau were queried to determine a five percent transit trip credit for the hotel and office land uses.

Accordingly, the site is expected to generate 8,384 new daily weekday vehicle trips and 8,846 new daily Saturday vehicle trips, with 410 vehicle trips occurring during the weekday morning peak hour, 774 vehicle trips occurring during the weekday evening peak hour, and 738 vehicle trips occurring during the Saturday midday peak hour.

### Trip Distribution

We note that no trips are assigned to/from Frontage Road to the hotel land use, despite the presence of several employers to the north of the project site. The SEIR should provide justification for this condition, or adjust capacity analyses as necessary to reflect these trips.

### Safety

The TIA includes a summary of crash rates derived from MassDOT, the Town of Andover, and the Town of Tewksbury for the continuous seven-year period of 2011 through 2017. Two study area intersections, the Dascomb Road at Frontage Road/Primary Site Driveway and the Dascomb Road at Andover Street intersections, have crash rates that exceed the MassDOT statewide and District 4 averages.

The Proponent previously conducted a Road Safety Audit (RSA) for the Dascomb Road at Frontage Road/Primary Site Driveway and Dascomb Road/I-93 Northbound Ramps intersections in 2016, which were found to be Highway Safety Improvement Program (HSIP)-eligible.

The Proponent intends to implement several safety-related mitigation measures at study area intersections. Mitigation commitments at intersections under MassDOT jurisdiction are detailed in the Traffic Operations section.

### Site Access Improvements

The proposed Primary Site Driveway crosses a no-access layout line. The Proponent will be required to request to change the access designation prior to the issuance of a Vehicular Access Permit.

### Traffic Operations

The EENF notes that traffic counts within the study area were collected on September 13, 2018, the afternoon of the Greater Lawrence Gas Disaster. Additional counts taken on September 20, 2018 were used to supplement the affected counts from September 13. Although we accept the counts as representing conservative conditions, additional counts should still be taken prior to the submission of the SEIR to ensure existing conditions are appropriately represented. The Proponent should re-analyze traffic operations in the event of a major discrepancy between the two collected counts.

Regarding traffic signal warrants, the consultant assessed Warrant 1: Eight-Hour Vehicular Volume and Warrant 2: Four-Hour Vehicle Volume, using 12-hour turning movement counts and site-generated traffic volumes as the basis for conducting the warrant analyses. For off-peak hours, “engineering judgment” was used to assign site-generated volumes for each land use to the base volumes. The SEIR should explain further how the Proponent arrived at off-peak volumes.

Capacity analyses were conducted for the weekday morning and weekday evening peak periods for existing, 2026 No-Build, and 2026 Build conditions. All signalized intersections are reflected as operating at a Level of Service (LOS) D or better under 2026 Build conditions. However, several approaches to intersections under state jurisdiction will experience deficient Levels of Service as a result of project-related impacts. The TIA has proposed a mitigation program which is anticipated to alleviate these impacts under 2026 Mitigated Build conditions.

The Proponent has proposed a number of mitigation measures at study area intersections under MassDOT jurisdiction. Included in the proposed mitigation is an adaptive signal control system compatible with the existing MassDOT cloud-based system. We will require that the five existing and proposed signals operate under the control of MassDOT with equipment maintenance responsibilities resting with the individual signal owner as per a maintenance agreement to be developed between MassDOT and the Town of Andover. The Proponent is expected to furnish and install all new cabinets, Ethernet communications, video detection, software licenses, three years of the incremental cloud-based server costs to support the system, and any other items as deemed necessary during the system design review.

#### Dascomb Road at Frontage Road/Primary Site Driveway

Project-generated traffic is anticipated to significantly worsen operational conditions for the Dascomb Road eastbound left-turn approach and the Frontage Road southbound left-turn approach between 2026 No-Build and Build weekday morning and weekday evening conditions. The Proponent proposes to reconstruct this intersection to introduce the Primary Site Driveway approach from the south, with an exclusive left-turn lane, through lane, and an exclusive right-turn lane. Frontage Road will be widened to accommodate an exclusive left-turn lane, a through lane, and a channelized right-turn lane. Dascomb Road will be widened to include two exclusive left-turn lanes and a shared through/right-turn lane on the eastbound approach, and a left-turn lane, two through lanes, and a channelized right-turn lane on the westbound approach. These improvements are anticipated to result in the intersection operating under an acceptable LOS (D or better) for all approaches.

The traffic signal at this intersection will be coordinated with other traffic signals along the Dascomb Road corridor, and will be equipped with emergency vehicle pre-emption and vehicular and bicycle detection.

Safety improvements identified in the previously-conducted RSA will also be implemented. The SEIR should define the scope of these improvements.

### Dascomb Road at I-93 Northbound Ramps

The I-93 Northbound Off-Ramp left-turn approach operates with severe delay under 2026 No-Build and Build conditions. A traffic signal is proposed to be installed and coordinated with other traffic signals along the Dascomb Road corridor, and will be equipped with emergency vehicle pre-emption and vehicular and bicycle detection. Dascomb Road will be widened to include a consistent cross-section with a through lane and a channelized right-turn lane on the eastbound approach, and an exclusive left-turn lane and a through lane on the westbound approach. The I-93 Northbound Off-Ramp approach will be re-striped, with minor geometric modifications, to provide two exclusive left-turn lanes and a channelized right-turn lane.

These improvements are anticipated to provide an acceptable LOS for the I-93 Northbound Off-Ramp left-turn approach, although the right-turn approach will deteriorate between the No-Build, Build, and Mitigated Build condition, particularly during the weekday morning peak hour. The Proponent should explore additional mitigation measures to improve operations for the right-turn approach.

Safety improvements identified in the previously-conducted RSA will also be implemented. The SEIR should define the scope of these improvements. The Proponent has committed to upgrading pedestrian accommodations at this intersection, including installing crosswalks across the I-93 Northbound Off-Ramp and On-Ramp approaches, as well as providing accessible ramps, countdown signal housings, and audio/vibratory pedestrian push buttons.

Finally, we note that a merge and diverge analysis was also conducted for the I-93 Exit 42 interchange; for I-93 northbound, the on-ramp and off-ramp are each expected to operate at LOS E under 2026 Build conditions in the weekday evening peak period, with the on-ramp deteriorating from an LOS D under 2026 No-Build conditions. The SEIR should examine the feasibility of improvements to mitigate this impact.

### Frontage Road at I-93 Southbound Ramps

The I-93 Southbound Off-Ramp left-turn approach operates with severe delay under 2026 No-Build and Build conditions. A traffic signal is proposed to be installed and coordinated with the Dascomb Road/Frontage Road/Primary Site Driveway intersection, and will be equipped with emergency vehicle pre-emption and vehicular and bicycle detection. Additionally, the I-93 Southbound Off-Ramp approach will be re-striped to provide two exclusive left-turn lanes and a channelized right-turn lane. These improvements are anticipated to provide an acceptable LOS for the I-93 Northbound Off-Ramp left-turn approach.

The Proponent will be required to prepare a Project Framework Document (PFD) to gain approval from the FHWA to implement the proposed improvements at the I-93 On-and-Off Ramps. The Proponent should submit the PFD to the Highway Division for review and approval prior to final submission to FHWA.

### Conceptual Plans

Any proposed mitigation within the state highway layout and all internal site circulation must be consistent with a healthy transportation design approach that provides adequate and safe accommodation for all roadway users, including pedestrians, bicyclists, and public transit riders. Guidance on healthy transportation design is included in the MassDOT *Project Development and Design Guide*. Where these criteria cannot be met, the proponent should provide justification, and should work with the MassDOT Highway Division to obtain a design waiver.

The Proponent must commit to acquiring all property required to complete any work proposed outside the existing state highway layout.

### Public Transportation

Lowell Regional Transit Authority (LRTA) and Merrimack Valley Regional Transit Authority (MVRTA) bus services operate in the Andover and Tewksbury area but do not serve Dascomb Road in the vicinity of the project site itself. The nearest bus stops to the project site are situated 1.4 miles to the north (LRTA) and 3.2 miles to the northeast (MVRTA). The MBTA's Haverhill Commuter Rail Line includes stations at Ballardvale, 1.6 miles east of the project site and Andover, 3.2 miles northeast of the project site. A MassDOT Park & Ride Facility is located on the northeast quadrant of the Dascomb Road/Frontage Road intersection, although no public transportation services currently utilize the lot.

We note that the trip generation methodology applies a five percent transit trip credit for the office and hotel land uses, resulting in approximately 172 weekday daily and 62 Saturday daily trips projected to use transit, despite no direct transit service to the project site. The Proponent intends to coordinate with the LRTA and MVRTA to seek bus route extensions to the project site. The SEIR should include documentation of such coordination, and provide a status update on the possibility of LRTA and/or MVRTA serving the site.

Potential transit service connecting to the Ballardvale and/or Andover MBTA Commuter Rail stations would enable transit access to the project site for those wishing to access Boston, a potential amenity for users of the office and hotel land uses. We request that the Proponent explore the possibility of providing shuttle service to one or both of these stations to provide these "last mile" connections. Alternatively, the Proponent could coordinate with the Merrimack Valley Transportation Management Association (TMA) to launch shuttle service from one or both of the MBTA Commuter Rail stations to the project site, as well as employers to the west along Shawsheen Street and East Street and/or the north along Frontage Road.

### Bicycle and Pedestrian Facilities

The project proposes to install a sidewalk along the southerly side of Dascomb Road between the East Street/Shawsheen Street and Frontage Road/Primary Site Driveway intersections, with a crossing at the Frontage Road/Primary Site Driveway intersection to access the sidewalk along the northerly side of Dascomb Road towards Osgood Street. A new sidewalk

will also be installed along the easterly side of Frontage Road between the MassDOT Park & Ride Facility and the project site. Spot improvements to provide or reconstruct sidewalks will enable access between the project site and the Ballardvale MBTA Commuter Rail station. Several proposed crossings of Dascomb Road under local jurisdiction will be equipped with Rectangular Rapid Flash Beacon capabilities.

A five-foot wide bicycle lane is proposed to be installed between the East Street/Shawsheen Street and Frontage Road/Primary Site Driveway intersections, with shared-use lane markings provided to the east along Dascomb Road towards Osgood Street. Although the TIA notes the limited cross-section below the I-93 overpass prevents the installation of more secure bicycle accommodations, the SEIR should demonstrate that provision of bicycle accommodations is undertaken with attention to providing secure facilities where feasible.

A shared-use path will be provided adjacent to the Proposed Site Driveway to provide internal access to the project site; the SEIR should demonstrate that access to this path from all approaches the Dascomb Road/Frontage Road/Primary Site Driveway intersection is attained.

#### Parking

The EENF proposes provision for 1,760 parking spaces, 1,256 of which would be provided in a structured facility. The TIA includes a comparison of the proposed parking supply with Town of Andover Zoning By-Laws and Regulations as well as ITE *Parking Generation, 4<sup>th</sup> Edition* guidelines, which found estimates of between 1,600 and 1,750 spaces, finding the parking supply to be in general conformance with these standards. We encourage the Proponent to investigate reducing parking or land banking of parking spaces until and unless needed, based on monitoring conducted at a future date.

#### Transportation Demand Management Program

The Proponent has identified the following Transportation Demand Management (TDM) measures with the goal of reducing single-occupancy vehicle trips by employees and patrons of the project:

- Provision of an Employee Transportation Coordinator (ETC) to oversee, implement, monitor, and evaluate TDM measures;
- Partnership with the Merrimack Valley TMA;
- Registration of employees with NuRide (now Bay State Commute);
- Encouragement of vanpool and carpool participation through marketing, events, and vanpool formation meetings. The ETC will implement a ride-matching program to assist employees in finding appropriate carpool matches;
- Provision of an emergency ride home program;
- Organization of promotional events and activities to encourage rideshare and alternative transportation means, coordinated with the Merrimack Valley TMA, MBTA, MVRTA, and LRTA;

- Provision of an on-site bus/shuttle stop;
- Provision of transit schedules and information about program services at various locations throughout the project site;
- Provision of on-site transit pass sales and offering of reduced-cost transit pass sales for employees;
- Provision of at least 20 preferential parking spaces for rideshare, carpool, and hybrid vehicles in close proximity to major entranceways or parking garage elevators;
- Provision of at least 20 charging stations for electric vehicles in close proximity to major entranceways or parking garage elevators;
- Evaluation of a parking “buy out” program;
- Provision of secure, weather protected bicycle parking for employees at designated locations within the site; and
- Provision of showers for employees who commute by walking or bicycling.

The Proponent should work toward identifying the details of these measures as well as developing additional programs. We encourage the TDM program to be better aligned with the surrounding land use context; for instance, if transit passes will be offered to employees or tenants, the Proponent should more strongly commit to measures which will connect the project site to facilities such as MBTA Commuter Rail stations. The Proponent should also consult with MassDOT and the Merrimack Valley TMA to help implement the TDM program.

#### Transportation Monitoring Program

The Proponent will be required to conduct an annual traffic monitoring program for a period of five years, beginning six months after occupancy of the project. At a minimum, the monitoring program should include:

- Simultaneous automatic traffic recorder (ATR) counts at the site driveway for a continuous 24-hour period on a typical weekday;
- Travel survey of employees at the site; and
- Weekday AM and PM peak hour turning movement counts (TMCs) and operations analysis at site driveways.
- Transit Ridership counts.

The goals of the monitoring program will be to evaluate the assumptions made in the Environmental Impact Report and the adequacy of the mitigation measures, as well as to determine the effectiveness of the TDM program. The results of each iteration of the monitoring program should be summarized in a technical memorandum provided to MassDOT. This monitoring plan (timing, duration, etc.) should be revisited with MassDOT’s PPDU and the District 4 Office prior to its implementation.

Section 61 Finding

The SEIR should include a Draft Section 61 Finding, outlining the mitigation measures the Proponent has committed to implementing in conjunction with this project, including any additional mitigation resulting from the RSA. The Draft Section 61 Finding will be the basis for MassDOT to issue a final Section 61 Finding for the project.

The SEIR should provide an update of the local permitting processes for the proposed project, particularly with respect to any transportation issues being discussed. We strongly encourage the Proponent to consult with MassDOT before any transportation issues are discussed in local meetings or hearings.

The Proponent should continue consultation with appropriate MassDOT units, including PPDU and the District 4 Office, to discuss preparation of the SEIR. If you have any questions regarding these comments, please contact me at (857) 368-8862 or Michael Clark at (857) 368-8867.

**From:** [nfcornell](#)  
**To:** [Flaherty, Erin \(EEA\)](#)  
**Subject:** Fwd: Project Dascomb Road 146 Dascomb Road, #15966  
**Date:** Friday, February 08, 2019 4:41:30 PM

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----- Original Message -----

From: nfcornell <nfcornell@comcast.net>  
To: [planning@andoverma.gov](mailto:planning@andoverma.gov)  
Date: February 8, 2019 at 4:19 PM  
Subject: Project Dascomb Road 146 Dascomb Road, #15966

I am writing to express concern and dismay that the opportunity to comment on this aspect of the Dascomb Road project in Andover has not been publicized adequately in Andover, depriving residents of the chance to comment. I saw an article providing this contact information in the Tewksbury *Town Crier*, but have not seen anything about it in Andover.

I believe that Andover residents were never fully apprised of the plans to reconfigure and redevelop roads in the area to accommodate this development. As mentioned in *Crier* article, this development will downgrade services in an already congested area with high crash rates. Now we learn that with the expected tremendous increase in traffic, on and off ramps to 93 must be enlarged and that all arteries in the area will need to be redeveloped. This is much too dense a development for this parcel of land if it requires so much development of the nearby land that is not part of the development proper. I am also concerned about wetlands which are crucial to drainage in the area, and hope that there will be proper oversight so that they are not damaged or compromised.

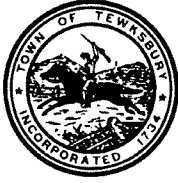
I would suggest extending the time for comments, plus adequate advertising of the opportunity to comment, so that residents of Andover, who will be greatly affected by this project, will have the chance to be heard.

Thank you,

Nancy Cornell

22 Hearthstone Place

Andover, MA 01810



**OFFICE OF THE TOWN MANAGER**  
**TOWN OF TEWKSBURY**  
TOWN HALL  
1009 MAIN ST  
TEWKSBURY, MASSACHUSETTS 01876

RICHARD A. MONTUORI  
TOWN MANAGER

(978)-640-4300  
FAX (978) 640-4302

February 7, 2019  
Secretary Matthew Beaton  
Energy and Environmental Affairs  
MEPA Office  
100 Cambridge Street, Suite 900  
Boston, MA 02114

Re: ENF for MEPA project EEA#15966 - The Dascomb Road Project in Andover, MA

Dear Secretary Beaton:

The Town of Tewksbury has prepared this response to the above-referenced project regarding the potential impacts it may have on the Town of Tewksbury. We would appreciate your consideration of the Town's concerns in developing the certificate for this project.

**Improvements to Dascomb Road/ East Street/ Shawsheen Street Signalized Intersection**

With the controller for this intersection being relocated, the Town of Tewksbury would like the applicant to address the radius of the right turn lane from Shawsheen Street onto Dascomb Road. As the intersection is currently configured, trucks have to cross into the opposing traffic lane to make the right turn onto Dascomb Road. The added traffic to the Dascomb Road corridor will only exacerbate the existing conditions.

**Sidewalk Installations**

The project calls for approximately 1 mile of sidewalks on the east side of I-93. The project is located on the west side of I-93 and provides .15 miles in a westerly direction. The Town of Tewksbury requests that there be some parity in sidewalk installation for this project. More specifically, Tewksbury would like the applicant to construct sidewalks on East Street from Jill's Way to Leston Street at approximately 1100 linear feet and on Shawsheen Street from 1636 Shawsheen Street to Vale Street at approximately 1,600 linear feet. This would significantly enhance the safety of pedestrian movement from the local neighborhoods to the proposed facility in light of the fact that the facility will increase traffic along these 2 roadways.

**Railroad Crossings**

There are two at-grade Pan-Am railroad crossings in Tewksbury within the vicinity of the project. The Shawsheen Street crossing is approximately 1,400 feet from the Shawsheen/ East/ Dascomb Road exit and the East Street crossing is approximately 3,660 feet from the same intersection. No analysis was provided as to the traffic delay times and cueing that will occur with the additional traffic generated from the project.

### **Analysis of Vale Street and Shawsheen Street**

The Vale Street and Shawsheen Street intersection is an unsignalized and has some geometric deficiencies. Vale Street becomes Tewksbury Street in Andover and is a cut-through when the road is fully operational. There is a bridge repair project that currently has Tewksbury Street reduced to one lane on the bridge. Tewksbury is concerned that once the bridge is fully operational, Vale and Tewksbury Streets will see increased traffic to avoid the project area on Dascomb Road. Tewksbury requests that the capacity of Vale Street is reviewed based upon projections and that mitigation measures be undertaken for this street as well as the intersection of Vale and Shawsheen Streets.

### **Support of a Limited Truck Exclusion on East Street**

The Town of Tewksbury has previously requested that the Town of Andover support its application for a limited truck exclusion on East Street. This would be from Rt. 38 in Tewksbury to Whittemore Street in Tewksbury from 6 pm to 6 am. Northbound trucks on I-495 are driving through residential neighborhoods during these hours. A limited truck exclusion would reroute this traffic to I-93 during these limited hours. Currently GPS driving applications are sending the trucks through the Rt. 38 to East Street route instead of the interstate route. The establishment of a limited truck exclusion would assist Tewksbury with the current truck traffic and the potential future truck traffic that the project may generate.

In 2017, the Town of Andover conducted a Road Safety Audit and determined that various safety improvements were need in the vicinity of the Exit 42 interchange. With the applicant's proposed mitigation package for this project, the impediments to Andover's support of Tewksbury's limited truck exclusion request should be resolved.

### **Sewer**

Currently the Town of Tewksbury is providing sewer service to 146 Dascomb Road. If the proposed Andover sewer connections are brought to the site, the Town of Tewksbury request that it be properly sized for all of the Andover properties on the west side of I-93 that are currently connected to Tewksbury sewer. There is concern about the cost of disconnection falling on the last user in Andover to come off the Tewksbury sewer main. A cost-sharing mechanism should be established in Andover relative to protecting any of the users that disconnect from Tewksbury. The disconnection of the existing line would have to be a point where the Town of Tewksbury would not have any inflow or infiltration concerns.

The Town of Tewksbury appreciates the opportunity to comment on this filing. Should you have any questions, please do not hesitate to contact me at 978-640-4300.

Sincerely,



Richard A. Montuori  
Town Manager