

## **I-93 TRI-TOWN INTERCHANGE DEVELOPMENT AREA**

### **TRI-TOWN TASK FORCE**

#### **MEMORANDUM OF UNDERSTANDING**

**WHEREAS**, the I-93 Tri-Town Interchange Development Area (“the Tri-Town Interchange”) is one of the largest concentrations of employment and economic activity in northeastern Massachusetts; and

**WHEREAS**, the I-93 Tri-Town Interchange is located in three (3) separate, contiguous communities, Andover, Tewksbury and Wilmington, and those communities wish to work collaboratively to jointly plan for the enhancement and expansion of economic development in the I-93 Tri-Town Interchange area; and

**WHEREAS**, physical constraints and conditions, including the location of Interstate Route 93, itself, the Haverhill commuter rail line, electrical distribution lines and the unique intersections of community boundaries on either side of the interstate highway have made it difficult for the communities to pursue development and enhancement of large amounts of vacant and underutilized land within their jurisdictions; and

**WHEREAS**, the membership of each community in three different regional planning agencies further complicates a conventional means of regional cooperation; and

**WHEREAS**, the three communities have worked together and have successfully developed a Unified Development Vision which plans for the development of the I-93 Tri-Town Interchange area in a manner generally consistent with so-called ‘sustainable development’ principles and goals and have adopted the following principles to govern the creation of a comprehensive development master plan for the site:

1. Agree to a preferred conceptual interchange design to provide access from I-93 to I-93 Tri-Town Interchange area.
2. Create an overall Conceptual Master Plan which defines and establishes an upper limit on the total development within the I-93 Tri-Town Interchange area. The overall development allowed within each Town should also be understood and agreed upon by all parties.
3. Agree to undertake the development of a new overlay zone for the I-93 Tri-Town Interchange area. Such new overlay zoning should start with the above referenced Conceptual Master Plan and coordinate issues of land use, density, performance standards, community character and building massing within all three towns.

4. Identify off-site mitigation required to protect area neighborhoods from increased traffic volumes. These improvements should be part of the overall interchange design and construction, with funding coming from the same State and Federal sources. This would include the restoration and preservation of existing neighborhoods by diverting traffic from Andover's Ballardvale area, not allowing new traffic from the district to access Wilmington's residential neighborhoods to the south and without any connection to a public or private way within the Town of Tewksbury, as voted on at the May 4, 2004 Special Town Meeting with the exception of emergency purposes.
5. Identify important open space and environmental resources for priority protection and enhancement.
6. Complete analysis of existing and future infrastructure requirements within the I-93 Tri-Town Interchange area to support development of the proposed Conceptual Master Plan.

**THEREFORE**, the Towns of Andover, Wilmington and Tewksbury (the "Towns") enter into the Memorandum of Understanding and agree as follows:

1. Each of the Towns agree to designate up to four (4) representatives to serve on a I-93 Tri-Town Interchange Area Task Force; one of which will be a professional staff person of the Town government with management and planning expertise and others may be, for instance, a Selectmen, a Planning Board representative and a professional staff member involved in the community development process.
2. The Towns agree to participate in a minimum of four (4) task force working sessions during the course of the calendar years between 2009 and 2012, with a goal of producing a comprehensive development master plan for the I-93 Tri-Town Interchange area consistent with the development of state, regional and local development goals building off of the Cecil Group's report of November 15, 2007, the Unified Development Vision..
3. Each community shall invite its respective regional planning agency to assign that agency's Executive Director or his/her designee to serve as a non-voting advisor of the I-93 Tri-Town Interchange Area Task Force to provide professional and technical skills to the process of developing the comprehensive development master plan for the area.
4. The task force intends to apply for and receive planning grants and technical assistance to aid in the effort.

5. The task force intends to involve a wide range of community and development area stakeholders within the I-93 Tri-Town Interchange area in the proceedings of the task force as a means of coordinating public, private and community goals and objectives. The towns will in turn use the community input and citizen participation processes within their own communities and government to evaluate and judge community support for the evolving vision and plan.
6. The task force agrees that decisions will be made unanimously, with the community's individual task force members voting in the majority as the community's vote. Each community will have one vote.

For the Town of Andover

Gerald Meyer Jr  
Joe G. Gagnier  
Chris A. Vapola  
Henry Kelvichyman  
[Signature]

May 4<sup>TH</sup>, 2009

For the Town of Tewksbury

[Signature]  
[Signature]  
[Signature]

MAY 15, 2009

For the Town of Wilmington

Michael [Signature]  
[Signature]  
[Signature]  
[Signature]

MARCH 9, 2009