

# Tri-Town Unified Development Vision

WILMINGTON :: ANDOVER :: TEWKSBURY

*Deciding Together*



*Prepared by:*

The Cecil Group

Peter Smith Associates

Edwards and Kelcey

March 6, 2007

# Tri-Town Unified Vision

- Identified Priorities
- Vision Statement and Concept
- Components of the Vision
  - Land Use
  - Infrastructure
  - Implementation

# Andover Priorities

- Access - connection to a new interchange
- Traffic safety improvements - in existing residential neighborhoods
- Economic development - tax base and jobs
- Recreation - active and passive, with conservation, along the Shawsheen River

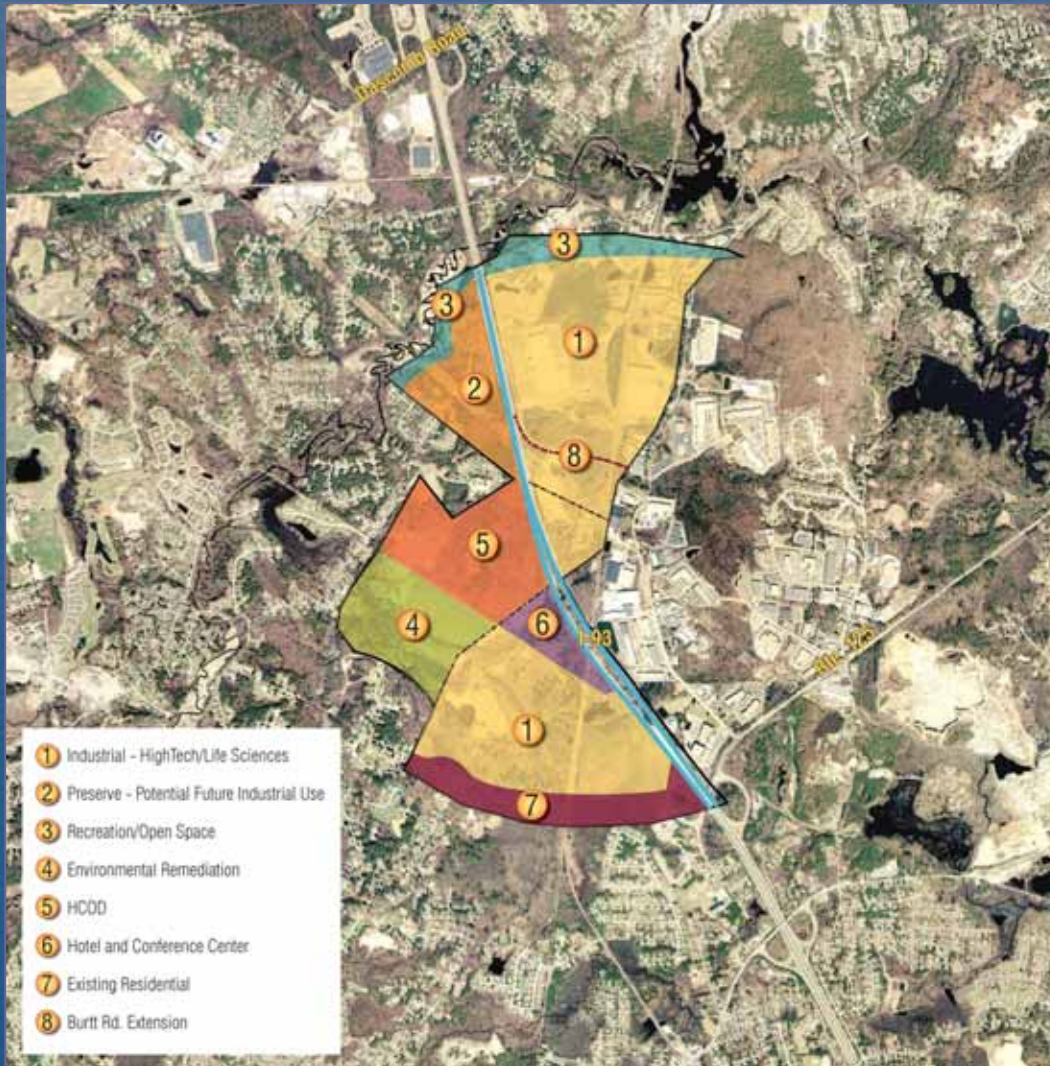
# Tewksbury Priorities

- Interchange access – to I-93, without access to South Street
- Economic development - tax base is the priority, without housing
- Environmental remediation – clean up Rocco's landfill

# Wilmington Priorities

- Economic development - increase the tax base
- No negative impact or change - maintain the existing infrastructure
- Impact neutral change - maintain existing traffic flows

# Combined Concepts



## CRITERIA FOR SUCCESS

### Land Use

- Life sciences corridor
- Large-scale retail development (Tewksbury)
- Hotel and conference center (Wilmington)

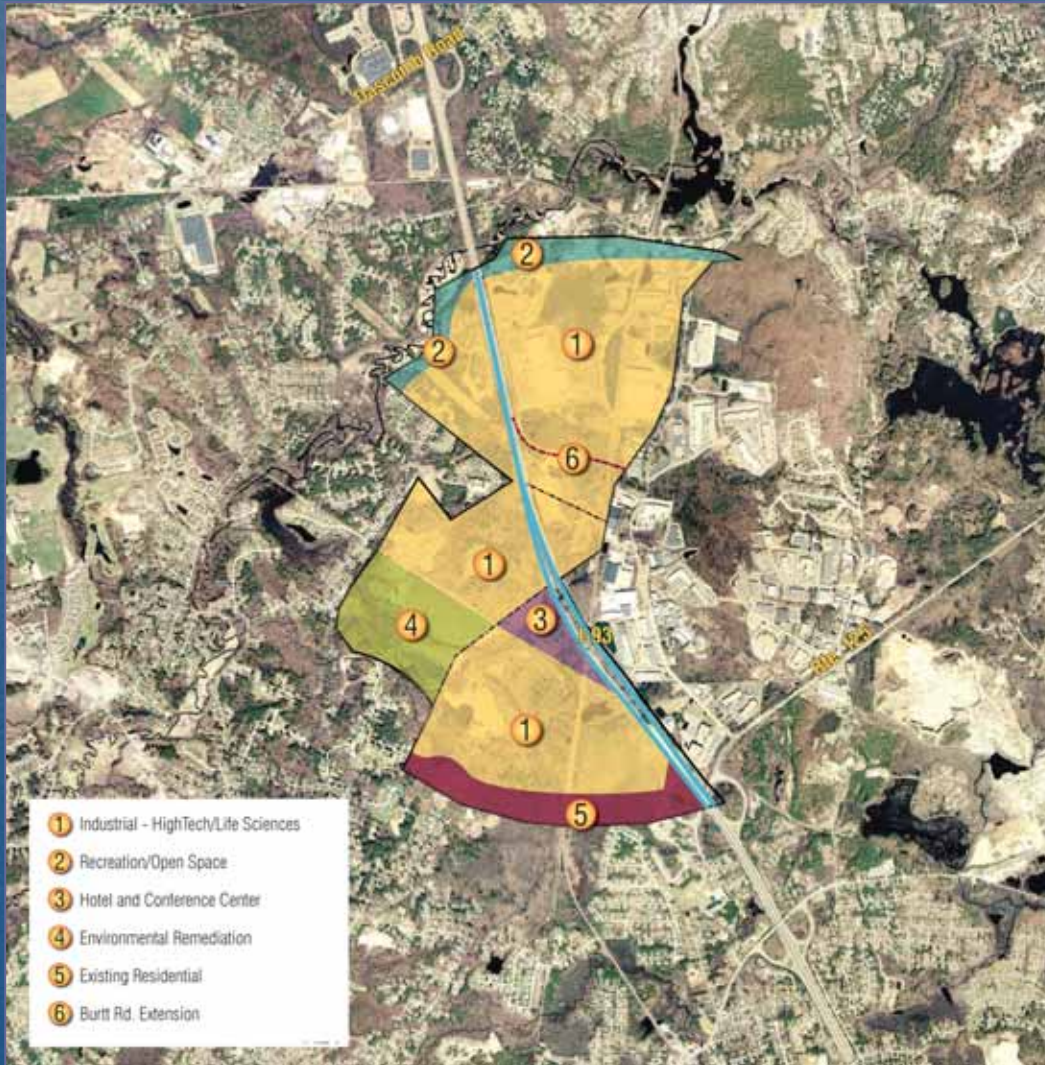
### Transportation

- Burr Road extension
- Route 125 interchange improvement
- Isolate impacts of traffic from town roads through routing and traffic calming
- New interchange

### Environment

- River conservation
- Landfill remediation

# Alternative Vision: Science / Technology Corridor



## CRITERIA FOR SUCCESS

### Land Use

- Life sciences corridor
- Hotel and conference center (Wilmington)
- No impact on town centers

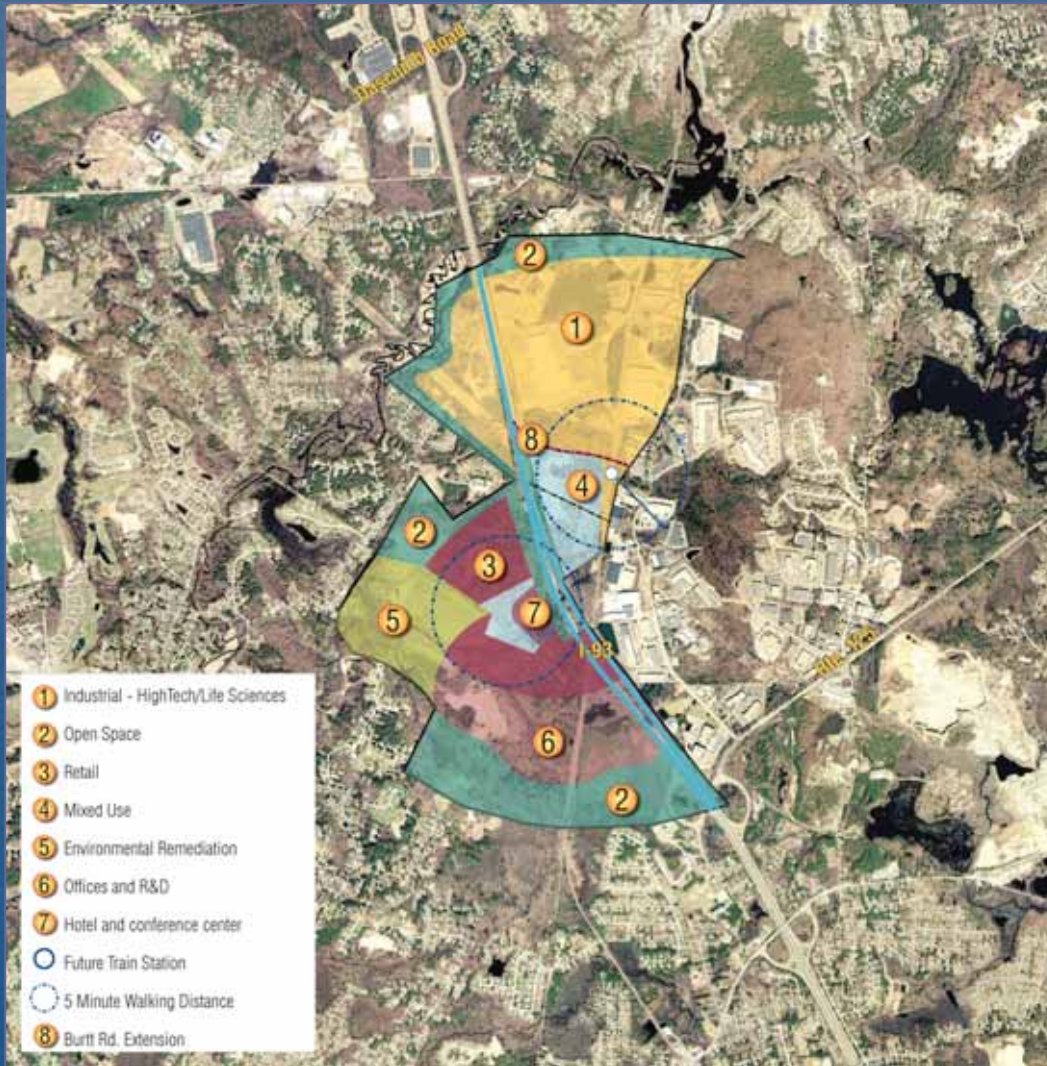
### Transportation

- Burr Road Extension
- Isolate impacts of traffic on town roads through routing and traffic calming
- New interchange
- Marketing opportunity for land

### Environment

- River conservation
- Landfill remediation

# Alternative Vision: Mixed-use Centers



## CRITERIA FOR SUCCESS

### Mixed Uses

- Life sciences corridor
- Hotel and conference center (Wilmington)
- No impact on town centers
- Uses that are efficient in use of transit, roads
- Complementary uses

### Transportation

- Burrill Road Extension
- Isolate impacts of traffic on town roads through routing and traffic calming
- New interchange
- Using rail line to advantage
- Marketing opportunity for land
- Multi-modal approach

# Tri-Town Unified Vision

*Within the 700 acres of land that comprise the under-developed Tri-town area, enhance the existing science and technology focus by creating a sustainable, mixed-use corridor with two sides of commercial and industrial development connected across, and to, I-93 with a new interchange.*

*Enable businesses, residents, the towns, and the region to obtain significant new job and tax benefits, while mitigating existing neighborhood traffic congestion, limiting the impact of new trips, and improving environmental conditions.*

# Land Use Vision

- Make up to 500 acres of land available for sustainable, mixed-use development with new highway and local road access.
- Set aside remaining land after development for conservation and recreation, and to provide buffers to residential neighborhoods.
- Restore and preserve existing neighborhoods by diverting traffic from Andover's Ballardvale area and not allowing new traffic from the district to access Tewksbury's South Street or Wilmington's residential neighborhoods to the south.

# Land Use Vision

- Provide options for mixed commercial and industrial land uses as mutually supportive uses and as a market-based investment choice.
- Continue to allow a mix of primary uses focused on the sciences, technology, and commerce.
- Provide for a mix of new and supporting uses focused on the local and regional markets.
- Create a master development plan that can be used as the basis for inter- and intra-community actions.

# Land Use Vision

- Phase development under the master development plan in a way that does not 'warehouse' land.
- Include sustainable design elements that maximize development with high density in the buildable areas, route traffic flows to use the high capacity improvements, centralize traffic management to control future trip generation, and include green design with energy efficient and low impact construction and operation.

# Infrastructure Vision

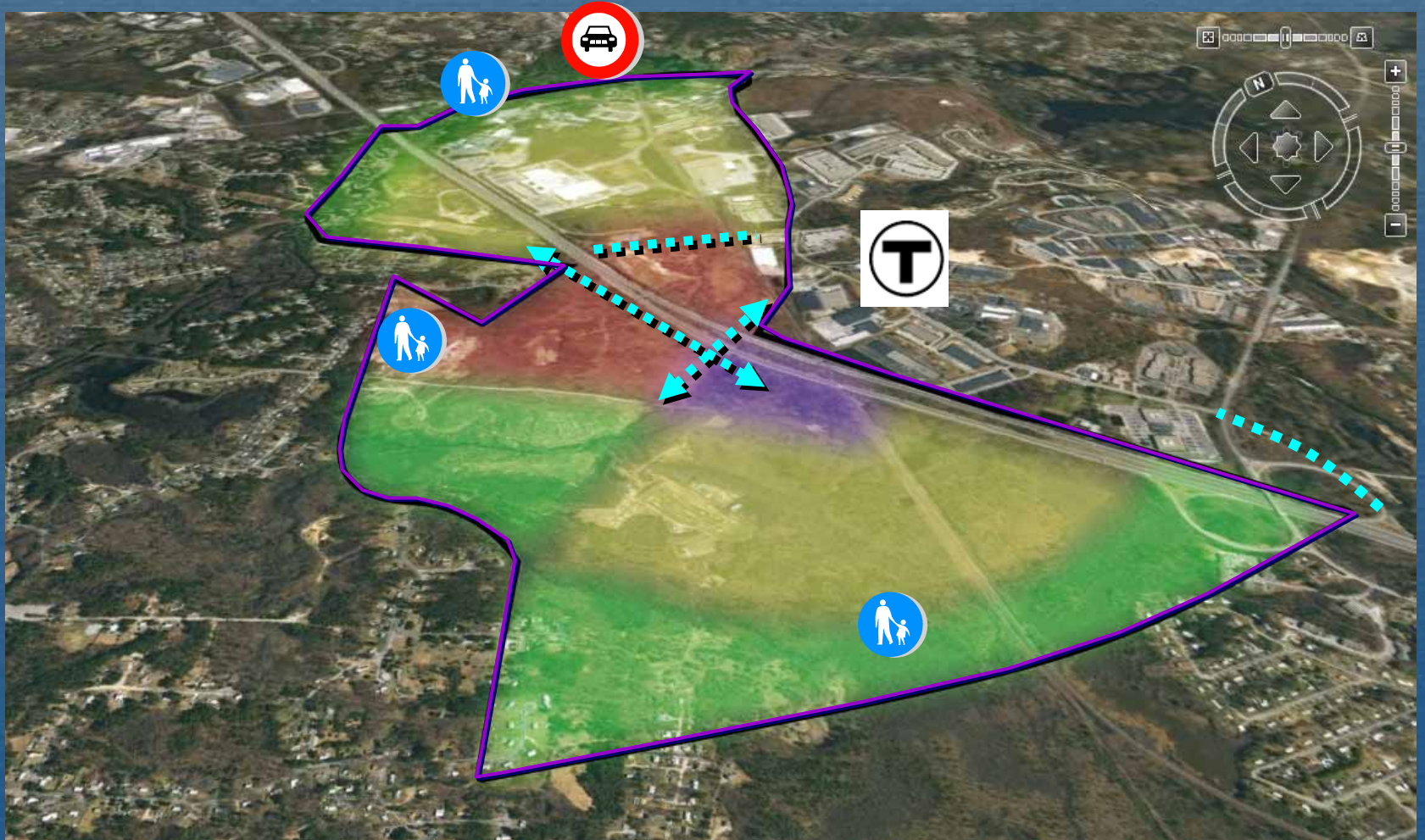
- Provide direct highway access to developable areas from I-93 with the new interchange.
- Provide secondary access for Burtt Road and improve the Route 125 interchange to address safety concerns and enhance development potential.
- Install traffic calming measures on Clark Road and River Street in Andover that reduce commercial and commuter traffic in Ballardvale.
- Complete the Rocco landfill remediation to improve the quality of the environment.

# Infrastructure Vision

- Provide public access and recreation, linked with conservation programs, along the Shawsheen River and make pathway connections to the closest residential areas.
- Set a long-term goal for a commuter rail station in the district.
- Expand traffic management measures with additional program support from local employers.

# The Benefits of Action

- Potential of 2,800,000 square feet of building space with associated tax revenues to the towns
- Potential of 12,000 new jobs
- Substantial infrastructure improvements that will maintain and improve local traffic flows
- Substantial improvements to environmental conditions and public access to open space



***Tri-Town Unified Development Vision***

The Cecil Group :: Edwards and Kelcey :: Peter Smith Associates



***Tri-Town Unified Development Vision***

The Cecil Group :: Edwards and Kelcey :: Peter Smith Associates



***Tri-Town Unified Development Vision***  
The Cecil Group :: Edwards and Kelcey :: Peter Smith Associates

MERRIMACK  
VALLEY  
ECONOMIC  
DEVELOPMENT  
COUNCIL, INC.



***Tri-Town Unified Development Vision***

The Cecil Group :: Edwards and Kelcey :: Peter Smith Associates

# Precedent: Devens Commerce Center

Reuse project across Ayer, Harvard and Shirley:

- 8.5 million square feet of industrial and commercial
- 282 residential units
- 2100 acres of open space and recreation
- Access from Route 2



# Precedent: Village Center at South Weymouth

New Smart Growth concept for South Weymouth NAS:

- 800 developable acres in Weymouth, Rockland, and Abington
- Proposed highway access from Route 3
- 2,800 residential units
- 1.3 million square feet of commercial and industrial



# Precedent: Legacy Town Center, Plano, Texas

New highway access allowed:

- 400 room convention hotel
- 500,000 square feet of lifestyle retail
- 2,400 units of multi-family housing
- 3.5 million square feet of office



# Implementation

- Unify the communities by agreement
- Obtain direct State political and financial support
- Ensure Federal support for highway interchange
- Create a master plan
- Consider selection of a master developer

# Tri-Town Unified Vision

## *Deciding Together*